

PRESENT: Committee members Chair Jeremy Young, Bill Avolio, Ed Drew, Scott Perry, John Benton and Port Commissioner Hoby Streich, FBO staff Dave Koebel, Port Executive Director Michael McElwee and Marketing Manager Mike Doke. Guests: Bud Pepitone, neighbor; Terry Brandt and Judy Newman, WAAAM; Gary Boggs, glider concessionaire; and Joe Roshak and Erik Huffman, Century West Engineering.

INTRODUCTIONS

Chair Jeremy Young called the meeting to order at 1 p.m.

ORCHARD ROAD VACATION

Mike Doke reminded the committee that the Orchard Road vacation request public hearing was scheduled at 6 p.m. Monday, Aug. 15, with Hood River County Board of Commissioners. It will be held at the county's Business Administration Building, 601 State St. Century West Engineering's Joe Roshak and Erik Huffman presented modified road vacation designs that has been approved by Federal Aviation Administration. One design showed hammerhead dead ends and the second showed cul-de-sacs. Both options allow the county road's southern portion to continue until it meets the airfield's southern border. Doke noted he has requested copies of the county's road vacation staff report and would forward it to committee members when it's available.

Some opposition has been reported regarding the road vacation proposal. At least two neighbors south of the airport have stated they are against it because they will need to drive an additional distance to Hood River. At least one neighbor has expressed safety concerns with additional trips through Windmaster Corner and added vehicle fuel expense.

Committee members noted safety is the proposal's key purpose is to enhance safety for air and ground vehicles. Currently the airport's Runway Protection Zone extends over both Highway 281/Tucker Road to the west and Orchard Road to the east.

John Benton expressed concern that the shifted runway would severely hinder agriculture operations. Benton cited Oregon Revised Statute 215.296 which prevents changes that 1) force significant changes and 2) significantly increase the cost of accepted farm practices on surrounding lands devoted to farm use. A simple solution would be to allow farm vehicle access on the airport's east end. Judy Newman noted many rural airports have small roads. Roshak explained restricted access may be allowed, but public access would not.

A second, related issue raised by Benton is the poor design of Orchard Road's north intersection with Highway 281, also known as Nobi's Corner. The area is difficult for fruit trucks to maneuver. Huffman explained Oregon Department of Transportation has estimated an improvement at \$2.5 million to \$3 million, and that the project is not a priority in the State Transportation Improvement Projects list.

Doke noted that FAA has opposed both issues: access on the runway's east side and assisting in a resolution to Nobi's Corner. He added that a conference call was scheduled with FAA the following day and the Port would attempt to convince the agency to relax its opposition. It may be likely that the County Board of Commissioners would require

resolution of the two issues before approving road vacation. Doke encouraged committee members to attend Monday's public hearing.

ORDINANCE 23

The Port requested feedback on the ordinance regulating airport operations which was adopted in spring 2011. Young noted he's heard about negative effects. Terry Brandt said many items included in the ordinance are part of existing Federal Aviation Regulations (FARs); any issue not covered by FARs should be dealt with by an airport manager, he said. Brandt formally requested the committee vote to vacate Ordinance 23 then left the meeting.

Newman, Benton and Gary Boggs explained pilots turn to FARs to determine airport rules. Dave Koebel said while there is overlap between Ordinance 23 and FARs the ordinance does provide some clarity. Newman added that a larger concern is recent discussions about airport surveillance cameras.

McElwee explained that cameras are being discussed but their installation is not imminent. He said Ordinance 23 was created because of ongoing complaints about non-aviation activity on the airport and for safety. The Port installed a grass runway, and FAA required procedures to use the landing strip, and those procedures are part of Ordinance 23. He said the Port is willing to adjust the ordinance if proposed changes seem reasonable.

Young said many longtime local pilots are upset about the ordinance. There is a need to educate the pilots about the ordinance's background and development. He suggested a meeting be held and offered to facilitate its organization.

2011 SUMMER MAINTNENACE ISSUES

Boggs noted a sinkhole area south of the runway is an ongoing safety issue. Others said tall grass near runway lights is an issue and could be resolved by application of weed killer. Koebel has reported regular maintenance issues to the Port, Doke said.

SEPTEMBER HOOD RIVER FLY-IN

Newman said the annual Fly-In returns Sept. 10-11. Benton said he plans to mow the airport before the event. Doke said Port maintenance plans to complete tasks on its list, including mowing the glider area, by Labor Day.

ADJOURN

Young adjourned the meeting at 2:40 p.m.