

SUMMARY
AIRPORT NOISE WORK GROUP
Wednesday, July 1, 2009
3030 25TH Street SE, Salem, OR
6:00 PM

Members Present	Members Absent	Guests
Stacey Cochran	Cindy Ford	None
Jim Graham	Kenneth Hetsel	
Patrick Hall		
Steve Larsen		
Mary Ann Lebold	Staff Present	
Major Mark Ulvin	Alan Alexander	

Alan Alexander, Airport Administrator, welcomed everyone to the meeting. Rob Gould, work group representative from the Southeast Salem Neighborhood Association (SESNA), has resigned. The Chair of SESNA hopes to select Mr. Gould's replacement at SESNA's next meeting. Since this neighborhood is located just north of the departure ends of runways 31 and 34, the neighborhood is especially vulnerable to airport noise. Having a SESNA representative on the work group is essential to the effectiveness of the work group.

Mr. Alexander introduced Steve Larsen, recently licensed to operate Larsen Aircraft Services LLC, dba Salem Flight Training in the Salem Air Center premises. Mr. Larsen has agreed to participate in the work group as part of his agreement with the city to do business at Salem Airport. Mr. Larsen has dealt with noise abatement issues for over twenty years with the City of Portland Police Department. He has also worked with Horizon Airlines and has been doing flight instruction for twenty years.

Mr. Alexander asked Major Ulvin to provide information about the National Guard drug enforcement activities taking into consideration the confidentiality of law enforcement issues. Major Ulvin explained that the activities are not scheduled. The majority of the flights are counter drug operations or surveillance activities. Since the City of Salem police do not have an aircraft, they use the National Guard aircraft. A surveillance flight will last two or three hours. Even though the flight is well above the Salem airspace, in certain atmospheric conditions, the helicopter noise can be heard at ground level. Alan Alexander said that the airport office receives calls about the operations but the caller's intent is more frequently to find

out why the helicopter is there rather than to complain about the noise. These counter drug flights are seasonal in that the flights increase as the marijuana crop matures.

Major Ulvin reviewed the National Guard training schedules for the month of July.

Mr. Alexander said that there had been a complaint last month about a large military style aircraft operating in the Salem area after 11:00 PM. Major Ulvin said that he has seen an increase in military aircraft based in other locations transiting through Salem. He believes this is because the Salem airport is a convenient fuel stop.

The Manager for Hospital Operations for Life Flight-Aurora will be at the work group's next meeting. This company is providing most of the medical support for Salem Hospital. Cindy Ford will be arranging a tower tour for neighborhood association representatives as part of future meetings.

Leading Edge Aviation has scheduled less than ten hours for night flight training during July. All of this will be away from the Salem airport except for departure from and return to Salem. Leading Edge Aviation plans to participate in the Dallas Summer Fest on July 23, Hot August Flights on the Salem field on August 1 and will probably offer some sort of flights during the State Fair.

Alan Alexander distributed information about noise complaints during June. One complaint was related to a jet aircraft that did a complete traffic pattern at the airport. He also distributed a report of airport operations through the month of June.

There was some discussion of the hours of tower operation, 7:00 AM to 9:00 PM. The current level of operations does not warrant expanding the tower operating hours.

Ms. Lebold has received no comments or concerns from the residents of the Southeast Mill Creek Association neighborhood which she represents.

Ms. Cochran, the representative from the Morningside Neighborhood Association, has received a comment about five small helicopters flying in formation. Major Ulvin thought perhaps these were machines from Ft. Lewis transiting the area. Ms. Cochran had also received an inquiry about a fixed wing aircraft circling on June 12th. Mr. Alexander asked Jim Graham the altitude at which most photo

flights are conducted. Mr. Graham replied that photo flights are generally done at 2000' but it varies depending on the objective of the photo flight.

Mr. Larsen asked if it is typical to receive the majority of the complaints from one household. Alan Alexander confirmed that this is not unusual. All complaints are taken seriously and merit a response. Complainant identities are kept confidential. In response to a question from Major Ulvin, Mr. Alexander responded that many complaints originate from the neighborhood northwest of the airport. Mr. Larsen will use this information when selecting routes for training flights.

Jim Graham expressed his concern about residential development underway on the former Fairview Training Center property. The development is directly under the downwind leg of the left hand pattern for runway 34 and is about 200 feet higher than the airport. Mr. Alexander commented that there is another development near Kuebler Boulevard and 36th Street where airport staff recommended measures be taken in the building process to mitigate aircraft noise levels. Airport staff has been meeting with one of the Fairview developers for some time to acquire an avigation easement that would notify potential buyers of their proximity to the airport. The developer has been very cooperative. Mr. Alexander will be certain to include this concern in his quarterly report to City Council.