



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

April 26, 2021

5:30 p.m. CITY COUNCIL WORK SESSION

Due to Governor Brown's Stay Home, Save Lives Executive Order to combat the spread of Covid-19, this meeting will be held remotely using virtual meeting technology.

Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

**Meeting of April 26, 2021;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Jennifer Yeh, President

Mike Clark

Randy Groves

Emily Semple

Claire Syrett, Vice President

Greg Evans

Matt Keating

Alan Zelenka

5:30 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Proposed Plan to Address Vehicle Camping in Commercial/Industrial Areas**
- 2. WORK SESSION: Eugene Airport and LCC Lane Aviation Academy**

For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Proposed Plan to Address Vehicle Camping in Commercial/Industrial Areas

Meeting Date: April 26, 2021

Department: PDD/PW

www.eugene-or.gov

Agenda Item Number: 1

Staff Contact: Jeff Petry, PDD / Chris Henry, PW

Contact Telephone Number: 541-682-5079 / 541-682-4959

ISSUE STATEMENT

At this work session, staff will present a proposed plan to address vehicle camping in commercial/industrial areas. The proposed plan is part of an overall strategy to identify needs and next steps for addressing the growing number of unhoused community members and its community-wide impacts discussed at the April 12, 2021 work session.

BACKGROUND

The number and visibility of people experiencing homelessness has risen in Lane County and Eugene over several years. The Lane County Homeless By Name List (HBNL) shows an unduplicated 9,107 people accessed homelessness services in 2020, with an average of 2,586 people living in Eugene accessing these services per month. While the impacts of the pandemic make data on homelessness for the last year more challenging to collect and interpret, it is clear that COVID-19 has stressed an already stretched system. These impacts are evidenced not only in the challenge to provide an adequate number of shelter beds and services to support unhoused individuals, but also the City's ability to mitigate impacts on neighborhoods, businesses, parks, rights of way, and other public spaces.

This work session is in response to the City Council Work Session on Homelessness held on April 12, 2021 and will address the impacts of urban camping on the community's ability to access the right of way in industrial and commercial areas. At the April 12 work session, Council passed the following motion:

Move to direct the City Manager to return to Council within two weeks with a proposed plan for administrative actions intended to address vehicle camping through parking restrictions in commercial/industrial areas. Those administrative actions should include: (1) implementation of no parking zones on one side of each street in the area; (2) no parking zones on both sides of the street where private travel lanes or driveways lead to loading docks or loading/unloading yards requiring a 90 degree turn from the street; and (3) the provision of limited duration parking on the side of streets where parking is allowed in the areas recommended by staff.

April 26, 2021, Work Session – Item 1

To meet Council direction and create the proposed implementation plan for the administrative actions intended to address vehicle camping through parking restrictions, staff in Parking Services and Public Works Traffic Operations programs analyzed streets located in areas zoned as either commercial or industrial. Staff will present recommendations for implementation of a proposed plan and accompanying cost estimates at this work session.

Vehicle camping also limits the community's ability to access the right of way in non-regulated parking areas across the city. If Council is interested in considering code amendments, staff have included a summary of proposed ordinance changes (Attachment A) and a draft ordinance (Attachment B). The proposed amendments maintain public access to and creates vehicle turnover in the right of way.

The City continues to hear from community members a strong desire to have more safe and lawful places for people to sleep and for stronger enforcement of existing rules and code. Council will hold a public hearing at the April 26, 7:30 PM City Council Meeting to allow for the temporary establishment of "safe parking" and "safe tent" sites that could provide options for individuals to legally park their vehicles or sleep in tents. These sites would accommodate a larger number of vehicles or tents than currently allowed by code.

PREVIOUS COUNCIL DIRECTION

[April 12, 2021, Work Session, Homelessness Update](#)

Move to direct the City Manager to return to Council within two weeks with a proposed plan for administrative actions intended to address vehicle camping through parking restrictions in commercial/industrial areas. Those administrative actions should include: (1) implementation of no parking zones on one side of each street in the area; (2) no parking zones on both sides of the street where private travel lanes or driveways lead to loading docks or loading/unloading yards requiring a 90 degree turn from the street; and (3) the provision of limited duration parking on the side of streets where parking is allowed in the areas recommended by staff. (Passed 7:1)

COUNCIL OPTIONS

1. Support the plan and strategies presented during today's work session and direct the City Manager to report back to Council in three months on plan implementation progress;
or
2. Direct the City Manager to consider other strategies in addition to, or in place of, the plan and strategies presented during today's work session.
and/or
3. Direct the City Manager to schedule a public hearing on the proposed ordinance attached to the AIS as Attachment B.
or
4. Direct the City Manager to schedule a public hearing on the ordinance attached to the AIS as Attachment B with specific revisions.

