FROM THE DIRECTOR — DAN CLEM

I want to thank our Governor, the Legislature, the Oregon Pilot’s Association (OPA), the Aircraft Owners and Pilot’s Association (AOPA), and the Oregon Airport Manager’s Association (OAMA) for their very strong support of Aviation during this past legislative session. With the economic and budget crises, state leaders advanced a number of changes to law which will continue to enhance Oregon’s aviation system and quality of life for its communities. Aviation-related legislation signed into law recently by the Governor includes:

♦ HB 3477 – Exempts motor gasoline with Octane rating of 91 or greater from Oregon’s 2007 ethanol-blending law, regardless of use. Legislation passed in 2008 to exempt motor gasoline from the blending requirement for use only in aircraft, watercraft, vintage cars, snowmobiles, and certain powered hand tools did not result in causing availability of unblended motor gasoline for these uses.

♦ Senate Bill 170 – Expands Oregon’s commercial/industrial “through-the-fence” program from three to six airports.

♦ Senate Resolution 8 – adds “Wes Lematta Field” to the Aurora State Airport name. Mr. Lematta’s contributions to aviation and communities resulted in strong, unanimous support in all legislative votes on this measure put forth by Senators Johnson (Scappoose) and Metsger (Welches).

♦ Senate Bill 171 – Expands authority of Oregon Department of Aviation to mitigate location or height of tall structures or objects deemed a hazard to air navigation. Makes construction of a structure or object posing a threat to air navigation unlawful. Adds ODA to notification process for intended energy siting facilities (i.e., wind towers).

♦ House Bill 2001 – The Transportation and Jobs Act includes up to $5M for rural airports, including assistance to airports in meeting federal 5% match requirement. Includes $95M for successful “ConnectOregon 3” program, also potentially providing millions for aviation related projects.

♦ House Bill 2149 – increases registration fees for aircraft to fund required 5% match for federal funding for state-owned/operated airports, effective July 1, 2009. Changed annual fee set originally in 1997 for single-engine piston aircraft from $50 to $55.

♦ House Bill 2150 – increases registration fees for pilots to fund Oregon’s Search and Rescue Program, effective July 1, 2009. Changes fee from $8 annual/$16 renewal to $12 annual/$24 renewal.

♦ ODA Budget – retains current level of services, allows ownership transfer of Mulino Airport from Port of Portland to ODA and authorizes reconstruction of runway, beacon tower, and AWOS at Joseph State Airport.

We are closely monitoring a number of current federal aviation issues, including: FAA’s budget reauthorization (no GA User Fees in House-passed version and funding for contract towers, airport improvements, air service programs, and NextGen), FAA’s proposed new policy on hold-harmless reporting for runway incursions and operational errors, and TSA’s Security Directive # 8G “badging requirement” for Oregon’s eight commercial service airports. Along with OPA, NBAA, and AOPA, we will ensure that our congressional delegation is well-aware of the impacts of these pending decisions on Oregon’s aviators, communities, and aviation system.

Fly Safe and Neighborly!

Dan Clem
From the FAA: **Summer Increase In Runway Incursion Risk**

This is the season for a significant increase in runway incursions during the summer months—roughly May through August. Based on data from 2001 to 2008, in a typical January there are about 55 runway incursions (RI) nationwide, but May-August average over 80 RI’s per month.

What accounts for this increase? Certainly the summertime increase in traffic is one explanation; more operations mean more opportunities for mistakes. While commercial carriers typically averaged 9-10 pilot deviation RI’s per month during the 2001-2008 period, general aviation RI’s tend to sharply increase during the summer months from a low of about 20 in January to an average of almost 35 per month for May-August—a **75 percent increase**.

**Underlying causal factors:**
- Lack of familiarity with layout and procedures at towered airports. Pilots based at non-towered airports who use towered facilities (for example, to practice IFR approaches) must take the time to thoroughly familiarize themselves with the airport layout, procedures, and phraseology for movement on the airport surface.
- Pilot reluctance to ask for help when confused about their position. Anecdotal reports indicate that general aviation pilots are sometimes reluctant to ask for help when uncertain about their location. This reluctance can be exacerbated during heavy periods when controllers, busy with several aircraft or preoccupied with other duties, issue quick instructions and miss subtle cues that a pilot is unfamiliar with the airport.
- Communication errors. Common communication errors include taking a clearance meant for another aircraft or vehicle—in particular when call-signs are similar; misunderstood communications; incorrect readback and hearback; or acting on an anticipation of a clearance. The underlying causal factor, though, can often be traced to the seasonal pilot’s inexperience with proper communications procedure and surface movement phraseology.

