



**City of Salem  
Airport Advisory Commission**

January 24, 2024

6-7 p.m. Hybrid

Board Members In-Person

Si necesita ayuda para comprender esta información, por favor llame 503-588-6314

**PARTICIPANTS**

Board Members

John Foley; Chair, Douglas Brenizer; Vice-Chair, Kat Pence, LTC Nathan Edgecomb, Christopher Burkholder, Mike Morrow, Arnaud Verstuyf

City Council Liaison

Linda Nishioka

Staff

John Paskell, Keith Bondaug-Winn

**AGENDA**

1. Welcome, call to order, and roll call
2. Approval of Agenda for January 24, 2024
3. Approval of Minutes from November 15, 2023
4. Public Comment - Appearance of persons wishing to address the Board on any matter other than those which appear on this Agenda.
5. Reports
  - a. Tower Chief Report – Rob Broyhill
  - b. Airport Manager Report – John Paskell
6. Action Items
  - a. Election of Officers
  - b. Letter to City Council – Independent Review of Runway 16/34 Technical Memorandum

This meeting is being conducted with a virtual component, with in-person attendance by the governing body. Interested persons may view the meeting online on YouTube. Please submit written comments on agenda items, or pre-register to provide Public Comment on items not on the agenda, by 5 p.m. or earlier one day prior to the day of the meeting at [AAC@cityofsalem.net](mailto:AAC@cityofsalem.net).

Special accommodations are available, upon request, for persons with disabilities or those needing sign language interpretation, or languages other than English. To request accommodations or services, please call 503-540-2371 (711 for Relay) at least two business days in advance.

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity, source of income and housing status, as provided by Salem Revised Code 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990, and related statutes and regulations, in all programs and activities.

7. Items for Commission Discussion
  - a. Public Information and Outreach
  
8. Adjournment

Next Meeting: March 20, 2024

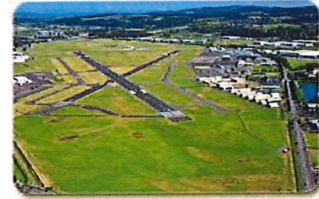
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**MINUTES**  
**AIRPORT ADVISORY COMMISSION**  
Wednesday, November 15, 2023 - 6 p.m.  
Hybrid Meeting  
Board Members In-Person  
[YouTube](#)



**1. CALL TO ORDER, ROLL CALL**

**Call to order:** 6:03 p.m.

**Roll Call:** John Foley; Chair, Douglas Brenizer, Vice Chair, LTC Nathan Edgecomb, Christopher Burkholder

**Absent:** Kat Pence, Mike Morrow, Arnaud Verstuyf

**Staff:** John Paskell, Mark Becktel, Aaron Ison

**Guest:** Councilor Linda Nishioka, Rob Broyhill

**2. APPROVAL OF AGENDA**

**Motion:** Move to approve the November 15, 2023, agenda as presented.

**Motion by:** Member: Brenizer      Seconded by: Edgecomb

**Action:** Approved the meeting agenda for November 15, 2023, as presented.

**Vote: Unanimous**

**Motion approved**

**3. APPROVAL OF MINUTES**

**Motion:** Move to approve the September 20, 2023, minutes as presented.

**Motion by:** Member: Brenizer      Seconded by: Edgecomb

**Action:** Approved the meeting minutes for September 20, 2023, as presented.

**Vote: Unanimous**

**Motion approved**

**4. PUBLIC COMMENT – None**

**5. PRESENTATION - None**

**6. REPORTS**

**Tower Report:** Rob Broyhill

Comments/Questions: Foley

**Airport Manager Report:** John Paskell, Aaron Ison, Mark Becktel

Comments/Questions: Nishioka, Foley, Brenizer, Burkholder

**7. ITEMS FOR COMMISSION DISCUSSION**

Comments/Questions: Foley

**8. ADJOURNMENT**

Meeting adjourned at 6:38 p.m.

