



AIRPORT COMMITTEE AGENDA
Tuesday, April 12, 2016 - 2:00 PM

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MARCH 8, 2016 MINUTES

- 3.A. Approval of the March 8, 2016 draft minutes
[March 8 2016 draft minutes.pdf](#)

4. DISCUSSION/ACTION ITEMS
Discussion of airport staffing

5. OPERATIONS REPORT

5.A. February Operations Report

[Operations Report for April meeting 2016 \(002\).pdf](#)

5.B. FAA Conference Update

[FAA Conference update 2016.pdf](#)

6. COMMITTEE COMMENTS

7. PUBLIC COMMENTS

8. DEVELOP NEXT AGENDA

9. ADJOURN

March 8, 2016

2:30 PM

Newport, Oregon

The City of Newport Airport Committee met on the above date in Conference Room A, Newport City Hall. In attendance were: Committee members Mark Watkins, Ralph Grutzmacher, Susan Reese-Painter, and Ken Brown. Committee chair Jeff Bertuleit did not attend. Watkins acted as committee chair. Also in attendance were: City Manager Spencer Nebel, City Council liaison Ralph Busby, Airport staff Lance Vanderbeck, and Committee staff Bob Fuller (Public Works).

1. The meeting was called to order by acting committee chair Mark Watkins at 2:25 PM.
2. Roll Call
3. Approval of Minutes:
 - a. Motion was made and seconded to approve the draft minutes from the February 26, 2016 meeting. The motion passed on a unanimous voice vote.
4. Discussion/Action Items
 - a. Review of the Regional Airport Review Task Force Report
Nebel advised the City Council accepted the Task Force report at the March 7th 2016 City Council meeting. Busby advised there were six meetings and provided an overview of the task force. He said there were 26 or 27 action items developed; these are noted in the report which is included in today's Airport Committee meeting packet. He noted an important aspect of the task force process was the increased awareness of the airport; one person on the task force was not aware there was an airport in Newport.
 - b. Report on City Council action regarding the Feb. 26, 2016 Airport Committee recommendation on proposals for operating the Newport Municipal Airport.
Nebel said the City Council was advised of the Airport Committee's rejection of the RFP proposals. The City Council concurred and directed the City Manager to address a management structure for the airport. Nebel said he will have options by the next Airport Committee meeting.
 - c. Report on Connect Oregon grant application.
Vanderbeck reviewed the power point presentation (included in the meeting packet). He noted the presentation was well-received at the

Connect Oregon meeting. He said the Newport Airport application was moved up from a Tier Two project to Tier One based on the presentation (Tier One projects are deemed more important than Tier Two projects).

d. Report on AIP funding for land acquisition.

Vanderbeck reviewed the CIP materials (included in meeting packet). He noted the FAA CIP is based on the 2004 Master Plan. A discussion ensued regarding a possible seismic study of the airport. It was noted the potential advantage would be knowing the possible impact of a seismic event; on the other hand, it was pointed out the study could possibly lead to increased obligation and liability on the part of the City and the airport. Watkins said he will research a study done by a doctorate candidate at University of Oregon regarding the effect of a Cascadia event on the Oregon coast. Nebel advised the committee of the need to move ahead on a recommendation regarding the purchase of the two properties at the south end of the airport as discussed. **A motion was made and seconded to recommend said purchase of said properties. The motion passed on a unanimous voice vote.**

5. Monthly Operations Report (included in packet)

6. Committee comments

Acting chair Watkins said the committee would like to thank Vanderbeck for his on-going high quality work at the airport and noted it is greatly appreciated.

7. Public Comments

8. Develop next agenda

9. Adjourned at 3:55 PM.

Toby Murry has officially changed ownership; and has retrieved their rental cars for now. I have been talking with Spencer in regards to the best possible route for bringing rental cars back to the airport.

Upstairs conference area is still a work in progress. We will look at covering the counter to match the main ticket counter.

PAE finished up a few punch ticket items left from the runway project. Hold short markings a fully painted with enhancements and erosion issue in safety area east of runway 16 have been corrected.