POSSIBLE MOTIONS

1. Move to support the plan and strategies presented during today's work session and to direct the City Manager to report back to Council in three months on plan implementation progress.

If Council supports Motion 1, then:

2. Move to direct the City Manager to schedule a public hearing on the proposed ordinance attached to the AIS as Attachment B.

CITY MANAGER'S RECOMMENDATION

City Manager recommends moving forward with the plans and strategies presented during the work session and report back to Council in three months on plan implementation progress. If Council supports that option, then the City Manager also recommends scheduling a public hearing on the proposed ordinance attached to the AIS as Attachment B.

ATTACHMENTS

- A. Code Amendment Summary
- B. Draft Code Amendments – Parking and Storage of Vehicles on Streets

FOR MORE INFORMATION

Staff Contact: Jeff Petry
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Staff E-Mail: jpetry@eugene-or.gov

Staff Contact: Chris Henry
Telephone: 541-682-4959
Staff E-Mail: chenry@eugene-or.gov

Existing Code	Current Code Limitations/Challenges	Potential Solutions and Rationale
<p>5.010 Definitions. Block. The part of one side of a street lying between the two nearest cross streets.</p>	<p>As currently defined, block refers to only one side of the street. A vehicle may move to the other side of the street and have left the block for code enforcement purposes.</p>	<p>Update the definition of block to refer to the area between the two nearest cross streets in order to encompass both sides of the street.</p> <p>This would address complaints regarding storage of vehicles on streets and shuffling vehicles from one side of the street to the other side of the street.</p>
<p>5.010 Definitions. Commercial marked vehicle. A vehicle used primarily for the transportation of property and only while actually conducting business from the vehicle and meeting one or both of the following criteria: 1. The vehicle bears a "T" license plate. 2. The vehicle bears the name of a business either imprinted on the vehicle or on a commercially made sign measuring no less than 12 inches in height by 12 inches in width and is displayed at least on the driver's side of the vehicle.</p>	<p>The current code definition is ambiguous to enforce because staff do not know if the vehicle is "actually conducting business" and the commercially made sign is easy to create.</p> <p>Under the current definition, a driver may print out any business logo onto a 12 x 12-inch piece of paper and laminate it to meet the code definition and park in any of the limited commercial parking spaces.</p>	<p>Require that qualifying commercial vehicles be registered to a corporation or other commercial entity and the registered name is clearly visible from 100 feet or more of the vehicle.</p> <p>The City of Eugene's commercially marked on-street parking spaces are critical to businesses activity. These changes would tighten up commercial definition to increase accessibility for commercial activities and aid in identifying authorized vehicles.</p>

Current Code Limitations and Potential Solutions

Existing Code	Current Code Limitations/Challenges	Potential Solutions and Rationale
<p>5.135 Storage of Vehicles on Streets. (1) No person shall store or permit to be stored a vehicle or personal property on a street or other public property for a period in excess of 72 hours. It shall constitute prima facie evidence of storage of a motor vehicle if the same is not moved for a period of 72 hours. The continuity of the time shall not be deemed broken by movement of the vehicle elsewhere on the block unless the movement removes the vehicle from the block where it was located before it is returned unless it has valid City of Eugene issued street permit.</p>	<p>Under the current definition of block, a vehicle may drive around the block and repark in the same spot or move to the other side of the street. The current code results in repeated requests for services for the same vehicle at the same area.</p>	<p>Require a vehicle to move at least 2 blocks from the original parking location and remain removed for 72 hours in order to reset 72-hour parking allowance.</p> <p>A vehicle with a valid city issued on-street parking permit requires the vehicle to move at least 2 blocks from the original parking location but may return to original block to reset the 72-hour parking allowance.</p> <p>This would provide an incentive for the vehicle owner to find a new location to store the vehicle and allow resolution of the request for service. It would still allow the vehicle to park on the street.</p> <p>In areas with on-street parking permits, the code would still require the vehicle to move but would allow re-parking with a valid on-street parking permit (e.g. residential parking permit zone)</p>
<p>5.265 Parking Time Limit. Maximum parking time limits designated by sign for a block shall apply to parking in the block, not merely to parking in one or more particular parking spaces in the block. No person in charge of a vehicle may extend the permissible time for parking the vehicle in the block by causing the vehicle to be moved from one parking space to another in the block without being removed from the block. The operator of the vehicle or its registered owner shall be regarded as prima facie in charge of it.</p>	<p>Under the current definition, a vehicle may drive around the block and repark in the same spot or move to the other side of the street.</p>	<p>Require that the vehicle park at least 2 block feet from original parking location to reset allowed time.</p> <p>This change would require the vehicle to move to another location and not repark in the same space. This addresses complaints that a driver moves their vehicle every two hours and reparks in the same space or across the street. Vehicles displaying a valid on-street parking permit are still allowed to exceed the posted time restriction. However, the vehicle with a valid on-street parking permit is still subject to the storage on the street requirements.</p>