Next meeting: January 24, 2024

## Airport Manager's Report – January 24, 2024

### **CURRENT PROJECTS:**

#### **Airport Master Plan Update:**

- Chapter 3 (Aviation Forecasts) is still in final review and approval with FAA.
- Chapter 4 (Facility Requirements) is nearly complete.
- An updated memorandum was distributed to the Planning Advisory Committee (PAC) members on December 15. A copy of that update is enclosed with this report.
- RWY 16/34 - cost estimates are under development for future City Council consideration. Once the policy decision is made by City Council the Alternatives Analysis chapter can be finished.
- The next PAC meeting will likely be sometime in late winter to discuss Chapters 3 & 4 and runway 16/34 technical memorandum.

### **COMMERCIAL AIR SERVICE:**

October-December 2023 airline operations statistics are included as part of this report.

### **CTEC AVIATION SCHOOL OPENING:**

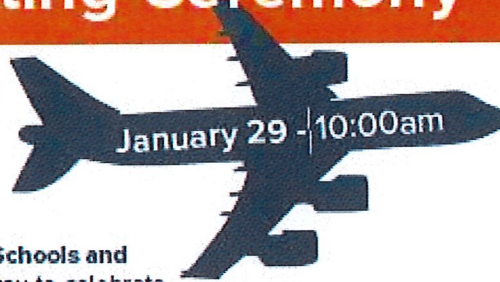
Grand opening and ribbon cutting ceremony for the CTEC Aviation Program is scheduled for Monday, January 29. See program information below.



# Ribbon Cutting Ceremony

## CTEC Aviation

3080 25th St. SE  
Salem, OR 97317



Salem Keizer Public Schools and Avelo Airlines invite you to celebrate the opening of CTEC Aviation. Hear from community leaders and students about this innovative workforce development program, see the newly remodeled facility, and enjoy a student-led tour.

**9:30 am** Doors Open

**10:00 am** Program Begins

### Key Speakers Include:

- ✦ Rhonda Rhodes, CTEC Principal as Emcee
- ✦ Tom Hoffert, CEO, Salem Area Chamber of Commerce
- ✦ Chris Hoy, Mayor, City of Salem
- ✦ Greg Baden, Chief Operations Officer, Avelo Airlines
- ✦ Brandon Jordan, Office of Congresswoman Andrea Salinas
- ✦ Andrea Castañeda, Superintendent, Salem-Keizer Public Schools
- ✦ Karina Guzmán Ortiz, Chairperson, Salem-Keizer School Board
- ✦ CTEC Student Ambassadors

**10:30 am** Ribbon Cutting

**10:45 am** Student-Led Tours of CTEC Aviation



Parking Available at Salem  
Municipal Airport Terminal



**CAREER TECHNICAL  
EDUCATION CENTER**  
Learning That Works

# TECHNICAL MEMORANDUM



To: Salem Master Plan Planning Advisory Committee (PAC)

From: Marieke Armstrong

Date: December 15, 2023

Subject: Master Plan Update and Forecast Chapter Summary

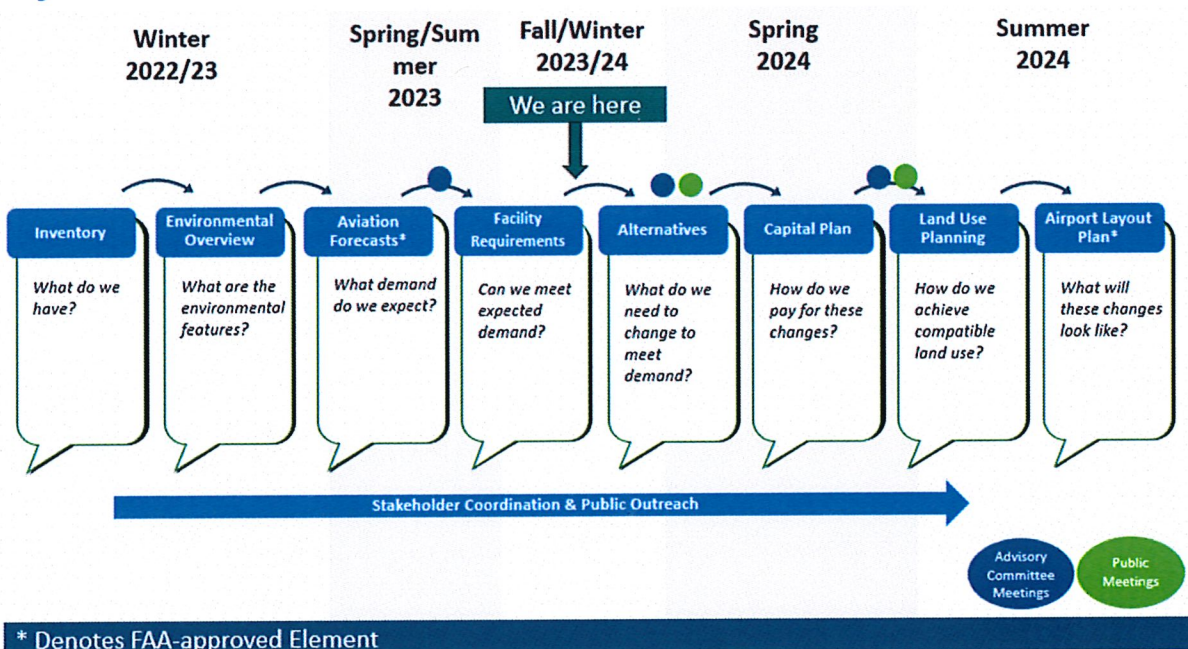
This memorandum presents a Master Plan Update and a summary of the Forecast Chapter, which is currently under review with the Federal Aviation Administration (FAA).

