



Port of
HOOD RIVER

INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • portofhoodriver.com • Email: info@portofhoodriver.com

AIRPORT ADVISORY COMMITTEE

Thursday, November 7, 2024

4:00-5:30 pm

PORT CONFERENCE ROOM.

(Chair: Dave Koebel - Vice-Chair: Margo Dameier)

1. Roll Call and Introductions 5 min.
2. Additions/Modifications to Agenda 5 min.
3. Approval of Minutes 5 min.
4. FY25 Airport Budget/Fees 20 min.
5. Project Updates 20 min.
 - Streich Hangar Door Repair / Replacement
 - Tree survey / AWOS (Survey completed)
 - T hangar & Taxiway project
 - Hangar Inspections
6. Discussion topics 20 min.
 - Minimum Standards – Committee’s review/comments
 - Crime / break ins / Security enhancements
 - Calm Wind Runway Resolution and markings off of sign
 - Glider Operation NOTAM
7. Stakeholder Updates 15 min.
 - i. FBO
 - ii. WAAAM
 - iii. HR Soaring
8. New Business/Public Comment 15 min.

Adjourn

MINUTES

PRESENT: See Roll Call Sheet

CALL TO ORDER/OPENING REMARKS

- The meeting was called to order at 4:02 PM by Dave Koebel.

APPROVAL OF THE MINUTES FROM LAST MONTH

- Doug requested that a change be made to the provided minutes from the last meeting. There was discussion regarding restricting tow plane traffic. The minutes stated that Doug mentioned restricting tow traffic to the North when he actually said South. Dave made a motion to amend the minutes to reflect this and Doug seconded.
- Motion was made by Dave to accept the minutes with the above listed changes/additions. Matt seconded and motion was approved.

ADDITIONS TO THE AGENDA

- Margo asked to add a discussion item related to sewer information.
- Tor asked if a discussion could be had relating to possibly changing the date and time of the recurring AAC meetings to better align with the Port workflow.

APPROVAL OF THE AGENDA

- Agenda was approved with the above mentioned additions.

BUSINESS ARISING OUT OF THE PREVIOUS MEETING

- None

ITEMS DISCUSSED

- Project Updates:

Traffic Counts. The traffic count data that has been reported by Jeff comes from a program called MIS. Hood Aero has hosted a data collection system for many years but never paid to have full access to the collected data. This also includes the ability to look back over three years of collected data. Port of Hood River has started to pay for this data. Traffic data comes from ADSB. ADSB receiver is mounted at the self-serve fuel island and is tied into the Site Minder WiFi. Data from MIS does not seem to align with data collected from Flight Aware which is the data reported by the FBO in their monthly reports. Moving forward, all presented data related to flight operations will come from MIS.

Tree Survey. Jeff has contacted Lucianos Tree Service to look at scoping the work required to take out the Cottonwood trees near the AWOS station. This comes after a meeting between the Kurahara's and Jeff as most of the trees are within the Kurahara property. An agreement was made between the Kirahara's and Jeff that the trees can be removed. Jeff also met with experts on wetland impact mitigation. Some debris can be left on scene after the trees are cut but most will have to be removed and brought through Terry's land. Jeff will begin discussions with Terry about this.

AWOS Study. Precision Engineering has started engineering work on the new T Hangars and will be able to conduct a wind study as part of that effort. The only other viable option related to AWOS is to move the AWOS system. The problem that we are facing is that there are no other suitable allowed sites on the field. Following the Precision wind study, the pros and cons of each option will be weighed before a decision is made. If the wind study proves no acceptable other locations for AWOS, the tree cutting solution will be pursued.

FAA CIP. We are at a point in the CIP funds cycle where if we ask for something that we know will not be paid for but can be declared eligible, the money will be set aside for a new 5 year period. This is a good time to ask for a potential future terminal building on the North side of the airfield.

Another potential project could be re-doing the taxiways outside of the hangars. Additionally, we could look into addressing the runway overrun and moving the runway lights.

Doug asked if there are any more projects that should be asked for. Jeff stated that the North Side projects should be the priority. In order for the airport to be self-sustaining, there is a need to generate revenue. Realistically, this will come with the development of more hangars. Dave agreed with this along with Doug and Matt. Doug asked if we need a vote to have the North Side project be the next focus. Tor mentioned that there is no need for a vote.

- Discussion Topics:

Hangar Security. Three hangars were broken into on the C Row. All three had the locks to their rear doors cut. An open safe was removed from one hangar. No other items were reported as stolen. Jeff has informed us that exterior lights are being added to the C Row. Matt wanted to make sure that the lights were angled down so as to not interfere with night flying. Margo echoed this concern as it also has a negative effect on pollinators. Margo further asked if the B and A Row lights could be angled down. Margo mentioned that one of the North Apron lights, the light over the parking area, is on 24/7. Jeff will look into why this light is not on a timed setting.

