

PRESENT: Committee members Dick Clarke, Dayle Harris, Bill Veatch, Jeremy Young, Gennaro Avolio, John Benton, Port Commissioner Fred Duckwall, FBOs Anne Yannotti and Denny Kindig, and Port Marketing Manager Mike Doke; and guests Bernie Elsner and Greg Sandercock.

INTRODUCTIONS

Mike Doke welcomed the committee, and members introduced themselves. Doke suggested that a committee chair should be appointed. Since many were new to the committee, members decided to wait until the next Airport Advisory Committee meeting to name a chair. The next meeting will be held in late April.

CAPITAL IMPROVEMENT PLAN

Doke distributed information from 2004-2024 Airport Master Plan, including Chapter 1, which outlines airport improvement recommendations, and Chapter 6, which regards financial management and capital improvement plan. Also distributed was information regarding the Oregon Department of Aviation's Pavement Maintenance Program, the naming of the airport's northern access road as Air Museum Road, and airport signage. He also provided brief oral information regarding the Federal Aviation Administration's Airport Improvement Plan program and how it funds the majority of the airport's capital projects.

Doke mentioned that when the Master Plan was adopted in 2004, the Port asked for review by Hood River County Planning for adoption into the county's transportation plan. The county declined a review, noting concerns of a runway shift that would necessitate vacating Orchard Road east of Runway 25. Citing concerns about residential development around the airport and issues involved with Measure 37, the committee encouraged the Port to approach the county again for Master Plan adoption. Doke said he would take this recommendation to the Port Commission's spring planning meeting in early April.

Committee members felt a capital improvement plan priority project, replacing the runway's low-intensity lights with medium-intensity lights, was unwarranted at this time, and the consensus was to delay that project in favor of more immediate needs. The committee identified new fencing and gates as the next capital plan, and Doke will take that recommendation to the Port's April planning session. Fencing might include the airport's eastern boundary with Orchard Road and the south end of Jeanette Road. Gates could include new gates at a small access road off Tucker Road/Highway 281, and at a small access road off Orchard Road, with replacements for malfunctioning gates on the south end of Air Museum Road and adjacent to the "C" T-hangars. John Benton suggested that if a fence were built along Orchard Road, the area immediately east of Runway 25 could function without a fence to avoid an obstruction for pilots using that end of the runway. The goal of fencing and gates is to prevent the general public and wildlife from accessing the airfield at key points. Currently there is an issue with the public walking dogs or simply wandering onto the airport while there is active aviation traffic.

AIRPORT MAINTENANCE ISSUES

Sinkholes continue to reappear south of the runway. Port maintenance filled three sinkholes in 2006 when they were discovered, but material from one sinkhole washed away with winter rains. Port maintenance will fill the sinkhole again, and this may become annual work.

Doke pointed to an Oregon Department of Aviation letter regarding Pavement Maintenance Program work that is expected in spring 2008, adding the Port will hold-off on runway/taxiway striping until the asphalt work is completed.

Dick Clarke mentioned a swampy area west of Runway 7 is a continuing concern. Doke said he could discuss this with the Port's wetlands consultant, but mitigation may be difficult. If the Master Plan's proposed runway shift occurs, it would move the runway further east of this wet area, which might be one resolution, Doke offered.

Signage needs to be enhanced so that the public is cautioned against walking onto the airfield. Anne Yannotti has provided the Port with information on appropriate signage, and the Port will attempt to install new signs under the current budget – if funds are available – or in the 2007-08 Port budget which takes effect July 1. Signage would include “No Trespassing – Authorized Personnel Only” signs, plus directional signs directing the flying public to the FBO and the new aviation museum being developed north of the airport.

Yannotti also provided the Port with information on recessed tiedowns for the northern tiedown area, and committee members supported the new tiedowns. Denny Kindig broached realigning the northern tiedowns to a north/south orientation, which may be more appropriate for the Gorge's wind conditions. Committee members did not want to see tiedown capacity decreased with realignment. Kindig offered to develop a sketch of a potential tiedown layout (*it is attached with these minutes*).

Committee members expressed concern with the AWOS' anemometer readings, stating its location on a gentle slope north of the runway may not provide the most accurate information. Yannotti felt this was apparent during the December search and rescue effort for three lost Mount Hood climbers; Army Reserve wind gauges on the south end of the field read stronger wind speeds than the AWOS had. The AWOS tower may need to be heightened to lift the anemometer higher, or a grove of trees west of the AWOS may need to be removed, it was suggested. Doke said he would contact the AWOS' engineer, Century West, and the AWOS maintenance technician for their opinions and possible options.

The group agreed a new windsock pole that rotates and a new windsock need to be considered for the segmented circle south of Runway 25. Yannotti will provide the Port with information on these items.

Benton expressed concern with Farmers Irrigation District's efforts to have the Port install a new irrigation system to preserve the airport's water rights may be unnecessary, and wants to discuss that with the Port in the future.

NEXT MEETING

The committee agreed to meet in late April, with a day and time to be determined.