## Master Plan Update

An airport Master Plan is a comprehensive study of an airport. The Salem Master Plan provides the framework to guide future airport development that meets FAA requirements and design standards. It is a 20-year plan that describes the short-, medium-, and long-term development plans to meet future aviation demand.

We are about halfway through the Master Plan elements. A project schedule is presented below along with a list of completed and upcoming elements.

## Project Schedule



## Next Steps

### Completed Chapters

- ✓ Existing Conditions
- ✓ Environmental Considerations
- ✓ Aviation Forecasts – Under FAA Review

### Chapter Preparations – Fall 2023 / Winter 2024

- Facility Requirements – Expected to be distributed early in 2024.
- Alternatives Development\*

### Upcoming Meetings – Spring 2024

- Planning Advisory Committee #2
- Public Meeting
- City Council Meeting

\*Pending City Decision on the Future of Runway 16/34

## Aviation Activity Forecasts Summary

The forecast provides a 20-year projection of aviation activity at the Salem Municipal Airport – McNary Field (SLE or Airport). Forecasts consist of future activity level estimates that help guide decisionmakers in planning airport development and improvements. The forecasts are used to determine facility demand requirements and the timing of demand-driven improvement projects. **Table 1-1** is a summary of the forecasts described in this chapter.

The SLE forecasts have a base year of 2021, and projections are provided for each segment of the market in the federal fiscal year (October 1 to September 30). Given the timing of this forecast, forecasts for fiscal years 2022-2023 are based on the actual fiscal year results for the same period.



**Table 1-1: SLE Forecast Summary**

Fiscal Year	Historical	Base Year	Forecast			CAGR	
			2012	2021	2024	2031	2041
<b>Enplanements</b>	0	15	27,518	109,975	179,459	N/A	11.7%
<b>Operations</b>	31,419	43,273	46,613	54,881	67,583	2.3%	2.2%
<i>Air carrier</i>	12	8	624	1,989	2,704	N/A	9.0%
<i>Commuter/air taxi</i>	1,633	3,305	3,924	5,130	7,521	4.2%	3.9%
<i>Itinerant GA</i>	18,224	21,723	21,285	24,361	29,543	1.5%	1.9%
<i>Itinerant Military</i>	2,236	1,580	1,811	1,811	1,811	0.7%	0.0%
<i>Local GA</i>	8,230	15,575	18,131	20,752	25,166	2.4%	1.9%
<i>Local Military</i>	1,084	1,082	838	838	838	-1.3%	0.0%
<b>Based Aircraft</b>	168	186	194	210	247	1.4%	1.4%

CAGR: compound annual growth rate  
GA: General Aviation  
Other = Light sport aircraft, gliders, experimental aircraft, ultralights

Source: Historical data via the 2022 TAF, published in February 2023; forecast via Mead & Hunt, 2023.

## Community Profile

The aviation activity forecast considers the impact of socioeconomic and the aviation market, both regionally and nationally. Socioeconomic data was collected for the Salem metropolitan statistical area (MSA) and the state of Oregon from the data provider Woods & Poole.

