



**AGENDA & Notice of
Regional Airport Review Task Force**

The Regional Airport Review Task Force of the City of Newport will hold a meeting on Tuesday, November 24, 2015, at 2:00 P.M. The meeting will be held in Conference Room A of the Newport City Hall, 169 SW Coast Highway, Newport, Oregon 97365. A copy of the agenda follows.

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 Task Force reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the meeting.

**REGIONAL AIRPORT REVIEW TASK FORCE
Tuesday, November 24, 2015 - 2:00 P.M.
CONFERENCE ROOM A - NEWPORT CITY HALL**

- A. Call to Order
- B. Additions/Deletions to the Agenda
- C. Approval of Minutes - October 27, 2015
- D. Southwest Regional Airport (North Bend) Case Study
 - 1. Report from Executive Director, Coos County Airport District - Theresa M. Cook
 - 2. Report from Rainse Anderson, P.E., Director of Aviation, WH Pacific, Inc.
- E. Creation of Sub-Groups to Discuss Specific Tasks/Issues
- F. Public Comment
- G. Task Force Comment

H. Next Meeting

I. Adjournment

October 27, 2015
2:00 P.M.
Newport, Oregon

The Regional Airport Review Task Force met on the above date and time at the FBO at the Newport Municipal Airport. In attendance were: Chair Ralph Busby; Mayor Sandy Roumagoux; Mark Fisher; Don Williams, A. J. Mattila; Jamie Rand; Kevin Greenwood; Susan Painter; and John Lavrakas. Also in attendance from Oregon Department of Aviation: ODA Director Mitch Swecker, and Aviation Planner Jeff Caines. Staff attending were: City Manager Spencer Nebel; Airport Operations Manager Lance Vanderbeck; and Bob Fuller, Newport Public Works.

CALL TO ORDER

Busby called the meeting of the Regional Airport Review Task Force to order at 2:05 PM.

APPROVAL OF MINUTES

Motion was made and seconded to approve the minutes from the August 25, 2015 meeting. The motion carried unanimously in a voice vote.

OREGON DEPARTMENT OF AVIATION-MITCH SWECKER, DIRECTOR

Mitch Swecker presented an extensive power point presentation (see attached).

Swecker discussed various scenarios and possibilities for commercial air service to Newport Airport. He noted the business model for commercial air service has changed. There is now a 70-seat minimum for the aircraft. Also, there is a serious pilot shortage, and crew rest periods are now more stringent. He also mentioned that Newport probably qualifies for commercial air service monies under HB 2075, which was recently passed by the Legislature (see attached for more details).

He emphasized that Newport Airport will probably need to consider other "non-traditional model" options, and may benefit by exploring various entities and partnerships at other airports around the state. Other possibilities include charter (Part 135) service, membership air service, corporate air service, etc.

There is a variety of airport "groupings" around the state: Ports, city/county partnerships, tax districts, etc. Coos Bay, for example, has been successful at leveraging tax revenues. He suggested the group contact Rob Berg at Madras Airport. They have been very successful in their new business model. Jeff Caines noted Prineville Airport has made some positive moves after initiating a city-county partnership.

Swecker mentioned other revenue possibilities are "build-to-suit", additional hangars (consider corporate customers) built and owned by the airport. Oregon has some of the

lowest rates in the country when it comes to registering and owning expensive aircraft, and many corporate entities understand this and take advantage of it.

He said the key is to generate demand for air service. HB 2075 may have opportunities in this area. It will have its own grant application process (funds will be available in 2016, but the amount is only expected to be around \$5 million, so he suggested get in early). The statute determines the selection process through the Oregon Aviation Board.

Swecker said his research showed the Newport Airport brings in about \$49 million to the local community because of the ripple effect of people visiting from out of the area and the purchasing power they generate. He noted this is not a bad return on the \$300,000 the City puts in to the airport annually.

Nebel noted the next task force committee meeting will have a representative from the North Bend Airport who will talk to the committee about their success in getting commercial air service with United Express and Seaport Airlines.

A brief discussion ensued regarding seismic viability of the airport. It was noted the airport is built on fill material and may have issues in the event of a major earthquake; however, it remains the only coastal airport with navigational aids that is above the inundation zone.

The committee agreed it would be useful to appoint sub-groups from task force members who would be tasked with researching these issues and reporting back to the group to get the committee up to speed on these matters.

Nebel noted this should be an agenda item for the next meeting. Busby advised the committee the next meeting will be at City Hall.

Having no further business, the meeting adjourned at 4:10 P.M.