Replaced Rotating Beacon with backup beacon. The crippled beacon will be rebuilt and ready for use when this replacement beacon goes out.

Storm water samples were taken and shipped for analysis. Unfortunately, the bottles broke in transit and new samples will have to be taken.

AV-tanks and mobile refueler has had no issues this month.

Jet-A tank and mobile refueler has had no issues this month.

Crew cars has had no issues this month.

Operations truck has had no issues this month.

Kubota had a dead battery during inspection. Took battery in for testing after overnight charging; battery tested bad. New battery was put in along with new larger battery bracket conversion. All filters were changed along with engine oil and all zerk fittings were shot with lube.

Automated gate operators are working fine. Continued lubing and tightening chains when needed.

Wild life training class has been scheduled for May 6th. Our hazing is still continually busy with smaller birds. We will be rebuilding our bird trap soon to help with this growing problem. Have spotted three black bears in the back area.

Mowing season is moving into full swing!

Still waiting for trees to be removed for 34 PAPI to be commissioned.

Night inspections have found no new issues and field lighting is 100% operational.

AWOS has had no issues this month.

16 PAPI has had no issues to report.

No issues with approach lighting (MALSR). FAA did rebuild two more light bars and are replacing MALSR light poles.

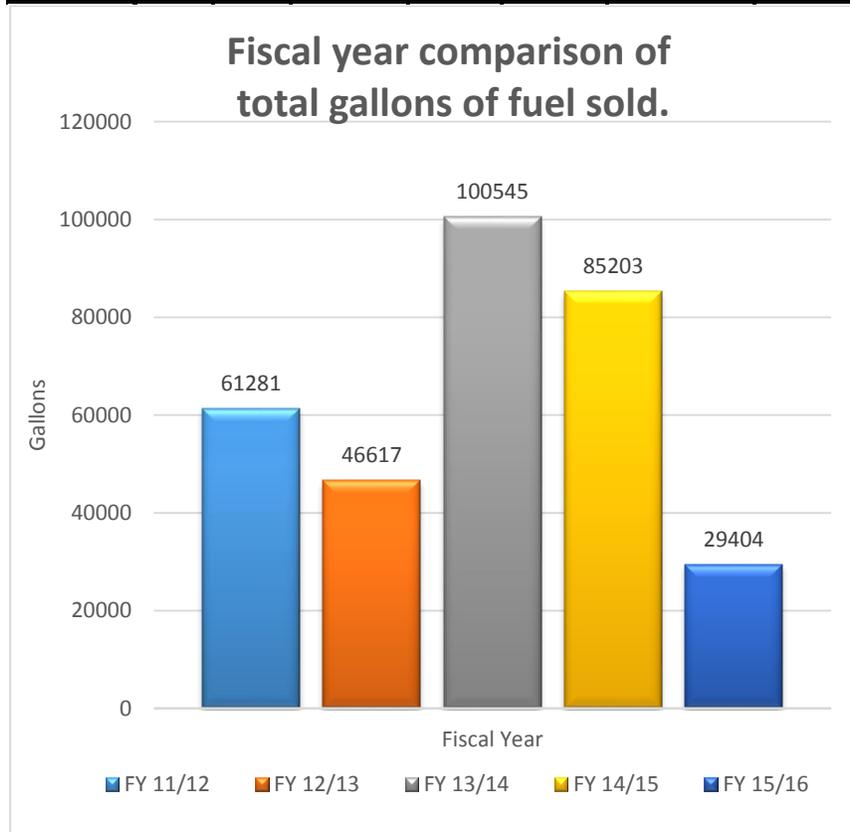
Attended annual Northwest Mountain Region Airports conference hosted by the FAA.