Current Code Limitations and Potential Solutions

Existing Code	Current Code Limitations/Challenges	Potential Solutions and Rationale
<p>5.225 Prohibited Stopping, Standing and Parking. (3) No operator shall park and no owner shall allow a vehicle to be parked: (e) On either side of the street in front of or adjacent to a residence, motel, apartment house, hotel or other place with sleeping accommodations between the hours of 10:00 p.m. and 6:00 a.m. of the following day if the vehicle is a motorbus or motor truck as defined in ORS 801.355 or a trailer bearing a PUC license;</p>	<p>Under the current code, recreation vehicles are not included in the list of prohibited vehicles. The city receives frequent requests for service regarding recreation vehicles parking in these areas and creating noise issues, such as generators, during overnight hours.</p>	<p>Update the restriction for parking on streets in front of or adjacent to a residence, motel, apartment house, hotel or other place with sleeping accommodations between the hours of 10:00 p.m. and 6:00 a.m. to include recreation vehicles.</p> <p>The change would enable enforcement of recreation vehicles in the right of way in order to respond to concerns.</p>

ORDINANCE NO. _____

AN ORDINANCE CONCERNING PARKING AND STORAGE OF VEHICLES ON STREETS, AND AMENDING SECTIONS 5.010, 5.135, 5.225, AND 5.265 OF THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The definitions of “Block” and “Commercial marked vehicle” in Section 5.010 of the Eugene Code, 1971, are amended to provide as follows:

5.010 Definitions.

In addition to those definitions contained in ORS Chapters 801 to 825, and Chapter 153, the following words or phrases, except where the context clearly indicates a different meaning shall mean:

....

Block. The ~~part of one~~ **area encompassing both** sides of a street ~~lying~~ between the two nearest cross streets.

....

Commercial marked vehicle. A vehicle used primarily for the transportation of property and only while actually conducting business from the vehicle and meeting one or both of the following criteria:

- (1) The vehicle bears a “T” license plate.
- (2) ~~The vehicle bears the name of a business either imprinted on the vehicle or on a commercially made sign measuring no less than 12 inches in height by 12 inches in width and is displayed at least on the driver’s side~~ **is registered to a corporation or other commercial entity and the registered name is clearly visible from 100 feet or more** of the vehicle.

Section 2. Subsection (1) of Section 5.135 of the Eugene Code, 1971, is amended to provide as follows:

5.135 Storage of Vehicles on Streets.

- (1) No person shall store or permit to be stored a vehicle or personal property on a street or other public property for a period in excess of 72 hours. It shall constitute prima facie evidence of storage of a motor vehicle if the same is not moved for a period of 72 hours. ~~For the~~ continuity of the time ~~shall not to~~ be deemed broken by movement of the vehicle ~~elsewhere on the block unless the movement removes the vehicle from the block where it was located before it is returned~~ **the vehicle must move at least two blocks from the original parking location and, unless the vehicle has a valid City issued on-street parking permit, must remain**

removed for at least 72 hours prior to returning anywhere within two blocks of the original parking location.

....

Section 3. Subsection (3)(e) of Section 5.225 of the Eugene Code, 1971, is amended to provide as follows:

5.225 Prohibited Stopping, Standing and Parking.

....

(3) No operator shall park and no owner shall allow a vehicle to be parked:

....

(e) On either side of the street in front of or adjacent to a residence, motel, apartment house, hotel or other place with sleeping accommodations between the hours of 10:00 p.m. and 6:00 a.m. of the following day if the vehicle is a motorbus or motor truck as defined in ORS 801.355, ***a recreational vehicle as defined in ORS 801.409,*** or a trailer bearing a PUC license;

....

