

PRESENT: Committee members Chair Jeremy Young, Bill Veatch, Richard Clarke, Dayle Harris, Bill Avolio and John Benton, FBO staff Dave Koebel, Port Marketing Manager Mike Doke. Guest: Bud Pepitone, neighbor.

INTRODUCTIONS

Chair Jeremy Young called the meeting to order at 2:30 p.m.

ORDINANCE 23 UPDATE

Jeremy Young asked individual committee members for input on proposed Ordinance 23. Mike Doke mentioned the only written committee member comments received by the Port were from Bill Avolio, adding the Port was seeking the committee's support for the proposal. Bill Veatch initially stated he had no comment, then adding that after reviewing the ordinance it was difficult to determine where the Port's responsibility ended and the Federal Aviation Administration's (FAA) began. Dayle Harris asked why Peace Officer language was modified, and Doke explained the Port received concerns that any FBO or Port employee could enforce Ordinance 23 so the Port changed language to give just the Peace Officer this authority. Doke reviewed the other proposed changes. Harris said Ordinance 23 is not a perfect document but he could support it, explaining he recognized it would be revised over time.

Committee members expressed concern about the Alternative Grass Landing Area (AGLA). Young pointed to Section 18.1 (i) noted the AGLA and primary runways are identified as a single runway, and typical uses should be allowed. As a result, he suggested allowing aircraft to takeoff from the AGLA. Doke said FAA is reconsidering its position on this issue but has not provided a final answer. Young said the ordinance language should be updated to allow AGLA takeoffs, and the rest of the committee agreed.

Young and other committee members noted that, as a whole, the ordinance is lengthy and covers rules established by Federal Aviation Regulations (FARs). If pilots were directed to abide by all FARs and AGLA procedures, much of Section 18 could be removed. The committee followed by agreeing that new language pertaining to FARs and AGLA procedures be inserted as the (a) subsection throughout Section 18 and the following subsections deleted: 18.2 (c), (f), (g), (i), (j); 18.3 (c). Dave Koebel noted the simplified ordinance could be instituted and any of these items could be reinserted in the future if needed.

The committee agreed by consensus to support the ordinance if these modifications were accepted by the Port. They gave Young approval to write a letter of support to the Port Commission once he has reviewed the revised ordinance.

FUTURE OF FLOATPLANE MARINA DOCK

Doke reported most slips at the Port's marina have been vacate for a number of years and other marina users are requesting their use for boat storage and a youth sailing program. Currently two of seven slips are being used by floatplanes.

Young asked who would be liable if planes were damaged by the different use, and Doke replied boaters must have liability insurance. The committee advised that three slips be retained for floatplanes.

ACCESS GATE CARD READERS

Doke reported the Port is considering replacing keypunch security access to two airport gates with cards. The committee did not object to the proposal.

SURVEILLANCE CAMERAS

Doke reported that the Port has been exploring the possibility of installing security cameras at the airport. John Benton questioned the need for the system, noting the expense did not justify any potential problems at the airport. Young noted surveillance camera systems have been successfully legally challenged at other airports. The committee unanimously was in opposition to the proposal, stating swap-cards at airport gates would provide adequate security.

ALTERNATIVE GRASS LANDING AREA EDUCATION PLAN

Doke noted the Port efforts to implement the AGLA education plan. The Port plans to ask all T-hangar tenants to sign acknowledgement forms, and that the Port plans to hold educational meetings at the FBO and has contacted Western Antique Aeroplane and Automobile Museum for meetings. Koebel suggested the AGLA Procedures could be posted at the FBO Building.

ORCHARD ROAD VACATION/POTENTIAL BIKE PATH

Doke noted the Port is looking at the potential of bicycling alternatives if Orchard Road vacation is approved. The committee was against a bike path around the east side of the airfield, noting road shoulder improvements were made on Tucker Road west of the airport to encourage cycling there. Members said the east side of the airfield should be reserved for aviation uses. Doke said the Port is working with FAA to see if property acquired with federal funds could be used for a bike path around the airport's east end.

OTHER ITEMS

Doke updated the committee on recent Orchard Road vacation activity. Hood River County Public Works is open to replacing planned cul-de-sacs with hammerhead dead-ends at road terminus points south and north of the airport as long as there were no objections from West Side Fire Department. The road vacation meeting schedule process has been clarified, too, Doke added, with the request planned to be presented to the Hood River County Board of Commissioners at its June 20, 2011 meeting, when it's hoped a public hearing would be scheduled as early as the County Commission's July 18 regular meeting.

Committee members expressed concern that the Port's burn pile on the airport's north side continues to be used. **(Follow-Up: Doke checked with maintenance staff and verified the burn pile is being used for organic materials up to three times annually.)**

Committee members expressed concern that the new glider area on the airport's south side would not be ready in time for the coming glider season. Doke said the Port maintenance department had staked the area out to prepare the site.

ADJOURN

Young adjourned the meeting at 4 p.m.