

**Hood River 4S2
Airport Advisory Committee
Meeting Minutes
March 27, 2012**

PRESENT: Committee Members-- Chair Jeremy Young, Scott Perry, Richard Clarke, Hoby Streich, Bill Avolio and John Benton.; Staff-- Dave Koebel (FBO), Michael McElwee (Port). Guests: Bud Pepitone, Gary Veatch, Joe Roshak & Matt Macrostie, Century West

INTRODUCTIONS

Chair Jeremy Young called the meeting to order at 1:05 p.m. Michael McElwee announced that Mike Doke was no longer with the Port and indicated he would be the staff liaison to the AAC for the foreseeable future.

RUNWAY SHIFT PROJECT

Jeremy Young asked Joe and Matt to discuss the coming project. The following key points were made:

- Survey is complete. Engineering started in January.
- Runway shift project will impact airport operations. Need to identify issues and minimize negative impacts during construction as much as possible.
- **Layout Plan**—a draft plan prepared by Century West (C/W) was handed out. The following was noted by Century West:
 - Runway stays the same length
 - N. Ramp will lose one row of tie-downs
 - Fuel tank will not need to be re-located
 - Some tie-downs on south ramp will be lost
 - New runway lights will be installed
 - The entire runway will receive new paving overlay
- **Construction**— the following issues were noted by C/W:
 - Will require closure when work occurs within 75 ft of runway c/l
 - Bid documents will define allowed closure times and direct contractor to minimize impacts to airport operations
 - Contractor will likely be required to work at the east end, then west end keeping 1,780 runway open with displaced threshold
 - Trade-off between closing airport fully for short period vs. intermittent closures for longer period
 - Resident engineer (RE) from C/W will be at airport full time during construction. RE will coordinate NOTAMs with FBO & Port
- **Schedule**—C/W described the following overall project schedule:
 - April/May-- engineering, permitting & FAA grant paperwork
 - Late May-- bidding
 - June-- bid opening & contract execution
 - July-October-- Construction

- **Committee Comments**—combined with lengthy discussion, the committee made the following key points:
 - Minimize loss of tie-downs. Seek exemptions from GFAA if possible to reduce number of tie-downs lost even if portion of airport retains B-1 standard
 - Days of total closure represent a significant burden—minimize
 - Can taxi-way be used as a temporary runway? C/W will discuss with FAA
 - Avoid moving fuel tank if possible
 - Avoid “off-set” of n/s connectors
 - Port should anticipate that the final over-run area will have maintenance costs
 - No construction should occur during Fly-In dates
 - Is there a plan to alert users of Orchard Road when closure will occur? C/W will discuss with County Engineer
 - Committee would like to review a final draft layout plan. C/W will prepare and distribute through the Port

OTHER ISSUES

Committee members raised the following additional issues:

- Can a windsock be installed on the FBO Building? Port will pursue
- Ordinance 23 needs to be updated as follows:
 - Allow assembly of gliders in paved area on north ramp or enforce the current Ord. 23 which says assembly is allowed in Glider Operations Area and is not being followed
 - Install a hold short line. Ord. 23 refers to one but it doesn't exist
- McElwee briefly described the current work going on at the Aero-Spray site to replace the wash-down pad
- McElwee described the Port's response to FAA request to clarify whether TTF's exist at the airport. Veatch stated that the recent federal legislation prevented the FAA from withholding funds from airports based on TTF situation and offered to forward the relevant legislative language
- Next meeting will be held in late May

ADJOURN

Chair Young adjourned the meeting at 3:05 p.m.

Minutes prepared by: Michael McElwee