



INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA 1000 E. Port Marina Drive

• Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • portofhoodriver.com • Email: info@portofhoodriver.com

AIRPORT ADVISORY COMMITTEE

Thursday, September 17, 2026 | 4:00–5:30 PM | Port Conference Room

Chair: Dave Koebel – Vice-Chair: Margo Dameier

1. Roll Call *Dave K, Tad M, Andres V, Margo D, Bud M, Doug K, John B, Matt S, Dustin M, Tor B, Kathryn T.*

(Welcome Dustin Morantes to the AAC)

Moment of recognition of the loss of our friends and fellow aviators.

2. Additions / Modifications to Agenda

3. Approval of Minutes – June 18, 2026

4. PROJECT UPDATES

a. T Hangar / Taxiway Construction

- The project has been completed and is in the grant closeout stage.
- We have 9 of the 10 units leased with active calls for #10

b. AWOS Tree Removal

- The trees are coming down, the contractor has struggled with some equipment failures and setbacks. The work was paused for the Fly In, when it is completed the Non Fed AWOS team will be out to see if we have resolved some of our reporting issues.

c. Terminal Building / Grant Applications

- Update on EDA Federal grant application (Commissioner Beiker or Kevin Greenwood)
The FAA and EDA environmental specialist are confirming that the work previously performed with the north apron project covered all of the required elements for both agencies.

d. Jeanette Road Parking Lot Paving

- This project is back at the forefront after getting to closeout on the Hangars.

e. Facilities — FBO / Streich Hangar / Maintenance Hangar

- FBO: Rick Anderson and the FlyIT Academy have started as the FBO as of August 17th. They have hit the ground running with only 3 weeks to be ready to serve the public prior to the Fly In. All of the early reports sound terrific.
- Streich Hangar: Thank you Brian for loading the books and taking them back to their rightful home (WAAAM) with a “free books” sign on the totes. It was a hit.
- New windsock and lights on the Maintenance Hangar.

f. FAA Grants

- North Apron & Taxiway reconfiguration. (see the attached CIP worksheet)

5. DISCUSSION TOPICS

a. Glider APA

b. HSA operations and procedures (need for a written plan and agreement)

- Letter from concerned pilot.

c. Removal of Derelict Aircraft

- Bonanza has been donated to CGCC and removed from the property.

D. FAA Safety Walk

- The report has not been sent back yet, Noted concerning items for discussion.

e. Projects: (what would the AAC like to see as the next focus for the continued goal of self sustainment?)

6. STAKEHOLDER UPDATES

a. FBO — Fly IT (flight ops & fuel sales report)

b. WAAAM — John Benton (operational update)

c. HR Soaring — Brian Hart (operations report / glider activity)

7. NEW BUSINESS / PUBLIC COMMENT

8. Adjourn *Next Quarterly Meeting: December 17, 2026 – 4:00 PM – Port Conference Room*

4S2 Airport Advisory Committee

6/18/2026

Port Conference Room

Minutes

Present: Margo Dameier, Andreas von Flotow, Dave Koebel, Tad McGeer, Bud Musser, Tor Biekeer, John Benton, Jeff Renard, Bill Avolio, Brian Prange, Kelly Cooper, Jonthan Hart, Brian Hart, Mark Jubitz, Lars (Hood Aero instructor), Dan ?? (local pilot).

Call To Order/Opening Remarks

- The meeting was called to order at 4:00 PM

Additions/ Modifications To The Agenda

- none

Approval of the Minutes From the Last meeting

- The minutes were approved with edits sent by Margo to Jeff R..

Project Updates

- T Hangars T hangar building is up, door installed, with wiring to follow soon. Paving is scheduled for the following week, with irrigation and grass seeding to follow. Jeff stated he had 8 people committed so far for hangar leases. The project is on schedule to complete by August 1.
- Tree removal Tree removal is scheduled to begin July 6.
- Terminal building Grant applications Tor Bieker and Kevin Greenwood (plus others?) traveled to Washington DC to lobby local congress people as well as those in the Economic Development Administration for federal grants to apply to the proposed Terminal building project. Tor said he felt the response was extremely favorable. Other State grants are also being pursued. No time frame was given for final approval. Tor mentioned the building had been redesigned with an emphasis on hangar space, with a reduced terminal "waiting" area with potential office space in a second story. Margo questioned the need for an elevator. Tor responded that since the "offices" would not be public spaces, no elevator was required. Apparently adequate sewer volume is available for the proposed building.
- Derelict Aircraft Jeff said the Bonanza was heading to a new home at the Columbia Gorge Community College Maintenance program.
- Jeanette Road Parking Lot Paving this has been put on hold until further progress with the T hangars and tree removal has been made.
- FBO Contract/ Streich Hangar/ Maintenance Hangar Jeff said two proposals had been received from the FBO RFP. Negotiations are underway to award the contract to Rick Anderson of Flyit Academy in Camas, WA. Andreas questioned whether the new contract would include the Streich hangar, as it apparently is on a month-to-month lease. Jeff said he would investigate all of the current leases to determine what would go to whom.