Section 4. Section 5.265 of the Eugene Code, 1971, is amended to provide as follows:

5.265 Parking Time Limit.

Maximum parking time limits designated by sign for a block shall apply to parking in the block, not merely to parking in one or more particular parking spaces in the block. ~~No person in charge of a vehicle may extend the permissible time for parking the vehicle in the block by causing the vehicle to be moved from one parking space to another in the block without being removed from the block.~~ ***Once a vehicle has been parked for the designated maximum parking time limit the vehicle must be moved at least two blocks from the original parking location.*** The operator of the vehicle or its registered owner shall be regarded as prima facie in charge of it.

Section 5. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

___ day of ___, 2021

City Recorder

Approved by the Mayor this

___ day of ___, 2021

Mayor

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Eugene Airport and LCC Lane Aviation Academy

Meeting Date: April 26, 2021
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Cathryn Stephens
Contact Telephone Number: 541-682-5430

ISSUE STATEMENT

The Eugene Airport (EUG) and Lane Aviation Academy (LAA) have benefited from a synergistic relationship for more than seven decades. The Aviation Mechanics program at the Eugene Vocational School, the predecessor of Lane Community College, was started around the same time that commercial air service began at Mahlon Sweet Field in 1943. We value and acknowledge the importance of this program for both EUG and the Western Oregon region.

BACKGROUND

The Aviation Maintenance Technician program is located in an airport-owned hangar on the south end of the airfield. The Flight Technology program is located in the airport-owned original United Airlines terminal and an additional building, also on the south end of the field. The Commercial Unmanned Aerial Systems program is located at the main LCC campus. After enduring several years of enrollment and fiscal challenges, LAA program managers and leadership at LCC are working to reorganize the program offerings and strengthen its financial position (see attachments).

Lane Aviation Academy Impact at EUG

There are three ways changes to the Lane Aviation Academy, or even just to the Flight Technology program, would impact the Eugene Airport.

1. Lane Aviation Academy pilots conduct up to 40 percent of all local general aviation (GA) operations at EUG. An operation is a take-off or a landing. The Eugene Airport Master Plan (AMP) update gained final adoption into the Eugene-Springfield Metropolitan Area General Plan on October 20, 2020. The Aviation Demand Forecast section states "Any increases or decreases in student training levels can greatly affect the Airport's total number of local GA operations."

The U.S. Department of Transportation, FAA Air Traffic Organization Policy (Order JO 812105G) allows for Air Traffic Control Tower (ATCT) facilities to be subject to a reduction in hours of operation under certain criteria, including reduced flight operations. A reduction in Lane Aviation Academy flight operations could lead to such reductions in Air Traffic Control (ATC) hours, which would in turn impact all air operations at EUG. Most airlines require an

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open ATCT when operating in low visibility conditions, common to EUG in the fall and winter months.

In early 2019, LCC asked the local Congressional Delegation for help in restoring VA student pilot benefits that had been discontinued by the U.S. Department of Veterans Affairs. Eugene Airport management also reached out to the Congressional Delegation with concerns, as VA student pilots made up one-third to one-half of Lane Aviation Academy student pilots, and a reduction in flight operations of this magnitude could impact ATCT hours.

U.S. House of Representatives Aviation Subcommittee staff undertook an exhaustive meeting with FAA staff regarding this concern. The outcome was assurance from the FAA that ATCT hours at EUG would not be reduced.

Despite this assurance in 2019, what is important to note now is there is potentially no assurance of this promise moving forward due to the financial impacts of the pandemic, a new presidential administration, and new top leadership at the DOT and the FAA.

In April 2020, citing “a significant reduction in flights, especially during the evening and nighttime hours,” the FAA did adjust operating hours of approximately 100 control towers nationwide. LAA students continued flight training during the pandemic and ATCT hours at EUG were not changed.

2. During the Airport Master Plan process, the FAA Seattle Airports District Office raised concerns about the justification for the secondary runway as a means for cost-savings for the agency. Airport management, in conjunction with the Airport Master Plan consultant, justified the continued operation and maintenance of the secondary runway based on the needed separation of small aircraft (slower approach speeds) and large aircraft (faster approach speeds and wake turbulence).