Newport Airport Regional Airport Review Task Force

Oregon Department of Aviation (ODA)

Mitch Swecker –Director

Jeff Caines – Capitol Improvements/Land Use



1. Overview of the Oregon Department of Aviation
2. Role of the State and FAA in Airport Operations
3. Economic Value of Airports
4. Possibility of Future Passenger Service to Newport
5. Role of Newport Municipal Airport
6. Opportunities for Airport Funding Through the State of Oregon
7. Economic Development Opportunities for Lincoln County Airports
8. Collaboration Among Airport Facilities in Lincoln County

10/27/2015



Mission

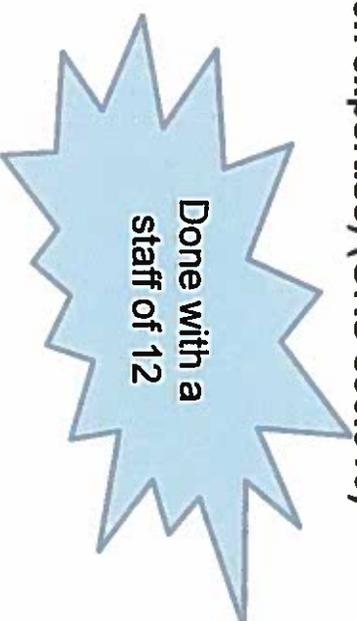
→ ODA serves the state of Oregon through a three-fold focus of advocating for the safe operation, economic growth, infrastructure improvement of aviation and airports in Oregon.

- Committed to the development and realization of its strategic plan by:
- Providing Service to **aviation constituents, airport owners/sponsors** and **aviation system users** throughout Oregon;
 - Addressing statewide aviation issues;
 - Coordinating and providing expertise on aviation legislation
 - Maintaining 28 State-owned Airports



ODA Duties & Roles

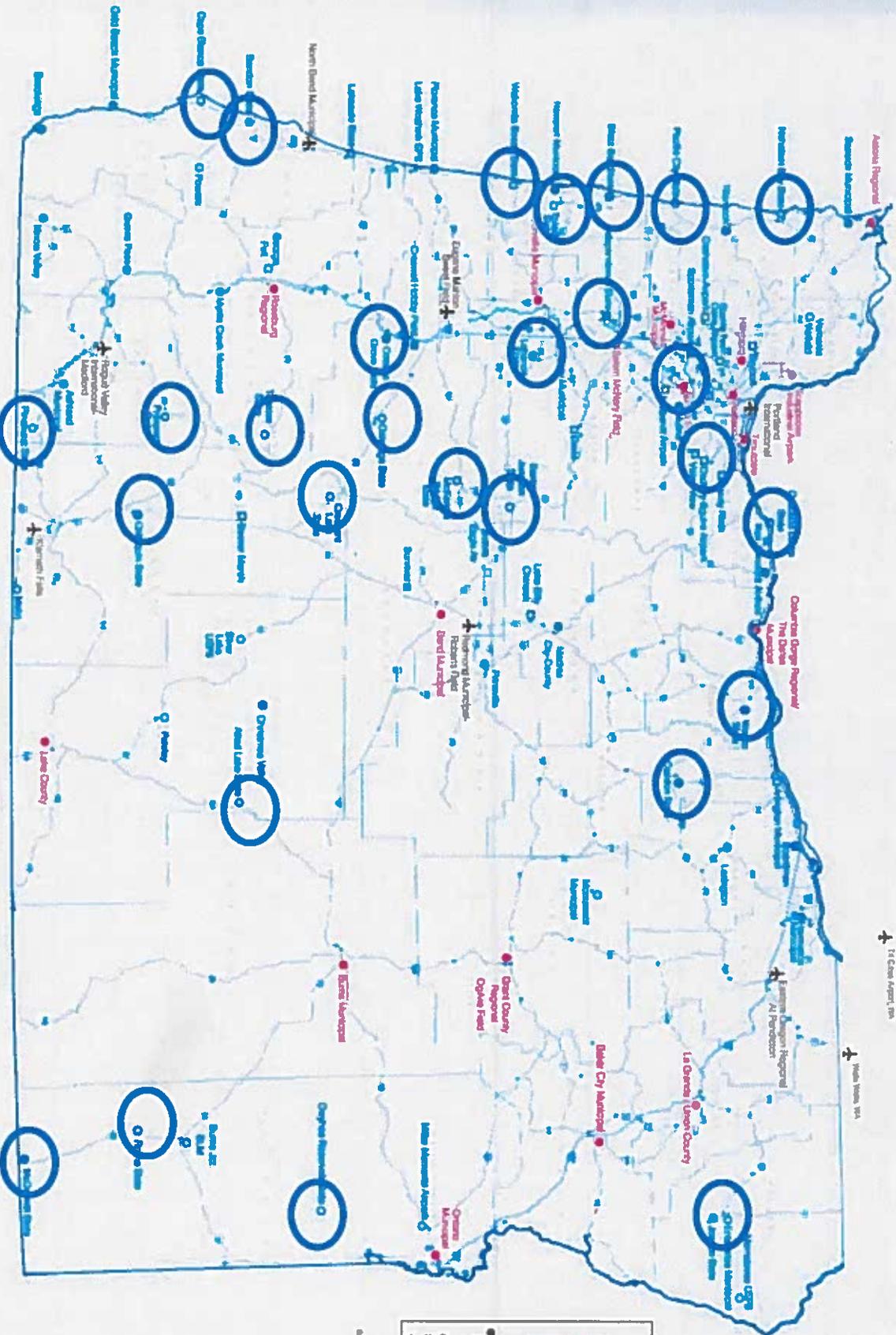
- Promote Aviation Business and Jobs (ORS 836.055)
- Airport Operations and Maintenance (28 Airports) ORS 836.025)
- Statutory Tall Structure Analysis Program (statewide)– (ORS 836-530)
- Manage Pavement Maintenance Program (ORS 836.072)
- Statewide Capital Improvements Program (Partner w/FAA, 55 Airports) (ORS 836.070/040)
- License 97 Public Use Airports (annually) (ORS 836.105)
- Register 360 Private Airports (annually) ORS 836.610)
- Register Oregon Pilots & Aircraft (over 4,000 of each) (ORS 837.025/ORS 837.040)
- Aviation Safety Program (ORS 836.085)
 - Conducts FAA Mandated Airport Inspections (FAA 5010)
- Assistance to Airport Sponsors (Land use, FAA Regs, tech expertise) (ORS 836.010)
- ODA generates revenue to conduct operations
 - Fuel tax
 - Leases/access fees
 - Fuel Flowage/sales
 - Pilot/Aircraft registration
 - Inspections



