

4S2 Airport Advisory Committee
March 21, 2024
Port Conference Room

Minutes

PRESENT: all AAC members, Tor Bieker, Kevin Greenwood, Bill Avolio, Chris Robuck

CALL TO ORDER/OPENING REMARKS

The meeting was called to order at 4:05 PM by Dave Koebel.

Kevin Greenwood (Port Executive Director) reported that as of yesterday Greg Hagbery no longer worked for the Port. Kevin would be filling in for Greg as the Airport Manager until such time as a replacement could be found. He asked for patience as he got up to speed. Dave Koebel asked if this would impact any current projects- Tor Bieker said he did not think so as our current engineers (PAE) had things under control.

APPROVAL OF THE MINUTES FROM LAST MONTH

Dave Koebel asked for a correction to the motion for the Mission (Vision?) Statement- deleting the word Safe. The minutes were approved as amended.

ADDITIONS TO THE AGENDA

Dave Koebel asked to add a discussion of the location of the proposed new hangars on the north ramp, and briefly revisit the Mission/Vision statement.

PROJECT UPDATES

North Apron Development

Kevin Greenwood stated that he had gotten quite a bit of feedback over the proposed location of the new hangars. The main area of concern seemed to be that the NW corner of the north ramp had been designated in previous Master Plans and community plans as the best site for an FBO building. Kevin thought ultimately this would be a Port and County decision. He relayed the feedback he had gotten to Claudia as the developer.

Andreas on Flotow added that when they had spoken to their clients about hangar siting, they had proposed the gravel area on the NW corner. Claudia had gone to speak with Terry Brandt, which had resulted in a bizarre letter detailing his concerns. Andreas thought there was certainly a communication issue, and they were totally open to revisiting the siting.

Tor interjected that Airport Master Plans from the '70s on had pushed to move the FBO and the fuel to the north ramp. The FAA and the ODA had endorsed this, which had helped push the subsequent \$6.5 million N ramp development project. The 2018 Master Plan presented 4 options, with the preferred option having the FBO building in the NW corner of the north ramp as the gateway to the airport- the public entrance. The concern at this point was that box hangars there would block public access to the north ramp and preclude future public access development.

Claudia von Flotow asked if there was an expectation that an FBO building should have substantial esthetic upgrades from a metal box hangar. Doug Knight asked if anyone was familiar with the Bend FBO as it was essentially a metal corrugated building. Dave Koebel countered that it had a substantial amount of glass and was far from a simple metal building.

Claudia said she would be happy to re-site the hangars, but potentially at the risk of her clients moving the buildings to Dallesport. She suggested, as a solution, building the hangars as

proposed but dedicating the west half of the hangar adjacent to the parking area as a potential FBO. The question then would be who would pay for this.

Bud Musser asked how many aircraft she thought she could get in these hangars. Claudia said she had no idea, as that would be up to her clients. Andreas added that they were sized for one King Air in each bay.

Tor asked if the hangars could be moved along Jeanette Rd- the east side of the N ramp. Claudia said she feared pushback if she suggested Jeanette Rd as access. Andreas added that no one would rent a west-facing hangar. There was the potential to stack the hangars for N/S facing doors, but that would require pavement cutting. Margo Dameier said that Jeanette Rd was not adequate for airport access. Tor thought that was true for airport access, but hangar access might be possible. Claudia said she wanted to avoid a traffic impact analysis if Jeanette Rd was proposed,

Tor then brought up the issue with the WAAAM easement from the north ramp to his field just to the north. Apparently it has not been adequately defined, but a survey crew was due next week to figure it out

Claudia said she would love to have WAAAM operate, and pay for, an FBO on the corner.

Dave Koebel asked if west facing hangars would be a deal breaker. She said it would, and asked if he would rent one. Dave said if he had a King Air he would most definitely rent one. West facing doors, in his opinion, would not be an issue. She said she did not have anyone interested in leasing a hangar with a west-facing door.

