



AIRPORT ADVISORY COMMITTEE

MINUTES for September 20th 2013 Meeting

Attending:

AAC Committee Members, John Benton., Dayle Harris., Bill Avolio, Judy Newman., Scott Pimley.

With: Port Commissioner, Hobi Streich; Port Rep, Steve Burdick; Airport Rep/FBO, Scott Gifford.

Guest: Bud P.

1. Approved Minutes of AAC Meeting August 19th.
2. Taxiway B & South Apron Reconstruction: Steve Burdick related that the Port Commissioners decided to not pursue funding for the Taxiway B extension and South Apron reconstruction primarily because further discussions with FAA determined that approximately 20 -21 tie downs would be removed and FAA's ability / willingness to participate in the cost of replacing the tie downs is questionable given that alternate tie down areas are not shown in the ALP. Port staff and commissioners recommended that the master plan and ALP be redone and the priority of projects reconsidered to perhaps allow the FBO and fuel farm to be relocated to the North side of the airport out of the way of traditionally funded FAA projects.
3. Airport Business Plan: The Vision statement, "Aircraft dependent business airport of choice in the Columbia River Gorge" was referred back to the advisory committee for further consideration. Committee members generally agreed that the Ken Jernstedt airport could not effectively compete with The Dalles as a business airport and should rely on the appeal of the Gorge (Columbia River, Mt. Hood, Mt. Adams) and its user friendliness.
4. FAA and ODA Airport Inspections: Steve Burdick related the results of inspections by FAA and ODA. There was some question about the location of one tree cited by the ODA inspector. *This has been subsequently determined to be a copper beech tree that was topped earlier this summer and is not penetrating the protected air space.* In general, both inspection reports were very favorable and the issues cited in the reports have already been cured or are being actively addressed, e.g. topping of trees in the protected air space.
5. Grass Runway: There were generally favorable comments on the condition of the grass runway. Steve will check on whether the irrigation is operable on the new grass runway (*it wasn't*) and have Port Maintenance crew check on car tracks about 2/3 of the way down the runway.
6. Jet Fuel. Steve presented his financial analysis of a traditional jet fuel tank and truck set up for the airport. It shows a negative return on investment.

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Considerable discussion followed on alternate means of providing jet fuel including expandable tanks, a series of smaller tanks, trucks sharing the tank supply at The Dalles airport and trucks without tanks. There is more work to be done on this topic.

7. Hangar Development. Steve presented his first cut analysis on the potential development of another set of 12 T-Hangars. The first cut return is positive. Considerable discussion followed on location, whether 12 was the appropriate number in a future T-Hangar, whether box hangars, T-Hangars or tie downs would contribute more to the viability of the airport. More work will also be done on this topic.
8. Informational Signage. There was discussion about the most effective means of informing pilots, particularly transient pilots, about being aware of potential aircraft on the grass runway and about transitioning from Taxiway B to the East end of the runway without having to back taxi. Scott Gifford will synthesize the decisions in an email and Steve will distribute that email to advisory committee members for comment.
9. Potential Newsletter. Stimulated by the need for informational signage, discussion followed about the potential for a periodic newsletter to be distributed to all registered aircraft owners in the Pacific Northwest and to all flight schools. The newsletter would promote the vision of the airport as the destination airport of choice in the Columbia River Gorge known for its user friendliness and its proximity to Mt. Hood, Mt. Adams, the Columbia River, wind related sports, hiking, biking, shopping and dining.
10. Safety Incidents and Ordinance 23 Violations. There was considerable discussion related to a recent safety incident in which a glider pilot "buzzed" people on the ground at WAAAM who were complying with FAA regulations and flying remote controlled aircraft and with violations of Ordinance 23 by this same pilot.