

PRESENT: Committee members Chair Jeremy Young, Bill Veatch, Dayle Harris, Ed Drew 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 and Erik Huffman, Century West Engineering.

INTRODUCTIONS

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

UPDATE: RUNWAY SHIFT/ORCHARD ROAD VACATION PROJECT

Joe Roshak and Erik Huffman of Century West Engineering updated the committee on the first phase of this project, which includes an environmental review and conceptual road vacation design. Roshak noted a five-year capital plan presented earlier this year has been updated from \$2,146,745 in the earlier version to \$2,616,045; it will cover federal fiscal years 2010-2015. It includes a \$1,830,148 request for additional funds, either from the discretionary funds or state apportioned funds, to complete project construction in fiscal year 2012.

This potentially additional Federal Aviation Administration funding does not include \$150,000 in federal Airport Improvement Program (AIP) funding the airport receives annually. Roshak said his firm has discussed the additional funding with FAA but encouraged airport sponsor the Port of Hood River to promote the project, as well. He suggested late summer or early fall as the most effective times, since the funding is announced in October. If the funding is programmed this fall, construction plans could be developed to advertise the project for bid in late winter or spring 2011, Roshak noted.

John Benton asked if there was a way to influence the annual total of AIP funding. Roshak said that funding stems from the number of based aircraft at the airport and its capital improvement plan, and currently the maximum amount is awarded.

Regarding the present phase of the shift/vacation project, Roshak noted that most environmental work is completed and that a conditional use permit required to use Exclusive Farm Use property for the airport has been submitted to the county. One issue has not been resolved: some potential cultural resources have been unearthed in the future runway location, and FAA is working with the State Historic Preservation Office (SHPO) to determine if more investigation is needed. That has delayed completion of the present phase of work. Roshak noted these potential artifacts appear to be non-tribal but there origin must be resolved.

The committee reviewed conceptual drawings of the road vacation and future cul-de-sacs. Mike Doke noted he's been in close contact with airport neighbor Bud Pepitone, who has expressed concern about future road maintenance, especially snow removal. Doke noted that FAA has approved a maintenance access gate in this area that would allow the Port to maintain its share of the vacated road. Hoby Streich stressed the Port Commission has not agreed to that plan.

Michael McElwee asked if fencing would be required around the airport property, and Roshak responded he would research the issue.

Erik Huffman noted all striping would need to be removed from remaining asphalt of the vacated road, and that the road may need to be sawed to narrow it from 22 feet to 20 feet.

GRASS RUNWAY UPDATE

Doke noted Port maintenance staff is completing installation of the runway's irrigation system, with grass hydro-seeding anticipated later in May. The committee encouraged the Port to keep the system's engineered drawings for future use. They asked if the runway's surface would be smoothed out before it opens, and McElwee responded the new grass should help with that effort.

AIRPORT ENFORCEMENT POLICY/ORDINANCE 23

McElwee said the Port's attorney is preparing a draft of Ordinance 23 to address airport issues, adding the committee will be asked to review that draft when it is available. The ordinance will address access issues and enforcement. Many of these issues stem from a glider operation that was given a concession agreement which was not renewed after its first year. He noted the Port continues to pursue enforcement of an operation plan that was part of the concession agreement, and anyone witnessing violations is encouraged to log the information with the FBO.

THROUGH-THE-FENCE AGREEMENT UPDATE

McElwee said Ordinance 23 is part of a process to resolve through-the-fence issues identified by FAA. The federal agency has approved the Port's corrective action plan, which requires only commercial operations be allowed to access the airport from private property. The Port plans to install fencing as part of this effort.

Bill Veatch said that Congress is looking at legislation to resolve through-the-fence conflicts.

PROPOSED AIRPORT FENCING

McElwee noted the Port plans to install bollards with metal cables to prevent airport access from unauthorized entry points. Doke said he has spoke with Scott Gifford about installing a barbed wire fence on airport property adjacent to Jeanette Road, where unauthorized access occurs. Doke added additional fencing may be installed near the yellow hangar leased by Insitu to curb access across the runway. Fencing funding was included in the Port's 2010-11 budget.

2010 SPRING MAINTENANCE ITEMS

Jeremy Young noted that mowing has worked well. The wooden airport sign needs to be touched up, he added. Benton noted the Oregon Department of Transportation sign near Windmaster needs an arrow directing motorists to the airport. The Port's new budget includes funding for an FBO Building carpet and gutters at the white hangar used for maintenance. Johnny Young noted the building's restrooms have been upgraded by the Port.

JET FUEL PROPOSAL

McElwee reported funding of a jet fuel system is included in the budget, but the Port Commission must approve a potential expenditure. Gifford noted that a Beechcraft King Air had recently stopped at the airport and would have purchased fuel if available; a second King Air landed at the airport but would not have taken fuel because of the short runway length. Several groups, including firefighters, search and rescuers, Oregon National Guard and Columbia Helicopters would purchase the fuel if available, he said. Johnny Young said the FBO receives four to five jet fuel requests each month, a number that grows to a dozen each month in the summer. This is mainly helicopter traffic, he explained. Gifford said he is exploring a tank to store jet fuel and a tanker truck to transport the fuel to aircraft. The FBO is developing a business plan for the Port's consideration.

GLIDER ISSUES

McElwee reiterated that any glider complaints can be logged at the FBO Building. He added another glider pilot has approached the Port about executing a concession agreement but has expressed concern about the past operator's history.

UNSCHEDULED ITEMS

Dayle Harris asked the Port to consider a new airport sign to help in noise abatement. The sign should read: "500 Feet AGL Before Turns" and can be placed north of the taxiway in view of pilots about to take flight. McElwee directed Doke to work on the sign with Pageworks.

ADJOURN

Streich, Port Commission President, thanked committee members for their participation and input. Jeremy Young suggested the next committee meeting be scheduled in July. He adjourned the meeting at 12:15 p.m.