Faced with this challenge, the FAA Office of Runway Safety is launching a summer initiative aimed at reducing runway incursion risks.

Pilots may not always take the time to read available FAA-produced literature on runway safety, or study the Runway Safety Office website. This is especially true for pilots who do most of their flying during the summer, and who therefore may be a little rusty on surface movement best practices.

**HOW CAN YOU HELP REDUCE THE RISK OF AN INCURSION...**

Allow extra time to study the airport diagram when planning any flight to or from a towered facility. Keep a copy readily available in the cockpit. Current airport diagrams are available free of charge online at [http://www.naco.faa.gov](http://www.naco.faa.gov).

Develop a good working knowledge of standards for airfield signs and markings to help maintain situational awareness while operating on the airport. The *Aeronautical Information Manual* (AIM) is an excellent resource for this information. **If you are uncertain about your position on the airport surface and not on a runway or otherwise creating a safety hazard, stop and contact air traffic control. Always remember “if in doubt... ask”**.
CAPITAL IMPROVEMENT PROJECTS

This year (2009) is proving to be another great year for ODA’s airport improvement efforts. Utilizing over $3 million in grant funds, ODA has developed an improvement program that will bring many exciting projects to Oregon’s network of state owned and non-state owned airports. These improvements will ensure the continued safety and usability of Oregon’s airports. From a control tower site selection study at Aurora State Airport to ODA’s first ever AWOS project at Joseph, many of the states pilots are likely to encounter at least one ODA project in their travels. Below is a general overview of this year’s projects.

**Aurora State Airport – Total Funds $700,000**

**Project 1:** Obstruction Removal – ODA has budgeted funds for the costs associated with on-airport obstruction removal.

**Project 2:** Master Plan – ODA will be conducting a complete Master Plan update to plan for the development of the airport over the next 20 years.

**Project 3:** Tower Site Selection Study – This exciting project utilizes cutting edge FAA technology to determine an appropriate site for the future construction of an Air Tower Control Tower at the airport.

**Bandon State Airport – Total Funds $150,000**

**Project:** ODA is designing for work to be completed in 2010. Work design includes AWOS, blast pad, fencing, additional hangar layout, and obstruction removal.

**Cottage Grove State Airport - $80,000**

**Project:** Design work for obstruction removal project to occur in 2010.

**Joseph State Airport - $500,000**

**Project 1:** AWOS/Beacon Tower installation – ODA is installing a new beacon tower and AWOS III unit at the airport. Work is anticipated to begin in late August 2009.

**Project 2:** Runway Rehabilitation Design – Design has begun on the rehabilitation of the runway and connectors. Construction work will occur in summer of 2010 for a total amount of $1,500,000.

**Lebanon State Airport - $1.5 million**

**Project:** ODA is conducting year 2 of this two year project valued at a total of over $2.5 million. Work for 2009 includes the overlay of the recently widened runway; new Pilot Controlled Medium Intensity Runway Edge Lights (MIRLs); Reconstruction of the northern taxiway; drainage improvements; and various electrical improvements.

**ODA Equipment Upgrade - $80,000**

**Project:** ODA will purchase and install miscellaneous equipment upgrades at state owned airports. Items include Pilot Controlled Lighting, multiple wind cones, taxiway edge retro-reflectors, and more.

*cont’d on page 4*
Pavement Maintenance Program (Valley Region) - $1 million

*Project*: Pavement Maintenance at Northwestern Oregon Airports. ODA manages pavement evaluation and grant and contract administration for annual pavement maintenance activities at Oregon’s public use airports. The state’s public use airports are divided into three geographical regions and maintenance work is performed at each airport on a rotating three year basis.

Oregon’s aviation fuel tax pays for a bulk of the program costs with local sponsors providing a match based on their categorization within Oregon’s Aviation System Plan. In many instances, local match is paid with FAA grant funds, leaving sponsors with no local cost share. Airports participating in this year’s program include:

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Statewide System Plan - $150,000

*Project 1*: The current statewide system plan grant will include funds to conduct our annual Pavement Evaluation Program (PEP). PEP funds are utilized to evaluate airport pavement conditions for use by PMP, FAA, planners, etc.