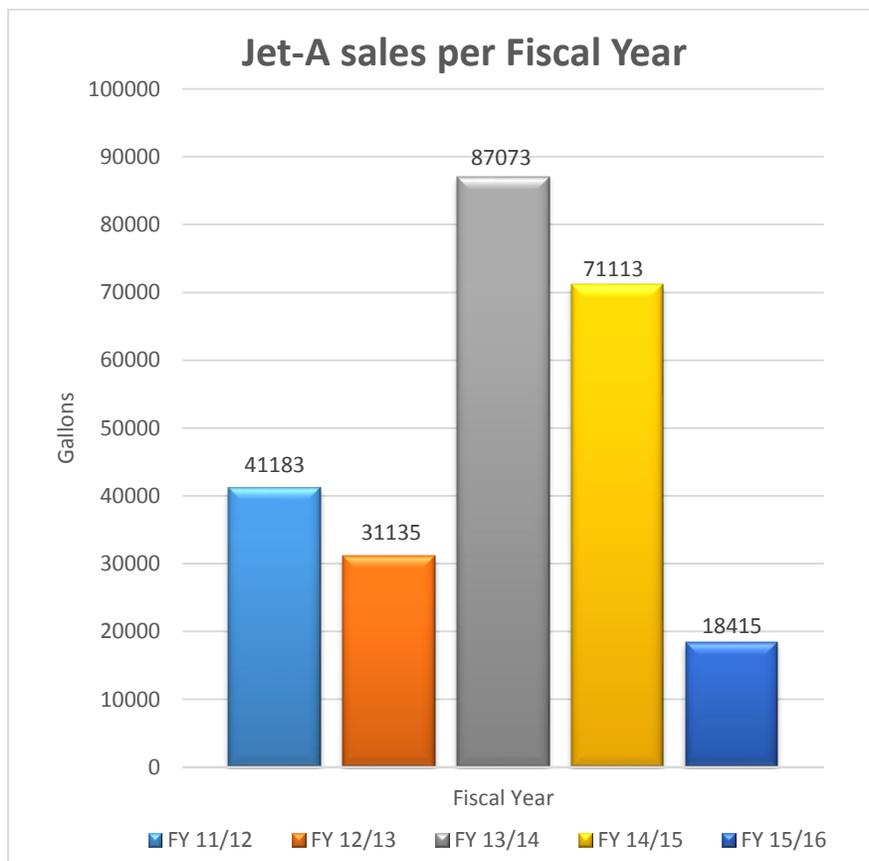
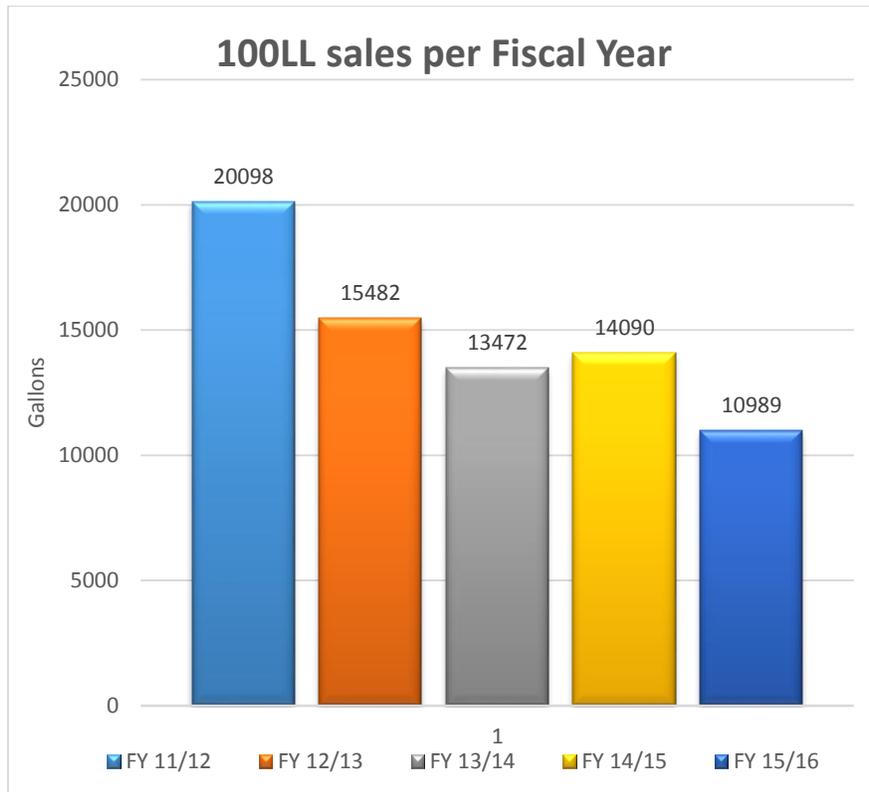
FAA preformed a flight check on the instrument approach and a C-130 pickup turtles.

