

**MISSION STATEMENT: TO CREATE A HEALTHY, SAFE, DIVERSE, AND PROSPEROUS CITY
BY ENGAGING COMMUNITY MEMBERS TO DEVELOP AN ENRICHED QUALITY OF LIFE.**



**AIRPORT COMMITTEE MEETING AGENDA
CITY OF ONTARIO OREGON
July 5, 2022 - 6:00 PM
Ontario City Hall
[Zoom Link](#)**

I. Call to Order

II. Pledge of Allegiance

Committee Members: Shay Myers _____ Bill Hager _____ John Freeburg _____ Gary Taylor _____
Shawn Coleman _____ David Bryant _____ Luke Keller _____
Alternate Jim Bain _____

Bi

Ex Officio Members: John Kirby (City Council) _____ Dan Cummings (City Manager Pro Tem) _____

Airport Manager/Staff: Justin Zysk _____

FBO: Silverhawk _____

IV. Approval of Agenda

V. Approval of Minutes

a. 6/6/2022 Airport Committee Meeting Minutes

VI. Public Comment

VII. Presentations

a. June 2022 Recap

VIII. Committee Member Comments

IX. Adjournment



AIRPORT COMMITTEE MEETING MINUTES June 6, 2022

The scheduled meeting of the Ontario Airport Committee was called to order by Committee President Gary Taylor at approximately 6:00 p.m. on Monday, June 6, 2022, in the Council Chambers of City Hall. Committee members present were Bill Hager, John Freeburg, Gary Taylor, Shawn Coleman, and Luke Keller. Ex Officio Members present were Councilmember John Kirby and Dan Cummings, City Manager Pro Tem. Justin Zysk, the Airport Manager, was also present.

The meeting was audio recorded, and copies are available at the Airport by request.

PUBLIC COMMENTS

Toby Epler from JUB Engineering Inc and Brian Rindlisbacher with the Bureau of Land Management were present from the general public. Public comments are below.

Brian Rindlisbacher commented, SEAT based aircraft will be showing up this weekend and into next week. Officially our start date is Sunday June 12, 2022. Air attack will be here on June 13th and our helicopter in Vale stats on the 13th as well.

Gary Taylor asked, if there was enough room for the air attack aircraft.

Brian Rindlisbacher replied, yes, I have been working with the Airport Manager to make sure there's enough room on that side.

Justin Zysk stated, I had Greg Beck's son come and move his father's plane to create room for the SEAT planes.

Toby Epler commented, I will give you an update on the pavement seal coat rehab project. We are working with the contractor right now to schedule that project. Shooting for late September early October. This will be a 2-week project which will include a 4-day closure of the runway itself and another 4-day closure of the east half of the airport to do the aprons. We are going to shoot for right after the fire season.

Gary Taylor asked, how much time to complete the entire airport?

Toby Epler replied, it will be 8 days total. We will probably do a 4-day whole airport closure to start off with. This will be a Monday through Thursday closure. We will then open it back up for Friday, Saturday and Sunday and then close portions of the hangar areas but the airport itself will be open. We can coordinate with based aircraft owners if they wish to move their planes to the tiedown areas. We will have more information once we get the contract nailed down.

APPROVAL OF AGENDA

Luke Keller moved, John Freeburg seconded, **TO ADOPT THE AGENDA AS PRESENTED**. The motion passed with unanimous consent

APPROVAL OF MINUTES

Due to technical issues, there were no minutes recorded for the May 2, 2022 Airport Committee Meeting.

PRESENTATION

Justin Zysk, Airport Manager, presented

DISCUSSION ITEMS

Justin Zysk stated, members of the public as well as Airport Committee Members have expressed their desire to have more water access, specifically to their private hangars for the use of a frost-free water spicket. According to the utilities map found in the packet, access to a mainline is available to most of the private hangars on the far east side of the airport. Unfortunately, the City of Ontario does not have the funding available to provide water access to private hangars, nor does the city fund water access to privately owned business or residencies. With that said, what we would suggest is getting a group of hangar owners together to pool resources to fund the installation of mainlines where there are none and service lines to the hangars who wish to have water.