## Population

Population and Employment Data was sourced from Woods & Poole and accessed in 2023. Woods & Poole Data Economics is an experienced, small, independent firm that specializes in long-term county economic data and demographic data projections.

**Table 1-2: Salem MSA Population**

Area	CAGR			
	2012 - 2021	2021 - 2026	2021 - 2031	2021 - 2041
Salem MSA	1.1%	0.8%	0.7%	0.7%
State of Oregon	0.9%	0.8%	0.7%	0.7%

CAGR = compound average growth rate  
Source: Woods & Poole, accessed in 2023.

## Employment

**Table 1-3: Salem MSA Employment**

Employment	CAGR			
	2012 - 2021	2021 - 2026	2021 - 2031	2021 - 2041
County	1.9%	1.4%	1.1%	1.1%
State of Oregon	1.7%	1.7%	1.3%	1.2%

CAGR = compound average growth rate  
 Source: Woods & Poole, accessed in 2023.

The top five industries by employment in 2021 according to Woods & Poole include: health care and social assistance, retail trade, construction, accommodation and food services, and manufacturing. Woods and Poole projects that the top five industries by employment in 2041 will be: health care and social assistance, retail trade, accommodation and food services, and administrative waste services.

The top five industries by sales in 2021 according to Woods & Poole include: motor vehicles and parts dealers, general merchandise, food and beverage, eating and drinking places, and building materials and garden equipment. Woods & Poole projects that the top five industries by sales in 2041 will be: motor vehicles and parts dealers, general merchandise, eating and drinking places, food and beverage, and building materials and garden equipment.

## Gross Regional Product (GRP)

**Table 1-4: Salem MSA Gross Regional Product**

Year	Total GRP
CAGR 2012 - 2021	3.5%
CAGR 2021 - 2041	1.7%

CAGR = compound average growth rate  
 Source: Woods & Poole, Salem MSA, accessed in 2023.

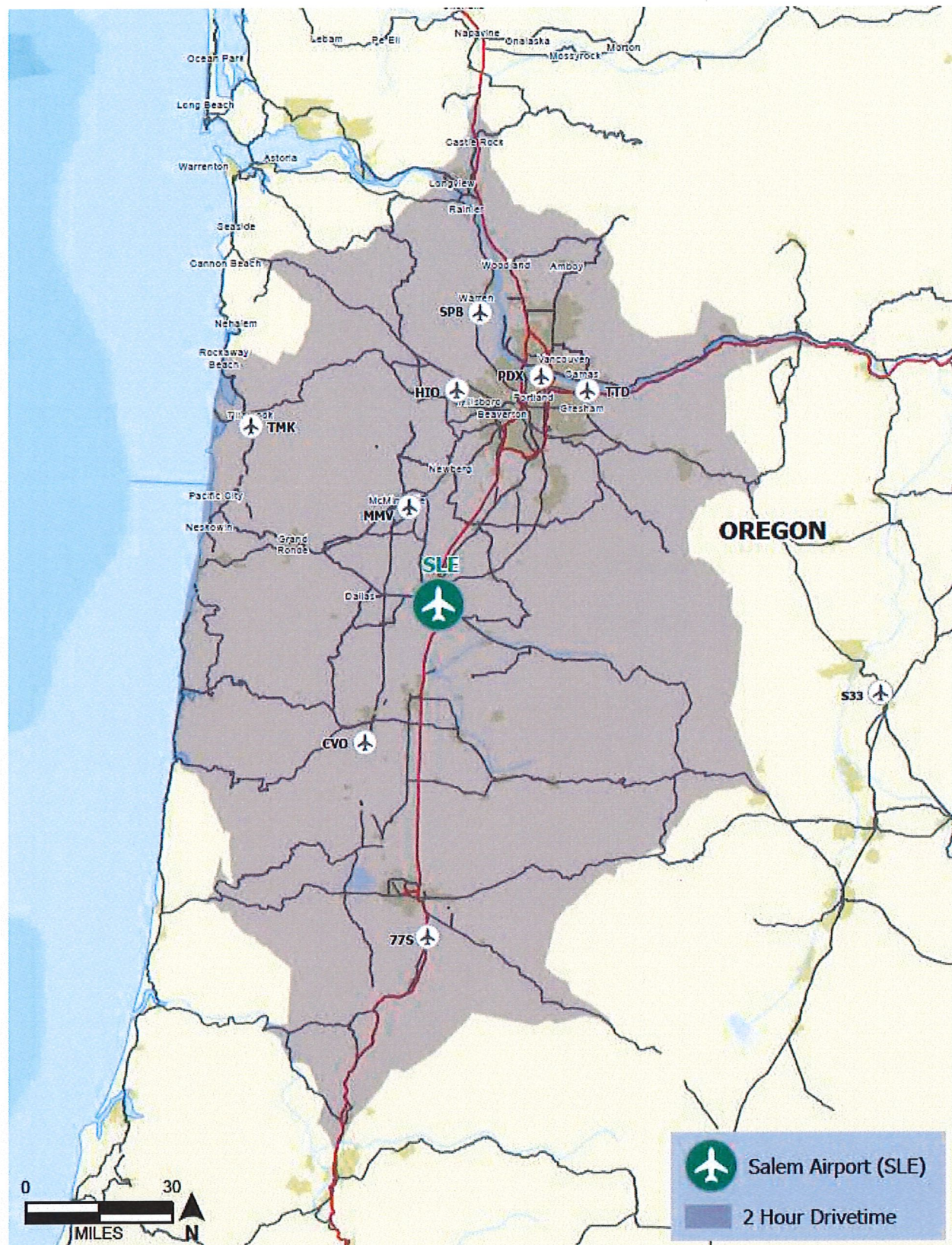
Woods & Poole projects the gross regional product in Salem, Oregon to grow at 1.7 percent for the forecast period 2021 to 2041.