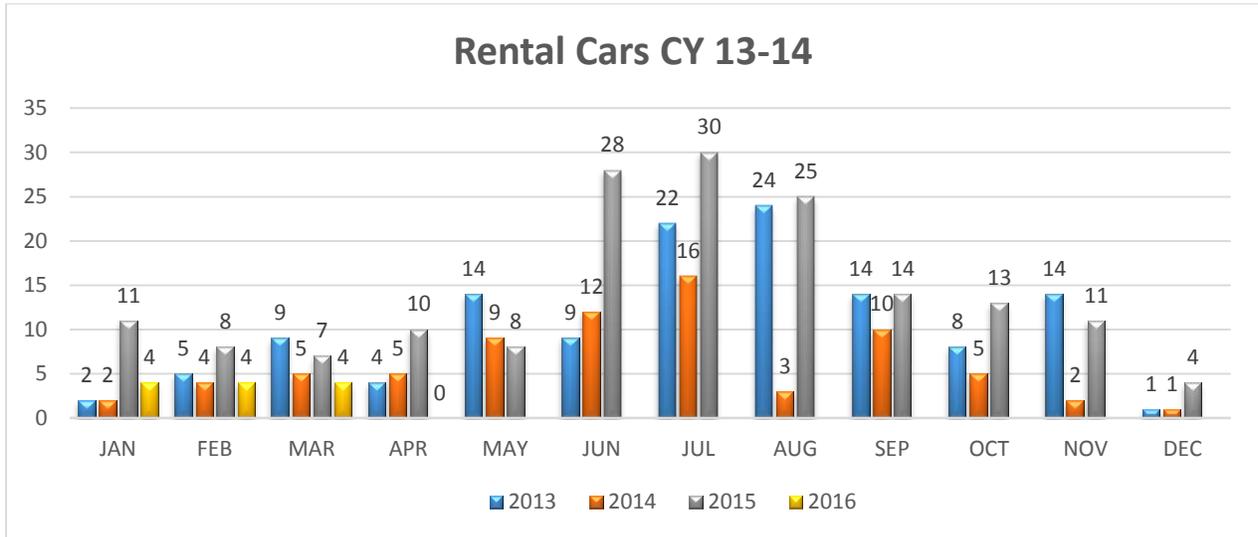
Captain Alex Fugate of the 270 ATCS/CATCO will be here for the April meeting to talk about why they are coming; what they will be doing, and have a brief presentation.

Following is how we finished the month of March.

Aircraft Quantity				Fuel Consumption			
Month	IN	OUT	Tot.A.O	Jet A	Av Gas	Self Serve	Total
July	519	512	1031	3186	1411	1041	5638
Aug	490	492	982	3265	890	1065	5220
Sept	439	435	874	1110	1351	953	3414
Oct	296	298	594	1417	473	613	2503
Nov	328	328	656	2705	298	509	3512
Dec	217	215	432	876	255	173	1303
Jan	288	286	574	4245	79	217	4541
Feb	246	247	493	533	274	519	1326
Mar	298	296	594	1078	308	501	1887
Apr	54	53	107	0	60		60
May							
Jun							
Cur. FY	3175	3162	6337	18415	5399	5590	29404
FY 14/15	3686	3572	7258	71113	5985	8103	85201
FY 13/14	3199	2914	6113	87073	4098	9374	100546
FY 12/13	3121	3083	6204	31135	4430	11049	46614
FY 12/11	3219	3181	6400	41183	4275	15823	61281
FY 10/11	3023	3085	6108	73458	4119	12004	89581
Average	3250	3167	6417	60792	4581	11271	76644







