

NOTES - Special Committee Meeting  
PORT OF HOOD RIVER and Airport Advisory Committee  
March 11, 1976 - 7:30 p.m.  
Port/Chamber Offices

Present: President C. W. Wells, Commissioners John A. Weber, M. S. Walton and Dr. James Wade, and Port Manager Dallas Dusenbery. From the State Aeronautics Board were Paul Burket, Administrator, and Roy Raasina, Engineer. From the Federal Government was Jerry Flynn of the FAA. Other people present were Paul Walden from KIHR, Max Sigl and Lloyd Duncan from the Forest Service, and Bob Meyer and Don Bonta representing the Fixed Base Operation at the Airport. From the Airport Advisory Committee were Sterling Hanel, Chuck Smith, Jay Lawhon, Ted Ekker, Arne Udelius and Charles Deach.

President Wells opened the meeting and turned it over to John Weber, Chairman of the Port Airport Committee, who asked each of those present to introduce themselves and who they represented. Then Paul Burket from the State Aeronautics Board reported on the fiscal situation back in Washington on airport funds. The ADAP funds are being looked at in both the House and Senate and if they are not available in the next couple of months there won't be much construction work done this year. Jerry Flynn from the FAA mentioned that there is 83½% money as the Federal share available for acquisition of aviation easements and purchase of property, outright purchase, and the planning grant money is available and often-times an Environmental Impact Statement is required as part of this planning.

The feeling from the professionals was that we should approach several engineering firms, ask them if they had an interest in preparing a proposal, and whoever we selected would put in the request for the planning grant. The State Aeronautics people would be glad to help us on this selection of the engineer and it would, of course, have to be approved by the FAA. The State can participate and has funds available and can pay 50% of the local match necessary on this planning. In other words, if we had a \$20,000.00 master plan contract, the Federal Government would finance 83% of it, and 17% of it would be shared between the Port and the State; our share would be \$1,700.00. The State will sit in on our selection of an engineer to do this master plan for us. When we finally narrow the selection down to two or three firms to interview, we could do this all in one evening and have the State people there to help us make the decision. They will send us a score sheet which will help us in making this selection also. They, of course, also recommended that we check on jobs that some of these firms have done to get recommendations as to their handling of a job.

Our airport is a basic utility airport and will probably remain in this category for some time. A general utility airport requires a 3,750 foot runway, 12,500 lbs. gross weight. To go to this length we would have to eliminate the County road to the east and extend the runway that necessary distance. We could install what they call displaced thresholds at either end of the airport. These could be paved approximately 600 ft. on either end, with diagonal lines on them to indicate that they were not to be used for landing, but could be used for overruns on both take-off and landing. This does not call for new aviation easements. The FAA frowns on these displaced thresholds because of the safety factor, and normally will not participate in the financing of them. As a basic airport, the building line is 250 ft. from the center line and the building could be approximately 17 ft. high. In 1974 a State Airport System Evaluation report was made. We need to get a copy of this and the State people said they would send us one.

The Forest Service people then discussed what their immediate needs are at the airport in the southeast corner. Max Sigl said that initially they would probably need four tie downs, two helipads, and room for two or three trailers. He indicated there would probably be approximately twenty people based at the airport.

Next, we discussed the type of things for which Federal financing is ordinarily available. Safety items, for instance lights, fencing, fire trucks, are always considered as projects worthy of Federal financing. The Federal financing all comes from dedicated trust funds, Federal gas tax money at airports and, principally, the tax on airline passenger tickets. Even though it is a trust fund and dedicated, it is sometimes difficult to get Congress to act in both houses to release these funds so that they can be used by the various States and airports in the country.

We then discussed grass seeding, the type of grass and how to do the seeding around the airport. It was suggested that we talk to the Soil Conservation Service and the ASC, both on the type of grass to use and the possibility of help we could get from them on seeding and drainage work. We are to check with the Port of Portland on the type of grass that they use along their runways.

Back to the Master Plan again, it was pointed out by the State and Federal people that we should avoid a full blown Environmental Impact Statement if we possibly can and just have an environmental appraisal made.

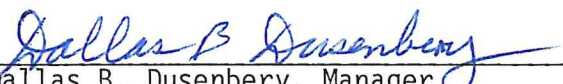
We then began discussion with the Advisory Committee people about the status of their projects at the airport. Ted Ekker had finished all the mowing he could this last weekend. The only areas left to do are in the southwest corner where there are several wet spots and he was unable to get the tractor into these areas. Sterling Hanel reported that they have expended for equipment rental about \$867.00 of the \$2,000.00 allotted by the Port. This includes material for twelve tie downs. Sterling estimated it would cost about \$300.00 to bring one road into the proposed Forest Service use area and \$800.00 to bring the other one in. The \$300.00 road would be the one coming directly north off Orchard Road and the other one would be coming in off Orchard Road to the west, going from east to west, along the south border of the airport. This east/west road would require some drainage culvert and would be longer, thus more expensive, but would probably be more desirable as an access. We need to get some signs and mark these as airport areas and off limits to the general public, these back accesses to the airport particularly. The Forest Service in the southeast corner will need a septic tank and domestic and irrigation water, and Max said they would probably need about half the areas there that has been graded this last week. The Forest Service will stake and mark where they feel their four or five tie downs will be.

The meeting was adjourned about 10:15 p.m.

There was general discussion after the meeting with some of the people present remaining, Jerry Flynn from the FAA and several of the Advisory Committee members. Discussion continued until 11:15 p.m. or so.

It seemed to be a pretty productive meeting to all concerned.

Respectfully submitted,

  
Dallas B. Dusenbery, Manager  
Port of Hood River