No General/Lottery Fund dollars

Map of 28 State-owned Airports

OREGON AVIATION SYSTEM AIRPORTS



LEGEND

●	COMMERCIAL
■	BUSINESS-HIGH ACTIVITY GA
○	REGIONAL GA
□	COMMUNITY GA
↓	LOW ACTIVITY GA
●	NPAS (57)
+	PUBLICLY OWNED GA
+	PRIVATELY OWNED GA
○	NON - NPAS (41)
○	PUBLICLY OWNED (28)
○	PRIVATELY OWNED (13)
↓	SEAPLANE BASE - PVT (1)

Scale 0 +

REPRODUCED JANUARY 2003



Aviation Board

- Established in 1921 (First Aviation Organization in the U.S.)
 - Predates FAA
 - Certified aircraft
 - Licensed pilots
 - Built System of Airports in Oregon

- Seven Member Policy Board appointed by the Governor ORS 835.102
 - One member from east of Cascades
 - No more than four members of same political party
 - Represent both private and public sector
 - Four year terms X two terms
 - Confirmed by Oregon Senate (first time in person/subsequent term not required)+
 - Provide Policy guidance to Agency Director
 - Member of CONNECTOREGON Aviation Modal Committee

- Board/Director Work with/for Governor's Transportation Advisor – Karmen Fore

- Contact with Legislative Members
 - Issues based
 - As requested by either party (be aware of lobbying limits)

10/27/2015
a



Aviation Board Con't

- ODA Website: <http://www.oregon.gov/aviation/Pages/index.aspx>
- ODA Board Website: <http://www.oregon.gov/aviation/Pages/board.aspx>
 - <http://www.oregon.gov/aviation/pages/bios.aspx>
- ODA Business Report:: http://www.oregon.gov/aviation/docs/meetings/AVB_14_10_16_Business_Report.pdf
- Interacts with Oregon State Marine board on Seaplanes
 - Waldo Lake
 - Rule making
- Interact with City, County policy makers/selected officials and other State Agencies
- CONNECTOREGON: <http://www.oregon.gov/odot/td/tp/pages/connector.aspx> (\$40- 100 million)
 - Five Non-Highway Modal Committees:
 - Rail
 - Ports
 - Transit
 - Aviation
 - Bike/Ped
 - 12 Regional Committees by ODOT Region - Area Commissions on Transportation (ACTs)
 - http://www.oregon.gov/ODOT/COMM/Pages/fact_main.aspx
 - Oregon Freight Advisory Committee (weighs in on freight for CONNECTOREGON)

10/27/2015



Aviation Stakeholders

- Interaction with other stakeholder groups:
 - ORAVI – Oregon Aviation Industry Cluster
 - OPA – Oregon Pilots Association
 - OAMA – Oregon Airport Managers Association
 - AOPA – Aircraft Owners and Pilots Association
 - AAAE – American Association of Airport Executives
 - EAA – Experimental Aircraft Association
 - NBAA – National Business Aviation Association
 - NASAO – National Association of State Aviation Officials
 - SOAR – Unmanned Aerial Systems Consortium Board of Directors
 - AUVSI – Association of Unmanned Vehicles International
- City Chambers of Commerce
- League of Oregon Cities
- Association of Oregon Counties

Role of the State and FAA in Airport Operations

- 97 Public Use GA Airports in Oregon
 - 28 are State Sponsored
 - Located in all regions of the state
 - 7 Air Carrier Airports (FAR 139)
- **360+ Private Use Airports**

McKenzie Bridge State Airport at west foothills of Cascade Mountains.