## Regional Airports

The NPIAS classifies SLE's role as a regional general aviation airport. Other regional airports are considered in the generation of forecasts for SLE because they affect the share of regional demand that may be captured at any one airport.



**Figure 1-1: SLE General Aviation Catchment Area**



Source: Mead & Hunt, 2023.



## Historical Aviation

### Military

Located on the northeast corner of SLE, there is a military base operated by the Oregon Army National Guard. In addition, there is one based Beechcraft C-12 Huron that conducts regular military operations. Both local and itinerant military operations have been relatively consistent over the historical period 2012 to 2022.

**Table 1-5: SLE Military Operations**

Fiscal Year	Itinerant	Local	Total
2012	2,236	1,084	3,320
2022	1,720	1,590	3,310
CAGR 2012 – 2022	-2.6%	3.9%	0.0%

CAGR = compound annual growth rate.

Source: OPSNET, accessed in December 2023.

### General Aviation

#### Itinerant General Aviation Operations

Relative to national trends, as reported in the *FAA Aerospace Forecast 2023-2043*, the itinerant general aviation operations at SLE contradict national trends. The table below compares 2012 to 2021 itinerant general aviation operations at SLE with the State of Oregon data provided by the 2022 FAA TAF, published in February 2023. As shown, while the state's general aviation operations have declined slightly, SLE is growing steadily over the historical period.

**Table 1-6: Historical Itinerant General Aviation Operations: 2012 to 2021**

Fiscal Year	SLE	Percent Change	State of Oregon	Percent Change
2012	18,224	N/A	732,995	N/A
2021	21,723	19.2%	693,825	-5.3%
CAGR 2012 – 2021	2.0%	N/A	-0.6%	N/A

CAGR: compound annual growth rate.

Source: 2022 FAA TAF, published February 2023.

#### Local General Aviation Operations

Local general aviation operations are those that originate and terminate at the same airport. These operations are generally performed by pilots practicing takeoffs and landings and aircraft being flown for flight testing after a repair. Oregon's general aviation operations have been steadily increasing at an average annual growth rate of 0.5 percent since 2012, whereas SLE local operations have nearly doubled at an average annual growth rate of 7.3 percent.

**Table 1-7: Historical Local General Aviation Operations: 2012 to 2021**

Fiscal year	SLE	Percent change	State of Oregon	Percent change
2012	8,230	N/A	604,149	N/A
2021	15,575	89.3%	631,061	4.5%
CAGR 2012 – 2021	7.3%	N/A	0.5%	N/A

CAGR: compound annual growth rate

Source: 2022 FAA TAF, published February 2023.