Shawn Coleman commented, I just wanted to know if there was a way to do it that was feasible. I would of course pay for my hydrant because it would be on the edge of my hangar. But I know there are a couple guys near me that would want access to. I am not sure where the city would come in as far as the meter or how the city will want to do that or what the city is willing to do.

Justin Zysk stated, it is perfect for your row because you have that mainline that runs to the south of your row and so you would be able to put a north to south mainline in there. As for a hydrant, that would be part of the discussion with the city and what is needed. In discussions with city staff, it is better to put one mainline in and everyone tap in off of that rather than several individual service lines because of space and the potential of damaging existing service lines if someone in the future decides to install their own.

Dan Cummings commented, Shawn, there are several ways to accomplish this. If you only want a frost free spicket then you would only need one line put in with everyone chipping in to pay the bill and meter install. Or you could put in a mainline and everyone could stub off that for their individual hangar. It would certainly be cheaper to just come off the line to the south of your hangar rather than across the taxiway from the mainline to the west.

Shawn Coleman stated, the closest water access I have is the Rogers hangar which is inconvenient for drinking water and washing hands or plane due to its location.

Bill Hager commented, we have water in between the EAA hangar but its not good drinking water

Shawn Coleman stated, would the city be willing to meet halfway, quarter of the way or an eighth of the way or would I have to pay for everything?

Dan Cummings replied, like the Airport Manager said, we don't get hardly any money for land leases as you already know so there really is not much benefit at all to the city for us to pay for what you are asking for. You would pay to have someone put the meter in right off the mainline and the service line however far you want to put the frost-free in. The problem is if the city starts putting in mainlines for you, then everyone in town is going to ask for us to do that for them. Why should the city put your water meter in when they don't do it for anyone else?



Shawn Coleman asked, wouldn't the city have to come in and install the meter?

Dan Cummings replied, You would hire a plumber to come and expose the water line. The city would come in and put the tap into the mainline and set the meter and charge you for this work. From there, your plumber would then install the lines you requested to where you need them to go.

Shawn Coleman asked, would I not be able to do the work myself from the point after the meter?

Dan Cummings replied, probably not because you would not be the legal owner who would have sole usership of the water source and that falls under the plumbing code in Oregon. So, you would have to have a plumber do the work and get a permit through the county.

John Freeburg asked, so if Shawn said he is going to be the only one using that, he could do the work himself?

Dan Cummings replied, he would have to deal with the county, but it would have to be your meter and your line and nobody else is allowed to use it. But again, from the meter on it falls under the Oregon plumbing code.

A brief discussion commenced about what piping would need to be used and how it would need to be installed.

Gary Taylor asked, any more discussion about water?

Justin Zysk clarified, the only thing the city would allow would be frost-free because there are no sewer lines close by to allow for bathrooms or sinks.

COMMITTEE MEMBER COMMENTS

Gary Taylor asked, anybody from the committee have any comments? If not, I will start this off. I understand that there has been some discussion about the traffic pattern in Ontario, and the problems that we have and have had for a while are being accentuated by Silverhawk, which is not necessarily their fault. I believe they now have about 6 aircraft for flight instruction and planning on more. With that said, this board would probably be best to make some recommendations as far as traffic pattern. That's a very dangerous subject for the City of Ontario to be involved with making recommendations of which way you takeoff because you become liable. The FAA will warn you to not make a runway recommendation even over the UNICOM frequency. We can get around this issue, which is causing tension, by getting together with the two entities that use the airport. These would be the general public and the flight school. I think we need to come up with an agreed upon if the winds are calm then that is the runway we will use, but that does not mean that you have to, but it would be more of a "gentleman's" agreement. Years ago, the FBO recommended using runway 32 if the winds were below 6 knots and the airport is laid out for the prevailing winds with huge studies being conducted on that. The trouble area is when the winds are out of the west because it then comes down to which side do you want the cross to be on. As a group we could designate the calm winds runway to the north, but my opinion has kind of changed on that. I do agree that generally lights winds come from that direction; however, in the case of an engine failure, there are not a lot of places to go there. So we want to look at these factors as we talk through this. If we are going to use runway 15 with a left traffic pattern, we are going to be flying a little bit over the city and we may have complaints about that. So, we must look at the risk to that. Taking off 15 and having an engine out is far more survivable than 33. With all this said, we have to be really careful where we want to put traffic. We can cure the problem of overflying the city with a right-hand traffic pattern for 15 and a left-hand traffic pattern for 33. But what about the days the winds are coming out of the west because you will have a head on situation. There are a few things happening out there now with the FAA with something called a tear drop entry. This may not necessarily be a good idea because at times it can create a head on situation. But what I think is



this stuff needs to be discussed as a group, but not necessarily in a meeting like this. I am curious what everyone else thinks because we have a lot of activity at the airport, but we are not discussing it as a group.

