

## Positive Aurora Airport Management Meeting Minutes

Willamette Aviation Building – 8:30AM May 28<sup>th</sup> , 2015

### Members Present:

|                  |                  |  |
|------------------|------------------|--|
| Bruce Bennett    | Jim Higgins      |  |
| Tony Helbling    | Dave Waggoner    |  |
| Dan Riches       | Richard Waggoner |  |
| Brian Sonnier    | Jim Aukes        |  |
| Nick Kaiser      |                  |  |
| Jack Kahle       |                  |  |
| Dick VanGrunsven |                  |  |

### Ex-officio Members:

|             |               |  |
|-------------|---------------|--|
| Rod Yoder   | Kevin Cameron |  |
| John Wilson | Matt Mauss    |  |

### Guests:

|                              |                     |  |
|------------------------------|---------------------|--|
| Bill Graupp (City of Aurora) | Stu Musacchia (HAA) |  |
| Daniel Alpiner (HAA)         | Dave Pedersen (HAA) |  |

**Call to Order:** Tony Helbling called meeting to order, everyone introduced themselves, no quorum present to approve meeting minutes.

**Membership Committee:** Nothing New

**Airport Safety Committee:** Bruce Bennett-No meetings or action with the Airport Safety Committee. Has been working on getting sewer and water as more of airport development. There is a senate bill 534 that will allow city to bring water and sewer to airport without annexing the airport.

Jack Kahle-How are we going to pay for getting sewer and water?

Bruce Bennett- By dividing up the costs with people/businesses on the airport.

Jack Kahle-Recieved an email yesterday regarding a noise complaint regarding low flying aircraft flying 50 feet over the river area, thinks it is a low wing piper cub white with red stripes.

Matt Mauss-We will advise FSDO and we need to get an N number for aircraft/or video of action.

Bruce Bennett-Last PAAM meeting we talked about the TRACON/PDX meeting about the coordinating KUAO tower, still ongoing not really involved but getting a few emails regarding it, with some proofreading. It is a formal Operation with Seattle Center/PDX/TRACON and new tower management organizing the flow of traffic in the air from Portland, their hand offs and rules for opposite direction traffic. They are all doing a nice job and just fine tuning this allowing for use of both ends of the runway effectively up to a certain point. It is not going to be imaginary or judgment call, it will be a fixed points on the map, think they are using HITAK

35(8 miles) LUTZZ 17(7mile)intersection and about a 5 mile final for visual reference of either end of the runway.

If there is an airplane there or inbound from other end of the runway it is locked out as long as there is no aircraft in the pattern or anywhere near the pattern. Someone can take off to the north and if an airplane is arriving from the North they can land to the south. Huge safety and noise improvement, less circling and better organization of flow of traffic.

**Airport Improvement Committee:** Bob miles and Ted Millar not present.

Tony Helbling-Email from state regarding fuel tax. It passed through committee on the house side and it is most likely coming up for a vote.

**Noise Committee:** Nick Kaiser-Tony Holt had some communication he put through for changes to March Minutes to change the verbiage regarding the noise. He would like to make sure that ODA and TRACON will look at the work that has been done with the noise control in the area and tie that in to their needs.

PAAM Secretary has revised the minutes and a revised copy was passed around at today's meeting.

**Public Relations:** No News

**Oregon Department of Aviation:** Matt Mauss-Fuel tax (AV gas/Jet) did pass through the work session and recommended the full ways and means committee, port, airlines, and everyone is on board for a 2 cent increase. Looks positive until it goes to full house and senate vote. Money will go towards SAM grant. Will help grant match for federal funding (10%) and air service development in rural communities

Tower is still moving forward getting the airspace authorized, still looking at August for full operation.

Construction barriers still undecided when they go.

Jack Kahle-Talked about starting maintenance logs for ODA last meeting. Give the state a recording of all things needing attention and determine if it is a safety issue or not and state to give an estimation time when will be fixed.

Jack Kahle-Need the tie downs back in by the tower and PCA/Aurora for the aircraft to park....when will they be put back in?

Matt Mauss-Some of those tie downs will not be coming back as they do not meet the safety requirements with the tower there.

Jack Kahle-Abandoned aircraft needs to cleared.

Matt Mauss-Needs to be legislation drafted that gives ODA the power to repossess the aircraft.

Jack Kahle-Someone needs to talk to the aircraft owners that they will not be able to takeoff/land in the grass.

Matt Mauss-As soon it is a controlled field it will no longer be an issue.

Jack Kahle-Tech Equipment's new Jet hanger. Out front they have it all marked off for center line, but they don't have it marked out for parking. It is still open to car traffic, when jet is parked there you can't get through. That needs to be clarified.