Joseph State Airport located east of Wallowa Mountains.

- **4000+ Aircraft actively registered**
- **4,500 Active pilots**

Legislation Affecting Aviation

- Summary of Proposed Aviation Legislation
 - HB 2038 – Allows aviation as recreational use (ORS 105.672) limited liability for aviation use of land. **Signed into law**
 - HB 2075 - Relating to aircraft fuel; raises jet fuel tax by 4 cents and AVGAS by 4 cents. **Signed into Law.**
 - HB 2354 - Changes defined term "drone" to "unmanned aerial system and removed 400 ft restriction **Signed into law.**
 - HB 2534 – Directs Fish and Wildlife to adopt rules prohibiting drones for hunting or angling and to prevent using drones for harrassing hunters or anglers. **Signed into law.**
 - HB 3193 - Imposes license tax (unspecified amount) on Leaded AVGAS and increases amount each year by an unspecified amount until there is no leaded AVGAS sold in Oregon. **Dead bill**
 - HB 5004 - Oregon Department of Aviation Budget Bill. **Signed into law.**
 - HB 5006 – Capital Construction Bill (includes McDermitt runway renovation and Condon taxiway replacement and extensive drainage improvement. **Signed into law.**
 - SB 269 - Raises fees on pilot, aircraft and airport registration. **Signed into law.**
 - SB 534 – Allows sewer and water from city to airport outside UGB **Signed into law.**
 - SJM (Senate Joint Memorial) 1 - Expresses support for Federal Aviation Administration initiative to certify safe unleaded aviation fuel. **Public hearing but no work session. Dead bill**



State and FAA Role

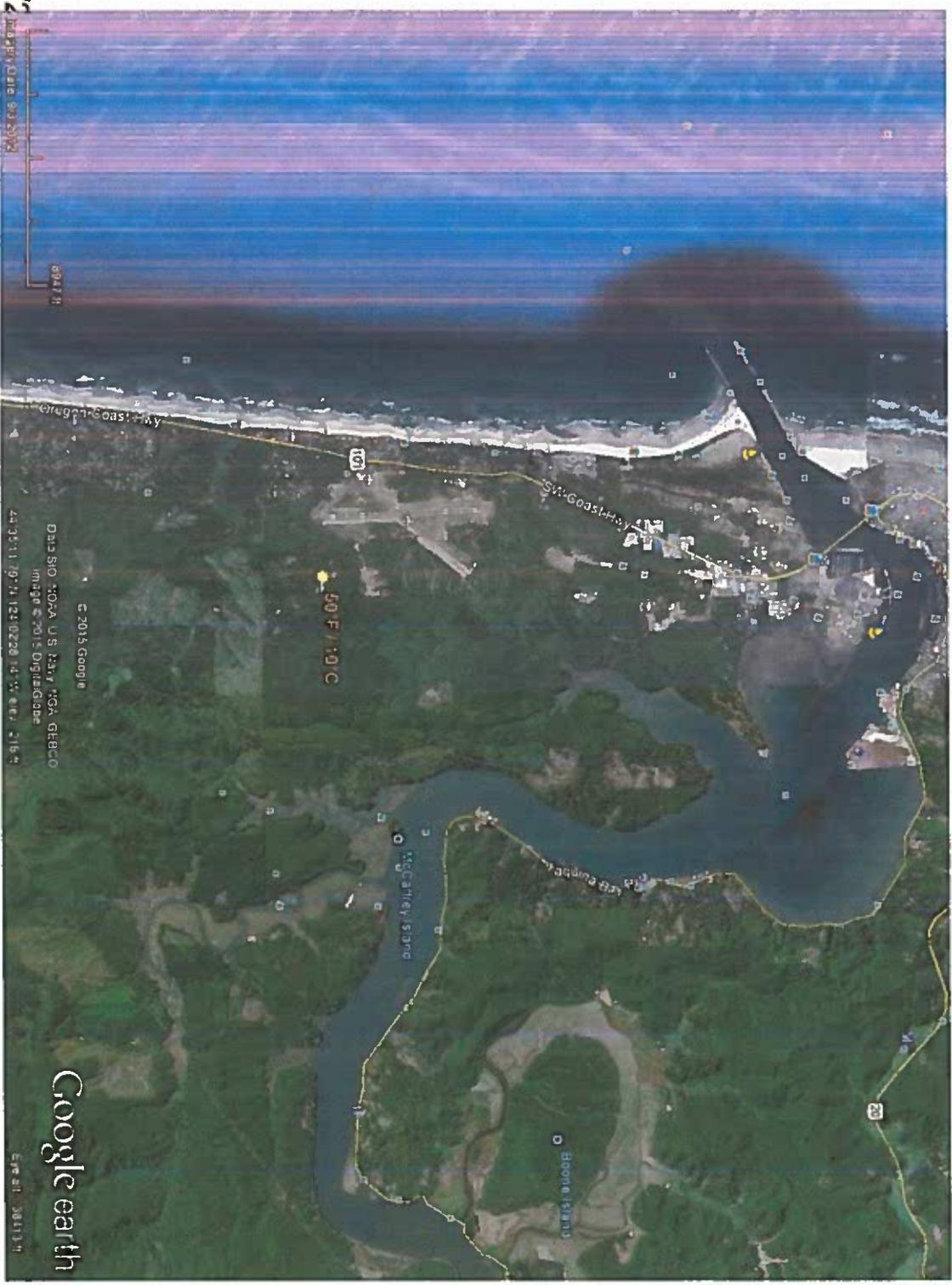
- **Aviation Board Strategic Vision –**
 - Study to determine 10 year outcome
 - Status of Airports in the state system
 - Commercial Air Service in Oregon
- **Aviation Industry Cluster (400+ Aviation Businesses in Oregon)**
 - UAS Range Development and industry promotion
 - Heavy Lift Helicopter (90% in Oregon)
 - Manufacturing (many specialized aviation businesses)
- **Statewide Capital Improvement Program (SCIP)**
 - 55 Federally Funded Airports in Oregon (\$300 Million since 2009)
 - *Entitlement Transfer Program*
 - *\$500k kept in Oregon for airport infrastructure*
- **ConnectOregon**
 - *Over \$100 million to Oregon Airports since inception of CO program*
 - *Success of CO III Rural Airports*
 - *\$5M state funds leveraged \$65M federal funds (statewide jobs!)*
 - *CONNECT OREGON VI will award \$45 million in grants in 2016*



