

4S2 Airport Advisory Committee  
20 Apr. 2023  
4:00 PM-5:30 PM  
Port Conference Room

## MINUTES

**PRESENT:** See Role Call Sheet

### CALL TO ORDER/OPENING REMARKS

- The meeting was called to order at 4:00 PM by Dave Koebel. No introductions were needed for this meeting.

### APPROVAL OF THE MINUTES FROM LAST MONTH

- Dave made a motion to approve the Previous month's meeting minutes with no edits or additions. Matt seconded.

### ADDITIONS TO THE AGENDA

- No additions or modifications were requested to the agenda.

### APPROVAL OF THE AGENDA

- Agenda was approved with no additions or modifications.

### BUSINESS ARISING OUT OF THE PREVIOUS MEETING

- None

### ITEMS DISCUSSED

- New Fuel Tank: 3 phase transformer has been installed for the system. Mascot, fuel tank vendor, still has to come to clean and inspect the tank as well as connect power and the Point of Sale system. This is scheduled for mid May.
- AWOS: According to the CIP program, funds cannot be used on proprietary equipment. The current AWOS is a proprietary system. This means that the Port must wait for the next budget cycle to request moving the entire AWOS system. This does not mean that we cannot move the windsock and anemometer, which is still expected to happen soon.
- North Apron: RFDI. 1 submittal was made in response to the RFDI. Staff was given the green light to move forward to refine the development idea. Proposed development included box hangars and a new FBO building.
- South Ramp: Tor asked about the status of the South Ramp and the potential for T hangars and/or box hangars. The BIL grant allows for vertical development and has about \$¾ Million available. The port is still conducting due diligence on this.
- Solar: There is a company called Solarize Hood River who has offered to conduct a feasibility for solar power options. This study would be 90% covered by Solarize Hood River and 10% out of pocket by the Port of Hood River. The last study was done in 2019. Greg asked the AAC what type of scope they would be looking for with solar. Is this just to offset energy costs or would we be interested in possibly selling back a surplus? Tor mentioned that the past survey was focused on adding solar to the existing T-hangars and also a possible solar bank on the South side of the field. Discussion was given to the solar bank and where the best spot would be for a solar bank. There are limited spots available due to the obstacle free zones throughout the airport. Matt mentioned that when he put solar in, for commercial use, there was a stipulation in the program that did not allow for the reselling of surplus energy. This sounds like it may have since changed. Tor asked Greg if he knew how much money is available for seeking grants and does the Port have the staffing to write grants? Greg informed the group that he would be the one writing the grants and would accept any offered help. Tor made a motion to move forward with having Solarize Hood River conduct the feasibility study. Dave seconded. Ty Sibley asked if an engineering study would be

completed prior to the feasibility study. His concern is that the T hangars may not be in structural condition to handle the addition of solar panels. Greg said that the engineering study of the structures would need to be done first and the Port would make sure this is completed. Adam mentioned that the life expectancy of the hangars will also determine if it will be cost effective to install. John asked how the state feels about having solar panels installed on exclusive farm use zoned areas. This could be an alternative option for locating a solar bank.

- T-Hangar proposed rent increase: Greg turned the floor over to the AAC to drive the discussion and make recommendations regarding the proposed hangar rent increase. No increase will take effect until November. Tor provided a page to hand out regarding hangar prices. According to the data collected, inflation rate and hangar increase over the past few years does not match appropriately. Tor did not think that the rent increase strategy will make the airport break even. Tor made the recommendation that we tie the hangar rates to the consumer price index (CPI). Dave asked if it is feasible to raise the hangar rent by 5% while reducing the budget by 10%. Dave did not see one raising the rent as a means to close the budget gap. Focus must also be made on reducing the overall budget. Tor mentioned that 4S2 is already more expensive than most Oregon hangars and believes this is because the airport never developed more hangars. If there are more hangars, more rent could be collected, more revenue, which would not require such a large increase as is currently being proposed. Tor mentioned that the hangar waitlist is sort of a false claim. Many members on the waitlist pass on a hangar when it comes up. This waitlist would diminish if rates keep changing. Commissioners need to lock in rates and fees around June.

John asked what it costs to operate the airport (actual cost, not including the % that gets charged off against the federal government). John is concerned that the Port's classification of costs is not correct and thinks that overhead costs/admin is not needed for small projects (those less than \$ 2 million). Tor mentioned the Port and their desire to purchase a new accounting system and that part of the problem that John is talking about (Airport always in the red) could be a factor of the old accounting system/policy.

Greg brought the discussion back to hangar increases. The 10% increase was supposed to be a 3 year increase. Greg is happy to recommend a lower % increase. Dave made a motion to recommend a rate increase that is tied to the CPI for all leases on the field. Dustin Morantes mentioned that he did not think that comparing hangars in Hood River to those in The Dalles and Astoria is applicable as those airports offer many different services. Tor made his comparisons based on hangar size alone. This point will be asked to be taken into consideration by the Port Commissioners. Sarah Brown asked that we may consider utilizing the CPI and then perform a study annually to look at similar airfields and have a cap. Dave again motioned to recommend an increase in rate that is tied to the CPI and a cap of 5%. Matt seconded. John called for a vote on the motion. John voted against the recommendation, all other members voted in favor.

- EFU Zoning: John thinks that requests need to be made to the state to convert EFU zoned areas to AD zoned areas. This land is owned by the Port. Greg is not against this idea but needs help with the initial legwork. Dave suggested letting the State know that the airport is in need of more space and a zone conversion may be the only way to have a self-sustaining airport.
- Hangar Leases: Tor looked into other airport hangar leases and saw many allow for aircraft maintenance in personal hangars. Tor would like this to be adopted by our lease. Margo did not have any problems with maintenance in the hangar but requested a specific set of appropriate hours.
- Glider Club: Ty Sibley introduced himself as the new President of the Soaring Club. Ty expects an increase in operations in the near future. Operations have been at a normal rate for this time.
- WAAAM: A new car collection (40+ vehicles) added to WAAAM from a benefactor who passed away in Vancouver. Ford trimotor is up for scenic rides. Expect this to be online soon.
- New Business: Margo requested that the minutes be set out in a more timely manner. Adam announced that he will be moving out of the area and will no longer be able to sit as an AAC member. Greg requested photo and marketing materials if they are ever available.

**ACTION ITEMS**

- None specified

**ADJOURNMENT**

- Meeting adjourned at 5:21PM.

**NEXT MEETING DATE**

- Next meeting is set for 15 June 2023, location Port Conference Room. Agenda will be sent out prior to the next meeting and will detail the date, time, and location. If the need arises for an interim meeting, communications will be sent out with meeting time and location.