



Port of  
Hood River

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**INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA**

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**MINUTES**  
**AIRPORT ADVISORY COMMITTEE**  
**Thursday, August 19, 2021**

**CALL TO ORDER / OPENING REMARKS**

Present: See circulated attendance sheet.

Absent:

Staff: Michael McElwee, Greg Hagbery

**APPROVAL OF PRIOR MEETING MINUTES**

Minutes from 7-22-21 approved

**ADDITIONS TO AGENDA**

The July 2021, 4S2 FBO report was added to the agenda as a discussion item

**APPROVAL OF AGENDA**

Agenda was approved with the addition of the FBO 4S2 report.

**BUSINESS ARISING OUT OF PREVIOUS MEETING**

No previous business was discussed

**ITEMS DISCUSSED**

- The airport recently contracted Precision Approach Engineering to provide engineer services for the airport. A meet and greet with the AAC and PAE was suggested.
- Moving the anemometer and the runway lights will be among the first projects they perform.
- The Capital Improvement Plan (CIP) should be reviewed by the AAC to provide suggestions on which projects to seek.
- The architect is moving forward with a design set for the commercial hangar. Prospective tenants are needed. The initial design of the hangar will primarily be the exterior shell, leaving the interior space with the ability to be subdivided into up to 4 individual hangar spaces depending on the needs of the future tenants.
- Fuel tank delivery estimated for late September.
- A light post on the north apron located near the pad for the fuel tank is not visible at night and could pose a safety issue to fixed wing and rotary aircraft. The square concrete pad located near the light post, in the north apron, may give the false indication to helicopter pilots that it is a landing pad. Highly visual markings or



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low reflective barriers should be considered until the fuel tanks are received and the fueling station is operable.

- Life Flight is no longer running operations from the Friendship Park, located directly south from the Hood River Fire Department. They have begun using the north apron of the airport. No notice of this change in operations was provided.
- The Life Flight helicopter has been landing just north of the light pole mentioned to be a safety concern.
- The new engineering firm, once they are completely under contract, will be best suited to address the desire for pilot activated runway lights.
- The subject of "ground leasing" on Port property was discussed at for its merits and detriments.
  - Positives
    - Creates additional revenue for airport with little to no capital requirement from Port
    - High demand for additional hangar space from aviation community
    - Ability to develop lease structures that provide greater ability to maintain control
    - Ensures a mechanism to increase indoor aircraft space for the pilot community.
  - Negatives
    - Lose ability to have full control over airport tenants and activities
    - Possible preclusion from future use for undeveloped tracts
    - More revenue from lease of the structure vs just the land
    - Owning hangar outright might provide more opportunity to develop the capability to create rules that could control noise
  - +/-
    - Increased hangars could bring more activity
- It was suggested that the long-term ground lease of the Jensen Building should not be used as a direct comparison to the effect that a long-term ground lease would have at the airport. The uses by and value to the community differs greatly. A blanket policy restricting any type of ground lease may restrict the Ports ability to grow and operate effectively.
- The SDS Hangar was discussed as an example of a long-term lease on airport property. To which was remarked that many of the perceived issues of lost control could have been mitigated to a great extent by a better lease agreement.
- The structure of any future ground lease agreement should contain terms favorable to the Port's desire to maintain more control of the airport.
- Ground Leases should include maintenance requirements. termination clauses, restrictions on subletting, and usage requirements.



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- There are existing private hangers currently utilizing ground leases. They might provide additional examples of ground leases to rate for success.
- Any future development on the south side of the runway will need to confirm if there is an active sanitary line or if it is septic.
- Additional hangar space may not add activity on a one-to-one basis as aircraft currently parked on the ramp may move indoors.
- It was suggested that the Port review its own Mission Statement, *"The Port of Hood River seeks to initiate, promote and maintain quality of life and a healthy economy throughout the Port District and the Columbia River Gorge."*, when considering building additional hangars at the airport.
- It was suggested that staff contact Chuck Covert, previous manager for The Dalles Airport, to discuss construction funding for T-hangars.
- The subject of "Airport Operations Data" was discussed and the two companies interviewed (Vector, Invictus) were compared for their worth. Both companies rely heavily on ADS-B transponders to provide the full value of their products.
- The question was posed: "What is the objective?"
  - How many planes take off / land?
  - What type of aircraft are using the airfield?
  - Who is using the airport?
  - How long they stay?
- Flight Aware data in conjunction with a simple game camera was suggested as a low-cost option to begin capturing aircraft operational data. Dave and Chris offered to prototype the system for a year period. Data from this exercise could help inform what data is ultimately deemed necessary to capture.
- A spreadsheet proposing the types of data to seek to capture was provided by Chris to the committee. It is attached at the end of these notes.
- The Port and WAAM are currently in negotiations to purchase the SDS Hangar that was recently granted to WAAM.
- The maintenance schedule for the porta-john located on the east side of the Alpha T-Hangar needs to be reviewed.
- The first edition of the monthly FBO report was shared for review.
  - How did Tac-Aero capture "Airport Activity"?
- The sprinkler heads in the grass landing strip are regularly broken by being hit by aircraft. Dave suggested using a modified "golf course marker" as a protective shield that would sit down over the sprinkler heads. This would help to significantly identify the grass strip while protecting the sprinkler heads.
- The Glider Club needs to review compliance Ordinance 23
- The Fly-Friendly Program could benefit from a review to ensure the information is clarified and more impactful.
- Request to remove the gravel and decommission the primitive haul road that crosses the landing strip along the west.



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#### **ACTION ITEMS**

- Staff to coordinate a meet and greet between PAE and the AAC
- Staff to address the light post safety issue at the north apron
- Staff to request review from Port Facilities staff on grass landing strip marker idea
- Staff to confirm if there is a sanitary sewer line in Airport Drive or if the structures there are on septic.
- Staff to assemble the various points offered in the discussion on ground leasing into a concise brief to support a follow up AAC discussion/review on the subject.
- Staff to develop a draft form of a formal recommendation from AAC to the Commission suggesting the pursuance of developing an airport operations data capturing system using a combination of Flight Aware and game cameras as an initial step in. Dave Koebel, AAC committee chair and Chis Robuck, a community member has offered to prototype a system for the period of 12 months.
- Staff to review the maintenance schedule of the porta-johns at the airport.
- Staff to begin including the FBO monthly report as an attachment to AAC agendas

#### **ADJOURNMENT**

- Meeting adjourned at 5:45PM.

#### **NEXT MEETING DATE**

- Next AAC meeting will be held on Thursday the 16<sup>th</sup> of September.