Impact of Aviation in Oregon

- \$318 million in FAA infrastructure grants in Oregon 2010-2015
- Over \$100 million in aviation grants from CONNECTOREGON
- \$22 Billion dollar impact to Oregon economy*
- **78,000 jobs**
 - Heavy Lift Helicopter Industry
 - Kit Aircraft manufacturing (Vans)
 - Corporate Flyers; Costco, FLIR, Coca Cola, Cysco, Les Schwab, Nike, Intel, Google, Apple,
 - Industry – Precision Castparts, Boeing
 - UAS Industry

Newport Airport



10/27/12



Commercial Air Service

- **Mandate** - Twenty-five percent of the amounts collected (less 5% administrative costs) be distributed for the purpose of assisting commercial air service to rural Oregon.
- **Use expertise**
 - JVIATION – Steve Schreiber to assist with rural air service development
 - Port of Portland – David Zielke
- **Focus on Preserving and Expanding Rural Air Service:**
 - Marketing for new and existing air service
 - Recruitment
- **Change in Airline Business Model**
 - Larger Aircraft with 70 seats min
 - Pilot shortage
 - Crew rest changes
 - Small communities at risk
- **Look at Non-traditional air service**
 - Membership airline
 - Books of tickets
 - Part 135 Charter service
- **Seasonal ?**
- **Leverage existing programs such as SCASD/EAS**
- **Minimize complexity**
- **Avoid unsustainable subsidies**

