

DRAFT

MINUTES OF AIR CONSORTIUM WORK SESSION

September 4, 2009

CALL TO ORDER

Bain called the work session for the Air Consortium to order at 10:00 A.M. In attendance, either personally or via telephone, were: Bill Bain, Dan Clem, Jack Crider, Larry Pfund, Mark McConnell, Jack Bland, John Overholser, Lori Durham, John Lansing, Kent Craford, Peggy Hawker, and Penelope McCarthy. Gilbert Gramson arrived later.

FLIGHT SCHEDULES

A discussion ensued regarding schedule recommendations to improve the utilization of the Astoria flights. Craford reported that there are five feasible options, as SeaPort does not have sufficient aircraft to overnight in both Astoria and Newport. The options include:

1. No change.
2. Cut the morning Astoria round trip and not replace it.
3. Introduce a dog leg flight that would involve overnighing a plane in Astoria which would go to Newport and on to Portland with a reverse schedule in the evening.
4. Introduce a reverse dog leg flight that would involve overnighing a plane in Newport which would go to Astoria and on to Portland with a reverse schedule in the evening.
5. Taking the current schedule and not the logistics, but starting the schedule earlier by approximately 45 minutes. The first flight out of Newport to Portland would leave at around 4:00 A.M., rather than 4:45 A.M.

Bain suggested making a dog leg out of the morning flight that currently goes to Astoria. He noted that this would add two additional segments, and suggested that he would like to find a way not to have to guarantee those two segments, rather just subsidizing the primary city flights.

Craford stated that there are four different markets, including:

1. people going to and from Portland;
2. people making connections in Portland;

3. people from the coast going to Seattle; and
4. people from Seattle coming to the Oregon Coast.

Craford stated that he is concerned about connectivity to eastern markets from Astoria. He added that the Seattle segment of traffic is the most likely to grow, and any change will most likely negatively affect Seattle traffic. He noted that adjustments may create tradeoffs somewhere else.

Crider stated that the Consortium must address the lateness of the early morning flight out of Astoria. Bain reported that option four will not work in terms of connectivity. He added that this flight cannot be a dog leg. Bland stated that option four does not change Newport passengers' morning arrival time at PDX.

Bain noted that shifting the overnighting of the plane to Astoria and departing Astoria at 4:30 A.M. and arriving in Newport at 5:10 A.M. would still allow the majority of travelers to make their connections at PDX. Craford noted that if the plane is overnighted in Astoria, it would be best to continue the Newport departure at 4:45 A.M., or within ten minutes either way.

Bain asked why the ONP minimum is $\frac{3}{4}$ mile, and whether it could be changed to $\frac{1}{2}$ mile. It was noted that this could be a paper issue, with possible minor costs for striping to improve parallel taxiway issues. Craford noted that it would add risk, but most risks could be mitigated if the minimums were reduced.

Clem asked about the Astoria to PDX traffic in the morning. Overholser noted that this flight is running second or third depending on the day of the week. It was agreed to defer the weekend schedule to another meeting.

A discussion ensued regarding the need for eight hours for the overnight. If there are later and earlier flights out of Astoria, it would have to be continuous duty. Craford noted that the revenue guarantee needs to be commensurate with the actual cost of the flight.

It was noted that with the dogleg flight schedule, both communities would have three daily round trip flights. Craford noted that he would look at an additional section if the flights were overbooked, but that the dog leg creates a barrier to adding capacity.

Craford noted that there could be a round trip to ONP in the evening and overnighting the airplane in ONP. He added that this would have to be on a revenue guarantee basis.

Pfund asked whether the comment cards have illuminated demand. It was noted that there are insufficient returned comment cards to prepare a representative sample.

Craford reported that he would have proposed schedule revisions at the September 11, 2009 meeting.

ADJOURNMENT

Having no further business, the meeting adjourned at 11:05 A.M.

Wally asked whether this was a work session or sub-committee meeting. It was noted that it was initially planned as a sub-committee meeting, but evolved into a work session.