

**MINUTES**  
**AIRPORT ADVISORY COMMISSION**  
**Wednesday, June 17, 2009**  
**Fire Station 6, EMS Division, 2742 25<sup>th</sup> Street SE**  
**6:00 PM**

<b>Members Present</b>	<b>Members Absent</b>	<b>Guests</b>
Tim Hay	Kindra Jordan	Dennis Thompson
Major Mark Ulvin		Ralph Hunt
Mark Renaud		Ron Sterba
Jim Harr		Gilbert Purdy
Mary Ann Lebold	<b>Staff Present</b>	John Holiday
James Nafziger	Alan Alexander	Jim / Gwen Graham
	Kathy Sime	
	<b>Air Traffic Control Staff</b>	

**1. CALL TO ORDER**

Chair Tim Hay called the meeting to order at 6:00 P.M.

**2. Roll Call**

Tim Hay – Here  
 Mark Renaud – Here  
 Major Mark Ulvin - Here  
 Kindra Jordan - Absent  
 Mary Ann Lebold - Here  
 Jim Harr – Here  
 James Nafziger – Here

**3. APPROVAL OF MINUTES**

Jim Harr made a Motion to approve the May 20, 2009 Minutes. Mark Renaud seconded the Motion and the Motion passed with a unanimous vote.

#### **4. APPEARANCE OF INTERESTED CITIZENS**

Ron Sterba commented that he heard Leading Edge on the radio requesting a pattern change so the children on the playground would not be bothered by the overhead flights in training. Ron stated that he felt this was a conscious effort from Leading Edge to be a good neighbor.

#### **5. REPORTS**

##### **a. Tower Chief Report**

Cindy Ford was not in attendance. Alan Alexander gave the following report: Traffic count for May 2009 was 5004 an increase of 782 operations over May 2008. Total 12 running month total through May 2009 was 57,608. The busy day was 270 operations. Alan stated that the operations are experiencing small increases even with the slow economy.

##### **b. Airport Noise Work Group**

Alan reported that the Airport Noise Work Group is an important topic and he feels that it should be discussed each month. Alan reported that the dialogue continues to be good and the neighborhood representatives bring questions to the group and the group discusses the concerns of the neighbors. There were 19 complaints from 5 households for the month of May, 2009. Alan stated that some of the complaints come from late night operations and Alan has checked with all the operators on the airport and he feels that the operations come from operators off the field. Alan stated that he would continue to spread the "fly friendly" information with other airports. Alan stated that the noise group would be visiting the air traffic control tower so they can better understand the role of the tower.

James Nafziger asked if those generating the complaints could come to the airport noise work group. Alan stated that he encourages the complainants to work through their neighborhood representatives, however all of the work group meeting are open to the public.

##### **c. Terminal Expansion**

Alan reported that the airport plans to expand the terminal through funds received from a Connect Oregon II Grant. The expansion will include a larger waiting area, ADA restrooms, some asbestos cleanup and parking expansion to prepare for the return of air service. Alan passed out a schematic drawing of the proposed expansion. The addition will be approximately 4,100 square feet with more seating in the lobby area. It will provide some additional ticket counter space as well as additional space for TSA and airlines. Some of the North parking will be eliminated in the addition and the remainder of the North parking lot will accommodate the handicap parking and rental

car parking. Alan stated that FAA funds will be used on the public use areas of the expansion.

#### **d. Fueling Rules**

Alan reported that there was a question regarding the one of the draft criteria in the proposed fueling regulations dealing with a 50-foot setback for fueling apparatus. Alan stated that he researched the issue and the only rule he could identify was the regulation dealing with smoking and a 50 foot separation. There was some discussion regarding removing the language unless a reason could be found to leave that language in the proposed rules. Alan stated that in reviewing publications regarding fuel farm safety, he couldn't find any information regarding a 50 foot separation between the fueling apparatus and the building. Alan further stated that in the event of an underground operation, it would be better to have it closer to the building so that there would not be an obstacle.