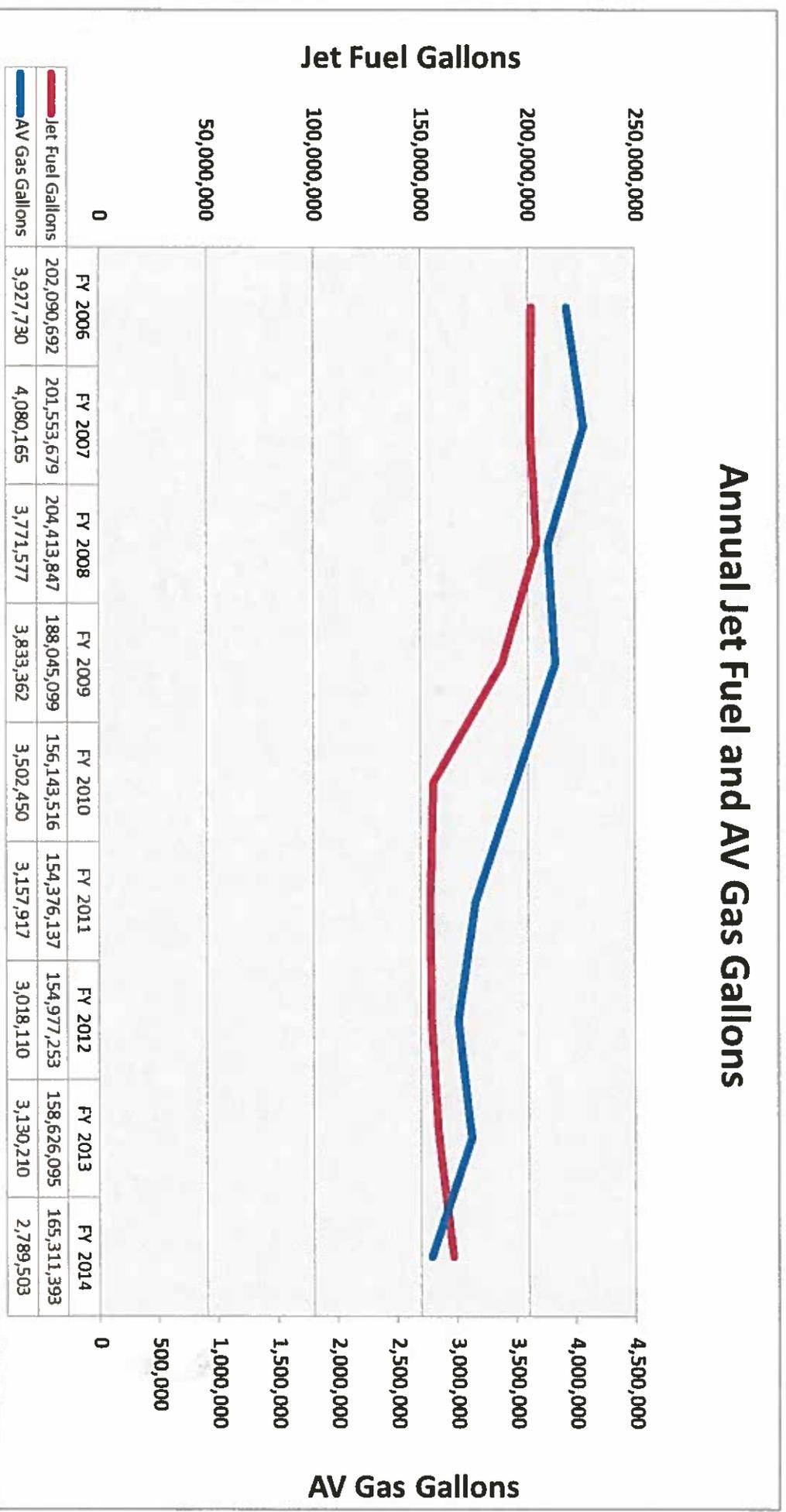


Role of Newport Airport?

-
- **Regional Transportation Mode** – Commercial, Corporate and Cargo
 - **Business/Economic Development** (Industry, air freight, corporate, etc.)
 - **Statewide access** (commercial air service/transportation)
 - **Tourism** – motels, restaurants, local businesses benefit
 - **Agriculture** – Spraying, Christmas Trees, etc
 - **Government agencies** (USGS, USDA, ODFW, etc.)
 - **Emergency Services**
 - Fire suppression (U.S Forest Service, BLM, ODF)
 - Medical Evacuation (Medevac and Air Ambulance)
 - Forced/precautionary landing strip
 - Oregon Emergency Management Search & Rescue
 - Staging area for Disaster Relief (OEM, FEMA)
 - Law Enforcement (OSP, DHS, TSA, FBI, etc.)
 - **Recreation**

Jet Fuel and Avgas Trends

Annual Jet Fuel and AV Gas Gallons





HB 2075

- Implementation Plan for grants
 - 50% to rural airport support
 - Assist with 10% federal grant match (5%?)
 - Economic Development Grants
 - Emergency/Disaster relief infrastructure
 - 25% to promote rural air service
 - Work with Port of Portland
 - Marketing
 - Assistance to existing air service
 - Promotion to nontraditional air service
 - Avoid direct subsidies
 - 25% to Oregon's state owned airport infrastructure
 - 16 non-federally airports
 - Crescent Lake, Prospect



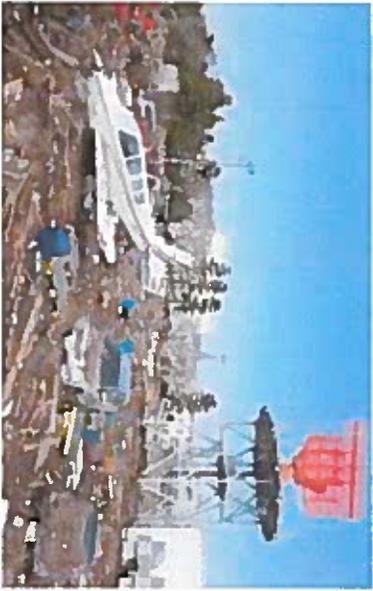
50% For Grants for Oregon Airports

- Grants approved by Oregon Aviation Board
 - Recommendations by representatives of Area Commissions on Transportation (ACTs)
 - Others with potential input?
 - Oregon Airport Manager's Association
 - Oregon Aviation Industry Cluster
 - Oregon Pilots Association
 - Regional Solutions reps
 - Business Oregon
 - Airport Communities



What steps have been taken to shore up seismic vulnerabilities of critical assets; what is in the works?