Stakeholder Updates

- WAAAM John Benton said land was cleared on the new lot they purchased just east of Air Museum Drive. Grass has been planted to make more parking available.
- FBO Andreas said fuel sales were up
- HR Soaring Brian Hart said they have been busy, with lots of students, some from out of state.

New Business/Public Comment Jeff had mentioned in his report that he had received noise complaints from a group calling themselves "citizens of Hood River". Jeff said he was unable to communicate with the group as no contact information was given. Tor said he had replied to the complaint (I don't remember how) to try to ensure that whomever had filed the complaint was not being ignored. Margo suggested an article on noise issues perhaps in the local paper would get more notice and could better influence future communication.

Next meeting

- The next AAC meeting will be September 17th at 4 PM in the Port Conference Room

PORT OF HOOD RIVER
Resolution No. 2026-27-3

A RESOLUTION MODIFYING THE AIRPORT ADVISORY COMMITTEE (AAC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the By-Laws authorize the Board of Commissioners to establish committees to assist the Commission in carrying out its duties (By-Laws, Section 4(G)); and

WHEREAS, the Commission last modified the rules of the Airport Advisory Committee (“AAC”) via Res. No. 2025-26-16 on February 17, 2026; and

WHEREAS, during appointments to the AAC at the July 21 meeting, the Commission discussed additional changes to the resolution and asked staff to return in August with a new resolution; NOW THEREFORE

THE PORT OF HOOD RIVER BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Section 1. Membership and quorum requirements.

- A. There shall be ten voting members on the AAC
- B. Appointed Positions:
 - 1. Position 1. Dave Koebel, through June 30, 2030
 - 2. Position 2. Ken Musser, through June 30, 2028
 - 3. Position 3. Dustin Morantes, through June 30, 2030
 - 4. Position 4. Andreas von Flotow, through June 30, 2028
 - 5. Position 5. Doug Knight, through June 30, 2030
 - 6. Position 6. Matt Swihart, through June 30, 2028
 - 7. Position 7. Tad McGeer, through June 30, 2030
 - 8. Position 8. Margo Dameier, through June 30, 2028
- C. Permanent Positions:
 - 1. Western Antique Aeroplane & Automobile Museum (WAAAM)
 - 2. Fixed Base Operator (FBO)
- D. Liaisons: Two Port Commissioners serve as non-voting liaisons to the AAC.
- E. Future members may be appointed by majority vote of the Commission during an open meeting and not necessarily by resolution.

Section 2. Appointing Requirements.

- A. Recruitment process can be found in the Port By-laws Section 4(G)(4).
- B. Permanent positions are appointed by WAAAM and the FBO and ratified by the Port Commission as part of the annual business resolution each July.
- C. Commissioner liaisons will be appointed as part of the annual business resolution each July.

Section 3. Criteria for Membership. Appointed and Permanent positions may include non-electors of the district.

Section 4. Meeting Frequency. The AAC meets not less than once a quarter based upon the availability of members, or as otherwise determined by the Airport Manager. Meetings shall be noticed following public meeting rules.

Section 5. Staff person assignment. The Port’s Airport Manager shall serve as the staff liaison to the AAC and shall provide administrative, technical, and procedural support of the committee. The

Port's Director of Real Estate & Asset Management (or similar) is the alternate staff liaison.

Section 6. Length of membership terms. Positions on the AAC are for four years; Permanent positions have no term limitations; Liaisons are appointed annually.

Section 7. Committee category: Permanent.

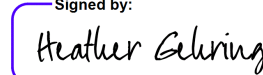
Section 8. Purpose, scope and authority. The purpose of the AAC is to provide advisory input to Port staff and the Port Commission on matters related to airport planning, development, operations, policies, and community interface. The AAC serves in a recommendatory capacity only and has no independent decision-making authority. All final decisions remain with the Port Commission.

Section 9. Budget for carrying out purpose. Staff/contractor time and printed materials.

Section 10. Acknowledgement of budgetary impacts to the port. The AAC may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 21st day of July 2026.

SIGNED

Signed by:

BFA85189B16A4EE...

Heather Gehring, President

ATTEST

Signed by:

00DEADE439F8421...

Kristi Chapman, Secretary



Ken Jernstedt Airfield Monthly Report

September 2026

Prepared by: Jeff Renard, Airport Manager, Aviation Management Services (AMS)

Submitted to: Kevin Greenwood

Date: September 10, 2026

On August 31, 2026, the Hood River aviation community lost two of its own when a Mooney M20C aircraft crashed near Parkdale, claiming the lives of pilot James Crain and passenger Scott Perry, both longtime residents of Hood River. The accident, which occurred outside airport property in the upper Hood River Valley, remains under investigation by the NTSB and FAA, and the cause has not yet been determined.

