

# OREGON AVIATION BOARD

## VERBATIM EXCERPTS OF JULY 19, 2018

**DATE** July 19, 2018  
**LOCATION** Oregon Manufacturing Innovation Center (OMIC)  
33701 Charles T Parker Way  
Scappoose, OR 97056

**DIAL IN** (888) 251-2909 - Access Code: 5634428 (please mute your phone)

**TIME** 9:00 AM to 1:00 PM

**PRESENTING AGENDA** Board Chair, Martha Meeker

### Board Information & Action Items

#### Airports & Operations Division Update

- Aurora State Airport Discussion – Maass, Meeker

#### Start 2:04:25

Chair Martha Meeker So, that's Pacific City; also, another busy airport that we have is Aurora. So, the latest on Aurora; we haven't heard about it for a while.

Maass Just, real quick, because I know we're running way behind schedule, our Constrained Operations Study is moving forward. We met with a lot of concerned parties with this, as far as getting the number of constrained operations when meeting in Aurora, I believe it was about three weeks ago, and so the process of collecting data is still moving forward. I believe I saw an email that came across that I think they are getting close to the end of that data collection and then we'll have a look at, you know, some initial reports/chapters of the study for review. I would expect that to probably be here in the next—

2:05:18

Heather —by the next Board meeting, you will have a draft of some of the preliminaries of the work that's been done. Is that what you're—?

2:05:28

Sen. Betsy Johnson By what process is the data being collected for constrained operations? Who's responsible for doing it, and what's the process?

Maass This is the contract that is with Century West Engineering, and so, they have the engineering contract for Aurora State Airport. There was a work order contract that was put together that was vetted through the FAA, and the FAA signed off on the process for collecting the constrained operations and so, we did not want to start this process unless it was something the FAA was going to accept and approve. Because, ultimately, they're going to be the ones that are going to be footing the

bill for any runway extensions, so, this work order contract—scope of work—has been vetted through the FAA, and they’ve signed off on it. And so, now we’re just going through the process and reaching out to the operators at Aurora State Airport to verify the equipment that is used in the airport on a regular basis.

2:06:40

Sen. Betsy Johnson

Follow up, Madam Chair? I heard you say that it was approved by the FAA; that was fine. I heard you say reaching out, and I don’t know what that means, and if you are reaching out to the current operators; finding out what their operations are, are you reaching out to potential operators who are not using Aurora because of limitations. I mean, if you’re just talking to “the family,” you may ignore the fact that the XYZ financial institution wants to fly in because they’re doing business in Wilsonville, but their corporate documents say they have to have—I’m making this up, obviously—7,000 feet. So, if you’re calling Ted and saying, “How often are you flying?” I think you’re missing data.

2:07:26

Heather

But, we’re not. We’re actually—from the businesses that are out there, they are also providing—they’re supposed to be providing that data where ever they can. Ted’s [Millar’s] group is providing the data that is being left out; what he needs to—you were supposed to be working with the consultant to provide that. That’s the last—the last group meeting we had was with all of the businesses that were participating in the current operations that were out there, and what their restrictions are and if they had upcoming needs. That’s what’s supposed to be getting to the consultant.

2:07:58

Sen. Betsy Johnson

I’m sorry to beat this to death, but you still haven’t answered my question. You’re talking to “the family” .....

Heather

Right.

Sen. Betsy Johnson

What I’m trying to figure out is when you go to Ted Millar, who knows more about that airport than anybody else around I would submit, and you say to him, “Has the XYZ bank called you and said, ‘with another 1,000 feet, we’d be in and out of there every other day.’” I don’t know how you’re getting that which is unknown to you now. Are you calling flight departments? Has somebody reached out to Nike and said, “Given the congestion at Hillsboro, would you go to Aurora if there was another 2,500 feet? And, again, I’m just making these numbers up, but I don’t know how you are soliciting the unknown.

2:08:42

Heather

Unfortunately, we can’t solicit the unknown for this study as it’s paid for and acceptable—it’s not paid for—but accepted in a strict statement of work by the FAA. We are—

Sen. Betsy Johnson

Then how do you answer the question, Heather?

Heather

You don’t know what you don’t know. I don’t know if the consultant can actually go out there and try to find that data. They don’t know what they are looking for without getting all of the information from all of the aircraft

owners, operators, and sponsors, and everybody that's on that airport now.

2:09:09

Sen. Betsy Johnson

May I just tell you, anecdotally, we needed to discuss constrained operations at Scappoose. I must have made a hundred phone calls to flight departments and talking to chief pilots and soliciting information about, "would you use us if..." and that's the piece that, for me, is missing. And I don't care that the FAA signed off on it; I think they've signed off on a flawed study if you don't have a mechanism to go out and try to find the unknown, which based on my experience at Scappoose, you can find if somebody sits down and makes the calls.

2:09:48

Maass

The other piece to that though is I know that with constrained operation, the FAA is not going to counter this constrained operation based on "if you build it, they will come", but we have aircraft that are going into Aurora and flying out of Aurora that are coming in light, taking off light, flying somewhere else, landing to continue to their destination; those are the ones that we know and that we know that we have over 500 of those operations and so, we are reaching out to that low hanging fruit. Because, if we can get that information just from the operations that are currently happening at Aurora, and we can verify that, then that is additional money that we don't have to spend calling out to the hundreds of flight departments because the numbers are already there. We're just verifying those.

