

Seaside Airport Committee Meeting Minutes  
August 28 2003 Meeting

The meeting was called to order at 7:00 p.m. on the hood of Ed Tice's pickup truck.

Members present were Frank Kaim, Roy Bennett, Ed Tice, Don Johnson, Jason Ketcheson, Randall Henderson.

Absent were Ken Meiser, Chris Davies and John Froyd.

Helen Walker of the Daily Astorian was there, plus a couple from a housing development on the hill SE of the airport (missed their names). The couple expressed concerns about low flying planes over their house then departed.

The bus shelter/kiosk was discussed. Nothing new on that, Randall had yet to go look at it. Roy showed his idea of a reader board and said it could fit either in the existing bus shelter or the kiosk.

Possible noise abatement measures and traffic pattern changes were proposed as a future agenda item in response to the visitors' concerns.

The possibility of installing a VASI system was brought up by Roy.

Clarification was made that the runway overrun being discussed would be paved. Randall pointed out that any overrun / widening is likely going to have to involve FAA funds, probably several years worth, and the next round of that won't be available for at least another year.

Jason Ketcheson brought up the master plan and there was discussion about which one the committee should push for.

Ed and Don pointed out that the proper approach to any proposal, (new commercial venture or airport expansion / infrastructure improvements), would be to first come up with a well-defined plan, run it by the Seaside council, the planning department, affected neighbors, and Gearhart Council.

Funding sources were brought up for airport infrastructure and also possible buildings for commercial or airport use. FAA funds are not applicable to buildings but a note was made to ask Ken about economic development grants.

Randall reported that he'd been in contact with Jim Grant (Jim's Biplane Rides) as well as ODA, and ODOT and had researched the FARs and AIP grant restrictions. Jim was in agreement with most of the requirements but wanted to rework the contract, and in any case the season's about over so whatever's done will be for next year. AIP grant restrictions preclude any exclusivity for commercial activities, so a "bid" process is not an option. ODOT rep Chris Lloyd said there's no provision for a legal sign for the barnstormer but that the rule is unenforceable. In any case that's probably an ODOT issue and not our concern. There was some confusion as to the fueling requirements and a note was made to check with the fire marshall about that. Frank suggested requiring fire suppression equipment.

Randall mentioned that all of the above highlights the need for us to adopt a set of airport minimum standards for commercial aeronautical activities. Such standards are common and could be pretty easily adapted from existing documents available through ODA.

Roy noted the convenience of the airport to the future scenic wayside across the highway. A crosswalk was suggested but was deemed unlikely.

The meeting was adjourned at a approximately 7:45 pm.