Toby Epler commented, Gary, you can in your airport remarks designate a calm wind runway. Nampa and Caldwell and most general aviation airports have done this.

Justin Zysk stated, a calm wind runway has already been designated but it has not been published yet.

Gary Taylor stated, you want to make sure because the FAA will warn you not to designate a runway. But Toby you are right. We would designate if we so desire to do that, but we have got to come up with what is good and make everyone understand that because it is not just one entity out here flying. Everyone needs to get along.

Luke Keller commented, I agree that I would rather want to takeoff to the south because there are a few more options, but from the standpoint of flying over the city, that is probably where most of the phone calls to the Airport Manager come from for complaints. There is someone off the end of the runway that always complains.

Justin Zysk replied, Since I have been here, I have only had one person who has complained via Facebook. Although there are people complaining, there are not enough to justify a drastic traffic pattern change which would confuse everyone especially since a calm wind runway is advisory and not something you are beholden to. The reason there's a lot of traffic over this particular neighborhood where I go the complain from is because when they come in from the west and do their tear drop entry, that procedure turn has them overflying a radius essentially over TVCC, which puts them over that neighborhood. I have checked and they are above any FAA regulated minimums as far as altitude, and so as a city and an airport, we can't dictate anything further.

Luke Keller commented, and I really don't think we should even try.

Gary Taylor continued, and that's what I am saying. We have to do this as a group.

Justin Zysk continued, I know in the past the runway designation was 33 and it was taken out of the remarks for some reason. I have since put a calm wind runway designation back into the remarks section about 1.5 months ago, it just has not published yet because they only publish on a particular schedule. And so I have already designated runway 15 not only because there are more options, but also because it is the closest runway access to the FBO area as opposed to taxiing all the way down to 33. Not only that, but the time that I have been here, the winds have favored a 15 approach and departure more than 33 and so all these factors are what led me to making this decision.

Gary Taylor stated, I could see a whole bunch of problems with this because now we have gliders in the picture too. And so that may not work. Where we need to go is brainstorm this and educate the communicate them of what is going on out there. We are not just going out harassing you guys on the ramp. These kids are learning a career and TVCC is very successful. The problem comes when we learn to fly and all of a sudden that becomes the normal, then you move to another airport and all of a sudden ohh and these instructors are experiencing that. In Nampa, the teardrop tends to work because of noise abatement, but it gets kind of screwy at time. I will give you another example what becomes dangerous, and we have more of out here is corporate traffic. These aircraft are required to fly 1,500-foot traffic patterns instead of the normal 1,000 foot.

John Freeburg stated, which is the exact same height as the teardrop traffic.

Gary Taylor continued, so what you end up with is a slower aircraft at the same level and competing with a larger faster jet in a head on situation. And so, there are problems with it all and we need to be careful to not say this is the best way. We have to weigh everything out and see what the best is for the collective group. And I don't think we need to make any recommendations for changing traffic patterns because that is not going to help, and it is not right.



Shawn Coleman asked, this relates to me and what I have had happen to me since Silverhawk has come into the picture. A lot of times I have seen them taking off 33 with a 10 MPH wind and I am going to land 15 because I am not landing with a 10MPH tailwind. So, I am thinking we need to switch here because I was always told you need to takeoff into the wind and it doesn't matter what type of aircraft you are. They just need to be aware of what the winds are doing. This has happened numerous times and I have to go and make a special request.

Gary Taylor replied, they need to be aware what other people's needs are. It may not be a big deal for them.

Bill Hager commented, Silverhawk always uses the pavement and I think the grass runway can be kind of a safety net for some of the smaller airplanes.

Shawn Coleman stated, I would be willing to do that too, but under the circumstances of the spring of the year and the moisture I wasn't able to.