Courtesy Cars Loaned Out					
	2012	2013	2014	2015	2016
JAN	0	0	33	23	28
FEB	2	0	16	17	23
MAR	2	0	29	41	25
APR	2	0	28	36	9
MAY	9	0	29	20	
JUN	14	0	19	43	
JUL	10	28	39	41	
AUG	0	27	19	38	
SEP	0	25	25	31	
OCT	0	35	12	22	
NOV	0	22	19	29	
DEC	0	8	10	16	
Total	39	145	278	357	85

Thank you for your time,

Lance Vanderbeck
 City Of Newport
 Airport Operations & Administration Manager

I have attached our local area's fuel prices for Jet-A and 100LL.

Jet-A prices within 65 miles of Newport, OR 97365

Jet A

\$2.85—\$4.63

Average \$3.54

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 FS \$3.90

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC FS \$3.60

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$3.20

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation

EPIC FS \$4.63

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC FS \$3.45

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 PS \$3.39

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic \$2.85

77S Hobby Field Airport Creswell, OR

Creswell Airport Phillips 66 SS \$3.00

17S Chehalem Airpark Newberg, OR

Precision Helicopters PS \$3.89

2S6 Sportsman Airpark Newberg, OR

Sportsman Airpark independent FS \$3.45

100LL Avgas prices within 50 miles of Newport, OR 97365

100LL

\$3.95—\$5.94

Average \$4.69

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 SS \$5.00 or with pre-paid fuel card. \$4.50 FS \$5.10

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC SS \$4.85 FS \$5.35

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$4.60

7S5 Independence State Airport Independence, OR

Nutsch Aviation Phillips 66 SS \$3.99

Independence Aviation LLC SS \$3.95

S12 Albany Municipal Airport Albany, OR

Infinite Air Center, LLC EPIC SS \$3.99

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation EPIC SS \$4.39 FS \$5.94

S30 Lebanon State Airport Lebanon, OR

LebanAir Aviation independent SS \$4.59

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC SS \$4.85 FS \$5.35

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 SS \$4.79

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic SS \$4.00 FS \$4.3k5

I have attached pictures of a few of the mentioned events from the report.







FAA CONFERENCE

FAA NORTHWEST MOUNTIAN REGION CONFERENCE MARCH 28TH - 30TH

FAA Airports Conference – March 28th- 30th I attended the FAA Northwest Mountain Region Conference in Seattle. It was held over three days with 26 topics and 46 speakers. The goal of the conference is to update all 400 in attendance on new FAA rules, regulations, best practices, and what the FAA is finding in the field. I have hit on some high lights from conference in the report below.

Pre-Conference Workshop – We were brought up to date on what’s new in the airport planning; Mike Hines, Manager, Planning & Environmental Division, FAA headquarters Washington D.C., discussed new guidance on critical aircraft/regular use aircraft of the and airport, standard operating procedures for airport layout plans. Also there have been revisions in the airport land use compatibility planning, citizen participation, and airport master planning.

The FAA is working on updating the Runway Exit Design Model, (REDIM). This will provide estimate of runway exit probability for aircraft categories given location and geometry of runway exits and input for capacity. Also looking at geometry issues at airports that cause hot spots.

Formally adopted by the Office of Airport, (ARP) and the Air Traffic Organization in 2015, ARP agreed that it would no longer install an CAT 1 ILS unless the FAA Air Traffic Organization, (ATO) has determined that Area Navigation, (RNAV) approaches are unable to provide a satisfactory approach.

