



P A C E



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Fun Night 2011: Casino, Cocktails and Cuisine at YOLO Lounge

We have less than two weeks to go until our big event of the season—Fun Night—and this year we’re going downtown, literally and holding our casino event at a new nightclub!

Please plan to join us on Thursday, May 19th at YOLO, 412 SW 4th Avenue in Portland. Check-in will begin at 5:30 where upon you will receive \$1,000 in gambling scrip. Additional scrip will be available throughout the evening. We will have an old favorite back running the tables. Wild Bill’s will provide all the gambling fun which includes five blackjack tables, craps and Texas Hold-em.

Make time to enjoy some of the delicious pan-Asian offerings including an impressive ahi tuna tower, lemon pepper calamari, fried Korean chicken wings, pulled pork sliders and Asian tacos.

Don’t forget to allot some of your cash for raffle tickets. We will have the always-popular 50/50, a prize raffle for items including electronics, hotel packages, and gift cards, and a large prize raffle (\$10/ticket) for airline vouchers.

After much time spent gambling, noshing and mingling, we will reconvene to see who the winners are both the gamblers and lucky raffle ticket holders. We will also have our new board for 2011-2012 introduced at that time as well.

(fun night cont. on pg. 2)

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PACA Fun Night

WHEN: Thursday, May 19th

TIME: 5:30 check-in; 6-9 gambling; 9:30 raffle drawings

PLACE: YOLO Lounge, 412 SW 4th Ave. Portland;
parking garage entrance south side of Washington between 3rd and 4th

MENU: Pan Asian Cuisine

PRICE: \$50 per person with reservation by Friday, May 13th; \$60 all others

RSVP: Please email reservations to jen.sawicki@comcast.net

If you cancel your reservation after the deadline, please expect to be billed accordingly.

YOUR AD HERE!!

(\$50 per month)

Help support PACA and get great industry exposure!

Contact Jennifer Sawicki for more details.
jen.sawicki@comcast.net

(fun night cont. from pg 1)

Tickets are \$50 per person with a reservation by Friday, May 13th; \$60 all others. Tables of eight are only \$380 before the reservation; \$400 after the 13th. Parking is available for a nominal fee after 5:00 pm in the lot located on the south side of Washington between 3rd and fourth avenues.

Please make sure to get your RSVP in this week to take advantage of the early reservation discount. So gather your co-workers, colleagues and friends, and send your reservation to Jennifer at jen.sawicki@comcast.net

We look forward to seeing everyone at this fun and exciting night downtown at YOLO on the 19th!

Call for Fun Night Donations & Sponsors

It's not too late to help out with a prize donation or sponsorship for Fun Night. We can always use gift baskets and cards, electronics, yard and garden items, travel packages or just about anything you can think of. We have lots of great raffle items in store, but the more we have to offer, the bigger the raffle!

Also, a big Thanks to those who've sponsored a casino table:

Summit NW
DHL Global
Jet Expedited
Port of Portland
Lynden
Yusen Logistics

We have plenty of opportunities for different sponsorship levels. If you would like to help out PACA and get your name front and center, please contact Vicki Williams at vickiw@jetexpedited.com for more information.

PORT OF PORTLAND UPDATE

IT'S THE HOME STRETCH FOR RUNWAY IMPROVEMENTS

With two construction seasons complete at Portland International Airport, the Port of Portland will soon begin the final phase of runway improvements. In 2009, the Port completely rehabilitated the north runway, and in 2010, it extended the north runway from 8,000 feet to 9,825 feet. From April-October this year, the Port will completely reconstruct the airport's south runway.

Serving PDX since 1951

The south runway was built in 1951, and extended by 2,200 feet to its current size in 1974. While it has seen both routine maintenance and rehabilitation over the years, the wear and tear of aircraft landings has deteriorated pavement joints and the subsurface base, and that calls for complete reconstruction of the runway. The mammoth south runway project will remove 16-24 inches of surface asphalt and construct a new 19-inch concrete runway surface over a 4-inch asphalt base. The south runway will use an estimated 180,000 yards of concrete – enough to pave a two-lane road for about 26 miles.

How PDX runways work

The north and south runways are the runways primarily used by aircraft at PDX. They are the longest at the airport, making them suitable for large aircraft that require more runway length than small aircraft, especially for departures. The south runway is the longest at 11,000 feet. The two runways are well-oriented for aircraft which need to take off and land into the wind, because they stretch from east to west to align with typical seasonal wind patterns.

The airport's only other runway, the crosswind runway, is oriented from north to south. At a shorter 6,000 feet, the runway is used primarily by smaller aircraft, particularly when the north and south runways are busy. However, the crosswind runway is occasionally used by larger aircraft when dictated by certain weather conditions, such as strong south winds.