2:10:41

Sen Betsy Johnson

I'll buy that, but I still think it's valuable to reach out to some of the bigger flight departments, particularly with the air space constraints, and the crowding at Hillsboro, and noise issues, it's just a thought—

Heather

I agree.

Sen. Betsy Johnson

And, I don't see it being onerous. I did it in a couple weeks, just sitting down and making the calls for half an hour every day.

Maass

The other piece that we've discussed about putting in the publications—aviation publications to reach out to those flight departments.

Heather

So, we are, like Matt said 500, we're actually, we're nearing 600, and we should be completely where the study needs us to be with the operations that currently happen now without doing that outreach. We'll be able to do that outreach once we're done with this one case that they do so much for your [inaudible 2:11:33].

Maass

The only other piece on Aurora that I would bring up is that we have—there's a piece of property that's not airport—that ODA does not own, but it's listed as the church property or church camp property that has been recently acquired for airport use. And, I believe that that is going through the process to get the land use changed. It's currently, I believe, EFU, and it's going to be changed over to airport. In the Master Plan, both in 2012-13 and in 1976, that property was identified and discussed in a couple meetings about that being used as airport—for airport use. And

so, I know—I believe that there was a request that was sent to the Board for a letter of support, and that this was sent to the Board and Mitch Schweiker right as Mitch Schweiker was retiring, and I believe the correspondence back was that he did not want to take action on it and thought it would be better for the next Director to work with the property owner to deal with this, but I don't know if the Board wants to have any discussion on that as well, but—

[2:13:05]

Chair Meeker

Well, if it's in the Master Plan, I think by default that that talks a little bit about our support; if it states in there that that—that might—a future date that it be brought in as part of airport operations—

[2:13:18]

Heather

Well, [inaudible] it doesn't.

Maass

It just says in the alternatives it was discussed as future airport use under private ownership.

Chair Meeker

Okay.

Maass

So, it was just in the alternatives, it wasn't saying, "Hey, this will be...". So, the other thing for the Board to know also is HTS [Helicopter Transport Services] built their operations down in a corner of the airport; southeast corner of the airport and just recently also—well, not recently, but they went through the land use process to get it converted over to airport.

Chair Meeker

OK. Well, hopefully the process will go well. I met a new family member there, and they upgraded [inaudible 2:14:05]. I know we talked about, that we were going to kind of accelerate it a little bit and take some things off the table, but I really would—

**End 2:14:15**

---

**Start 2:27:30**

Chair Meeker

Ted.

Ted Millar

Can I just make a comment on Aurora before you get too far passed it? I'm Ted Millar from the South End Air Park at Aurora and I see new Board members that I don't really know, but 20 years ago the Department of Aviation asked us to put together a support group for Aurora, and we did called PAAM {Positive Aurora Airport Management}. We have regular meetings the last Thursday of every month. In fact, we meet at Aurora. and probably 50 people come every time to those meetings. And the only point I wanted to make is that because of that, we formed what we call a public/private partnership with ODA, and it's a very successful model that even Pacific City might want to copy, and I'd be happy to talk to them about how we did that. Because we formed a formal group and we had a formal agreement that we'd be a public/private partnership. We went with

the City. With the State, we put security fencing around the airport, security gates, signing; we did all those things on a private partnership basis. Now, we're the third busiest airport in the state. We have more airport—airplanes based there than any. And, now we're going—we got a control tower put in with public/private partnership participation and the D's and R's all came together, even at the federal level, and supported that control tower. We are in there now for the runway extension and we're going through the constrained operations that they're talking about and we have been outreaching to the consultant, and I think in the last two weeks—the criteria is you had to get—document 500 existing constrained operations, and I understand from yesterday we're over 600—

2:29:42

Heather

We're over—we're at 609.

Ted Millar

And, there's a lot more than that, but we've at least been able to document and prove that there's over 600, so I think we've reached that level. The only thing I'm asking the Board, especially when you're setting policy, is that, well, Karmen Fore, you know, the lady that was at the Governor's Office before, said here at the Tillamook ORAVI [Oregon Aviation Industries] meeting last year that the Department of Aviation needs to be more aggressive in promoting, protecting, and improving airports, and they need to be much more aggressive in going after funding and doing the support necessary to place aviation at a higher level in the transportation system. So, it's a policy thing. And, it's easy to say, but especially for Aurora, and I'm being selfish with that cause that's where we're from, we'd really like to see that policy really put into place, to be more aggressive in promoting aviation and in our efforts to get this runway extended, it's going to take some real effort. And the previous director, I don't know if he was told to do that or not, but would constantly say, "Well, I have to stay neutral. I need to not be an advocate. I can't be against it or for it." And, I'm asking you to be an advocate.

2:31:20

Chair Meeker

And, I think we talked a little about this in the Legislative goals that we set, and one of them is to get in there and talk about it; be a promoter of aviation. It gets into being the home for UAS and perhaps, we can try to become the center of gravity away from SOAR; so we owe you that; we owe you more support.

Tim Millar

Thank you.

End 2:31:45