Bill Avolio asked if there were any other plans to build anything else at the airport, perhaps on the south ramp. Tor replied that there is a project in motion for T-hangars on the gravel pad on the south ramp. He also mentioned that community opinion mattered to the Port in terms of development at the airport.

Claudia mentioned that the steel was due to arrive in two weeks, and she would like to move forward as quickly as possible. She asked for direction from the Commissioners, said she would once again sit down with Terry Brandt to see what could be worked out, and also get back with her clients about potential re-siting.

Discussion Topics

Minimum Standards- Committee review/comments

Kevin asked for some background, specifically to whom this document belonged. Tor thought it was as Word doc that Greg had shared for editing. Kevin said he would track it down.

Tad asked what market failure had made it necessary to have minimum standards. Tor said he thought there were FAA expectations that we have them in order to promote diverse commercial activity at the airport. Tad thought that by having them you were creating barriers to entry, with the potential to reduce services available at the airport. Requiring insurance to protect the Port seemed reasonable, but requiring the FBO to paint the building red- not so much. Tor thought the committee might simplify the Minimum Standards to address this.

Bill Avolio said he thought the Minimum Standards were a hangover from the days when the FBO was subsidized by the Port. Andreas suggested that Minimum Standards improved services available to local pilots and prevented ghost airports with no maintenance and a card-lock pump. Tad thought pilots should be able to choose what and where they shopped. Doug suggested modifying the MS to best fit our airport. Tor said he would try to find the genesis of the Minimum Standards to ensure we were not violating anything important if and when we altered them. The committee members were encouraged to revisit their edits and bring them to the next meeting.

Runway Lights

Doug asked for information about whether the airport lighting was on 24/7 or was in fact pilot-controlled. He said he could see the lights from his house and they were on all night. He wondered if this was a maintenance issue, and if so, what was it. Margo agreed that the lights had been on all winter. Tor pointed out that the committee had recommended years ago to go to pilot controlled lighting in an effort to save money. Kevin asked for clarification- Doug explained how it worked. Doug then asked what the lighting cost per year, among other airport expenses, which led to the point that the Port is just now in the process of nailing this down. Apparently someone had just switched the lights to on all the time. Kevin was asked to find that person and ask to have the lights put back in pilot-control mode. He said he would do that.

Mission/Vision Statement

Dave Koebel applauded Tad for his upbeat motto for the airport "Where Aerospace Flies in the Gorge", but suggested it would not work as a M/V statement. In an effort to further simplify the Mission Statement, Dave asked if changing "Economically Viable" to "Sustainable" would work better. Tor suggested that this was actually the Vision Statement. Tad pointed out that Sustainable was somewhat defensive in terms of keeping the airport open, and also had green, social connotations. The consensus was to leave it as it is for now, consider potentially better suggestions, and revisit this at the next meeting.

Stakeholder Updates

FBO Brook Bielen submitted an email with the recent fuel sales- roughly 2000 gal. in Feb, 1400 gal so far this month. Flight operations were picking up. Jeff Renard, the Dallesport airport manager and the Port have a sales agreement to sell the old fuel tank and move it to Dallesport for \$10k.

Hood River Soaring Tor reported that the HR Youth Soaring Program was poised to be the largest in the county, and that it would be important to support them as best we could.

WAAAM Bud Musser mentioned that the museum was acquiring new aircraft and proceeding with restoration on others.

New Business

Tor said that our engineering firm Century West had recommended designating our existing runway overrun (unimproved pavement left on the west end when the runway was moved 500' to the east to create an appropriate separation from Tucker Rd) as a Stopway so it could be included in calculations for Accelerate/Stop distances for aircraft that might not legally (in terms of corporate operating specs) be able to use our runway. He understood there would be costs involved, but was interested if the committee thought the Port should further investigate. Tad thought more runway was always a good thing in regards to safety. Doug agreed, and was curious as to the cost to upgrade and maintain in the future. The motion to have the Port look into this passed.

The meeting was adjourned at 5:30 PM. The next meeting will be May 16th at 4 PM in the Port Conference Room