Andreas mentioned that he heard a rumor of someone siphoning fuel from aircraft on the tiedown sites. Doug asked how people get access to the airfield. There are no exterior fences around the majority of the airfield. It is very easy to access.

Calm Runway Determination. Currently, Rwy 07 is designated as the calm wind runway. There has been discussion that this may cause more problems than not having a designated calm wind runway. This became apparent during the fly-in as visiting aircraft were following Rwy 07 procedures and local aircraft were following 29 procedures. The consensus throughout the discussion was that there should not be a designated calm wind runway. Dave suggested that the fly friendly signs are adjusted to not specify a calm wind runway. Dave made the motion to not have a designated calm wind runway. Motion was seconded and voted on. Jeff asked that all mention of a calm wind runway on AWOS be taken down. Jeff will cover modifying the fly friendly signs.

AAC Terms. AAC member terms have been switched to 4 years, staggered. This was also discussed at the last AAC meeting.

- New Business:

Margo volunteered after the last AAC meeting to follow up on looking for information related to the sewer hook ups on the North Apron. Margo contacted the City of Hood River Engineer regarding sewers. The city/county are no longer allowing too many hook ups on the pressure system. The pressure system runs East/West along Tucker. There are hook ups allowed on the gravity system. The gravity system runs North/ South along Tucker. The Port paid to have sewer run down Airport Road, 4 stub outs. The question being asked is if the North side development can tie into sewage. Bill mentioned that nobody knows what actually exists at the building locations. Andreas looked up sewage drawings and saw that what looks like a lift station is located on the North side of the airfield which shows a pipe going towards Tucker Rd. Jeff will confirm with the City Engineer that this is in fact a hook up and a line to the existing system.

Tor had to leave early but wanted to propose moving the meeting to the first week of the Month as this would flow better with the Port's operating schedule. Dave asked if anyone in the room had a problem with moving the meetings to the first Thursday of the Month. Bud motioned to accept this and Margo seconded.

Minimum standards discussion is ongoing. Dave asked if his minimum standards suggestions were sent out to the subcommittee. An original and revised set of minimum standards have been sent out for review. Dave asked all AAC members to go through the two revisions of the minimum standards and give comments. Bill mentioned that the minimum standards were set up when the FBO was subsidized and that if the FBO is no longer fully subsidized that the standards should not be needed.

FBO. Presented reports from the last 2 months. September fuel sales are at 3200 gal. The majority of these sales came from the Fly-In. This is about half of the sales of last year. Smoke led to a fairly low turnout for the fly-in. THE FBO is starting to plan for the winter months in terms of staffing and working out snow removal plans.

WAAAM. Bud reported that the Fly-in was a success but that the turnout was lower than expected due to environmental conditions. Foot traffic was quite low compared to last year.

Glider Club. No members present.

- Other Comment: Doug brought up concern about the glider aerobatic zone that was mentioned on the 4S2 AWOS. Doug wanted to make sure that qualified people make the calls on AWOS recordings. He also would like to specifically define the glider aerobatic zone. Brook will follow up with the glider club to see what the specific area is that is designated for glider aerobatics.

Andreas mentioned that Kristi Chapman, Port Commissioner, is looking to organize a fly over for the bridge centennial party.

- Public Comment: None

ACTION ITEMS

- Noted in discussion minutes.

ADJOURNMENT

- Meeting adjourned at 5:39

NEXT MEETING DATE

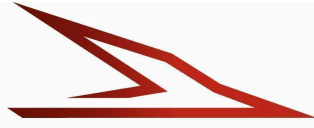
- Next meeting is set for November 7, 2024 in the Port Conference Room. Agenda will be sent out prior to the next meeting and will detail the specific time.



Last meetings to do list:

Confirm the AWOS install date and is there any wind data before the trees grew? **2009 ish no definitive answer, yet it is not on google earth in 2008 and is on it in 2010. Have not found where to find old wind data.**

- Would the runway overrun be “eligible” pavement for future FAA funds? **Not answered clearly yet** (cost vs need)
- Try to change lighting on A & B rows to not shine at Jeanette rd. **Still working with PPL to come up with lighting plans and options.**
- Research motion sensors to be installed on north ramp lights. **Same PPL conversation**
- Eliminate the “07 Calm wind runway” from all documents and signs. Tor to add to consent Agenda **Done**
- Confirm the sewer connections on the north ramp with John Clark at Hood River sewer. **Not done**
- Move future meetings to the week or 2 before the Port Commission meeting. (Nov. 7) **Done**
- Review Minimum Standards **In process**
- AWOS message to be reviewed by pilots prior to being put up. **Done**



**AVIATION MANAGMENT
SERVICES**