Airport Advisory Committee

Airport Meeting Room
March 23, 1994
7:30 p.m.

Present: Chairman Bob Nickelsen, Nancy Wesche, Felix Tomlinson, Ron Knoll; from the staff, Greg Baker and Jim O'Banion

Review of AIP application, costs and the limits of FAA participation in actual construction. Suggested by Felix and Ron that Port try to get FAA to pay for wider taxi lanes around T-hangar, not just finger taxiways.

The new t-hangars will go on the south side of the airport with access to the west runway via renovation of the old south taxiway. Ron Knoll asked that Port considered several larger t-hangars that would accommodate newer design twin engine planes. This probably will be addressed Phase II of T-hangars.

Airport Management Issues:

All present agreed that review of FBO operations should be done on a scheduled basis. Committee of Bob Nickelsen, Nancy Wesche, Greg Baker, and Jim O'Banion will discuss this process with Terry Brandt in an April meeting.

PART IV
PROGRAM NARRATIVE STATEMENT

LOCATION OF THE PROJECT

The physical location of the project is at various locations around the airport. The access road provides access to the north side of the airfield which is currently accessed by crossing the runway. The T-hangar taxiways are located on the south side of the airport near the existing apron and FBO area. The slurry seal is to be applied to runway 7-25, the north parallel taxiway A and its connectors.

NEEDS AND BENEFITS(Listed by Priority)

1. North Access The proposed north access provides a means of accessing the north side of the airport. The current method of accessing the north side is by crossing the runway which presents a definite safety hazard.

2. South Side T-hangar Taxilanes The approved airport master plan indicates the need for additional aircraft hangar facilities. The proposed t-hangar taxilanes differ from the ALP layout to prevent the need to purchase additional land at this time, without impacting the overall plan for the area. The taxilanes and drainage for the site is FAA eligible and the pavement outside of the taxilanes is non-eligible.

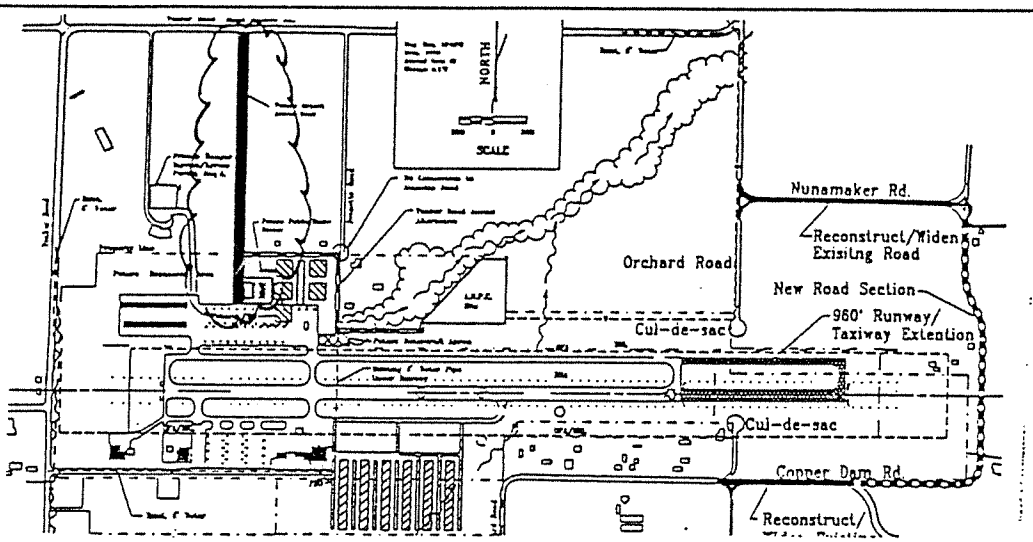
3. Runway Slurry Seal The runway extensions were constructed in 1979 and the runway rehabilitated in 1986 as part of the Airport Improvement projects. These pavements are now at the midpoint of their design life and beginning to show moderate surface oxidation and longitudinal cracking with little or no secondary cracking. In order to extend the design life and limit continued distress the proposed rehabilitation is to clean and fill all pavement cracks and place a slurry seal.

3. Taxiway Slurry Seal The northern parallel taxiway was constructed in 1979 and the pavements are in similar condition as the runway. The taxiway is also at the midpoint of its design life and beginning to show moderate surface oxidation and both longitudinal and transverse cracking with little or no secondary cracking. In order to extend the design life and limit continued distress the proposed rehabilitation is to clean and fill all pavement cracks and place a slurry seal.