- NOTHING
- NO FUNDING SOURCE
- One thing we know is that “we don’t know what our airports can sustain during a 9.0mag earthquake”
- Liquefaction is a big unknown





OFFICE OF THE CITY MANAGER
City of Newport, Oregon
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Newport, OR 97365
541-574-0603
s.nebel@newportoregon.gov

MEMO

DATE: November 19, 2015

TO: Regional Airport Review Task Force

FROM: Spencer Nebel, City Manager

SUBJECT: Regional Airport Review Task Force Meeting will be on Tuesday, November 24, 2015 @ 2:00 PM in Newport City Hall

The Regional Airport Review Task Force will hold their fourth meeting on Tuesday, November 24, 2015, at 2:00 P.M. in Newport's City Hall. **(Please note that the location has been changed from the Airport due to construction currently occurring in the FBO Building.)** There are two primary agenda items that will be discussed.

A. Southwest Regional Airport (North Bend) Case Study

The North Bend Airport shares a similar history to Newport's Municipal Airport. The Airport opened in 1932 and was eventually transferred to the City of North Bend in 1947, as military surplus property. The City of North Bend transferred management of the Airport to the Oregon International Port of Coos Bay in July of 1999. By general election, the voters of Coos County established the Coos County Airport District on December 4, 2002, with the ownership and the management of the Airport transferred to the district in December 2003. Since that time, the airport has been owned and operated by an Airport District. In 2006, the North Bend Municipal Airport formally changed its name to the Southwest Oregon Regional Airport to avoid confusion with Bend Oregon in Central Oregon. Executive Director of the Coos County Airport District, Teresa M. Cook, is planning to provide a presentation on the airport facility and the history of the organizational changes at Tuesday's meeting. Please note that Ms. Cook is involved in an extended trial that should be completed by the Friday; however, there is a chance that the trial would be carried over to the next week which would affect her ability to attend this meeting if that occurs. In addition, Raince Anderson, PE, Director of Aviation for WH Pacific Inc., will also be present to discuss this issue. Raince was involved in the history of the change-over of the governance model for the North Bend Municipal Airport. He is also the lead on the City's Airport Master Planning Project that has just recently been initiated. This discussion will be a case study in how an airport facility best met the needs in Coos County from a governance and ownership standpoint.

B. Creation of Sub-Committees to Discuss Specific Tasks & Issues

At the October 27, 2015, meeting it was suggested and there was a general concurrence to divide the task force up into several sub-committees to discuss specific tasks and issues going forward with the Airport. Several potential sub-committees could be focused on: (1) commercial passenger service; (2) governance and ownership of the airport; (3) financial matters relating to the airport; (4) marketing the use of the airport; and (5) planned use issues surrounding the airport.

Please note that we have indicated to the Public Advisory Committee that is working with WH Pacific Inc., that the task force would be generating specific recommendations to the master planning process on issues relating to the future of the Newport Municipal Airport pertaining the regional role that this facility should be playing on the Central Coast. It may be appropriate for the sub-committees that are established to provide a report back to the Task Force at the meeting that would be scheduled in January. This would give two months for these smaller groups to meet to discuss issues. This would also avoid trying to schedule a full group meeting between Christmas and New Year. In the alternative, the January meeting could be scheduled earlier in the month than the fourth Tuesday. I would like the Task Force to be in a position to make some recommendations by the February meeting in order to forward those to become part of the master planning process.

C. Next Meeting

The January meeting date would be January 26, 2015, at 2:00 P.M. at the Fixed Base Operations (FBO) building should we opt to go forward with the sub-committees. Those sub-committees would make their reports to the full committee at that time. It would be my intention to start by framing the recommendations to the Airport Committee, City Council, and PAC at that meeting, with those recommendations then being refined at the February meeting for final approval. Upon approval of the recommendations, the process would be completed.

Please let Peggy Hawker know if you are unable to attend this meeting.