*Project 2*: Work will begin on obtaining scaled aerials of all public use airports throughout Oregon. Aerial photos will then be available for various purposes, including planning and inclusion into a statewide airport directory.
It's The Law: All Oregon Pilots & Aircraft Must Be Registered With The Department Of Aviation

The Oregon Department of Aviation is not supported by your tax dollars. We use fees, grants, and leases to maintain a safe and efficient system of airports in the state. For more information go to our website.  www.aviation@state.or.us

Please Pay Your Fees

837.010 Federal pilot certificate required. No person shall fly aircraft in this state unless holding a pilot certificate of competency issued by the appropriate federal agency. [formerly 493.020]

837.015 Registration of aircraft. Unless exempted by ORS 837.005, no person shall fail to register any aircraft when required by ORS 837.040 to 837.070. [formerly 493.030]

Oregon Aircraft Dealer License are due

If you have not yet paid for 2009 and need an application you may go to our website to download the form.

If you have any questions please contact:

Turise Henthorn 503-378-4880 or 800-874-0102 Therisa.l.henthorn@state.or.us
What’s New at the State of Oregon State Airports?

Aurora:
Obstruction removal scheduled for September. Recently completely pavement maintenance/crack repair. Exercise caution operating in runway 35 VFR traffic pattern. Watch for runway 17 instrument traffic that may execute published missed approach straight over runway 17 or land without circling to runway 35.

Bandon:
Obstruction assessment in work for summer of 2010 obstruction removal.

Crescent Lake:
Open, exercise caution when operating close to runway edge. There may be drop off of as much as 6 inches due to thunderstorm washouts.

Joseph:
ODA is installing AWOS and new Beacon tower this fall.

Lebanon:
Runway is scheduled for 38 days of runway closure beginning in mid to late August for runway resurfacing and partial taxiway overlay with new pilot controlled MIRL and lighted wind cone.

McKenzie Bridge:
Open for business. Airport primitive camping available.

Mulino:
Lease rates reduced for new hangars. Units are still available and ready for lease. Contact Rita at ODA for information and leasing. Two older hangars recently painted.

Pinehurst:
Open for business. Airport primitive camping available.

Prospect:
Open for business. Airport primitive camping available. During fire season, may be firefighting aircraft, personnel and equipment at airport.

Santiam Junction:
Open for business.

Siletz Bay:
Two primitive campsites available on the opposite side of the ramp from the hangars.

Toketee:
Open for business. Be cautious of deer and elk on runway that may cause ruts on runway surface. May be firefighting aircraft in area or at airport during fire season.

Wasco:
Be extra careful around the airport. Wind generator towers over 400 feet tall have been built close to southeast end of the traffic pattern.
Runway 25 Pattern has been changed to nonstandard right traffic. No segmented circle at airport due to insufficient land on airport property for safe placement.
AIRSHOWS & EVENTS 2009

Central Oregon Air Show          August 21-22  Madras Airport (S33)  donmobley@madras.net
Oregon International Airshow     August 28-30  Hillsboro Airport (HIO)  www.oregonairshow.com
NW Art & Air Festival & OPA Conv. August 28-30  Albany Municipal Airport (S12)  www.oregonpilot.org
WAAAM Hood River Fly-In          Sept. 11-13  Ken Jernstedt Airfield (4S2)
Grant Co. Search Fly-In Breakfast Sept. 12  Grant County Regional (GCD)  tcberry@ortelco.net
NASAO Annual Meeting & Tradeshow Sept. 12-15  Tucson, AZ
National Championship Air Races  Sept. 16-20  Reno-Stead Airport (4SD)  www.airace.org

As a reminder—the following is from the contract for Non-Commercial Hangar Site:

Prohibited activities

(a) Any business usage or activity that constitutes or creates a business.
(b) Subleasing any part of the Premises for any purpose.
(c) Any activity that violates FAA aircraft repair standards.
(d) Painting after construction is completed (except with 20 oz. or less spray cans).
(e) Storage of flammables over five gallons total in other than fire department approved containers or in the aircraft tank.
(f) Welding, grinding, metal polishing and related activities.
(g) Installation or use of wood stoves.
(h) Storage of excessive amounts of flammables such as firewood.
(i) Use of the premises for any residential purposes whatsoever.

NEW T-HANGARS!
AIRCRAFT MAINTENANCE and DETAILING!
Come see us!

Owned by:
The Oregon Department of Aviation
3040 25th Street SE
Salem, OR  97302
503-378-4880

Supporting General Aviation!

New T-Hangars are available for lease! Contact Rita Rogerson (503-378-5480) at the Oregon Department of Aviation for further details and information.
(rita.f.rogerson@state.or.us)

Larry Reinhardt is owner/technician of Full Throttle Aircraft Services and is an A&P/IA. He works out of hangar 20. Full Throttle offers a full line of maintenance and repair, annual/progressive inspections, paint touch up and repair, aluminum polishing, oxygen service (up to 2,000 psi) and aircraft detailing. Larry is the Northwest rep for Wing Waxers Detailing, a nationally known and respected company.

