

**SUMMARY**  
**AIRPORT NOISE WORK GROUP**  
**Wednesday, August 5, 2009**  
**3030 25<sup>TH</sup> Street SE, Salem, OR**  
**6:00 PM**

<b>Members Present</b>	<b>Members Absent</b>	<b>Guests</b>
Stacey Cochran	Cindy Ford	Tim Hay
Jim Graham	Steve Larsen	Dave Small
Patrick Hall		John Wales
Kenneth Hetsel		
Mary Ann Lebold	<b>Staff Present</b>	
Major Mark Ulvin	Alan Alexander	

Alan Alexander, Airport Administrator, welcomed everyone to the meeting. Mr. Alexander introduced guests: Tim Hay, Chair of the Airport Advisory Commission; John Wales, Assistant Urban Development Director for the City of Salem; and Dave Small, Program Aviation Manager with Life Flight-Aurora.

Mr. Small described Life Flight-Aurora's helicopter operations at the Salem Hospital. The company makes twenty-five to thirty flights into the hospital each year with the frequency slowly increasing. Their helicopters generally operate at about 1500' in the Salem area and make a slow, controlled 300 feet/minute approach to the hospital pad. Pilots generally set up a pattern and communicate with the hospital and control lighting via a specific radio frequency. The aircraft are turbine powered, equipped with night vision equipment and terrain avoidance systems and have enclosed tail rotors which lessen noise. Crews include the pilot, a medic and a flight nurse. The company requires that pilots have a minimum of 2500 hours, do constant training and attend monthly safety meetings where noise issues are discussed. Pilots are required to do a FAA check ride every six months and maintain 90 day currency for night flights. Missions are usually hospital transfers of patients needing a higher level of care and needing to be moved quickly. The company weather minimums require an 800' ceiling with three miles visibility for daytime operations and a 1000' ceiling with five miles visibility for nighttime operations.

Alan Alexander reviewed the Noise and Bird Strike Report for July and distributed copies of the report. He said that the airport regularly distributes its Fly Friendly policies to pilots at other airports in hopes that they will be encouraged to follow

the policies when operating at the Salem airport. Tom Franklin has been working closely with the developer of the Fairview Training Center property and the developer has agreed to aviation easements for the much of the property. The aviation easements will notify property owners of the property's proximity to the airport and that the property underlies a flight path.

Major Ulvin reviewed the National Guard training schedules and activities for August. The medivac aircraft are expected to return to Salem sometime during February, March or April of 2010.

Alan Alexander reported that the August 1, Hot August Flights event, an open house for the airport, was successful in that public attendance was good, a number of exotic cars were displayed, there was live music, a collection of interesting aircraft and a number of airport businesses participated. Plans are underway for a similar event next year.

Patrick Hall reported that a pilot of a Leading Edge Aviation helicopter did pattern work between 9 and 10 PM on a July evening. This was a violation of company policy and resulted from a misunderstanding between the instructor and the student.

Mr. Hall apologized and does not expect this to happen again. The company will be offering helicopter rides during the State Fair and will use routes that will minimize noise.

Ms. Lebold, Ms. Cochran and Mr. Hetsel have received no comments or concerns from the residents of the neighborhoods which they represent. A representative from the SESNA neighborhood to replace Mr. Gould has not yet been identified.

Jim Graham said the Graham Aviation Services student pilots will not be making night flights until September or October. The night flights required as part of primary pilot training generally will start with two or three landings at Salem, a flight to Scappoose where there will be two or three landings and return to Salem where the student will do enough landings to have completed the ten nighttime landings that are required as part of primary pilot training.

The next meeting will be Wednesday, September 2, 2009