The FAA is looking into how UAS’s are impacting facilities, Part 139, Part 77 air surface, and Environmental impact. Also what types of impact will UAS’s have on airport planning, financial and compliance issues. The ARP’s mission is to ensure the national airport system is safe, efficient, and meets the needs of the traveling public. The Office of Commercial Space Transportation, (ATS)’s mission is to ensure protection of the public, property, and national security and foreign policy interests of the United States during commercial launch or reentry activities, and to encourage, facilitate, and promote U.S. commercial space transportation. So far the FAA has granted launch site operator licenses to 10 commercial space launch sites. 5 of those sites are co-located with public-use NPIAS airports.

Vision for our Region – Randy Fiertz, Manager, Airport Division Northwest Mountain Region; in 1999 after American Airlines Flight 1420 crash, the FAA developed a schedule and financial plan to upgrade Runway Safety areas, (RSA’s) by the end of December 2015. That involved 1,012 runways at 642 airports. Over the course of 18 years they have improved the RSAs at 34 airports at a cost of \$325 million. What is next is runway incursion mitigation initiative and bad design geometry of the runways and taxiway areas.

Air Traffic Today & Into the Future – Clark Desing, Director, Air Traffic Organization Mission Support Services Western Service Area; the top 5 issues are, wake encounter, wake separation, helicopter operations, tower visual scanning, & weather access. Next hot topic is emerging technology, UAS, weather balloons, long range lasers, environment, and more high altitude aircraft. How are the new emerging markets of flight going to be intergraded into the national system? How are they effecting the Metroplex, (A metroplex is a contiguous metropolitan area that has more than one principal anchor city of near equal size or importance.) with noise issues, amazon 30-minute home delivery by drone.

Next; were the 20:1 visual area and risk assessments and delivering NextGen Improvements. Form radar to satellite, performance based navigation, voice & digital communications, automated decision support tools, integrated weather information, improved access in low visibility, prognostic safety systems and focus on congested metroplex.

Moving Forward with UAS Safely & Efficiently -- The Government Accountability Office Perspective, (GAO), is looking into UAS use. The GAO's objectives are looking at Federal Actions needed to ensure safety and expanding UAS use within the national airspace system; current and potential uses of UAS, challenges in operating UASs safely, the federal government's responses to those challenges.

FAA has split UASs into three operational categories; Governmental, Non-hobby commercial/compensation for hire, and hobbyist. All three have requirements for use and rules. Governmental & Non-hobby must have an FAA issued Certificate of Waiver or Authorization, (COA) to operate. The hobbyist, is any drone weighing more than .55 lbs., must comply with section 336 of FAA Modernization & Reform Act of 2012, line of sight flying, and under 400 foot. They must avoid manned aircraft.

Section 333 exemptions for Commercial Operations,(i.e. filming, power line inspection, precision agriculture, flare stack inspection) provide a "blanket" COA to fly with the following provision: Must fly registered UAS, at or below 200 feet above ground level, NOTAM requirement 24 hours prior to operation, must meet requirements of the Class of airspace they will operate in, must remain at least 5 nautical miles (NM) from tower, 3 NM from airport with published instrument procedure, 2 NM from all other airports.

Current trends in the Airport Improvement Program -- The roll out of 2 CFR Part 200, it streamlined Federal government's guidance to ease burden while enhancing accountability. Eliminating duplicative and conflicting guidance, focusing on performance over compliance for accountability, encouraging use of information technology and shared services, provides for consistent and transparent treatment of costs, limiting allowable cost to make best use of federal resources, setting standard business processes using data definitions, encouraging family-friendly policies, strengthening oversight, targeting audit requirements on risk of waste, fraud, and abuse.

New Standard Operating Procedures (SOP) -- In 2010 the Airports Organization Team, (AOT) began evaluating the staffing needs and determined that FAA airports must standardize the work we do in each region and ADO in order to address staffing needs. It was recommended that the airports organization develop standard operating procedures. The benefit of the SOP's was it evaluated workload impacts of new requirements, weighed relative staffing needs among field offices, eliminated inconsistent field interpretation of national policy, eliminated the duplicative effort of regions and ADO's developing their own instructions, tools and processes. It developed common on-the-job training material for quickly getting employees trained before receiving more formal training. And provide guidance to airport sponsors and consultants.