The FAA Air Traffic Control Manager for Eugene ATCT/TRACON at the time, Louis Lippitt, provided a letter of support for the continued operation and maintenance of the secondary runway, stating:

“I cannot stress enough how important the second runway is to the Eugene Airport and airspace operating environment. It is a critical asset and tool for Air Traffic Control in maintaining safe, orderly and efficient operations. I strongly believe that evidence of a second runway’s importance will only grow as traffic levels increase at the Eugene Airport.”

If there were to be a significant reduction in flight school operations, the justification for the existence of the secondary runway could be in jeopardy in the next Airport Master Planning process, slated in the Airport Capital Improvement Program for 2025.

3. Having a quality aviation academy on the field is a point of pride for all airports and the communities in which they are located. Having both a flight school and an aviation maintenance technician program serves our community well.

The Lane Aviation Academy is the only program in the state affiliated with an accredited educational institution west of the Cascades. The only other program affiliated with an accredited educational institution in the state is at Central Oregon Community College.

As we emerge from the pandemic, the temporary reduction in demand for new pilots will return with immediacy. Airlines are now adding new routes in anticipation of the return of passengers to the air travel market. Airlines are also entering new markets with an expectation of expanding their networks, including at EUG with recent air service announcements from Southwest Airlines and Avelo Airlines. These are key indicators that the pilot shortage will return after the pandemic and student pilots and aviation mechanics will have solid job prospects moving forward. With entry pay scales appropriately adjusted upward about five years ago, these will be well-paying, union represented, career positions.

Applicable Federal Regulation

The Lane Aviation Academy currently utilizes three airport-owned buildings on the south end of the airfield: Building A, which houses the Flight Technology Program administration offices and classrooms; Building B, which houses classrooms and flight operations; and the Maintenance Building which houses the Aviation Maintenance Technician program.

In 2014, recognizing the importance of the LCC Aviation Academy to the Eugene Airport, a special FAA provision allowing for less than fair market rent was utilized at lease renewal. The new lease rate was set at \$1/year. Included below is the detail allowing for this special lease rate. If charged at full fair market value the current lease rates would be as follows:

Lane Aviation Academy			
Leased Area		Air Cargo Industrial Rate	\$7.80 per sq. ft./per year
Bldg A	4,427		
Bldg B	5,200		
Maintenance Bldg	25,600		
	35,227		
		\$274,771	Annual Total
Leased Area		Commercial Ground Lease Rate	\$0.36 per sq. ft./per year
Maintenance Area	87,190		
Maintenance Parking	22,200		
LCC Bldg Parking Lot	21,366		
	130,756	\$47,072	Annual Total
Total Square Footage	165,983	\$321,843	Annual Lease Total

FAA Airport Compliance Manual

Appendix E. Policies and Procedures Concerning the use of Airport Revenue

Section VII. Policies Regarding Requirement for a Self-sustaining Airport Rate Structure

D. Providing Property for Public Community Purposes Making airport property available at less than fair market value rent for public recreational and other community uses, for the purpose of maintaining positive airport-community relations, can be a legitimate function of an airport proprietor in operating the airport. Accordingly, in certain circumstances, providing airport land for such purposes will not be considered a violation of the self-sustaining requirement. Generally, the circumstances in which below-market use of airport land for community purposes will be considered consistent with the grant assurances are:

1. The contribution of the airport property enhances public acceptance of the airport in a community in the immediate area of the airport; the property is put to a general public use desired by the local community; and the public use does not adversely affect the capacity, security, safety or operations of the airport.
2. The property involved would not reasonably be expected to produce more than de minimis revenue at the time the community use is contemplated, and the property is not reasonably expected to be used by an aeronautical tenant or otherwise be needed for airport operations in the foreseeable future. When airport property reasonably may be expected to earn more than minimal revenue, it still may be used for community purposes at less than FMV if the revenue earned from the community use approximates the revenue that could otherwise be generated, provided that the other provisions of VII. D. are met.
3. The community use does not preclude reuse of the property for airport purposes if, in the opinion of the airport sponsor, such reuse will provide greater benefits to the airport than continuation of the community use.
4. Airport revenue is not to be used to support the capital or operating costs associated with the community use.

E. Use of Property by Not-for-Profit Aviation Organizations

- a. Aviation museums;
- b. Aeronautical secondary and post-secondary education programs conducted by accredited educational institutions; or
- c. Civil Air Patrol units operating aircraft at the airport.

