

**Ashland Airport Commission
MINUTES
August 7, 2018**

CALL TO ORDER

Wolske called meeting to order at 9:30 AM

Members Present: David Wolske (Chair), Bernard Spera, George Schoen, Andrew Vandenberg, Lincoln Zeve, Susan Moen, Daniel Palomino, William Skillman

FBO Present: Bob Skinner

Members Absent: Dana Greaves, Dennis Slattery (Council Liaison)

Staff: Scott Fleury, Kaylea Kathol, and Tara Kiewel

Guests: Mike Dane and James Kirby from Century West Engineering, Matt Lawyer and Nohemi Ramos from Oregon Department of Aviation, Valerie Thorsen FAA, Josh Lekkerkerker Precision Approach Engineering

Public Forum – none

APPROVAL OF MINUTES

July 10, 2018 Minutes

Spera Motioned Skillman Second

Vote all ayes. Minutes approved as presented

Wolske amended the agenda to discuss the master plan and suspend other agenda items until the next Commission meeting.

Request for Additional Items from Commission Members

Fuel Terminal - Skinner explained that the current self-serve fuel terminal is being phased out with limited parts being available. There would be a credit from the provider to update the system. Skinner estimated updating the system would cost \$12,245 after the credit. Zeve asked for this item to be added to the agenda for the next Commission meeting. He would also like to have other options presented at the next meeting.

Wildfire Smoke

Skinner told the Commission that activity has been limited due to the wildfire smoke.

Airport Master Plan Update – Presentation from Century West Attached

Runway length and displaced thresholds – Skinner asked if this was an issue due to trees. Dane confirmed it was trees and utility poles.

Hangars – Zeve asked how many total tie downs were being proposed and if they could be converted to hangars. Dane mentioned that converting tie downs to hangars would require additional analysis. Skinner would not advocate for removing any tie downs spaces. Palomino asked if the tie down parking was changed to the suggested diagram what would be the change. Dane indicated the tie down reduction could be fifty percent.

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FBO Corporate Terminal Area – Skinner would advocate for changing the fuel storage area due to visibility issues that have occurred in that past. Dane explained that he considered what would have the least impact on fuel storage tanks. Not moving them is the preferred option.

On Airport Land Use – Wolske asked if there is a value in having non-aviation development. Dane mentioned that the FAA prefers aviation related development on Airport land. Moen asked if the designation prevents aviation going into non-aviation development. Dane land use is challenging to articulate.

Fuel Facilities – Strong preference in maintaining the current location. Palomino asked if it would create any additional parking by moving the fuel area. Skinner said it could but it may take up a lot of frontage. Wolske prefers moving the fueling area.

Security and Perimeter Fencing – A perimeter fence is not a requirement but a recommendation. If there is a fence the FAA requires the fence line to encompass all of the Airport property line. A previous fencing project was not completed due to the Neil Creek riparian zone and balancing all of the different regulations. Fleury explained that the Airport property line crosses the creek and we do not want to cross the creek with fencing. Dane indicated there are other fencing challenges with the runways. Palomino discussed the safety issue of deer on the runways and thought fencing could help this issue. Moen recommended not fencing the area along Neil Creek Riparian zone and fence the other perimeter. Wolske supports fencing before the riparian zone along the creek and to not have the fence cross the creek. Fleury suggested including the fence project in the master plan and allow the FAA to provide comment.

Preliminary Alternatives to satisfy requirements

The Commission discussed Airside Alternative Four. Skinner summarized that this alternative gains 150 feet of landing and loses 40 feet of takeoff. Wolske asked if it was possible in the planning process to show the challenges. Dane explained that this will create challenges in the planning. Wolske would like to have all alternatives addressed.

Land Side Alternatives

Looking for ways to maximize spots within existing apron. Fleury thinks it would be helpful for the Commission to see the net loss and gain of the alternative.

Skinner is not an advocate of removing tie down spaces. He didn't feel that this process has addressed that Ashland is a tourist town. Dane mentioned this is a standard methodology used to come up with the number of tie downs. Wolske asked if the tie down area could be expanded to the north. Dane said if can justify the increase the tie downs because the facilities do not require it.

Next Steps

Century West will redefine the alternatives and report back to the Commission in December.

NEXT MEETING DATE: **September 4, 2018 9:30 AM**

ADJOURNMENT: 11:55 AM

*Respectfully submitted,
Tara Kiewel
Public Works Administrative Assistant*