

**PRESENT:** Committee members Chair Jeremy Young, Dayle Harris, Gennaro Avolio, John Benton, Port Commissioner-member Fred Duckwall, FBO Johnny Young, Port Executive Director Michael McElwee and Port Marketing Manager Mike Doke. Guests: Daren McCafferty and Bob Merz, Hanel Development; Tim and Colleen O'Donnell, airport neighbors; Port Maintenance Supervisor Joe Pounders; and Scott Keillor, Columbia Planning and Design.

## **INTRODUCTIONS**

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

## **SUMMER 2009 AIRPORT CONSTRUCTION PROJECTS**

Two capital projects are scheduled this summer at Ken Jernstedt Airfield – grass runway construction and north apron crack sealing, Automated Weather Observation Station (AWOS) adjustment and wind cone relocation.

Mike Doke introduced Daren McCafferty of Hanel Development, which will complete the fill and excavation for the grass runway. Bob Merz joined McCafferty. Hanel Development will haul base material from Odell to the airport, and utilize airport topsoil to complete the project. Port of Hood River maintenance will install an underground irrigation system, followed by planting grass.

Doke noted the topsoil would come from the area directly north of the northern taxiway, a location pilots sometime use to land in existing grass. John Benton suggested using material near the AWOS instead, an idea strongly supported by committee members. McCafferty said this would work. If needed, additional topsoil can be relocated from the airport's northern border off Orchard Road. Joe Pounders said the irrigation's tap would be from a southern Jeanette Road service. Gennaro Avolio asked when the irrigation would be installed, and Pounders replied following Hanel Development's work. Pop-up sprinkler heads will be used. Avolio asked if the asphalt runway would remain open during construction. Johnny Young noted Notice to Airmen (NOTAMs) would be broadcast if there were potential conflicts. Johnny also expressed concern with heavy construction equipment crossing the northern taxiway, and McCafferty noted he would restrict crossings to approximately 100-foot sections.

McCafferty stated work is scheduled to begin July 13 and should be completed by early August, adding survey stakes must be in place before he can start. Scott Keillor asked if all required permits have been obtained, and Doke responded he has discussed the project with county public works, county building and county planning and no county permits are needed.

There was consensus to avoid use of the completed runway until 2010 so that it can properly compact.

Also scheduled this summer is a north apron crack sealing project, an AWOS wind gauge adjustment and a wind cone relocation from the south side of Runway 25 to the north side of the northern taxiway. There was much discussion regarding the wind cone's final location. Doke mentioned three different locations near the AWOS were explored by engineers and one was selected. Committee members agreed the wind cone would be

more accurate if it were placed on the south side of the runway, and Doke responded he would work with the project engineer to find the best location.

The construction schedule is pending until Federal Aviation Administration releases project funds, but work will not be schedule during special events, like the Sept. 11-13 Hood River Fly-In.

### **FUTURE CAPITAL IMPROVEMENT PROJECT**

Doke noted there Airport Improvement Funds of more than \$300,000 is available for the next airport capital project, and another \$150,000 is anticipated in October 2010. He asked the committee if the Port should proceed with a plan to expand the north apron, a project that includes a wetlands delineation, or if funds should be targeted toward a runway eastward shift and Orchard Road vacation as a result of May 18 Hood River County Board of Commissioners' adoption of the Airport Master Plan. There was unanimous consensus that the runway shift and road vacation are the priority projects.

As a result, the north apron expansion project was put on hold.

### **MASTER PLAN/ORCHARD ROAD VACATON UPDATE**

As noted, the airport master plan in May was approved for adoption into Hood River County's comprehensive plan. Doke provided an update on the projects, stating that county public works has recommended funding and a construction schedule be identified before requesting the street vacation. Jeremy Young noted the county planning director suggested the Port pursue the project immediately. Keillor suggested preliminary work could be completed prior to November, when FAA plans to notify the Port when runway shift/road vacation funding will be available. Doke said he would contact both county departments to coordinate this.

### **FLY-IN UPDATE**

Jeremy Young provided an update on the 2009 Hood River Fly-In, scheduled for the second weekend of September. Young said more than 400 aircraft are expected, and host Western Antique Aeroplane and Automobile Museum will rely on more airport use than it has in the past few years. A hay wagon will carry visitors between the south side of the airport and WAAAM. All aircraft rides will be staged on the airport's south side. The FBO will rent a fuel truck. Young also anticipates requests for camping. An area north of the northern tiedowns was identified for camping, and a request will be taken to the July 21 Port Commission meeting if needed.

### **SUMMER MAINTENANCE ITEMS**

Johnny Young suggested that the Port leave a weed-whacker at the airport so that the FBO can assist with weed issues. Michael McElwee supported the suggestion, and the Port will discuss this with its maintenance department. Jeremy Young inquired about exterior lighting on the maintenance hangar and on the northern apron. Doke responded he would discuss these with maintenance staff. The sinkhole near Runway 25 is a

persistent problem and Johnny Young suggested any excess material from grass runway construction could be used to fill the hole.

### **NOISE ABATMENT POLICY**

Dayle Harris recommended notices be placed with the FBO and on runway-adjacent signage to remind pilots of the air traffic pattern. Too many planes are flying loud engines over residences when they leave the air pattern, he noted. All agreed to work to improve the situation.

### **THROUGH-THE-FENCE AGREEMENTS**

McElwee distributed a draft version of a through-the-fence policy intended for properties south of the airport. These agreements would only be available to pilots who have a commercial aviation interests, like flight training. Jeremy Young, who lives south of the airport and may be eligible to receive a through-the-fence agreement, noted the primary issues are safety and fairness. Anyone executing such agreement with the Port must pay a fair fee equivalent to on-airport tiedown fees, and safe access onto the airfield must be determined.

McElwee noted the policy was developed at the direction of FAA. Benton added that should be included in the policy so that it modification is possible should FAA development new through-the-fence directives. McElwee plans to send the policy to FAA by June 26.

Avolio distributed information regarding a lawsuit stemming from FAA's through-the-fence enforcement action at Driggs, Idaho.

### **NEXT MEETING**

The next meeting will be set for 2 p.m. Thursday, July 16, when grass runway construction will be in its first week.