### Based Aircraft

Based aircraft are those stored at SLE. The FAA classifies based aircraft by the propulsion system, engine configuration, and weight. The total number of based aircraft at SLE increased from 2012 to 2021 with an annual growth rate of 1.1 percent. While multi-engine based aircraft have been declining at a negative 5.7 percent average annual growth rate, growth in based experimental aircraft has offset the decline. Experimental aircraft are classified in the “other” category in the forecasts and may incorporate electric aircraft.

**Table 1-8: Historical Based Aircraft: 2012 to 2021**

Fiscal Year	SEP	Jet	MEP	Helicopter	Other	Total	Percent Change
2012	134	6	17	9	2	168	N/A
2021	141	6	10	8	21	186	10.7%
CAGR 2012 – 2021	0.6%	0.0%	-5.7%	-1.3%	29.9%	1.1%	N/A

SEP = single-engine piston

MEP = multi-engine piston

CAGR = compound annual growth rate

Source: 2022 TAF records for SLE on based aircraft.

### Commercial Aviation

#### Airline

From the 1940s to the 1980s, United Airlines provided service at SLE. Service from SLE via United Airlines included routes on a Boeing 737 to San Francisco International Airport (SFO), Rogue Valley International-Medford Airport (MFR), and Portland International Airport (PDX). In 2007, Delta Air Lines provided flights twice daily between SLE and Salt Lake City International Airport (SLC), but discontinued service in 2008. Lastly, from April 2011 to July 2011, SeaPort Airlines offered 11 flights per week between PDX and Newport Municipal Airport (ONP). Currently, the airport is served by Avelo Airlines, operating Boeing 737 aircraft to both Los Angeles area via Hollywood Burbank Airport and Las Vegas.

#### Cargo

The Airport accommodates air cargo activity, operated by Empire Airlines (operating on behalf of FedEx) as part of the SLE, Roseburg Regional (RGB), Eugene Airport (EUG), Southwest Oregon Regional Airport



(OTH), and PDX integrated network. Ameriflight is an additional air cargo operator for UPS at SLE. The overall cargo operations, cargo in pounds and tons, and tons per operations has declined within the historical period 2012 to 2022.

**Table 1-9: Historical Cargo Activity: 2012 to 2022**

Fiscal year	Cargo operations	Cargo (lbs.)	Cargo (tons)	Tons per operation
2012	685	647,400	324	0.47
2022	491	459,822	230	0.47
CAGR 2012 – 2022	-3.6%	-3.7%	-3.7%	0.0%

CAGR = compound annual growth rate.

Source: US DOT T100 data, accessed in June 2023.

## Aviation Forecasts

### Military

Military activity is based on the decision and mission of the United States Department of Defense rather than socioeconomic drivers; therefore, for planning purposes, military operations are projected to remain flat throughout the forecast period.

### General Aviation

#### Itinerant General Aviation Operations

The preferred methodology used to forecast itinerant general aviation operations forecast was a 10-year trend analysis. The 10-year trend analysis was carried forward as the preferred analysis as it was consistent with a state market share analysis which align and support one another, which general aviation activity trends align with SLE's general aviation activity trends.

**Table 1-10: Itinerant General Aviation Operations Forecasts by Methodology: 2021 to 2041**

Fiscal Year	10 Year Trend (preferred)
2021	21,723
2041	29,543
CAGR 2021 – 2041	1.5%

Source: Historical based on the TAF; Forecast numbers from Mead & Hunt, June 2023.

#### Local General Aviation Operations

The preferred forecast methodology derives local general aviation operations from the preferred itinerant general aviation operations. The share of itinerant operations of the total has remained relatively consistent

at approximately 60 percent of the total general aviation operations; accordingly, that share was held constant and applied to the itinerant preferred forecast to generate the local operations segment of activity. This method projects a CAGR of 2.4 percent.

**Table 1-11: Local General Aviation Operations Forecasts by Methodology: 2021 to 2041**

Fiscal year	Derivative (preferred)
2021	15,575
2041	25,166
CAGR 2021 – 2041	2.4%

Source: Historical based on the TAF; Forecast numbers from Mead & Hunt, June 2023.

### Based Aircraft

The based aircraft total was forecasted using a hybrid methodology. This method applies local insight and professional judgment to the forecast, informed by the FAA’s forecast. This method results in based aircraft growing from 186 in 2021 to 247 in 2041, at an average annual growth rate of 1.4 percent.