New SOP's rolled out, FAA review and approval of an Airport Improvement Program (AIP) Grant Application review; established uniform procedures for the FAA Office of Airports that address the review and approval of a grant application under the Airport Improvement Program. AIP construction Project change orders and new runway safety area determination.

AIP Grant Application Process: Planning NPIAS & ACIP, Early ADO/Sponsor Coordination, Pre-Grant Actions, Review/Approval of Sponsor Submittals (ALP), Grant Programming, HQ Review & Approval, OST Release & Sponsor Notification, Grant Application Package, Finally Grant Offer & Agreement.

Oregon Department of Aviation Regional & State Issues -- the ODA is committed to the development and realization of its strategic plan by; providing service to aviation constituents, airport owners/sponsors and aviation system users. Addressing statewide aviation issues, coordinating and providing expertise on aviation legislation, and maintaining 28 State- owned airports. Oregon hosts 97 public use GA airports, 28 State Sponsored, 6 air carrier airports (FAR 139), 360 private use airports, with 4000 aircraft registered, and 4000 active pilots.

Northwest Region and State Aviation Issues right now: FAA Reauthorization Bill -- Senate vs. House bill privatization of NAS, AIP funding, NPE. Small Rural Community Air Service -- crew requirement changes, flight hours' requirement changes, airline retrenchment, TSA staffing, and small regional service bankruptcies.

Visalia & AWOS maintenance of existing systems, FAA certified weather systems. Protection of Airports by incompatible land use encroachment, State land Use Laws, Part 77 airspace protection, FAA form 7460. And Unmanned Aircraft Systems, safety and privacy.

20:1 Penetrations & Obstacle Action Plans – New visual surface area dimensions from an 800-foot width to 400-foot width thereby mitigating some obstacles on the fringes of the visual area. Protection of approach and departure surfaces are in FAA order 5100.38d, AIP handbook, pre-grant actions table 5-3. Also for federal obligated airports extends into the grant assurances, #19 operations and maintenance, #20 Hazzard removal and mitigation, #21 compatible land use, and #29 Airport layout Plan, (ALP).

Clear runway approaches per 49 USC 47107(a)(9), the sponsor must take appropriate action to ensure that terminal airspace required to protect instrument and visual operations to the airport (including operations at established minimum flight altitudes) will be cleared and protected by mitigating existing, and preventing future, airport hazards.

Airports with unmitigated obstacles are expected to develop on OAP – Obstacle Action Plan. The ADO will review, not approve the OAP, Obstacle mitigation should be prioritized in your Airports Capital Improvement Plan (CIP).

Grant Assurances & hot Compliance Issues – Grant assurances, update on Residential through the fence in the northwest region, nonaeronautical use of hangars, FAA policy update for flying clubs, Aviation fuel Taxes, and UAS activity and airport compliance.

Grant assurances ensure airports are maintained and operated safely, efficiently, and fairly. They protect the Federal government’s long-term aviation investment, and ensure airport actions are in the best interest of the national airspace system.

FAA Modernization & Reform Act of 2012 permitted GA airport sponsors to enter into residential through the fence agreements. The TTF must contain 5 provisions

1. Pay access charges comparable to fees charged for similar use of the airport.
2. Bear the cost associated with infrastructure necessary for TTF access.
3. Maintain the property for residential, noncommercial use.
4. Prohibit access to the airport from other properties.
5. Prohibit any aircraft refueling on property.

In the Northwest Mountain region there are 33 airports with Through the fence agreements.

Nonaeronautical use of hangars – guidance is still forthcoming, description of acceptable uses and nonaeronautical incidental use definition, and federal register notice is not a change in policy.

Flight Clubs – Certified flight instructors and qualified mechanics who are club members can now receive \$ compensation or credit towards dues, but cannot receive both. The airport sponsor may set limits on the amount of maintenance that may be performed for compensation. Flying club cannot market that they are a “flight school” or a business where people can “learn to fly.”

Thank you for your time,

Lance Vanderbeck
City of Newport
Airport Operations & Administration Manager