FAA Policy and Procedures Concerning the Use of Airport Revenue

Governing Statutes

Section 511(a)(12) of the Airport and Airway Improvement Act (AAIA), of 1982, established the general requirement for use of airport revenue.

As originally enacted, the revenue-use requirement directed public airport owners and operators to “use all revenues generated by the airport... for the capital or operating costs of the airport, the local airport system, or other local facilities which are owned or operated by the owner or operator of the airport and directly related to the actual transportation of passengers or property.”

Comparison of Aviation Schools

The table below provides a comparison of aviation schools in Oregon and at similar commercial service airports in the region, in addition to selected general aviation airports. The flight training options shown are all privately owned and operated, except for the LAA program. The Central Oregon Community College Aviation Program, located in Bend, utilizes a third-party flight training company. The flight schools at EUG and BDN are affiliated with accredited educational institutions.

Regional Aviation School Comparison					
	Hub Size	Flight School	<FMV Lease	Bld. Maint.	Co-Op Adv.
EUG	Small	Yes	Yes	No	No
MFR	Small	Yes	No	No	No
RDM	Small	Yes	No	No	No
OTH	Non-Hub	No	No	No	No
BDN	GA	Yes	No	No	No
PDT	GA-Commercial Service	Yes	Student fee	No	Some
HIO	GA -PDX Reliever	Yes	No	Some	No
GEG	Small	Yes	No	No	No
BOI	Small	Yes	No	No	No

ATTACHMENTS

- A. Lane Aviation Academy Program Information
- B. EUG airfield maps
- C. Lane Aviation Academy building pictures

FOR MORE INFORMATION

Staff Contact: Cathryn Stephens, A.A.E.
Telephone: 541-682-5430
Staff E-Mail: cstephens@eugene-or.gov



To whom it may concern:

RE: Status Update – Changes to Flight Program

Lane Aviation Academy (LAA) provides professional pilot, aviation maintenance and unmanned aerial systems training through accredited degree programs.

Lane Community College – Lane Aviation Academy

- Aviation Professional Pilot Program
- Aviation Maintenance Technician Program
- Unmanned Aerial Systems Program

Lane Aviation Academy managers are working to strengthen the financial position of the programs, specifically of the Flight Technology Program. To improve student success and fiduciary responsibility, LAA is in the process of making the following changes:

- Create a new degree that starts next Fall with additional certificates
- Restructure student credit load to maintain full-time status
- Restructure under FAA Part 61 regulations (Currently FAA Part 141)
- Staffing changes
- Modify program starts to Summer term
- Implement new systems and automation
- Sell two aircraft to purchase one that is standardized with the rest of our fleet

The Flight Technology Improvement Project has five (5) primary goals:

- Prevent rate increases by covering flight lab improvement costs typically passed on to the student
- Increase standardization of training, reducing cost for many students
- Increase usage of new technologies that align with industry standards and expectations
- Provide new training aligned with industry needs
- Increase aviation safety

The Flight Technology Improvement Project has three (3) primary steps:

Step 1: Purchase Additional Commercial Training Aircraft to Improve Flight Labs

- Purchase three (3) commercial training aircraft; required for flight labs *
- Avionics and paint upgrade to maintain fleet standardization and industry needs *

These aircraft will enable students to progress through their training at an increased rate

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Goals achieved:

- Cover flight lab improvement costs typically passed on to the student through rate increases
- Increase standardization of training, reducing cost for many students
- Increase usage of new technologies
- Increase aviation safety

Step 2: Purchase Upset Recovery Training Aircraft

- Purchase one (1) upset recovery training capable aircraft
This will allow LAA to provide full upset-recovery training not currently provided

Goals achieved:

- Cover capital costs typically passed on to the student through rate increases.
- Provide new training more in-line with industry needs
- Increase aviation safety

Step 3: Purchase New Aviation Training Devices (Simulators)

- Purchase two (2) aircraft simulators *
These simulators will provide new state-of-the-art touchscreen

LAA still needs financial support for deferred maintenance, simulators, and additional aircraft to standardize the fleet. Multiple state and federal grants are being applied for as well as asking for community support. Recently Lane has invested in new roofs for both flight buildings and the old terminal building is currently getting resided with interior ceiling work.

Thank you for your time,

Joshua M. Rickert

Interim Director
Lane Aviation Academy
509-951-1269



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Lane Aviation Academy Flight Technology Center – Building A

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Lane Aviation Academy Flight Technology Center – Building B

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Lane Aviation Academy Maintenance Technology Building

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