

PRESENT: Committee members Chair Jeremy Young, Dayle Harris, Gennaro Avolio, Bill Veatch, and Richard Clarke, Port Commissioner Fred Duckwall, FBOs Scott Gifford and Johnny Young, and Port Marketing Manager Mike Doke.

INTRODUCTIONS

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

AIRPORT CONSTRUCTION PROJECT – GRASS RUNWAY

Gennaro Avolio gave a strong objection to grass runway construction work that occurred adjacent 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. Mike Doke noted that Port staff had determined with its insurance agent of record that no liability was created by construction and opted to proceed since the contractor was available. Doke reported that the grass strip's base material had been hauled from an Odell site. It was placed and compacted on the airport according to engineer's specifications. Jeremy asked how irrigation water would be accessed for the grass strip. Doke responded that Port maintenance plans to use pressurized water from Tucker Road. The committee noted the grass runway would not be available for the Sept. 11-13 Hood River Fly-In and that gypsum or chalk should be used to create large "X" on the area to alert pilots the strip is not available. Doke provided an update on completion of the grass runway, stating contractor Hanel Development will try to move topsoil onto the site this fall, and irrigation installation would follow. Autumn 2009 work will be contingent on favorable weather.

AIRPORT CONSTRUCTION PROJECT – NORTH APRON/WIND CONE/AWOS

Doke noted the north apron crack sealing/wind cone installation/AWOS anemometer adjustment project is completed. The Port plans to augment the work with a seal coat project, with that work occurring in late September or early November. Seal coating would include the northern tiedown area plus the T-hangar area. Striping will follow.

MICROWAVE FIRE

FBO Scott Gifford reported on the Oregon Department of Forestry's airport use during the Microwave Fire that threatened Mosier in the past week. Helicopters needed jet fuel, and could have gotten to critical fire areas had jet fuel been available at the airport. Gifford noted jet fuel has storage issues that can be resolved with proper filtering and occasional stirring. Gifford anticipates installing a jet fuel storage tank in 2010; an on-airport fuel truck would be available to serve helicopters.

HOOD RIVER FLY-IN

Jeremy Young said the Sept. 11-13 Hood River Fly-In should attract a record number of airplanes. The event is well organized. The FBO plans to provide a fuel truck to pump aviation gas. Richard Clarke noted Western Antique Aeroplane and Automobile Museum would set up temporary showers to serve visitors.

NOISE ABATEMENT PROJECT

Dayle Harris has been working on a project to remind pilots of proper air traffic patterns to help reduce noise issues at the airport. His research produced information from Washington's Port of Friday Harbor Airport, which has a runway similar in length to Hood River's but more operations. Harris encouraged members review the web site: www.portfridayharbor.org/fridayharborairport. Harris suggested airport noise procedures be posted in the FBO Building, in published airport information and on the Port's web site. He also suggested three different runway signs with traffic pattern information. Doke asked that the committee select the precise language they would like to see on the runway signs. Harris also distributed copies of Advisory Circular No. 90-66A, which recommends standard traffic patterns and practices for aeronautical operations at airports without operating control towers for the committee's review.

SUMMER MAINTENANCE ITEMS

Doke updated the committee on the progress of maintenance items identified in the spring. Most of the identified issues have been resolved, but outstanding project are fixing exterior lights on the northern T-hangars and adding a light to the pole on the north apron's northeast corner.

ORCHARD ROAD VACATION

Doke provide an update on vacating Orchard Road east of the airport. He and the port's attorney have meet with county public works to identify and resolve issues to prepare this request for a county commission hearing. Before taking this request to the county commission, the Port must identify abutting property owners, determine runway and taxiway minimum setbacks, and survey the area to develop property descriptions, right-of-way descriptions, cul-de-sac dedication, access to private driveways and utility easements. Abutting property owners have been identified and informed about the project to ensure their input, Doke explained. Minimum runway setbacks have been identified working with the county's GIS program. The next step is having a professional survey company complete required survey work. Once that is done, the Port's attorney will create a legal petition that will include a title report to show the names and addresses of anyone with a recorded interest in property abutting the road section that is proposed for vacation. Submitting that petition to the county is the final step before a public hearing.

ADJOURN

Jeremy Young adjourned the meeting at 11:45 a.m. No date was set for the next committee meeting.