

**PRESENT:** Committee members Chair Jeremy Young, Bill Veatch and John Benton, Port Commissioners Hoby Streich and Fred Duckwall, FBOs Scott Gifford and Johnny Young, Port Executive Director Michael McElwee and Port Marketing Manager Mike Doke. Guests: Joe Roshak, Century West Engineering; Judy Newman, Western Antique Aeroplane and Automobile Museum; Bud Pepitone, Neighbor; Dave Koebel, Classic Wings; Scott Perry, Pilot.

## **INTRODUCTIONS**

Chair Jeremy Young called the meeting to order at 10:05 a.m.

## **ORDINANCE 23 UPDATE**

Michael McElwee began the discussion noting the draft ordinance should be treated like a law which, if approved by the Port Commission, must be enforceable. The final ordinance must be tightly written so that it could withstand courtroom scrutiny. There are three updates in the latest draft, dated Nov.1, he continued. They include: Minimum standards for commercial operations, glider operations, and use of the grass runway, or “Alternative Grass Landing Area (AGLA).”

Committee members offered comments on the ordinance draft, which is designed to regulate conduct at Ken Jernstedt Airfield. There were general suggestions on much of the document, but committee members said Section 18, which governs AGLA activity, needed many revisions. Proposed ordinance changes discussed include:

Under Section 2, Definitions, the committee suggested removing the words “landing” and “antique aircraft” from the “Alternative Grass Landing Area” definition, replacing them with “operations” and “general aircraft.” The intent is to allow for take-offs and landings of antique aircraft and other aircraft. In the “Commercial Activity” definition, Scott Gifford suggested clarifying the term “payment” so that it is clear whether payment means cash, donation or some other type of compensation. John Benton noted that “No Access Areas” include the northern location where the Automated Weather Observation System station is located. It was suggested that the term “unless legal right exists” be added to the definition to allow technicians and Port staff to maintain the station.

Under Section 9, Fires, members stated the Port should not allow its own fires it uses to dispose of non-airport generated waste.

Under Section 10, Access Prohibitions, members suggested editing down 10 (a) to make it easier to understand.

Under Section 15, Aircraft Access to Airport, it was suggested that the Port install signage on the northern tiedown ramp to inform anyone bringing aircraft onto the airport that they must check-in with the FBO or Port for permission to do so.

Under Section 16, Visual Speed, it was suggested adding text that anyone operating a ground vehicle must utilize a yellow beacon light or emergency vehicle flasher.

Under Section 17, Gliders, Judy Newman suggested allowing the concession permittee’s customers to park in the Glider Support Area, and could access the location by following traffic cones and flaggers on the south and east sides of the “C” T-hangars. All recreational glider operators must check in with the FBO, she suggested.

Section 18, Alternative Grass Landing Area, needs many changes, committee members said. Under 18.2 (a), “Unicom” should replace “Notice to Airmen (NOTAM),” and that pilots can only monitor the Unicom “if aircraft is equipped with radio.” 18.2 (e), regarding moving an aircraft across the primary runway, should be removed from the ordinance. Under 18.3, subsections (a) and (b) should be removed. Generally, Section 18 needed to be rewritten so that pilots could understand how to utilize the AGLA.

Port staff will update the ordinance and send a new draft to committee members. Commissioner Hoby Streich offered to review the ordinance with County Sheriff Joe Wampler.

### **2010-11 WINTER MAINTENANCE**

Mike Doke noted several minor maintenance projects are in the works, including new carpet for the FBO building and new lights in the maintenance hangar. Committee members noted that airport maintenance has been very good in the past few months. Newman stated better weed spraying around the runway would improve grass cutting and edging.

### **JET FUEL PROPOSAL**

Johnny Young outlined a plan to install a jet fuel system on the north side of the airfield. The \$160,000 would include a tanker truck to haul fuel to helicopters, the primary user of the jet fuel. Other users would be the National Guard and charter flights. Young noted he has tried to determine the degree of jet fuel demand, but he has not been able to locate a comparable-sized airport. He did expect demand to increase as pilots learned the fuel was available in Hood River.

If the Port were to pay for the system, the agency would be repaid through fuel-flowage fees, which could take an estimated 50 years. Mike Doke asked if the FBO would consider dedicating a majority of profits to the Port for faster repayment. Scott Gifford said all options would be explored. Doke planned to take the proposal to the Nov. 16 Port Commission planning meeting for direction and will follow-up with Young and Gifford.

Hoby Streich suggested the FBO collect letters from potential users illustrating demand, and that a business plan be developed to outline the project and repayment to the Port.

### **ADJOURN**

Streich, Port Commission President, thanked committee members for their participation and input. Jeremy Young adjourned the meeting at 12:15 p.m.