

PRESENT: Committee members Bill Veatch, Dayle Harris, Gennaro Avolio, Ed Drew, Richard Clarke and John Benton, FBOs Scott Gifford and Johnny Young, Port Executive Director Michael McElwee and Port Marketing Manager Mike Doke. Guests: Joe Roshak, Century West Engineering; Bud Pepitone, Orchard Road resident.

INTRODUCTIONS

Vice-Chair Bill Veatch called the meeting to order at 10 a.m.

FIVE-YEAR CAPITAL PLAN

Joe Roshak of Century West Engineering presented a five-year capital plan that focuses on shifting the airport's runway to the east and vacating Orchard Road. The plan was requested by Federal Aviation Administration and is due by February 1, 2010.

The \$2,146,745 plan covers federal fiscal years 2010-2015; the Port's financial commitment is 5 percent of the total, or \$112,987. The plan utilizes annual \$150,000 Airport Improvement Program funds, or non-primary entitlement funds, plus \$1,099,641 in either state apportioned or discretionary funds.

Roshak emphasized that while the additional funding (state apportioned or discretionary funds) is not guaranteed, FAA has already approved funds to complete an environmental analysis required for the future runway shift. That work will be finished this spring or summer and it will have a limited shelf life. FAA may offer the additional funding to keep the project on track, he explained, emphasizing the runway shift is a safety project since it will move the Runway Protection Zone off Tucker Road/Highway 281 and fully onto airport property.

Michael McElwee asked if there was a difference in state apportioned and discretionary funds, and Roshak replied there was not a significant distinction – FAA could use either fund for the Hood River project. He said the main issue is local airport sponsor's ability to match the federal funds.

Scott Gifford asked if the western end of the runway would be removed when the landing strip shifts to the east, or if the existing asphalt could be retained for a displaced threshold in the event of airplane overruns. Roshak explained that the master plan's Airport Layout Plan shows the pavement being removed.

Roshak outlined annual funding requests in the five-year capital plan, which totals \$2.1 million. They include: \$330,565 for initial runway construction and relocation in Federal Fiscal Year 2010, which begins Oct. 1, 2010; \$265,268 for continued runway work in FY 2011; \$1,310,148 for final runway work in FY 2012; \$157,895 for planning and environmental work to expand the northern apron in FY 2013; \$157,895 for initial apron expansion construction in FY 2014; and \$157,895 for final apron expansion construction in FY 2014. These funds are matching grants, with the Port covering 5 percent of the total investment, or \$112,987. Under this scenario, physical Orchard Road vacation and installation of cul-de-sacs could occur in FY 2011, with final runway construction in FY 2012.

Committee members suggested Precision Approach Path Indicators (PAPIs), Runway End Identifier Lights (REILs) and fencing be explored for possible inclusion into the

five-year capital plan. Roshak said he'd modify the plan to reflect those ideas. (NOTE: The final five-year capital plan submitted to FAA includes a request for an additional \$494,000 in state apportioned or discretionary funds in FY 2012 to cover these extra items, and the local match means the total increase will be \$520,000; the total funding package is \$2.8 million, with a \$137,687 local match.)

The committee agreed the five-year capital plan is appropriate for the airport.

RUNWAY SHIFT/ORCHARD ROAD VACATION UPDATE

Doke noted the Port Commission approved a contract with Century West Engineering to complete an environmental analysis and conceptual designs for the runway shift/ Orchard Road vacation project.

That should be done in spring or summer, and once it is completed the Port will seek formal road vacation through Hood River County.

THROUGH-THE-FENCE AGREEMENT UPDATE

McElwee said that FAA has approved the Port's through-the-fence corrective action plan, and FAA rules require that only commercial operations be allowed to access the airport from private property. The FAA is against any residential airport access. As part of the corrective action plan, the Port plans to update its Ordinance 22 – which regulates activities on Port-owned properties – to include airport-specific issues. He noted the Port would need to designate an official to enforce the ordinance.

Among issues that may be addressed in the updated ordinance are: no authorized access, no non-aviation motor vehicle operation without expressed Port authorization, no unauthorized pedestrian activities, no domestic animals, no entry onto airport except from designated areas, no hunting, and parking in designated areas only.

Committee members suggested having a clear definition of commercial operations. John Benton suggested allowing some designated wildlife control to reduce bird populations.

GRASS RUNWAY UPDATE

Doke reported base material and topsoil have been installed at the grass runway that is adjacent to Runway 25. Grass will be planted when the weather approves, and the Port plans to have the strip open by June 1, 2010.

Gennaro "Bill" Avolio gave a strong objection to grass runway construction work that occurred next to an active runway. FAA requires a full runway closure when construction occurs adjacent to the landing strip, and Avolio was frustrated that did not occur. Committee members noted Avolio expressed that concern at previous meetings, and Doke noted that the comments were included in meeting minutes, which are posted on the Port's web site.

2009 MAINTENANCE UPDATE/WINTER MAINTENANCE ITEMS

Doke reviewed maintenance projects completed in 2009. These included improving the tiedowns, enhancing a drainage ditch near the A and B T-hangars on the airport's north side, adding lighting on the northern tiedown ramp and repairing T-hangar lights. Pilots noted that some of the tiedown chains have rusted. Doke said he'd discuss this with the Port's maintenance department. Doke asked about the condition of the runway lights, which have been an ongoing problem. Scott Gifford reported Coburn Electric had the lights operating, and the system will be monitored.

UNSCHEDULED ITEMS

Dayle Harris said he was continuing to work with Gifford to develop noise abatement information lessen the impact of aviation operations in the airport neighborhood. The project is ongoing.

ADJOURN

Veatch adjourned the meeting at 11:55 a.m. No date was set for the next committee meeting.