**Table 1-12: Based Aircraft Forecast**

Fiscal year	Hybrid (preferred)
2021	186
2041	247
CAGR 2021 – 2041	1.4%

Source: Historical based on the TAF; Forecast numbers from Mead & Hunt, June 2023.

## Commercial Aviation

### Enplanements and Operations

The baseline scenario passenger forecast involves the following assumptions, which were informed by the evaluation of several different airport markets that have historically introduced air service by airlines with varying business models, including Avelo Airlines, currently operating Boeing 737 aircraft at SLE to both Los Angeles area via Hollywood Burbank Airport and Las Vegas.

**Table 1-13: Baseline Scenario Forecast for Enplanements**

Fiscal year	Enplanements	Operations	Load factor
2024	27,518	624	60%
2041	179,459	2,704	83%
CAGR 2024 -2041	11.7%	9.0%	1.9%
CAGR = compound annual growth rate			

Source: Mead & Hunt, June 2023.

## Cargo

**Table 1-14: Air Cargo Activity Forecast Scenarios**

Fiscal year	Baseline cargo tonnage (preferred)
2021	262
2041	274
CAGR 2021 – 2041	0.9%

Source: Historical based on the TAF; Forecast numbers from Mead & Hunt, June 2023.

## Critical Aircraft

The critical aircraft is represented by the Runway Design Code (RDC), which consists of the Aircraft Approach Category (AAC) and the Airport Design Group (ADG). These categories are defined by the aircraft dimensions and approach speed.

Existing operational data indicates the existing critical aircraft RDC for both runways is B-II. Based on the air service at SLE, the future critical aircraft for Runway 13/31 will be the Boeing 737-700 aircraft, which has an RDC of C-III. The future critical aircraft for Runway 16/34 will be a B-II.

A summary of the existing and future critical aircraft is shown in **Table 1-15**.

**Table 1-15: SLE Fiscal Years 2021, 2022, and 2023\* Operations by Runway Design Code**

	Existing Critical Aircraft		Future Critical Aircraft	
	RDC	Representative Aircraft	RDC	Representative Aircraft
13/31	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90	C-III	Boeing 737-700, -800
16/34	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90



**SLE****Landings** **Oct-23**

737-700 15

737-800 1

**Landings** **16**

Diversion -

Ferry -

Charter -

**Total Other Landings** -**Total Landings** **16**

737-700 15

737-800 1

**Departures** **16**

Diversion -

Ferry -

Charter -

**Total Other Departures** -**Total Departures** **16**

Revenue Enplanements 1,899

Non-Revenue Enplanements 3

**Total Enplanements** **1,902**

Revenue Deplanements 1,716

Non-Revenue Deplanements 1

**Total Deplanements** **1,717****Total** **3,619**

Aircraft Weight (737-700) 128,000 1,152,000

Aircraft Weight (737-800) 146,300 1,316,700

**Total MGLW** **2,066,300**

**SLE**

<b>Landings</b>	<b>Nov-23</b>
737-700	20
737-800	-
<b>Landings</b>	<b>20</b>
Diversion	2
Ferry	-
Charter	-
<b>Total Other Landings</b>	<b>2</b>
<b>Total Landings</b>	<b>22</b>

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737-700	22
737-800	-
<b>Departures</b>	<b>22</b>
Diversion	2
Ferry	-
Charter	-
<b>Total Other Departures</b>	<b>2</b>
<b>Total Departures</b>	<b>24</b>

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Revenue Enplanements	2,470
Non-Revenue Enplanements	0
<b>Total Enplanements</b>	<b>2,470</b>

Revenue Deplanements	2,277
Non-Revenue Deplanements	0
<b>Total Deplanements</b>	<b>2,277</b>

<b>Total</b>	<b>4,747</b>
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Aircraft Weight (737-700)	128,000
Aircraft Weight (737-800)	146,300
<b>Total MGLW</b>	<b>2,560,000</b>

**SLE**

<b>Landings</b>	<b>Dec-23</b>
737-700	20
737-800	-
<b>Landings</b>	<b>20</b>
Diversion	-
Ferry	-
Charter	-
<b>Total Other Landings</b>	<b>-</b>
<b>Total Landings</b>	<b>20</b>