Our thoughts are with the families, friends, and fellow aviators of James and Scott during this difficult time. Aviation is built on a foundation of trust – in our aircraft, our training, and one another – and losses like this are felt deeply throughout our close-knit community. Aviation Management Services and the Ken Jernstedt Airfield extend its heartfelt condolences to all those affected, and we remain committed to the safety culture that honors the memory of those we've lost.

Scott picked me up on the grass runway in 2016 while I was striping it for the Fly in, told me I needed to learn to fly and put me in the plane and Wes took over striping.

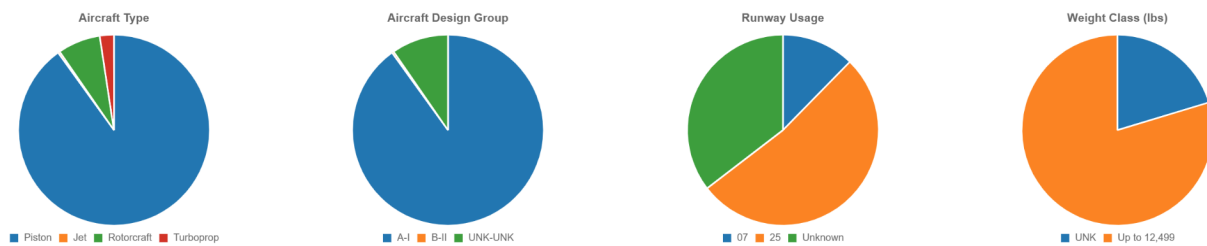
I will miss him.

Aircraft Traffic Count

- | | |
|-----------------------|-------------------------------|
| • July to date | 382 (9/10) |
| • 2026 to date | 7951 flight operations |
| • 2025 | 10,869 flight operations |
| • 2024 | 10,328 flight operations |



Operational Updates



2026 Total Fuel sales 31,794 gallons thru 8/17 (the last day of HoodAero FBO)

4S2							
Month	100LL Island	100LL Truck	Totals	Flow Fee		Amount	Date
				\$0.10		Paid	Paid
January	2125	515	2640	\$264.00		\$264.00	2/6
February	1260	627	1887	\$188.70		\$188.70	3/6
March	1926	681	2607	\$260.70		\$260.70	4/10
April	3319	755	4074	\$407.40		\$407.40	5/15
May	4568	1030	5598	\$559.80		\$559.80	6/12
June	5083	1499	6582	\$658.20		\$658.20	7/10
July	4550	1350	5900	\$590.00		\$590.00	8/7
August	1897	609	2506	\$250.60		\$250.60	9/4
	24728	7066	31794	\$3,179.40			
	\$0.10	\$0.10	0				
	\$2,472.80	\$706.60	31794				

FlyIT reporting is in process:

T Hangar / Taxiway Construction: The Turf Taxiway grass one month later is a wonderful asset!!



The hangar project did have its final walk through acceptance, the light spots in the grass have grown in and 9 of the 10 hangars are leased and occupied. I was the test subject for the grass by putting my plane in the hangar first. SUCCESS!!!!

Facilities: The landscape / mowing contractor is doing a great job keeping the airport mowed and looking great. We mowed the grass runway on the 8th in preparation for the FLY IN.



Devco Mechanical is working with staff to get the water leak at the FBO repaired.

Tree Removal: The tree removal contract and contractor are a work in process, they have run into a few mechanical failures that have caused some setbacks in timing. They have gotten most of the west portion completed and have moved to the NE corner while the fly in is happening.

Grants : The closeout documents are being generated for the T Hangar and Taxiway projects. Staff confirming all invoices are processed and reimbursed. The project came in about 7,000 under budget.

AMS has been working with our engineer on the future of the airport and the CIP for the next 5 years and leveraging the available funding. (see the attached CIP worksheet awaiting the FAA concurrence.)

FBO: The FBO Contract has been awarded and FlyIT Academy did commence operations 8/17/2026, the handoff went fairly smoothly. FlyIt reports that they have 6 students lined up for training and the students he has in Camas are using 4S2 as a destination. The FBO and AMS walked through a fuel proving test early morning on 9/1/26 as required when there are aviation accidents. The FAA retrieved records later that day.

AAC: This will be our first meeting with our new member Dustin Morantes, I look forward to his input.

Next Quarterly Meeting: December 18, 2026 – 4:00 PM – Port Conference Room

Complaints/Issues: We have received a couple of noise complaints that have been worked through. We also received a report of some traffic pattern concerns with the operations of the Soaring Club. AMS is working with the club and the pilot community to make sure we have policies and procedures that keep us all safe. Further details will be reported to you in future meetings.

Meetings attended: Port Meeting (online) & Oregon Department of Aviation State Board Meeting. CIP meetings

The wind sock on the maintenance hangar is a weather torn reminder of the wind we have. The new one arrives on the 10th.



