

4S2 Airport Advisory Committee
28 July 2022
4:00 PM-5:30 PM
4S2 FBO

MINUTES

PRESENT: Dave Koebel, Margo Dameier, Bud Musser, Adam Young, Chris Robuck, Greg Hagbery, Andreas von Flotow, Matt Swihart, Brook Bielen, Denny Kindig, Michael McElwee, Bill Avolio, Steve Morrow

CALL TO ORDER/OPENING REMARKS

- The meeting was called to order at 4:00 PM by Dave Koebel.

APPROVAL OF THE MINUTES FROM LAST MONTH

- June minutes were approved by all AAC members with no edits or additions.

ADDITIONS TO THE AGENDA

- No additions or modifications were requested to the agenda.

APPROVAL OF THE AGENDA

- Agenda was approved with no additions or modifications.

BUSINESS ARISING OUT OF THE PREVIOUS MEETING

- None

ITEMS DISCUSSED

- **New Fuel Tank:** The new fuel tank has been installed. Work was completed in the setting of the tank and the plumbing for the Point of Sale (POS) terminal. The fuel pump that came with the system is a 3 phase pump and there is only single phase power available at the site. There was a great deal of discussion as to possible solutions to this issue. Phase converters, both rotary as well as static, can be used to power a 3 phase motor with single phase power. A contractor could bring 3 phase power to the site. A single phase pump could be purchased. These options will all be explored by the Port. Dave questioned why there was so much auxiliary piping located near the POS terminal. Greg mentioned that the initial specifications for the site may have included the possibility of future upgrades to Jet A fuel.
- **Security Cameras:** Security cameras have been installed. During this evolution, the installer tied into the FBO WiFi which involved plugging into their network switch. This opened the company up for a potential firewall breach. Communication between the FBO and the Port has taken place and a separate WiFi solution will be explored. Security cameras will be able to be accessed via public access on the Port's website.
- **Airport Revival Plan:** This was a continued discussion from the last meeting. Greg provided the requested financial information regarding annual port expenses. Discussion was given to answering the question of how to increase airport revenue? Dave mentioned the following options regarding operation of the airport to cut back expenses, each of which was discussed:
 - Reduce services.
 - Continue at the status quo.
 - Increase revenue streams.

Margo brought up the idea of seeking grant opportunities again. There would have to be a specific project in mind when applying for a grant. Margo made the recommendation of tying "safety" to the request.

Greg summarized the Port's push towards new development opportunities. Initially, the Port advertised to gauge interest. The economy turned down and most of those individuals lost interest or the ability to embark on the opportunity. Dave talked about the size of the airport being a limiting factor with further development. Andreas asked why we cannot build on the surrounding property of the airport. It was noted that, through reading the financial sheet provided by Greg, most of the airport's revenue comes from T-hangars. The recommendation was made to focus on what is working well to generate

revenue, T-hangar leases, and grow that revenue stream. Greg stated that the Port is unable to build T-hangars and Box hangars at this time. Margo suggested that this could possibly be a project that could be used to request a grant.

Land leases are still an option but not one that will single handedly solve the deficit.

Greg opened the discussion to talk about reducing costs. Discussion was given regarding mowing and landscaping services used by the airport. Could this be a contracted out service?

Matt brought up discussion questioning why the Port should be concerned with the airport making money in the first place. The airport is a community public space. Matt asked if the airports should be a county owned asset. This could allow bonds or taxes to help fund the airport.

Fuel flowage fees will begin once the new fuel tank is online and filled up. In addition to flowage fees coming online, Dave brought up the idea of the Port pulling in a percentage of the tie down fees collected by the FBO. This is currently not in the FBO contract and is something that can be discussed.

Dave mentioned that the previous Airport Manager, Anne Mendenbach, once discussed the idea of adding a solar farm to the airport property as a means to generate power and possibly extra revenue. Andreas mentioned that Pacific Corp would allow sharing to surrounding areas. Neighboring properties could pay the airport for energy. This is another area where grants or even Federal kickbacks may be an option. Bud brought up the concern for possible glare from the solar arrays. Andreas suggested putting carports in the parking lots with solar panels on top, or perhaps having solar panels on top of the T-hangars.

Andreas and Dave entered into a discussion about possibly having an Airport Manager as an invested Port employee or contractor directly concerned with the well being of the airport. Andreas discussed the FBO possibly doing this work.

- FBO: June fuel sales totalled at 3553 gallons from the tank and 320 gallons from the truck. July totals, to date, were 3929 gallons from the tank and 933 gallons from the truck. Fuel status as of the meeting was 2400 gallons remaining in the tank and 750 gallons remaining in the truck. The FBO would like to keep at least 4000 gallons on hand in case they are called for fire mapping support. With this said, the decision is being made to fill the tank to capacity prior to the new fuel tank coming on line. This will preclude the start of fuel flowage fees until the new tank is filled but with the electrical delays, this may not be an issue.
- WAAAM: Bud reported that there has been a slow in museum traffic. Traffic Jam was successful. The FlyIn is on the schedule.
- Glider Club: The hardware supplier for the new prop has gone out of business. The club needs this hardware to install the new, quieter, prop. They will continue to look for this hardware from other sources but may have to send the prop back if they cannot find anything. The club is looking to have a muffler installed to help reduce noise.

The older tow plane has a new engine. One noise complaint was filed against the old plane as it was conducting engine tests. The newer tow plane is significantly quieter.

On the Monday after the AAC meeting, Youth Camp will start (5 Days). There are 7 students attending. During this time, there should be 20-30 tows per day. 1 16 Year old received this soaring license and 1 15 Year old soloed the week prior to the AAC meeting.

- New Business: None
- Public Comment: Michael brought up that there were previously two separate solar array tests that were completed, one was ground/land based and one was building mounted. He mentioned that it may be worth looking up the results of the site evaluations.

Michael also suggested that, as far as development is concerned, focus should be made on the North Ramp as this is the most readily buildable spot.

Dave asked if there is any sunset clause for existing private hangars, is there an amount of time after which the private hangar becomes the Port's. Greg stated that he will look into this.

ACTION ITEMS

- None specified

ADJOURNMENT

- Meeting adjourned at 5:34 PM.

NEXT MEETING DATE

- Next meeting is set for 18 August 2022, location TBD. Agenda will be sent out prior to the next meeting and will detail the date, time, and location. If the need arises for an interim meeting, communications will be sent out with meeting time and location.