Mark Renaud made a Motion to adopt the language in 9.130 (a) (1) (G) "No fractional or co-op ownership of tanks is allowed. Any fuel tank owned and operated shall be for the exclusive use of that operator for its own aircraft. Operator shall not sell a portion of its tank to other entities for the purpose of fueling other aircraft not owned and operated by the entity under the license." Jim Harr seconded the Motion. The Motion passed. Mary Ann Lebold opposed the Motion.

Mark Renaud made a Motion to delete language in 9.130 (a) (3) (c) (2) (E) "Fueling apparatus must be located a minimum of 50 feet from hangars or taxiways". Mary Ann seconded the Motion. The motion passed with a unanimous vote.

#### **e. Other Reports**

Alan reported that last month the application for a new flight school operated by Steve Larsen was approved upon the condition that all requirement of Chapter 9 be met. Mr. Larsen will be operating from Salem Air Center. He will be replacing services previously provided by Salem Air Center. Alan reported that most of the requirements were met prior to last months meeting, but some of those qualifications regarding insurance were still being clarified. Alan stated that all requirements / qualifications have been met and an operating license has been issued to Mr. Larsen.

Alan reported that a construction project begins tomorrow, June 18, 2009. He encouraged all pilots to check NOTAMS. Crack sealing will begin on Runway 13/31 and will include taxiways East of Runway 31

Alan stated that the surfaces will be reopened as quickly as possible with safety as the number one concern. The crew should complete most of Runway 13 on June 18<sup>th</sup> and Runway 34 should be available full length. Alan stated that a lot of Notams will be issued throughout this project for safety to the pilots as well as the construction crew. Alan stated that the operators using the large runway will be most affected and the

surfaces will be closed only as necessary. Once the runways are complete, the crew will finish the taxiways. The south ramp will also be cracksealed.

Tim Hay asked for a timeline. Alan stated that the crew plans to have the cracksealing done in three days. The taxiways will be done after the runways are completed.

Mark Renaud asked if smaller aircraft could use a portion of the runway. Alan stated that the tower would make that decision.

Mark Renaud asked if the runways would be open at the end of the day. Alan stated that all surfaces will be open after 7:00 pm.

Ron Sterba asked about weekend work. Alan confirmed that the crew will not work on the weekends and there will be no restrictions.

Jim Graham asked if there would be X's on the end of the closed runway and Alan confirmed that there would be X's on the closed runways.

Ron Sterba asked if there would be any restriping done and Alan confirmed that there would be a lot of restriping done with this project. Alan stated that it will be done after the fogsealing which will be done later in the summer. Enhanced runway markings will be done as part of another project.

Alan stated that other projects will begin next month to include some additional fencing and a new taxiway in the South Hanger Area.

Alan reported that he is still trying to coordinate the Garmin tour for the AAC and Alan asked Commission members to get back to him regarding times that may work.

## **6. ITEMS FOR COMMISSION DISCUSSION**

James Nafziger asked if there has been any information regarding future air service. Alan stated that there has been no positive action that will affect Salem at this time and pointed out that the airlines may lose close to 9 million dollars this year. Alan stated that there continues to be cutbacks at all airports but pointed out that Salem watches the market very closely and pursues all opportunities. James asked if communities are seeking grants and travel banks. Alan stated that many new markets are subsidized. Alan stated that airlines look at a lot of factors including proximity to a larger airport, universities, etc. Alan stated that our catchment area was very broad to include McMinnville, Albany, Newport, etc.

Jim Harr asked how much the City subsidized when Delta came to Salem. Alan stated that the City did not directly subsidize the airlines, but landing fees and rental fees were waived for the first year and the Airport had the Small Community Grant. There was discussion on how airlines operate and are funded.

Jim Harr asked if we could accommodate larger jets. Alan stated that we could accommodate larger regional jets such as 70 passenger jets.

**7. CHAIRS REPORT**

**8. ADJOURNMENT**

Chair Tim Hay **adjourned the meeting** at 6:48 P.M.

Date Approved: \_\_\_\_\_

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Tim Hay, Chair  
Airport Advisory Commission

Transcribed by Kathy Sime / Audio Recorded  
DRAFT