



## **AIRPORT ADVISORY COMMITTEE**

### **MINUTES**

**July 15, 2013**

**3:30 P.M.**

**FBO**

1. Approval of Minutes – Minutes approved as read by Committee for AAC Meeting 6-21-13
2. Construction Update – Steve and Scott to meet with Construction Co. Rep. July 16<sup>th</sup> at 1300 to discuss and review finalization of airport project construction.
3. Berm / Culvert
  - a. Finish grading of non-irrigated areas - AAC opinion of the finish work done by the construction company is unsatisfactory. AAC requested clarification on: What was in the contract for the type of finish work that would be performed. (Worst finish work of any other airport the committee has ever seen) Large rocks scattered throughout the airport property, large ruts from tractors and large trucks, soft areas around the taxi ways, etc. etc.
  - b. Seeding – The area that was hydro seeded was very poorly prepared. The Non-Grass Runway areas need serious attention including, smoothing out the area, removal of rocks and implementation of irrigation ASAP.
  - c. Watering – Currently there is an Irrigation valve issue making it impossible to water the grass runway. Needs to be repaired ASAP.
  - d. Use Restrictions – The AAC requested the NOTAM be lifted for use of the Grass Runway so aircraft could begin using the grass on the runway that is available. Scott said he would remove the NOTAM and reopen the grass runway. The NOTAM will be back in affect for a limited time when the irrigation valves are being repaired.
  - e. Signage – 24 NO TRESPASSING signs have been ordered by the Port and will be placed around the perimeter of the airport property.
4. Grass Runway Condition – The Grass Runway is in need of help. The AAC recommends water be applied as soon as possible and the new portion of the grass runway be rolled and cleared of debris. Recommend maintenance on the grass early fall.
5. Fencing / No Trespassing Signs – Fencing to be set up around perimeter on the east end of the runway as well as signs posted.
6. Farm Access Road / Gate Control - AAC recommended gates to the access road be re-located to help with security and ease of fencing.

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7. Tree(s) protruding into protected air space – The Port is working to have the trees off the east end of the runway removed or topped. Members of the AAC recommend that they be removed entirely. This oversight was due to poor planning and foresight by the engineers. Part 77 addresses this issue.
8. FAA Funding Update – Possibility the airport will have access to significant FAA entitlement and discretionary funding in 2014. AAC requested costs and options from the Port as to what the funding could be used for in order for the AAC to give council on how to proceed. Steve said he would get that information to us ASAP.
9. Business Plan – Mission, Vision, Values – AAC requested the addition of a Maintenance & Standards section be added to the Business Plan Mission, Vision & Values section. The AAC emphasized how important it was to have a clean, inviting airport to those who visit and those who call Hood River Home. Basic maintenance practices like spraying the weeds in the spring to avoid a mess in the summer, watering, getting rid of the burn pile mess, trees trimmed, etc. etc.

### Other Topics of discussion:

- A. The culvert that was installed at the north side of the north tie down is very nice. Well Done! Steve gave WAAAM permission to help smooth out that area, seed and allow water from WAAAM's irrigation lines to be used to help grow grass on that area. WAAAM requested any spare grass seed the Port may have would be greatly appreciated in helping to speed that project along.
- B. Runway Lights – The AAC was told earlier on that the runway light boarding the grass runway would be flush mounted lights. This did not happen. Why? Furthermore, members of the AAC recommended the lights be shortened from 10 feet tall to about 12" tall to maximize safety for aircraft that could hit them. The AAC recommend the Port charge anyone who accidentally breaks a runway light. This is a standard practice at other airports and is covered by the pilots' aircraft insurance.
- C. The AAC expressed their concern for having automobiles parked in the tie down area. This is not tolerated at other airports. Why do we allow this? It was recommended that the Port look for alternative areas for people to park their cars. It was also recommended that the Port find a way to identify tie down areas that are currently leased by pilots so they do not feel they have to park their car over their spot to "save it".
- D. Gary Boggs / Northwest Sky Sports – Scott shared his email to the Port concerning the violations and direct disregard for airport property displayed over the past week. Gary has been responsible for the two runway lights that have been broken. He continues to show his selfish, inconsiderate ways to all those he interacts with at the airport. The AAC is fed up with talking about Gary Boggs. The AAC has recommended time and time again that action be taken to remove his vendor contract and avoid future contracts with him. Steve asked the members of the AAC to once again compile any information they may have to help support the revocation of Gary Boggs' vendor rights. Many AAC members were frustrated because they have done this so many times and nothing has come of it. The AAC's number one concern is the fear someone will get seriously injured or killed because of his actions and poor decisions.

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The AAC ended the meeting at 17:05 and requested an invite be sent out for the next meeting to be held on Aug. 12<sup>th</sup>, 19<sup>th</sup> or 26<sup>th</sup>. Steve said he would send out the request.