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737-700	20
737-800	-
<b>Departures</b>	<b>20</b>
Diversion	-
Ferry	-
Charter	-
<b>Total Other Departures</b>	<b>-</b>
<b>Total Departures</b>	<b>20</b>

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Revenue Enplanements	2,489
Non-Revenue Enplanements	1
<b>Total Enplanements</b>	<b>2,490</b>
Revenue Deplanements	2,456
Non-Revenue Deplanements	0
<b>Total Deplanements</b>	<b>2,456</b>
<b>Total</b>	<b>4,946</b>

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Aircraft Weight (737-700)	128,000
Aircraft Weight (737-800)	146,300
<b>Total MGLW</b>	<b>2,560,000</b>

## Airport Operations

### December 2023

December Traffic Count 2482

Difference from December 2023 +211

Busiest Day / 217

JAN-DEC 2022 47168

JAN-DEC 2023 46128

JAN-DEC 2023

AC-112

AT-3486

GA LOCAL- 17195

GA ITINERANT-20720

MIL- 2681 (ITINERANT & LOCAL OPERATIONS)

OVER FLIGHTS- 1934

## 2023 Salem Airport Noise Complaints

Month reported:

Month	Complaints				Total	Running Total	Households			Monthly Average
	Fixed Wing	Jet	Helicopter	Military			No. of Households	Repeaters	New	
January	0	0	1	0	1	1	0	1	0.00	
February	0	0	0	0	0	1	0	0	0.00	
March	0	0	0	0	0	1	0	4	0.00	
April	0	0	1	3	4	5	0	4	0.00	
May	0	6	0	0	6	11	0	6	0.00	
June	1	0	2	0	3	14	0	3	0.00	
July	1	0	0	0	1	15	0	1	0.00	
August	1	0	0	3	4	19	0	4	0.00	
September	0	0	0	0	0	19	0	0	0.00	
October	4	0	0	0	4	23	0	4	0.00	
November	0	0	0	0	0	23	0	0	0.00	
December	0	0	0	0	0	23	0	23	0.00	
<b>Yearly Total</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>23</b>		<b>0</b>	<b>23</b>		
<b>Yearly Average</b>	<b>30.43%</b>	<b>26.09%</b>	<b>30.43%</b>	<b>13.04%</b>			<b>#DIV/0!</b>	<b>#DIV/0!</b>		

**Monthly Comments:**

- January 1 NEW: UNK Helo Multiple Passes
- February No Complaints Recorded
- March No Complaints Recorded
- April 4 NEW: 1 UNK Helo at Night : 3 Military Chinook Flying Low at Night.
- May 6 NEW: F-15 Flight Over Capitol Building
- June 3 NEW: 2 UNK Helo flying low - Tower CLSD; 1 UNK fixed wing - early morning pattern work
- July 1 NEW: UNK low flying and loud A/C
- August 1 NEW: UNK Single engine 3 NEW: Low flying helo - Powerline Inspection
- September No Complaints Recorded
- October 3 NEW: UNK low flying single engine 1 New: Low flying DC-3
- November No Complaints Recorded
- December No Complaints Recorded



## 2024 Salem Airport Noise Complaints

Month reported:

Month	Complaints					Total	Running Total	Households			Monthly Average
	Fixed Wing	Jet	Helicopter	Military				No. of Households	Repeaters	New	
January	0	0	0	0	0	0	0	0	0	0	0.00
February	0	0	0	0	0	0	0	0	0	0	0.00
March	0	0	0	0	0	0	0	0	0	0	0.00
April	0	0	0	0	0	0	0	0	0	0	0.00
May	0	0	0	0	0	0	0	0	0	0	0.00
June	0	0	0	0	0	0	0	0	0	0	0.00
July	0	0	0	0	0	0	0	0	0	0	0.00
August	0	0	0	0	0	0	0	0	0	0	0.00
September	0	0	0	0	0	0	0	0	0	0	0.00
October	0	0	0	0	0	0	0	0	0	0	0.00
November	0	0	0	0	0	0	0	0	0	0	0.00
December	0	0	0	0	0	0	0	0	0	0	0.00
<b>Yearly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Yearly Average</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>

Monthly Comments:

January No Complaints as of 1-19-24

February

March

April

May

June

July

August

September

October

November

December