Runway improvement challenges

A few years ago, the Port faced a dilemma with the need to rehabilitate both the north and south runways. The challenge was that the north runway was not long enough to serve the largest aircraft when departing fully loaded, and the south runway needed to close for reconstruction. The solution was lengthening the north runway first, before closing the south runway, so all aircraft could continue to operate at the airport. Now, with the north runway work complete, the challenge is to completely rebuild the airport's longest runway in just one construction season, while at the same time keeping the airport operational, and curbing construction-related aircraft noise impacts on airport neighborhoods. "Improving our runways at PDX has been a bit of a chess game: closing down one of our primary runways for three consecutive construction seasons and, at the same time, keeping the airport fully functional and trying to limit associated noise impacts for our neighbors," said Steve Schreiber, Port aviation director.

(part of Portland cont. on page 4)

Temporary flight changes expected

Increased flights over some airport neighborhoods are expected during the south runway reconstruction, because many aircraft that would normally use it will now temporarily use the north or crosswind runways. In particular, the temporary increase in use of the crosswind runway will increase the number of flights over neighborhoods south of the airport. Increased use of the crosswind runway is necessary, because the north runway alone cannot accommodate all of the PDX flights when the south runway closes. Furthermore, the location of some airline operations on the south side of the airport will mean that the crosswind runway will see use by larger-than-usual propeller aircraft to prevent taxiway gridlock leading to the north runway. It is estimated that crosswind runway flights will increase about the same as in 2009 during the north runway rehabilitation. Construction in 2010 – extending the ends of the north runway – saw less aircraft use of the crosswind runway, because the Port was able to keep the north runway partially open for 11 weeks of the project, and the overall project was a month shorter than in 2009, and also shorter than this year’s scheduled work.

To help ease the aircraft noise impacts this year, a partial opening of the south runway is planned for six weeks of the project from approximately mid-July to the end of August. Also, jet use of the crosswind runway is restricted, except when wind or other conditions require; and late-night propeller aircraft will use the north runway when possible.

By reconstructing the south runway in a single construction season, the project will lessen prolonged aircraft noise impacts on neighborhoods that would occur if the runway were closed for brief periods of time for work over several construction seasons. This construction approach also increases safety for airport and construction workers and reduces costs.

Pavement materials were evaluated as part of the life cycle cost analysis, and the concrete runway surface was identified as the preferred alternative. With concrete expected to last 40 years, significantly longer than asphalt, it will reduce construction-related aircraft noise impacts on neighborhoods in the future.

“We greatly appreciate the patience of our airport neighbors during these runway improvements,” Schreiber said. “We also thank the FAA for its excellent work in keeping PDX fully operational and working with us to limit aircraft noise impacts on neighborhoods while we perform this vital construction work.”

Informing airport neighbors

As with the last two construction seasons for the north runway, many activities involving the Port and the PDX Citizen Noise Advisory Committee are planned this year to let the community know about the south runway reconstruction, temporary flight changes and expected aircraft noise impacts. Information sharing venues will include the Port’s website, e-mail notifications, advertising, postcards to airport neighborhoods, neighborhood meetings, large community events, Port and neighborhood publications, letters to new area residents, Facebook and Twitter. Special emphasis is planned for outreach to non-English speaking area residents.

For more south runway information:

Project questions, concerns: Art Spillman, 503.415.6133 art.spillman@portofportland.com

Aircraft noise, overflights: Noise Hotline, 503.460.4100/800.938.6647 pdxnoise@portofportland.com

Event information or to schedule a presentation: Brooke Berglund, 503.415.6532

brooke.berglund@portofportland.com

Provided by the Port of Portland

2011—2012 Board of Officers

The deadline for ballots to be returned for the 2011—2012 board is this Friday, May 13th. If you haven't returned your ballot, please do so and we will announce the new board at Fun Night.

Thank you!



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Available Talent & Job Opportunities

Performance Logistics d/b/a Lynden International has an immediate opening for a international Operations Agent. The successful candidate will have extensive experience in air, ocean and truck import/export; 3-5 years freight forwarder or similar field; and knowledge of AES regulations and filing. Duties include all customer service and carrier relations; manage relationships with carriers and vendors; analyze current market to ensure competitive rates and profitability; maintains customer profiles and coordinates with sales reps; etc. Must have good language, mathematical and reasoning abilities, able to interact with a variety of personnel and excellent organizational skills. For further information, please contact Mark Wetherbee at 503-803-5372 or markw@lynden.com.

PACA Meetings & Events— 2011

May 19th—Fun Night, YOLO Lounge

July 30th—Golf Tournament, Camas Meadows

Have a great summer!