Respectfully submitted,



Spencer Nebel
City Manager

Search Wikipedia

Southwest Oregon Regional Airport

Southwest Oregon Regional Airport

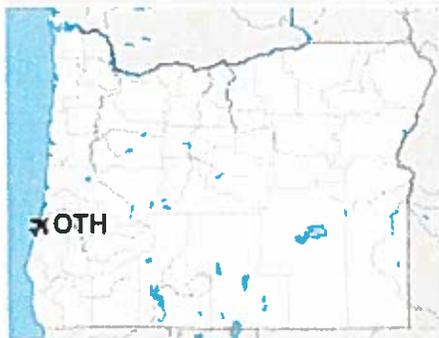


IATA: OTH – **ICAO:** KOTH – **FAA LID:** OTH

Summary

Airport type	Public
Operator	Coos County Airport District
Location	North Bend, Oregon
Elevation AMSL	17 ft / 5 m
Coordinates	43°25′02″N 124°15′46″W
Website	http://www.flyoth.com/

Map



Location of airport in Oregon

Runways

Direction	Length	Surface
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	ft	m	
4/22	5,321	1,622	Asphalt
13/31	4,471	1,363	Asphalt

Southwest Oregon Regional Airport (**IATA**: OTH, **ICAO**: KOTH, **FAA LID**: OTH), formerly **North Bend Municipal Airport**, is a public **airport** in **North Bend**, **Coos County**, Oregon. It is operated by the Coos County Airport District.

The airport changed its name in April 2006 to avoid confusion with **Bend**, in central Oregon.

It is the only commercial airport on the Oregon Coast and is served by "United Airlines" (Skywest) and SeaPort Airlines. Skywest flies to **San Francisco International Airport** (since July 2008) and ended its long-running service to **Portland International Airport** on February 16, 2012.^[1] In January 2012 SeaPort Airlines started daily flights to Portland. The airport was previously served by **Horizon Air**, which had linked North Bend to **Portland International Airport** since 1982. Horizon Air service ended October 11, 2008.

The airport is seeing more private jets carrying golfers to **Bandon Dunes Golf Resort**, which is a 20-minute drive from the airport. The airport opened a new terminal in July 2008; in February 2009 a new Air Traffic Control Tower opened.^[2]

Contents

Airlines and Destinations

Cargo Carriers

Airport Facilities

Fixed Based Operators (FBO)

Tenants

History

Future Development

See also

[References](#)

[External links](#)

Airlines and Destinations



Aerial

Airlines	Destinations
United Express	San Francisco Seasonal: Denver
SeaPort Airlines	Portland (OR)

Cargo Carriers

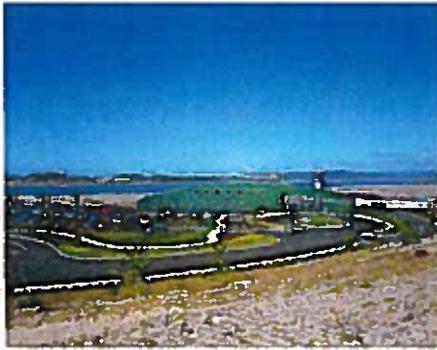
Airlines	Destinations
Ameriflight	Corvallis, Crescent City, Portland (OR)
FedEx Feeder	Portland, Roseburg, Salem

Airport Facilities





Terminal Entrance



Terminal & Tower

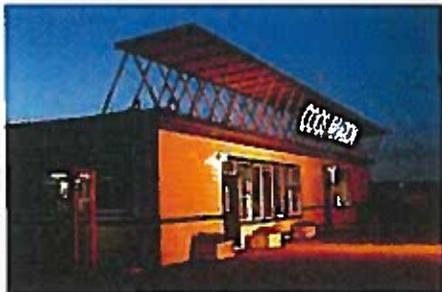


Hangar/Ramp Area



Fixed Based Operators (FBO)

Coos Aviation



Coos Aviation

1210 Airport Way

North Bend OR 97459

541.756.5181

coosaviation@frontier.com

Ocean Air

1180 Airport Way

North Bend OR 97459

541.756.6903

Tenants

U.S. Coast Guard



U.S. Coast Guard

United Parcel Service

FedEx

Xerox

Emergency Airlift

Oregon State Police

History

The North Bend/Coos Bay Airport opened in 1932.

The U.S. Naval Auxiliary Air Station, North Bend was started in 1936 and commissioned on May 10, 1943.

The Airport was transferred to the City of North Bend in 1947 as military surplus property.

The City of North Bend transferred management of the Airport to the Oregon International Port of Coos Bay in July 1999.

The Coos County Airport District was formed by general election on December 4, 2002 with ownership and management of the Airport transferred to the District in December 2003.

Future Development



Aerial of Coos Bay/North Bend

See also

- [Coast Guard Air Station North Bend](#)

References

1. [^] <http://www.ktvz.com/news/30088729/detail.html>
2. [^] <http://www.flyoth.com/>

External links

- [Southwest Oregon Regional Airport](#)
- Resources for this airport:
 - FAA [airport information for OTH](#)
 - AirNav [airport information for KOTH](#)
 - ASN [accident history for OTH](#)
 - FlightAware [airport information](#) and [live flight tracker](#)
 - NOAA/NWS [latest weather observations](#)
 - SkyVector [aeronautical chart](#) , [Terminal Procedures](#)

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