5 Year Capital Improvement Plan (CIP)

Airport Name (Loc ID), ST: 4S2 - Ken Jernstedt Airfield, Hood River, Oregon

CIP START YEAR: 2027

2024 NPE (Expires FY27)

\$43,508 2025 NPE (Expires FY28)

\$150,000 2026 NPE (Expires FY29)

\$150,000 Estimated NPE (for planning through 2032)

2024 AIG (Expires FY27)

2025 AIG (Expires FY28)

2026 AIG (Expires FY29)

Federal Share 90%

Version: April 2026

Fed FY	Available		Funding Source	Data Sheet - Project Component/Phase	Estimated Cost	Funding Plan				
	NPE	AIG				NPE	AIG	Additional AIP	Other	Match
2027	\$343,508		AIP	N. Apron & TW Reconfig & TW A1 Rehab: Phase II-	\$250,000	\$225,000				\$25,000
	Total = \$343,508									
	\$118,508		Remaining Funds 2027 Annual Subtotals:		\$250,000	\$225,000				\$25,000
2028	\$268,508		AIP	RW 7-25 Maint & MIRL Replace & TW Maint: Design & Bidding	\$200,000	\$180,000				\$20,000
	Total = \$268,508									
	\$88,508		Remaining Funds 2028 Annual Subtotals:		\$200,000	\$180,000				\$20,000
2029	\$238,508		AIP	RW 7-25 Maint & MIRL Replace & TW Maint: Construction	\$1,460,000	\$238,508		\$1,075,492		\$146,000
	Total = \$238,508									
			Remaining Funds 2029 Annual Subtotals:		\$1,460,000	\$238,508		\$1,075,492		\$146,000
2030	\$150,000		Carryover	Bank Funds for 2031 NW Taxilane project						
	Total = \$150,000									
	\$150,000		Remaining Funds 2030 Annual Subtotals:							
2031	\$300,000		AIP	NW Taxilane Reconstruction: Phase I - Design & Bidding	\$275,000	\$247,500				\$27,500
	Total = \$300,000									
	\$52,500		Remaining Funds 2031 Annual Subtotals:		\$275,000	\$247,500				\$27,500
2032	\$202,500		AIP	NW Taxilane Reconstruction: Phase II - Construction	\$2,420,000	\$202,500		\$1,975,500		\$242,000
	Total = \$202,500									
			Remaining Funds 2032 Annual Subtotals:		\$2,420,000	\$202,500		\$1,975,500		\$242,000
6 Year CIP Totals:					\$4,605,000	\$1,093,508		\$3,050,992		\$460,500

Sponsor Name & Title: _____

Date: _____

On approach to 4S2 on September 8, 2026 (approximately 12:15) a tow and glider from Hood River Soaring departed Runway 25 stating that they would be staying in the pattern. Anticipating this, I altered course to provide additional spacing and conflict with their right traffic pattern. The tow and glider proceeded out of the pattern to 2500' with no radio communication to describe their intent. I landed safely on Runway 25 (established runway traffic flow). Upon landing I saw HRS Glider landing right traffic for 07. Citing safety concerns, I made a radio call requesting HRS to choose one runway for both takeoffs and landings. My radio call was acknowledged by HRS and stating that it would just take them longer to reset if 25 was used (I acknowledged that this was preferable to creating an unsafe environment using opposing patterns). While fueling, a tow and glider departed runway 25. After fueling and taxiing to the ramp, the HRS glider was again utilizing runway 07 (opposing traffic patterns) creating increased potential for a head on collision with GA aircraft. Again, I requested that HRS choose one runway for departing and landing traffic citing safety concerns. This was acknowledged with two clicks on the mic. Immediately after crossing from fuel to the south ramp, I witnessed a Cessna 152 depart 25 (established flow) while the glider was landing 07 (from my perspective on the ground, the Cessna would have been on a head on collision had they not extended their departure leg). Once on the ground the HRS glider instructor (Brian Hart) then stated that they would be landing 07 because they were simulating a rope break; the tow pilot stated that this was their first time and unfamiliar with the maneuver, so the HRS instructor (Brian Hart) walked him through the procedure on the CTAF. While it's understandable to use opposing traffic in these emergency situations, it was clear that the instructor chose a simulated rope break so that he could justify using 07 on the next flight because he was irritated with my previous requests. After securing my airplane, I walked to the glider port to express my safety concerns with the HRS glider pilot (Hart, who at the time) was instructing. I cordially introduced myself and expressed my concerns that utilizing two opposing runways created unsafe airport conditions for both gliders and GA users. Mr. Hart stated that he disagreed that utilizing opposing traffic patterns was an unsafe practice. I also mentioned to Mr. Hart the myriad times that I have witnessed (on either the ground or in my own airplane) Hood River Soaring have unsafe practices, which he denied seeing any, saying that the only safety concerns he's seen have been from out-of-town pilots using right traffic. The safety concerns that I have witnessed include (but are not limited to): not using the radio while in flight to let other traffic know their location or intentions; using opposing runways despite the established flow in the pattern; glider pilots stating their locations and intentions and then doing something entirely different without any radio calls (I witnessed a near mid-air collision when another GA pilot deliberately tried to avoid them not knowing that they were in a location entirely different from their stated; and tow pilots landing on the taxiway so that they are closer to fuel. While any one of these would have been cause for concern, I have not made a formal complaint to HRS or the

