

4S2 Airport Advisory Committee
18 July 2024
4:00 PM-5:30 PM
Port Conference Room

MINUTES

PRESENT: Margo Dameier, Andreas von Flotow, Doug Knight, Dave Koebel, Bud Musser, Kevin Greenwood, Jeff Renard, Kim Renard

CALL TO ORDER/OPENING REMARKS

- The meeting was called to order at 4:08 PM by Dave Koebel.
- Dave introduced Jeff Renard to the AAC. Jeff had mentioned earlier that he would like a wish list from the AAC members as guidance. He mentioned that the Airport Board at The Dalles had a Vision Meeting once a year to set goals for the following year. Dave thought a similar meeting might be productive later in the fall when Jeff had a better idea of where everything stood at 4S2. Kevin mentioned that Jeff was trying to get a handle on the operations at the airport in an effort to find areas where expenditures could be reduced while revenue ideas were explored. Jeff said he had asked Ryan Klapprich (Port Facilities Manager) not to send Port crews up to the airport, so if we found issues we should call or text him. Doug asked if anything could be done about the gravel kicked up on the s-curve on the taxiway to the north ramp. Jeff suggested asking the landscaping crew to check and correct this every time they come to the airport.

Approval of the Minutes from the last meeting

- Bud mentioned that he had not received the minutes. Jeff indicated that he had resent them, and would check to make sure he got them in the future. A motion to approve the minutes was made, seconded, and passed.

Additions to the Agenda

- Bud noted that his term had expired, and he would like to remain on the committee. Kevin pointed out that three member's (Bud, Andreas, Matt) terms had expired and all had submitted paperwork indicating their desire to remain on the committee. There was some confusion over the term lengths- 2 or 3 years? Kevin added that he would like to see the terms extended to 4 years and staggered so the committee always had a quorum. Doug brought up a question about eligibility, and Kevin replied that he would like to change the eligibility requirements for all of the standing committees to better reflect the needs of each. The motion to reinstate all three members was made, seconded, and passed.

Items Discussed

- North ramp development: Jeff mentioned that he was talking to two different potential developers for the north ramp. He also said he had 5 bids for landscaping services for grounds keeping at the airport. He thought there was a potential for greater efficiencies and cost savings using crews that were better prepared to handle the job. He also mentioned a group to fix the timing on the grass strip irrigation so that it happened at night.
- Terminal Building ideas: Dave had asked committee members to start thinking about what they would like to see for a terminal building on the north ramp. Andreas mentioned that the only way to pay for a terminal building would be to make it a public/private development. The multi-use building (FBO, flight school, flying club,

conference rooms, exhibition hangar) in Bentonville AK, Thaden Fieldhouse was pointed out as such a building (perhaps a bit over the top for Hood River), as was the FBO building in Madras, and the new building in Ellensburg that incorporated county vehicle storage, an FBO, and aircraft storage. Andreas pointed out that we did not have hard numbers on the sewer carrying capacity for the north ramp, and that could limit what was possible. Doug suggested that whomever was responsible for the sewer district would have those numbers. Margo said she had headed up the most recent sewer development project and might have those numbers in her notes. She said she would look for them. Andreas said he thought there was a misconception about where buildings could be located on the ramp, as current thought was just the gravel pads. He thought this might be limiting for future development. He also thought appeasing Terry Brandt could be a major roadblock to any private development. Dave said he did not think the easement for WAAAM allowing passage from the ramp to the field just to the north would be an issue as long as WAAAM was assured a 115' easement. Andreas pointed out that the easement did not specify any width, just a point 200' from the SE corner of the field, but it clearly stated that the easement could be revoked if it presented an economic hardship to the Port/Airport. Doug added that developers do not like uncertainty, so it would seem that the sewer and easement issues would need to be resolved in order to proceed.

Jeff said he was currently working on a new terminal building at The Dalles, and there could be some crossover in terms of paperwork and funding for a building in Hood River. Doug thought that becoming more accommodating and less restrictive would be a good goal in terms of any future development.

Andreas asked why we would want a new terminal building. Dave replied that he missed the interactions that had previously happened, when we had transient parking on the south ramp, as every pilot that arrived, departed, or took flight lessons passed through the building. Once the parking was removed on the south ramp, there was no focal point at the airport. Jeff mentioned that it was practically impossible to cross from the north ramp to the current FBO building. Doug reiterated the loss of contact with other pilots at the airport. He asked what would happen to the current FBO building if a new building were built on the north ramp. Dave thought the Master Plan suggested tearing it down and replacing it with a box hangar.

Andreas suggested incorporating a building like Thaden Fieldhouse with WAAAM participation. Bud said he had heard that WAAAM had intended to expand, but was unsure of any time frame or plans. A discussion ensued expressing ideas on how to potentially meld the two ideas- a new terminal and a WAAAM showcase. Bud offered to liaise with WAAAM when we had positive ideas to share.

- MIS trackers. Jeff said Kevin had approved installing equipment that would track aircraft using ADSB. Apparently we will get aircraft tracking data for \$100/mo.
- Stopway: Commissioner Bieker had said previously that he would try to get numbers for changing our current overrun at the end of runway 25 into an official stopway. Hopefully Tor will have information at the next meeting.
- Standalone Airport Website: Jeff suggested building a stand-alone airport website that could be accessed by a link in the Port website. The committee had a brief discussion about what could be included, who would maintain it, and what something like this would cost. No conclusions were reached.

- REILS: Jeff thought they did not work. Dave thought they did, but were on a photocell. Dave said he would check to make sure.
- Minimum Standards: Dave apologized for not having completed an edit, but promised to get together with Andreas and Tad to complete this asap. Doug asked if noise issues should be addressed in the Minimum Standards. Andreas was asked about recent noise complaints. He thought the top contenders were the Sheriff (search and rescue), flight testing involving circling over the airport, especially at night, and glider towing. Doug asked if the glider club could be convinced to tow north of the town. Dave mentioned that this had been suggested, and could be again. As there was no representative from the Soaring Club present, this was not addressed at this point. Doug reiterated that it would be important to be proactive and not reactive.
- Smart Grant for OPAL (Oregon Precision Air Lifeline): Jeff said a Letter of Commitment had been sent from (to?) the Dalles to install tracking equipment that would allow safe travel down the Gorge for drones, potentially for future disaster relief flights. This could include the Hood River airport, but would not entail any financial commitment.
- Stakeholder Updates: Bud said the Traffic Jam event had been a large success at WAAAM, and the museum aircraft that had flown to Oshkosh for AirVenture had made it!
- Next meeting: Thursday September 19th at 4pm in the Port Conference room.
- The AAC meeting was adjourned at 5:40.