

**SUMMARY**  
**AIRPORT NOISE WORK GROUP**  
**Wednesday, April 1, 2009**  
**3030 25<sup>TH</sup> Street SE, Salem, OR**  
**6:00 PM**

<b>Members Present</b>	<b>Members Absent</b>	<b>Guests</b>
Kenneth Hetsel	Cindy Ford	None
Stacey Cochran	Major Mark Ulvin	
Rob Gould		
Mary Ann Lebold		
Jim Graham	<b>Staff Present</b>	
Patrick Hall	Alan Alexander	

Alan Alexander, Salem/McNary Field Airport Administrator, welcomed everyone to the meeting. The next meeting will be May 6, 2009. Meetings are also scheduled for June 3, 2009 and July 1, 2009.

Mr. Alexander has been in contact with one of the flight companies that serves Salem Hospital. Although no specific arrangements have been made for representatives of the company to address the workgroup at this time, they have agreed to attend a future meeting. The flight company primarily provides patient transfers.

Mr. Alexander distributed copies of the SALEM FCT TRAFFIC COUNT with information through March 2009.

He reported that several helicopters operating in the area recently has been doing utility safety work which has a finite end date.

During March 2009, there were fourteen noise complaints from three households with seven complaints regarding helicopter operations and seven complaints regarding fixed wing operations.

The helicopters in the area late at night are not from Leading Edge. Mr. Alexander has talked with representatives of two helicopter training facilities on other fields and asked that they operate in a courteous manner when in the Salem airspace. Patrick Hall explained that Leading Edge averages only one or two night flights per month. Night flights are done only with his approval and the company requires that pilots leave the area immediately after takeoff when operating at night.

Jim Graham described aircraft operations under instrument flight rules (IFR) and explained that IFR operations are under positive control of air traffic control (ATC) at all times. He described IFR operations as "a beautiful dance we are all doing together to

allow us to fly around in the clouds without hitting each other.” He explained that aircraft appearing to be coming in from a long distance are doing a long, straight-in approach with pilots using guidance instruments to guide their descent to the runway at a constant rate. A pilot must file a flight plan for an IFR flight. Flights under visual flight rules (VFR) do not require that a flight plan be filed, but still must be conducted in accordance with FAA regulations. Since IFR flights are generally at higher altitudes than VFR flights, IFR flights rarely result in noise complaints. Most noise complaints result from VFR flights.

Stacy Cochran brought a question from her neighborhood about the recent night helicopter activity but said that Mr. Alexander had answered the question earlier in the meeting. She asked whether there is an approach plate for the hospital helicopter pad. Since approaches to the hospital are under VFR rules, there is no approach plate. Ms. Cochran asked whether there were plans for a trauma center at the Salem Hospital. Mr. Alexander replied that he does not believe that a trauma center is planned for the Salem Hospital. Mr. Hall commented that the new landing pad should lessen the noise impact on neighborhoods close to the hospital. Ms. Cochran asked why the tower would allow aircraft to make low circles over neighborhoods. Mr. Alexander would like to refer that question to Cindy Ford, Air Traffic Manager, who is absent this evening. He did indicate that the only reason he could identify would be a spacing turn for proper traffic flow and only then at pattern altitude. Jim Graham and Patrick Hall indicated they, on occasion, had been requested but it was an uncommon situation.

Rob Gould asked who should be called should a citizen wants to complaint about aircraft noise. Alan Alexander described how to use the City of Salem website to locate a link that will facilitate complaints and said that complaints can be made by telephone twenty-four hours a day. Tom Franklin investigates each complaint. Mr. Gould said that residents of his neighborhood feel that their complaints “are getting lost.” Other city departments assign each complaint a log number so that the complainant can track a complaint. Although Mr. Alexander believes the airport does not have the resources to assign a case number to each complaint, he will try to determine if there is another way to track complaints.

Ms. Cochran asked what can be done when a pilot is not following Fly Friendly guidelines. Mr. Alexander responded that not much can be done unless the pilot is violating flight regulations.

Mr. Hetsel and Ms. Lebold have received no questions or comments from their neighbors to be aired at the workgroup meeting.