Port (we all make mistakes or change our plans from time to time), instead choosing to express my concerns over the radio. Unfortunately, this approach has done little to change the safety culture at HRS under its current leadership. Unless the safety culture at Hood River Soaring changes, it's not matter of if, but when they are involved in a mid-air collision.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Portland Flight Standards
District Office

3180 NE Century Blvd
Hillsboro, Oregon 97124
Matthew.B.Neff@faa.gov
Main: (503)-615-3200
Fax: (503)-615-3300
Desk: (503)-615-3229

June 04, 2026

Jeff Pinnock
21101 NE 75th Circle
Vancouver, WA 98682

Subject: Aerobatic Practice Area Waiver

Dear Mr. Pinnock:

This letter is to inform you that Federal Aviation Administration (FAA) Form 7711-2 has been approved and FAA Form 7711-1 Certificate of Waiver or Authorization has been issued with an expiration date of June 01, 2029.

Review the waiver and attached special provisions before conducting operations in the aerobatic contest area.

If you have any questions or comments, please contact the undersigned at (503) 615-3229.

Sincerely,

**Matthew B.
Neff**

Digitally signed by
Matthew B. Neff
Date: 2026.06.04
10:46:17 -07'00'

Matthew Neff
Aviation Safety Inspector

Enclosures

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Jeff Pinnock

360-903-6481

ADDRESS

21101 NE 75th Circle

Vancouver WA 98682

This certificate is issued for the operations specifically described hereinafter. No person shall conduct an operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

An Aerobatic Practice Area at the Ken Jernstedt Airfield, Hood River, Oregon as depicted on Attachment A centered at 45°40'21"N, 121°30'31"W from 1,500' AGL up to and including 6,000' AGL.

This activity is subject to the limitations and provisions specified in the Special Provisions attached to this Certificate of Waiver as Attachment A.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR Part 91.121(a)(1); 14 CFR Part 91.303(d)

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE – This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance

SPECIAL PROVISIONS

Special Provisions Nos. 1 to 13, inclusive, are set forth on the reverse side hereof.

This certificate is effective from 06/01/2026 to 06/01/2029, inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

Northwest Mountain Region

(Region)

BILLY JOE
MCKIBBON

(Signature)

Digitally signed by BILLY
JOE MCKIBBON
Date: 2026.06.04
06:40:50 -07'00'

06/07/2026

(Date)

Office Manager

(Title)

FAA Form 7711-2, Application for Certificate of Waiver or Authorization

SUPPLEMENTAL INFORMATION

Privacy Act Statement (5 U.S.C. § 552a, as amended):

Authority: The authority for collecting personally identifiable information in FAA Form 7711-2 is contained in 49 U.S.C. §§ 106(g); 40101; 40103; and 44701 and [Federal Aviation Regulations 14 CFR Part 91](#).

Purpose: The purpose for collecting this information is to establish eligibility for a certificate of waiver or authorization.

Routine Uses: For small Unmanned Aircraft Systems airspace authorizations requested under 14 CFR Part 91, the information collected will be included in the System of Records Notice (SORN) [DOT/FAA 854, Small Unmanned Aircraft Systems \(sUAS\) Waivers and Authorizations](#) and will be subject to the published routine uses including:

- To the public, waiver applications and decisions, including any history of previous, pending, existing, or denied requests for waivers applicable to the sUAS at issue for purposes of the waiver, and special provisions applicable to the sUAS operation that is the subject of the request. Email addresses and telephone numbers will not be disclosed pursuant to this Routine Use. Airspace authorizations the FAA issues will also not be disclosed pursuant to this Routine Use, except to the extent that an airspace authorization is listed or summarized in the terms of a waiver;
- To law enforcement, when necessary and relevant to FAA enforcement activity; and
- Disclose information to the National Transportation Safety Board (NTSB) in connection with its investigation responsibilities.

The Department has also published 15 additional routine uses applicable to all DOT Privacy Act system of records. These routine uses are published in the Federal Register at [75 FR 82132](#) - December 29, 2010, [77 FR 42796](#) - July 20, 2012, and [84 FR 55222](#) - October 15, 2019, under "DOT General Routine Uses" (available at <http://www.transportation.gov/privacy/privacyactnotices>).

Disclosure: Submission of the information is voluntary; however, failure to provide the required information will result in the delay or denial of the request.

OMB Control Number: 2120-0027
Expiration Date: 03/31/2024

Paperwork Reduction Act Statement:

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0027. Public reporting for this collection of information is estimated to be approximately 1 hour and 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required to obtain a benefit. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524



US Department of Transportation
Federal Aviation Administration

**APPLICATION FOR
CERTIFICATE OF WAIVER
OR AUTHORIZATION**

OMB Control Number: 2120-0027 / Expiration Date: 03/31/2024

APPLICANTS - DO NOT USE THESE SPACES

Flight Standards Office

NM-09

Date

06-01-2026

Action



Approved



Disapproved – "Explain under "Remarks"

Signature of authorized FAA representative

Matthew B. Neff

Digitally signed by Matthew B. Neff
Date: 2026.06.01 09:59:41 -07'00'

INSTRUCTIONS

Submit this application to the responsible FAA Flight Standards district office.

Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire

fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site.

Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.

Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 10 only and the certification, item 17, on the reverse.

1. Name of organization

N/A

2. Name of responsible person

Jeff Pinnock

3. Permanent
mailing
address

House number and street or route number
21101 NE 75th Circle

City

Vancouver

State and ZIP code

WA 98682

Telephone Number

360-903-6481

4. State whether the applicant or any of its principal officers/owners has an application for waiver pending at any other office of the FAA.

N/A

5. State whether the applicant or any of its principal officers/owners has ever had its application for waiver denied, or whether the FAA has ever withdrawn a waiver from the applicant or any of its principal officers/owners.

No

6. 14 CFR section and number to be waived

91.303 (d), 91.121

7. Detailed description of proposed operation (*Attach supplement if needed*)

In a 1.5nm radius circle centered between 4S2 and the ridge directly East of the Airport, an Aerobatic Practice Area for Gliders to introduce, develop, and maintain aerobatic proficiency.

8. Area of operation (*Location, altitudes, etc.*)

1.5nm radius circle centered N45 40' 21 W121 30' 31, from 1500' AGL, (2138' MSL) to 6000' AGL, (6638' MSL), excluding North and South of 4S2 boundaries as depicted on the aerial view.

9a. Beginning (*Date and hour*)

06/01/2026

0700 pst

9b. Ending (*Date and hour*)

06/01/2029

1600pst

10. Aircraft
make and model
(a)

Pilot's Name
(b)

Certificate number
and rating
(c)

Home address
(Street, City, State)
(d)

Schleicher ASK-21

Jeff Pinnock

3310318 CFIG

21101 NE 75th Circle Vancouver, WA

Schweizer SGS2-32

Jeff Pinnock

3310318 CFIG

21101 NE 75th Circle Vancouver, WA

Let L33 Solo

Jeff Pinnock

3310318 CFIG

21101 NE 75th Circle Vancouver, WA

Other unnamed Pilots

11. The air event will be sponsored by:				
12. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone Number
13. Policing <i>(Describe provisions to be made for policing the event.)</i>				
14. Emergency facilities <i>(Mark all that will be available at time and place of air event.)</i> ☐ Physician ☐ Ambulance ☐ Fire truck ☐ Aircraft rescue vehicle ☐ Other - Specify _____ _____				
15. Air Traffic control <i>(Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.)</i>				
16. Schedule of Events <i>(include arrival and departure of scheduled aircraft and other periods the airport maybe open.)</i>				
Hour (a)	Date (b)	Event (c)		
If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.				
> Please Read The undersigned applicant accepts full responsibility for the strict observance of the terms of the Certificate of Waiver or Authorization, and understands that the authorization contained in such certificate will be strictly limited to the above described operation.				
17. Certification - I CERTIFY that the foregoing statements are true.				
Date 05/29/2026	Signature of Applicant Jeff Pinnock Jeff Pinnock			
Remarks				

Aerobatic Practice Area (APA) Special Provisions

1. Aerobatic flight requiring CoW shall be confined to the area designated on the pictorial chart and as depicted on a sectional chart, attached to the CoW and defined in Special Provision 2. This Aerobatic Practice Area is restricted to **GLIDERS ONLY**.

Note: A definitive pictorial chart or photograph of the underlying area must be attached to the CoW. Satellite photographs may be substituted for topographic charts and are available on Web sites, e.g., Google Earth, maps.google.com, Map Quest, etc.

2. The APA is further defined as follows: 1.5 NM radius circle centered N45 40' 21 W121 30' 31, from 1,500' AGL, (2,138' MSL) to 6,000' AGL, (6,638' MSL), excluding north and south of 4S2 boundaries as depicted on the aerial view.
3. Except as specifically waived, no aerobatic maneuvers under this CoW may be performed over or within 1,500 feet laterally from any open air assembly of persons or congested area of any city, town, or settlement.
4. No person may operate an aircraft in the APA when the visibility is less than 3 miles or a ceiling less than 4,000 feet.
5. Before commencing aerobatic flight operations, the person(s) authorized to activate and deactivate the APA shall be responsible for advising the Leidos Flight Services (LFS) of the activity and requesting that a Notice to Airmen (NOTAM D) that includes the following information be issued:
 - a. The location, dates, and times the aerobatic activity will be in effect.

Note: For CoW that are issued on a long-term basis, additional wording should be included to request that the advising LFS keeps the CoW on file for future NOTAM activation.