Matt Mauss-Will bring that up with them.

**Treasurers Report:** Brian Sonnier-Balance-\$6190.00

Next month is annual renewal month.

**New Business:** Tony Helbling- Will make Bill Graupp an ex-officio member when a quorum is present.

**Bill Graupp**-Nothing new from city of Aurora.

**Individuals from Hillsboro Aviation present:**

Stu Masacchia(Director of Safety)

Dave Pedersen(Assistant Fixed Wing Chief)

Danny Alpiner(Assistant Rotary Chief)

Stu-A few months ago we visited for a PAAM meeting, appreciate the updates with the meetings, and think it is a good idea to stop by several times a year for review the issues and concerns. We have a new active runway opening, a little parallel runway and we brought some practice area charts for review and for a visual for the new runway. For HAA it is very important because we like Aurora's airspace for our training and want to reciprocate.

Jack Kahle-Language barrier complaint last week from a pilot that came back from Friday Harbor after sunset regarding two Helicopters in the pattern, couldn't understand either one of them.

Danny Alpiner-Use our airspace to meet the requirements for private/commercial night landings. If solo difficult to be aware, but if CFI on board will step in.

Stu- The candidates that are from Asia approximately 40 to 60 students a year that we are contracted with rotor wing/fixed wing market. They go through three years there, with some, the airlines have chosen them to be airline pilots so their careers are set, the three years spend they reach a level of proficiency prior to coming to states, we'll go there for 4-6 weeks dealing directly with the classroom environment for the candidates coming here and then they are launched out to do their initial training. They do not have any flight experience at all, so we will spend 12 to 18 months here.

Jack-Who checks them for English proficiency?

Stu-That is a whole process. Obviously their program has a level of proficiency that they assume is appropriate. We make a determination and give a thumbs up on the group that is coming out specifically. While they are here for the 12- 18 months period we are working constantly with them.

It is an ongoing issue historically of the language barrier.

FAA has deemed a certain level of proficiency. In the event that we have a student who can not enunciate properly the instructor addresses the problem and steps in. If the company determines the individual needs additional remedial training on proficiency for English, we have a classroom environment to bring them up to an acceptable standard. We work with FSDO/TRACON in the event they are out there solo and there is an issue and they are sent back if they cannot meet the standard.

If issues, call right away to address, if closed, call first thing in the morning.

S and S program is for specific incidences that may have occurred in the past six months please contact us.

Matt Mauss-Please Email with complaints, he will contact Stu directly.

Richard Waggoner-When contacted with specific date and time, has always got good response.

Rod Yoder-Working on purchasing AFR rig, couldn't buy because it was going to cost/be worth more than they can donate by statute, it may be worth more.

On auction at this point. Asked board to purchase.

Questions were raised if really needed it. Yes we do. We have an airport, two heavy lift helicopter operators on airport, two rail lines through our district and I-5 just a couple of miles away.

Matt Mauss-Will talk to Mitch Swecker to see if state can put in \$5000.00 due to the commitment of community involvement.

Dan Riches-Columbia Helicopters would help financially to obtain the ARF.

Rod Yoder-New Aurora fire station-Nothing put out to voters yet.

\$600,000.00 grant for upgrades. \$110,000.00 for seismic upgrades

Engines wanted with original bond but enough reserves for about half of the cost the rest will do on a lease purchase. More volunteers signing up hoping to get on permanently.

Dan Riches to Rod Yoder-Columbia Helicopter could give an endorsement for ARF, since questioned that Hillsboro does not have an ARF why would Aurora Airport need one, however Hillsboro has a fire unit on field.

Kevin Cameron to Rod Yoder- Community developing grants are coming out and may want to apply for one. Also lottery money into infrastructure grant applications. This year we have \$60,000.00 earmarked and another \$100,000.00 for reserves.

Kevin Cameron-Airport bill supported around the state. Did pass out of the house committee day before yesterday, straight up no amendments, probably going out to the house soon.

Good thing that it doesn't require the airport to be annexed and doesn't take away the farmland.

Tony Helbling-Need to elect Officers for next year.

Tony Helbling- Working on signs obtained another bid. Asked for 3 things on bid

1. Replace face on both signs with better wind stability than prior.
2. Replace with greater wind sheer sign. Very expensive.
3. Leave some of sign, Removal of existing boxes (secondary signs) and clean up of remaining two poles.

Sent out to the board then to be sent out businesses that are on the field to spread the cost as much as possible. PAAM would also contribute.

**Next PAAM Meeting: June 25<sup>th</sup>, 2015, 8:30 AM Willamette Aviation building.**