You can reach Larry at (503) 759-3827 or (503) 698-2109, or by email at: service@fullthrottleas.com. Or check his website at www.fullthrottleas.com for specials and discounts on services.
Agent Takes Flight To Help Others

by Britt Kinder, strategic communications specialist
bkinder@amfam.com Article published in American Family Insurance agents magazine, the All American.

There are few things T.J. Beck (D-504, Canby, Ore.) would rather do in his spare time than fly his airplane, a Comanche 260-B six-seater. Lately he’s been filling those extra seats with some special passengers. Last November, T.J. joined the pilot corps of Angel Flight West, a nonprofit organization providing free, non-emergency air transportation to children and adults with serious medical conditions or other needs. Thanks to this travel assistance, they receive medical treatment and other vital care that might not otherwise be available to them because of financial, medical and geographic limitations. T.J. has flown 15 to 20 trips since he started volunteering, averaging several flights each month. Both T.J. and his passengers are thankful for these experiences. “A private flight is a big time-saver for people who need immediate medical care,” says T.J. “And I get to do something I love – fly my plane – and help someone in need at the same time. It’s a great opportunity to give back.”

Putting his passengers first
T.J. tries to make every Angel flight special for his passengers. He considers their needs and makes sure they’re comfortable before and during the flight. “Some passengers are used to flying in small planes. Others have never flown before, and they’re nervous,” he says. “I always let them check out the plane before getting in. They can look it over, touch the wings and ask questions. When we’re in the air, I explain everything I’m doing so they understand what’s happening. A lot of times, that helps them relax.” He also serves refreshments – something many commercial airlines don’t offer today. Most trips take from 40 minutes to 3½ hours, and because many passengers are in poor health, they appreciate the extra attention and comforts.

Leaving work on the ground
T.J., a 10-time All American Hall of Fame agent, never discusses business during Angel flights. He does use his plane for other business-related trips, such as flying to inspect a prospective insured’s property, if it’s located in another part of the state. He’s also told his customers they can contact him if they need to travel in an emergency. “It helps build stronger relationships with our customers. I never accept money for flights. I fly because I love to fly – they can buy me lunch if they really want,” he says.

Any reason to fly
T.J. is also happy to transport customers, family, friends and fellow agents when asked – and even sometimes before he’s asked. In January, a customer traveling in rural southern Oregon was in an accident and had to leave his car to be repaired hundreds of miles away from his home in the Portland area. When T.J. found out the customer had to go back and get his car, he flew him there himself and even helped the customer find a ride from the airport to the repair shop. Last fall he flew fellow agent Larry Thompson (D-503, Lake Oswego, Ore.) from Portland to visit his ailing father in the hospital about 650 nautical miles away in Miles City, a remote area of eastern Montana. He stayed while Larry visited his father, then flew him back to the Portland area. “T.J. offered to take me – I didn’t even have to ask,” says Larry. “That’s his personality. T.J. has a very big heart and is always trying to help people out. To fly commercially would have required multiple transfers and a long drive on top of that. You don’t want to deal with those hassles when you have a sick parent, so this was a big help.” Angel Flight West isn’t the first time T.J. has volunteered his flight skills and services. In the past, he’s often donated flights to fundraising efforts for nonprofit organizations. cont’d on page 9
Recruiting more volunteers

T.J. decided to sign up with Angel Flight West so he could volunteer his time more consistently through a structured organization. When he’s not in the air, T.J. recruits retired pilots who own their own planes to volunteer with Angel Flight West by sharing stories about his experiences. “A lot of retired pilots are just looking for an excuse to fly,” he says. “If they can do something they enjoy, makes them feel good and helps someone else, then why not do it?” Chances are T.J. will still be flying long after he’s hung up his insurance hat, too.
9th Annual Hillsboro Airport Open House
Celebrating 74 Years as a Public-Use Airport
Saturday, October 24
2:00 – 5:00 p.m.
Hillsboro Airport Terminal Ramp
3355 NE Cornell Rd, Hillsboro, OR

Take a tour of the airfield, get up-close views of aircraft, talk to pilots and learn how your general aviation airport supports the region’s economy and well-being. Take a look at the Hillsboro Airport Master Plan, view the future location of a planned parallel runway and discover how community involvement guides the management of the airport. This free, open-to-the-public event will feature fun aviation activities and educational opportunities for the whole family — face painting, games, and special prizes for kids in Halloween costumes!