AIRPORT: Hood River Airport LOCAL PRIORITY: 1 UPDATED: 16-Feb-94

WORK ITEM: North Access Road

SKETCH:



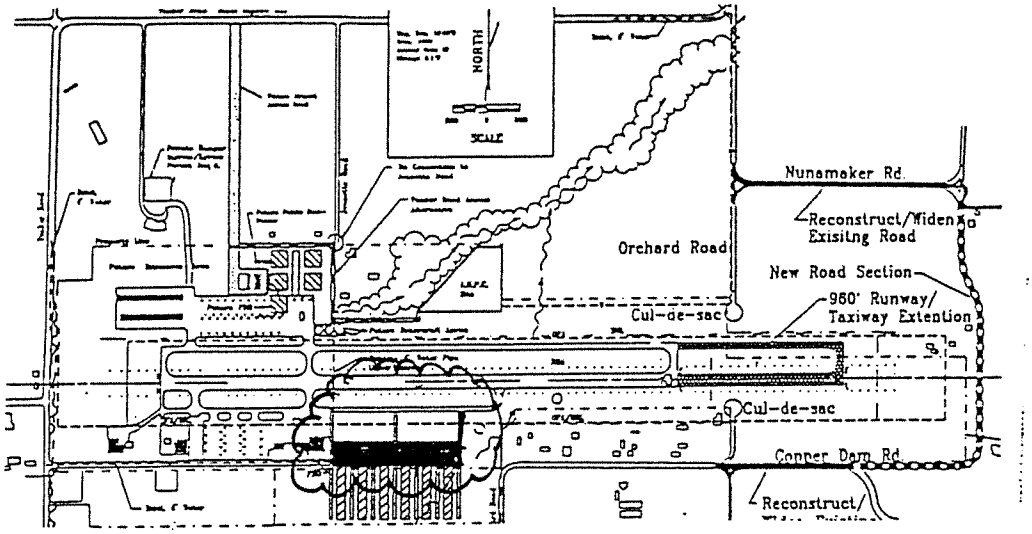
JUSTIFICATION:

North Access: The proposed north access provides a means of accessing the north side of the airport. The current method of accessing the north side is by crossing the runway which presents a definate safety hazard.

AIRPORT: Hood River Airport LOCAL PRIORITY: 2 UPDATED: 16-Feb-94

WORK ITEM: T-Hangar Taxilanes

SKETCH:



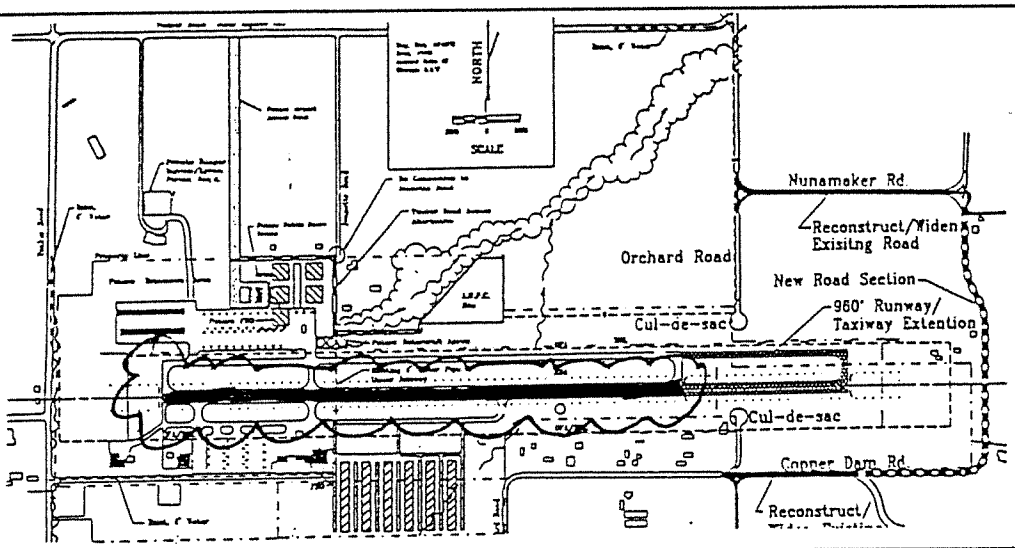
JUSTIFICATION:

South Side T-hangar Taxilanes: The approved airport masterplan indicates the need for addtional aircraft hangar facilities. The proposed t-hangar taxilanes differ from the ALP layout to prevent the need to purchase additional land at this time, without implacting the overall plan for the area. The taxilanes and drainage for the site is FAA eligable and the pavement outside of the taxilanes is non-eligible.

AIRPORT: Hood River Airport LOCAL PRIORITY: 3 UPDATED: 18-Feb-94

WORK ITEM: Runway Slurry Seal

SKETCH:



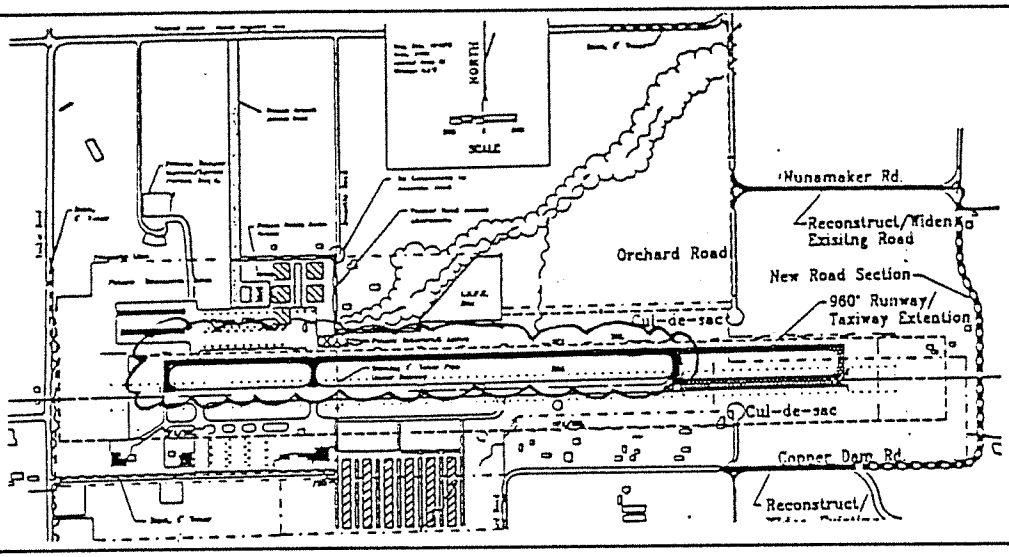
JUSTIFICATION:

Runway Slurry Seal: The runway extensions were constructed in 1979 and the runway rehabilitated in 1986 as part of the Airport Improvement projects. These pavements are now at the midpoint of their design life and beginning to show moderate surface oxidation and longitudinal cracking with little or no secondary cracking. In order to extend the design life and limit continued distress the proposed rehabilitation is to clean and fill all pavement cracks and place a slurry seal.

AIRPORT: Hood River Airport LOCAL PRIORITY: 4 UPDATED: 18-Feb-94

WORK ITEM: Slurry Seal Taxiway

SKETCH:



JUSTIFICATION:

Taxiway Slurry Seal: The northern parallel taxiway was constructed in 1979 and the pavements are in similar condition as the runway. The taxiway is also at the midpoint of its design life and beginning to show moderate surface oxidation and both longitudinal and transverse cracking with little or no secondary cracking. In order to extend the design life and limit continued distress the proposed rehabilitation is to clean and fill all pavement cracks and place a slurry seal.

HOOD RIVER AIRPORT
1994 ACCESS ROAD AND TAXILANE PROJECT
PROJECT COST AND FUNDING SUMMARY
(1994 Construction)

COST SUMMARY(See Attached Detailed Cost Estimates)

Item No.	Description		Construction Cost
FAA ELIGIBLE:			
1	NorthEntranceRoad		$185,600
2	T-Hangar Taxilanes		96,600
3	Slurry Seal Runway		33,100
4	Slurry Seal Taxiway		16,700
	Mobilization		33,300
	Total Construction		$365,300
	Engineering	$33,300	
	Inspection	33,300	
	Administration	6,600	
	Contingency	33,300	
	Subtotal FAA Eligible		$471,800
NON-FAA ELIGIBLE:			
1	Finger taxiways		$ 6,800
	Mobilization		700
	Total Construction		$ 7,500
	Engineering	$700	
	Inspection	700	
	Administration	100	
	Contingency	700	
	Subtotal Non-FAA Eligible		$ 9,700
	TOTAL PROJECT		$481,500
Funding Summary:			
	Federal Share		$424,620
	Port Share		$ 56,880

March 23, 1994

TO: Airport Committee
FR: Greg Baker
RE: Airport Management Issues

A goal of the Port is to try to make the airport as self-sufficient as possible. If this can be done it will be much easier to fund improvements at the airport in the future. The trade-off for the Port and airport-user public is the level of subsidiary services that the Port assists in providing beyond the basic infrastructure of run-way, hangars, tie-downs, etc. A key service is the existence of an FBO operation, and the related subsidy that the Port provides. The Port in the past has done this in order to relieve itself of some management issues such as the dispensing of gas, collection of tie-down fees, and some security. However, an FBO operation is essentially a private business and the subsidy and selection of a service provider needs to be reviewed in light of competitive proposals. The FAA does require that all potential FBO's be provided equal access to the facilities with some limitations. In the past however the question was whether anyone wanted to be an FBO. It has been eight years since the Port reviewed the FBO issue and now is an appropriate time to start this process. In order to come up with criteria to solicit FBO proposals, the following is provided:

Subsidy to FBO at Present

Item	Annual Value
Administration Building Office - 2,500 sqft	$ 7,200
Trailer	600
Gas Pump Concession	35,000
Cash Subsidy	16,400
Tie-down Revenues	1,100
Utilities Provided	2,600
Total	$ 62,900

Options

1) Solicit proposals that would include any or all of above revenue sources.

2) The Port could directly provide services such as fuel and tie-down collections. A card lock or creditcard dispensing system is one option. However, I talked to the State Fire Marshall and they need to support a regulatory change to allow this. It would be about 16 months away before this could happen. Cost of such a system would be $10-16,000 for a double pump two grade dispenser.

   The Port could hire an individual to provide seven day coverage of six hours a day at a cost of $20,000 annually. The individual would then be available to address security or other maintenance issues.

Other FBO Considerations

- Amount of insurance coverage.
- Any services FBO's must provide as a condition of operating at the airport.