6. Notification shall be made to the Seattle Air Route Traffic Control Center (253-351-3520) and the Leidos Flight Services (LFS) at least 30 minutes before the beginning of aerobatic activity in the practice area, or, if a letter of agreement exists, notification shall be made as specified in that document. The Seattle Air Route Traffic Control Center shall also be notified at the termination of aerobatic activities within the APA.
7. The person(s) authorized to activate and deactivate the APA described in special provision 2 is Jeff Pinnock (pinnoje@aol.com or 360-903-6481).
8. The person named in special provision 7 shall also be responsible for the following:
 - a. Reminding all participants that all pilots and aircraft operating within the confines of the activated CoW for an APA must be properly certificated;
 - b. Briefing each pilot to ensure that all users of the APA are aware of, and are expected to comply with, the limitations imposed by the CoW and its attendant special provisions; and
 - c. Maintaining a log containing the pilot's name, airman certificate number, aircraft registration number, date, and time during which the APA was in use, and providing this information to the FAA upon request.
9. All pilots must monitor Ken Jernstedt Airfield (4S2) CTAF/UNICOM on a continuous basis

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VALID: 1 June 2026 to 1 June 2029
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while operating within the APA.

10. All pilots operating within the APA shall maintain VFR at all times and shall be responsible for seeing and avoiding all conflicting traffic.
11. Aerobatic flight shall be conducted only between the hours of sunrise to sunset as published by the American Air Almanac, converted to local time.
12. The holder of this CoW or delegated representative acting as a safety observer, is responsible for halting or canceling activity in the APA if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this CoW.
13. The FAA has the authority to cancel the CoW or delay any activities if the safety of persons or property on the ground or in the air is in jeopardy, or if there is a violation of the terms of the CoW.

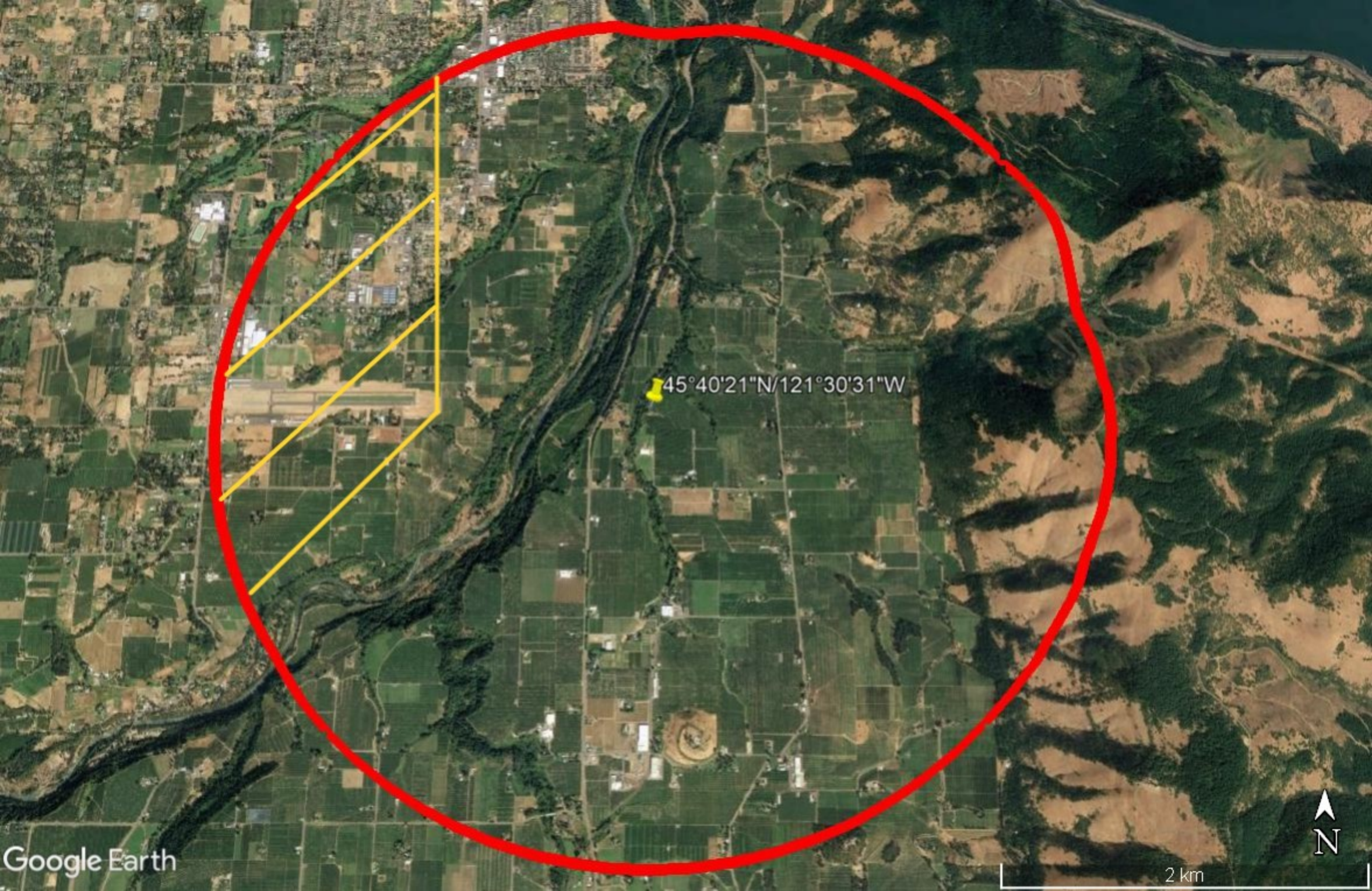
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PARTICIPANTS STATEMENT

I have read and understand the Waiver and attached special provisions and will comply with all of them any time I am operating under the authority of this Waiver.