Gary Taylor commented, I understand they are running it as a business, and it is a shorter distance to 15 but there has to be a balance. Without the risk of sounding rude, Silverhawk can't come over and change all the rules that work for an airport.

Bill Hager commented, the spray planes will almost always takeoff into the wind but when they come back, they like to land where they can get back to their tanks the fastest.

Justin Zysk replied, and that is the problem though. They are doing just that and causing safety issues. I've seen the spray guys almost takeoff head on into the gliders.

Gary Taylor commented, and this is why it is important to do this as a group because there are so many entities going. Fighting it out does nothing for anyone. I think we need to communicate.

Toby Epler stated, you can require, in your minimum standard of operating, a radio for your based aircraft. That is allowable.

John Freeburg commented, in my mind this whole thing started because one of our pilots was going to Cascade and he and his wife got in their 182 and were taxiing out to 33 but all the students were flying off of 15. He waited until he got a chance and he called a 33 departure and one the instructors became irate about that because we are flying 15. He said well the calm wind runway has always been 33 for the last 60 years that I know of and I am leaving on 33 and he did.

Gary Taylor commented, and that is where the problem is because there is a lack of communication and a lack of understanding and a whole bunch of lack of's. And that is why we need to get together as a group. I am not just going to let Silverhawk do what they want because they have the most airplanes in the air. That's not always true. Safety is safety no matter how you look at it.

Justin Zysk commented, I know you had pros and cons for either one, so are we ok with leaving 15 as the calm winds runway and changing it that way?

Gary Taylor replied, I would like to see that decision be made as a group. Whatever way we designate as the calm wind runway, we could encourage places for people to look for in the event of an emergency. I am willing to talk to Silverhawk to make them aware of what the issues are.

Luke Keller asked, does the FAA have published what the prevailing winds are if you had to go at it with data?



Toby Epler responded, yes, we have hard data. I don't have it with me but it's on the ALP. I can tell you in the valley, Caldwell and Nampa all use their lower numbered runway. Caldwell is 12 and Nampa is 11 so they chose that direction, so that would put you guys in line with them with 15.

Shawn Coleman asked, historically has that changed in the last 10 years?

Toby Epler replied, I can look and see. Not much has changed.

Gary Taylor asked, my question to this group here is are we in agreement that we understand that we need to do this as a pilot group and not as an Airport Committee recommendation?

Justin Zysk replied, I have less reach with the aviation community than a lot of you guys but I don't mind being a part of it so I can bring things back to the city and put things in place from my position.

Brian Rindlisbacher asked, do I need to do anything with my pilots since they will be here on the 12th? How do you want us to help out or be involved?

Gary Taylor replied, most of those guys have been around the block. They know they have to fit in and are doing a good job. We probably need to update them that there are more student/instructor planes compared to last year.

John Freeburg stated, the students are learning how to fly and are going to have to learn how to handle traffic of all kinds. This is one of the good learning tools that they can develop if the instructors are cognizant of what we need and what they need and be patience on both ends.

Gary Talor asked, is there any more discussion on this? I will try and set up something with a couple of flight instructors and such. Any other comments anyone has?

Toby Epler commented, last time we discussed your 15 GPS approach which has been NA at night because of the road. It is an 18-inch obstruction and that is a 15-foot imaginary object. We put the PAPI in to mitigate that with the understanding that the FAA would take that information out to the flight and just run it through their system and say everything is good to go. The FAA doesn't do this anymore, so we must request that. We are working with the FAA and going through the paperwork to get that back in place.

ADJOURNMENT

Luke Keller moved, John Freeburg seconded, **THAT THE MEETING BE ADJOURNED**. The motion passed with unanimous consent.

