

IAHA Board Meeting

3 April 2024

CALL TO ORDER: President Ron called the meeting to order at 7:00PM. Present were Mike Rhodes, Lee Nielson, Bob Spencer, Dave Ullman, Paul Cole, Ron Singh, Robert English, and Alan Wright. Tom Turnbull was not present this evening. Those who signed the attendance sheet this evening: Michelle Singh, Rich Harrison, Curt Richmond, David Wright, Richard Webb, Richard & Kathleen Hill, Christine Duffield and Gary Evans.

OLD BUSINESS: Dave Ullman made the motion to approve the minutes as posted for the previous meeting of 7 March, and Lee Nielson seconded. All approved by show of hands except Ron Singh who abstained since he had not had the time to review them.

ARCHITECTURAL: The committee approved plans for the new Aeronca construction and an addition to the Marsters house on Stinson was also reviewed & approved.

MAINTENANCE: Paul stated he had finished spraying along the Bellanca, Musketeer, Bonanza, and the North/South taxiway edges, and had received some feedback regarding the size of the signs that had been posted for "Warning, pesticide application" saying they were too small.

For the upcoming gravel project, the FBO owner Robin Reid stated that the taxiway gravel can be put on his leased State property before the job starts providing they clean it up after they finish the gravel spreading. Robin also confirmed that his business is indeed the FBO for the Airport. Ron asked Paul to contact Tony Beach (ODAV) to inform him of that decision.

Mike Rhodes asked exactly what are the HOA Common areas we are responsible for mowing. Lynn McDonald, a long-time maintenance assistant for the Airpark, was seen mowing the common property areas and we have yet to see receipts from him for gas or any other accessories. Ron asked Paul to talk to him and ask about it to make sure we are current with him.

The walkway going across the grassy area to the restaurant came into question by Tony Beach (ODAV Airports Manager) who stated that they were not informed before the sidewalk was re-constructed. Ron told Tony that this sidewalk had been there at least 30 years and that the new concrete he saw was a reconstruction from last spring before the paving project was initiated., Alan stated that he believed that Al Cleveland had informed ODA.. Tony Beach sent a letter to Ron stating that ODAV will not ask that we remove the sidewalks, but wanted to be certain that we got approval from ODAV before we install or construct anything on ODAV property. This letter should be placed in the IAHA file for future Board information.

TREASURER: Mike related the current figures which were on his first quarter financial report which he had available for the attendees. Some of the money is deposited in an Edward Jones 9 month CD for 5.3% interest. Nine month CD duration was chosen as it will mature 12/31/24 so the 2025 Board can decide how to manage the money after that. The annual TTF payment to ODAV was made on March 25th.

He also stated that there is one property that has not paid their homeowner's dues yet (notices have been sent by USPS mail, email and also hand-carried the printed notice to their door).

TAXIWAY USAGE POLICY: Dave began the presentation by stating there was a committee formed last year in order to craft more specific language about which vehicles may or may not use the taxiway. He also

reminded everyone present of the CC&Rs which state the primary purpose of the taxiway system was for airplanes. Other key points of his presentation were:

- The use of motorized (non aircraft vehicles)
- That the use of the taxiway by aircraft overlaps the use of north/south sidewalks between houses.

Lots of committee discussion centered around the vehicles that would be allowed and their classification, primary concern in each case was how much damage would be done to the taxiways by each kind of vehicle.

Penalties for violations were also proposed by the committee, with a first offense being \$500 and doubling the previous penalty with each subsequent offense. Special cases (police, fire engines) would be exempted since they would only access that area during emergencies.

Dave then handed the presentation over to Ron, and he began by saying his recommendations were to be considered a starting point for discussion. The airpark taxiway system was central to the design of the airpark which provided for the separation of aircraft from other vehicles. Ron listed 4 reasons for having a taxiway usage policy:

1. Safety
2. Structural Integrity of the paved surface
3. Liability
4. The Residential Through the Fence requirements

The FAA is concerned with security of the airport itself, preventing unauthorized non-aviation vehicle access, and is understandably concerned that the airport not become a "playground" for the airpark. In a letter dated March 10th, 2010, Randall Fiertz (FAA) noted that nothing in the CC&Rs required homeowners to be aircraft owners or have hangars. . To maintain good relations with the FAA, and the ODA, the language in the CC&Rs should be reviewed. Maintaining the airpark as an airpark, by keeping a majority of pilots in the neighborhood, and rethinking what vehicles would be allowed on the taxiways is vital for the future of the airpark. Since this neighborhood was created as an airpark and we need to keep it that way.

Ron suggested a methodology for formulating the Taxiway Usage Policy: Start with the premise that only aircraft are allowed on the taxiways. Then add other uses of value (for example – pedestrians), weigh those uses against potential harm, and finally consider whether those uses benefit a few at the expense of others.

Ron's intention was to set the stage for future discussion around these points to fashion a policy that takes all of this into account. *Presidents Note: Ron sent the presentation to all board members after the meeting, so that they could review it again.*

Discussion centered around the existing language that is the taxiway usage policy now and how it needed to be reworded in a more restrictive manner for the safe access of airplanes primarily. The subject of rotorcraft (helicopters for example) also came up in discussion since difficulties with taxiing helicopters have come up in the past. Vehicle access points where cars could come onto the taxiway from Stryker were also discussed, as well as the walkway easements between houses and possible liability issues concerning those. Posting speed limits on the taxiways also came up as a point for future consideration.

Ron proposed that he and Dave (along with an appointed committee) continue these various discussion points, formulate the proposal and then the Board can approve it as a finalized policy. Lee and Bob volunteered to be on that committee, so at this time the Taxiway committee is Dave, Ron, Bob and Lee.

ADJOURNMENT: The meeting was adjourned at 8:46PM. The next scheduled meeting is Thursday, 2 May, at 7:00PM in the EAA hangar. Respectfully submitted by Robert English, IAHA Secretary.

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