Pilot Signature	Certificate Number	Certificate Grade
_____	_____	_____
_____	_____	_____
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45°40'21"N/121°30'31"W

From: [Saunders, Joseph \(FAA\)](#)
To: [Edeal, Larry B \(FAA\)](#)
Cc: [Haupt, Cathy CTR \(FAA\)](#); [Thompson, Bradley CTR \(FAA\)](#); [Millard, Mike \(FAA\)](#)
Subject: CATEX for the Ken Jernstedt Airfield APA
Date: Monday, April 6, 2026 8:22:07 AM
Attachments: [image001.png](#)

Inspector Edeal,

The Flight Standards Service, General Aviation Operations Group, AFS-830 has reviewed the information provided, including an Application for Certificate of Waiver or Authorization received on February 19, 2026, and supporting documentation for the Ken Jernstedt Airfield (4S2) Aerobatic Practice Area (APA) in Hood River, OR, Hood River County.

The proposed 4S2 APA would be located near the Ken Jernstedt Airfield. It would be a circle with a radius of 1.5 nautical miles centered on a point 1.25 miles east of the airfield. A portion of the circle was cut out to avoid flying directly over a city. It would have a height between 500 feet above ground level (AGL) and 6,000 feet AGL. The anticipated usage of the APA is six hours per month during daylight hours, and operations will be conducted exclusively by light, non-engine, glider, aerobatic aircraft.

Given the intensity of use, location, type of aircraft proposed, and base altitude, our review concludes that the proposal would produce environmental effects that are not significant. This is consistent with FAA's determination that the Federal action to approve a Certificate of Waiver for an Aerobatic Practice Area of infrequent use is categorically excluded from further environmental analysis per paragraph B-2.2 of FAA Order 1050.1G. Furthermore, the proposed Federal action has no extraordinary circumstances as contained in paragraph B-1 of the same order. A copy of this statement should be included with the proponent's file.

Environmental Review – Endangered Species Act (ESA) Compliance:

Section 7 – No Effect Determination on Listed Species and Critical Habitat

The proposed 4S2 APA is located in Hood River County, where the Northern Spotted Owl is a federally listed species under the Endangered Species Act (ESA). In accordance with Section 7 of the ESA, the FAA has conducted a review of potential impacts on these species and their designated critical habitats. The following factors support a No Effect determination:

Aircraft operations are already permitted in the navigable airspace at or above 1,500 feet AGL, meaning the APA does not introduce new activity to the area. According to FAA and Volpe Center research, sporadic and infrequent flight activity does not cause significant behavioral or population-level impacts on wildlife. The 4S2 APA will have limited use, with only six hours of operations per month during daylight hours, reducing the potential for disturbance to species. The FAA has reviewed U.S. Fish and Wildlife Service (USFWS) critical habitat designations and found that the APA does not overlap with critical habitat for any of the listed species.

Given these findings, the FAA has determined that the proposed action will have No Effect on federally listed species or designated critical habitats. No further consultation with the USFWS or the National Marine Fisheries Service (NMFS) is required under Section 7 of the ESA.

Section 106 – No Effect on Historic Properties

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) and 36 CFR Part 800, the FAA has conducted a review to assess potential impacts on historic and cultural resources. The APA designation does not involve any ground disturbance, construction, or alterations to structures or landscapes that could impact historic properties.

The FAA has consulted with the State Historic Preservation Office (SHPO) and federally recognized Tribes to determine whether the proposed APA would affect any historically or culturally significant sites. SHPO and Tribal concurrence documentation is on file, confirming that no historic properties will be affected.

The FAA has determined that the proposed action results in No Historic Properties Affected and no further consultation is required under Section 106.

Conclusion

Based on the analysis of environmental considerations, including wildlife, historic properties, noise, and air traffic impacts, the FAA has determined that the establishment of the 4S2 APA qualifies for a categorical exclusion under FAA Order 1050.1G.

Additionally:

A No Effect determination has been made under Section 7 of the ESA for federally listed species and critical habitats.

A No Historic Properties Affected determination has been made under Section 106 of the NHPA, with SHPO and Tribal concurrence documentation on file.

As a result, no further environmental assessment (EA) or environmental impact statement (EIS) is required, and the proposed action may proceed under the categorical exclusion determination.

Thank you,

Joseph Saunders
Manager, AFS-830 General Aviation Operations Group
General Aviation and Commercial Division
Office of Safety Standards, Flight Standards Service
Federal Aviation Administration
U.S. Department of Transportation
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