ACCEPTED BY:

Member Signature





June 2022 Recap



Agenda



- Accomplishments
- Future Accomplishments
- Questions



TAC Meeting #2



- This meeting was a great turnout and success



SEAT Planes



- In town and working hard
 - Local 40,000+ acre fire





ONTARIO
OREGON



Accomplishments

Hangar Construction

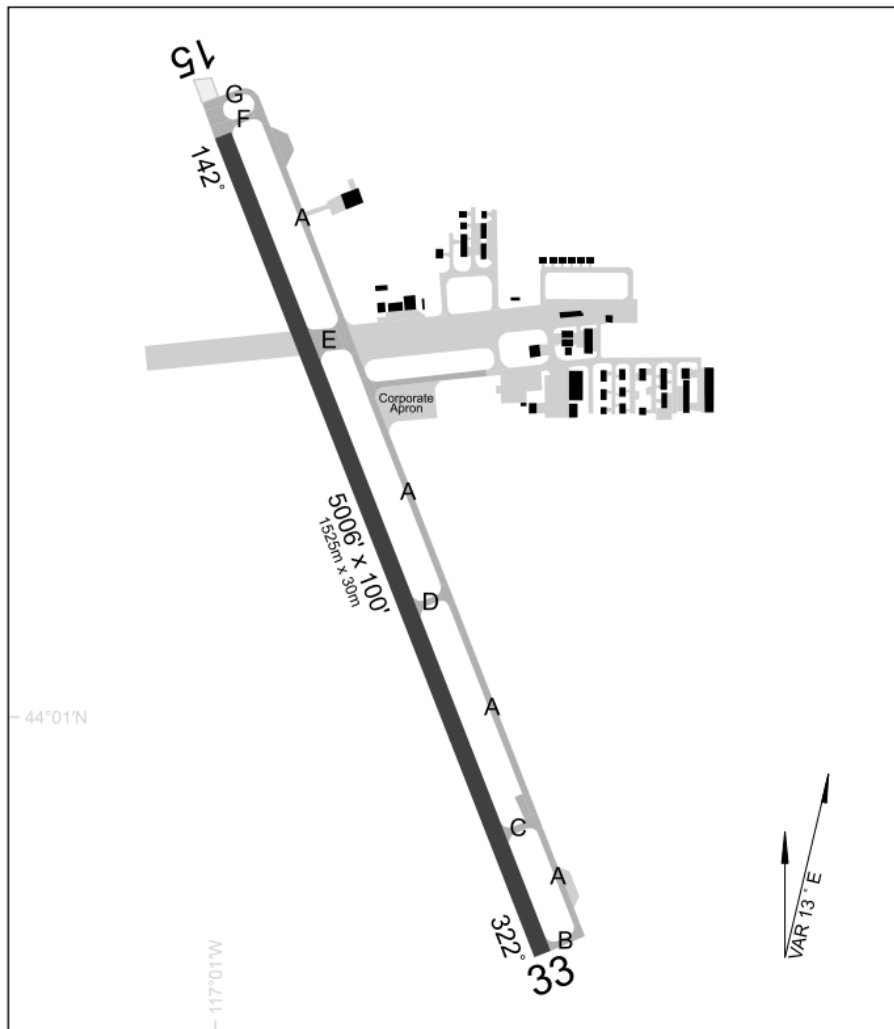
- Cessna 131 is going up



Taxiways Published



KONO: ONTARIO MUNICIPAL
ONTARIO, OREGON, UNITED STATES



Glider Symbol



Calm Wind Runway

- Runway 15
 - Officially designated and published

> 110 REMARKS:

A 016 541-709-7651 CELL.
A 070 SELF SERVE CARD LOCK FUEL AVAIL. 24 HRS.
A 081 ACTVT REIL RWY 15 & 33; MIRL RWY 15/33 - CTAF. PAPI RWY 15 & 33 OPER CONT.
A 110-001 RWY 15 DESIGNATED AS CALM WINDS RWY
A 110-003 FOR CD CTC SALT LAKE ARTCC AT 801-320-2568.
A 110-004 GLDR OPS SFC-5000 FT FRI-SAT 11AM-5PM (WX PMTG) MAR-OCT. NOTAMS WILL BE ISSUED WHEN ACTV. GLDRS WILL OPER ON WESTSIDE OF AP & WILL UTILIZE GRASS RWY ADJ TO RWY 15/33 ON WESTSIDE. CALL AMGR AT 541-709-7651 FOR ANY QNS/CONCERNS.
A 110-005 24/7 COURTESY CAR 1ST COME 1ST SERVE. LCTD IN PILOT'S LOUNGE (WHITE BINDER).





Future Accomplishments

Boat Races

- June event was a good turnout
- July 9th event is coming up





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Questions