

PRESENT: Committee members Chair Jeremy Young, Bill Veatch, Scott Perry, Dayle Harris, Bill Avolio, John Benton and Ed Drew, Port Commissioners Hoby Streich and Fred Duckwall, FBO staff Dave Koebel, Port Executive Director Michael McElwee and Port Marketing Manager Mike Doke. Guests: Joe Roshak and Erik Huffman, Century West Engineering; Bud Pepitone and Bob Benton, Neighbors.

INTRODUCTIONS

Chair Jeremy Young called the meeting to order at 2 p.m. He welcomed new committee member Scott Perry.

ORDINANCE 23 UPDATE

Michael McElwee noted the Port is looking to the Airport Advisory Committee input and eventually support of proposed Ordinance 23, which is designed to regulate conduct at Ken Jernstedt Airfield. There are a variety of uses on the airfield, including more antique plane and glider activity. Ordinance 23 defines a standard of use and conduct. He added the ordinance is now in a public review process. An updated ordinance will be presented to the Port Commission in May, he said. McElwee noted written input would be helpful.

Mike Doke noted two changes in the ordinance from the April 15 draft presented to the Port Commission: the Port is looking at modifying language to allow glider ground towing with vehicles other than tow planes, and the Port has asked Federal Aviation Administration (FAA) to allow departures from the Alternative Grass Landing Area (AGLA).

Committee members began offering input on the proposed ordinance, including comments on the AGLA guidelines recently approved by FAA. Bill Avolio expressed concern about an AGLA landing guideline that directs pilots to exit onto the north parallel taxiway after touchdown; he noted this goes against the typical taxiway traffic pattern.

After hearing comments, Jeremy Young said the committee should meet to review the next ordinance draft before the document is presented to the Port Commission. A meeting would likely be scheduled the week of May 9.

ALTERNATIVE GRASS LANDING AREA

Dave Koebel observed that the AGLA guidelines direct pilots to stop at a northern taxiway hold line to complete a visual review of ground and air traffic. The hold line has not been identified. Doke said he would work with Koebel to resolve this. Doke noted that in Koebel's maintenance reports to the Port Koebel has noted the need of AGLA maintenance and ground compression to enhance safety. Committee members echoed Koebel's concern, adding spring is the best time to compress the soil. Doke added he is meeting with FBO staff late in the week to review all airport maintenance issues and AGLA maintenance will be a focus.

RUNWAY SHIFT/ORCHARD ROAD VACATION UPDATE

Port and Century West reported Orchard Road vacation originally planned for late summer 2011 has been pushed back to 2012 because of anticipated costs arising from utility relocation. Construction is estimated at \$670,000, but just \$315,789 in FAA and Port funding is available in the current fiscal year, a \$354,211 difference. The additional funding will be part of a 2012 FAA grant that will also pay construction costs for the runway shift, so both projects were postponed until 2012.

Bud Pepitone expressed concern that a delay would result in higher construction costs. Doke and Joe Roshak mentioned a cost savings may be realized since both projects would be mobilized at the same time.

Regarding the current road vacation design, it was noted that there is growing neighborhood opposition to planned cul-de-sacs at new road terminations. Roshak noted the design conforms to current county road standards. Century West and the Port were encouraged to meet with county staff to see if the standards could be modified to allow hammer-head dead ends instead of cul-de-sacs. Century West said they could contact Hood River County Public Works to explore this option. They will also contact Hood River County School District and West Side Fire Department to see if those agencies have any concerns about a different design.

Bob Benton, a neighbor and Hood River County Commissioner, noted he would prefer to see both options before making a ruling on road vacation.

Pepitone asked if cost savings would be a selling point, and Roshak noted that the runway shift/Orchard Road vacation project is estimated at \$2 million and savings realized by a different design may not be significant. A cost analysis will be completed.

Hoby Streich suggested the possibility of placing utility easements under the runway rather than around the east end as currently designed as potential cost-savings measure. Century West will contact utilities to determine if they would agree to this change.

COMMERCIAL GLIDER SOLICITATION

Doke reported that the Port is seeking one or more commercial glider operations at the airport, with proposals due later by the end of April 27.

2011 SPRING MAINTENANCE

In additions to items mentioned earlier in the meeting, it was noted that weed spraying should begin. A full list of airport items would be given to Port Maintenance following Friday's meeting with Koebel, Doke added.

ADJOURN

Young adjourned the meeting at 4 p.m.