The airport is wheelchair accessible. Parking is available, or take Max blue line to the Fair Complex/Hillsboro Airport station.

For special needs or for further information, contact Erica Muse, Port of Portland General Aviation, at 503-460-4037 or erica.muse@portofportland.com.

cont’d from page 2

Listen carefully to and read back all air traffic clearances. In particular, the use of any runway, under all circumstances requires ATC clearance. Take a moment to review and clearly understand the requirements associated with “taxi to” clearances in Part 91.129. If you are uncertain about a hold short instruction or whether or not you are cleared to enter or cross a runway, stop and contact air traffic control. Always remember “if in doubt… ask”.

Practice heads-up and heads-out when taxiing. Avoid any cockpit task that could be a distraction from navigating safely on the airport. Checklists, programming, and other pre-flight activities should be completed while the aircraft is stopped.

In almost all cases, breaking the chain of events that lead to an incursion can result from your efforts to reduce risk and make safety a priority. Through its summer initiative, the FAA is confident that you can help reduce runway incursion risks and enhance the fun of summer aviation.
Port of Portland North Runway Extension Project  Runway 3/21

5160 to 6000 ft.  
(Propeller aircraft only)
10R/28L South Runway – 11,000 ft.  
10L/28R North Runway – Closed May 1 - Oct. 31

OVERVIEW:
The Port of Portland is lengthening the north runway (10L/28R) at Portland International Airport from 8,000 feet to 9,827 feet. The intent of the extension is to improve overall pavement surfaces while providing adequate runway length to serve large passenger and cargo aircraft when the south runway (10R/28L) closes in 2011 for up to six months of rehabilitation. Between May and October 2009 the north runway will be closed for rehabilitation and preparations will be made for the construction of the north runway extension occurring in 2010.

PROJECT TIMELINE:
Summer 2009
• North runway closed May 1 to Oct. 31  
• Existing north runway rehabilitated  
• Preparation of area for runway extension
Summer of 2010
• North runway closed May 1 to Oct. 31  
• Construction of north runway extension
Summer of 2011
• South runway closed May 1 to Oct. 31  
• South runway rehabilitated

OPERATIONS DURING CONSTRUCTION IN 2009:
South Runway 10R/28L
• All jets will use Runway 10R/28L for arrivals and departures - 11,000 feet available  
• South runway closed for maintenance every Wednesday and Thursday morning – 0100 to 0400 (exceptions: emergencies and late arrivals or departures with 30 minutes notice)
Crosswind Runway 3/21
• Runway 3/21 will be limited to propeller aircraft only.  
• Runway 21 departures – 6000 feet available  
• No arrivals to Runway 21 during north runway construction.  
• Runway 3 departures – 5160 feet of runway length (not available during some construction phases)  
• Runway 3 arrivals – 5160 feet available

Current PDX noise abatement procedures will remain in effect.

PDX  PORT OF PORTLAND  POTENTIAL PEAK PERIOD DELAYS FOR SOME AIRCRAFT
7:00 am to 8:00 am......................... 20 minutes (departures)
12:00 noon to 1:00 pm................. 15 minutes (arrivals)
1:00 pm to 2:30 pm......................... 15 minutes (departures)
5:00 pm to 10:00 pm.................... 15-45 minutes (arrivals) 20 minutes (departures)

Ground delays at regional airports likely and Seattle Center Traffic Management may implement daily metering and call for release programs.

PROJECT CONTACTS: Airside Operations Planner: Glenn Woodman 503.460.4070 or 800.547.8411, ext. 4070
Program Mgr. Fletcher Hunt 503.460.4323 or 800.547.8411, ext 4323 For more information:
http://www.portofportland.com/Prj_PDX_NREX_Home.aspx
Where to find non-blended fuel. Go to the ODA website at:
Under “Other Aviation Issues” click on E-10 Ethanol In Gas, and scroll down until you come to the chart of suppliers.

Volunteers Needed
Have you ever wanted to help out your local airport or perhaps an airport you are very fond of? ODA, in partnership with the Oregon Pilots Association (OPA), has a volunteer program called Airport Information Reporting for Oregon (AIRO). This program is designed to have aviation enthusiasts volunteer to help ODA identify items related to safety, maintenance and security.

This program promotes operational excellence through active participation in public/private partnerships. You must be at least 21 years or older and have a willingness to travel around Oregon for training and/or inspections at assigned airports. If this sounds like something you might be interested in, please contact:

Mitch Swecker, State Airports Manager
e-mail: mitch.t.swecker@state.or.us (503) 378-2523
You can also visit our website at:
http://www.oregon.gov/Aviation/index.shtml