

**Minutes**  
**Airport Advisory Committee**  
**April 18, 2013**  
**FBO Ken Jernstedt Airport**

Attending

Jeremy Young, Chair  
Dayle Harris, Member  
Gerraro Avolio, Member  
John Benton, Member  
Scott Gifford, Ex Officio Member  
Bud Pepitone, Citizen  
Judy Newman, Citizen  
Doug Holzman, Citizen  
Dave Koebel, Citizen  
Joe Deem, Citizen  
Randy Perkins, Citizen  
Matt MacRostie, Century West Runway Shift Project Manager  
Steve Burdick, Port Development Manager

Disposition of Excess Top Soil

Steve Burdick shared the grading plan prepared by Slca Consulting Engineers for the relocation and grading of the excess top soil from the runway shift project. There was general consensus that Steve had mis-understood the prior consensus of the AAC, that the intent was to raise the level of the berm crossing the ditch, and not to place the excess soil North of the ditch. The group further recommended that the soil: 1. Remain on site; 2. Be used to raise the level of the field East of the "C" T-Hangars where the ground is rough and where there are rocks which make the terrain difficult.

Steve will meet with Slca and they will evaluate how to best respond to these recommendations.

## Runway Shift – Restart of Construction

Matt MacRostie and Steve updated the ACC on the runway shift construction restart situation. K&E Excavating has committed to:

- Providing a minimum of two weeks' notice prior to construction that requires a runway closure.
- Using best efforts to restart construction by mid-May.
- Using best efforts to fit the two 2 week notice periods and the two 18 day runway closures in before July 4, 2013.

There may be some construction occurring in the nearer term that does not require the closure of the runway. Steve will keep the ACC informed of both types (closure / non-closure) of construction.

The FBO and WAAAM both confirmed that they would be least affected by runway closures in May, that June closures are "OK" and that July, August and September closures would cause serious problems.

## East End Wind Cone

Matt and Steve updated the ACC on the potential for a new wind cone at the East end of the shifted runway. FAA will allow a new cone and they will pay for 90% of the new cone. However, they will not allow the new wind cone within 250 feet of the center line of the runway. Century West, Michael McElwee, Steve, Dave Koebel and Scott Gifford all lobbied FAA to allow the new wind cone to be closer to the runway, but those appeals were rejected.

Scott will put up three poles with flagging along the closest allowed distance and, based upon observations over the next couple of weeks, make a recommendation to Century West on the best East / West location along that line.

## ACC Terms

Steve reviewed the status of the ACC member terms all of which will end June 30, 2013. He asked the ACC for their recommendations for reappointments and for new members. Jeremy Young, John Benton, Scott Perry, Gennaro Avolio and Dayle Harris have all expressed a desire to remain on the ACC. The committee recommends that Judy Newman be appointed as a new member. Steve will contact Edward Drew and William Veatch to determine whether they

desire to remain on the ACC or not. Richard Clarke had previously requested to retire from the committee. The committee further recommended that the terms of existing members be extended for one year and that new appointments be made for three years. If the Port Commission desires the terms to be staggered, the committee recommends that newer members be asked to serve the longer terms.

### Grass Runway Maintenance

The best management practices for maintaining the grass runway were discussed. The committee recommended:

- Allow / cut the grass on the grass runway higher than on a typical park green.
- Space out the watering to force the grass roots to grow deeper for water.
- During dry weather, drag the grass runway with an implement with teeth about once per month to break up clumps and clods.
- Check sprinklers for proper operations once per week.
- Use excess top soil to fill in holes, ruts, etc.

Steve will also continue to make contact with the maintenance manager at Indian Creek Golf Course to discuss these practices and to obtain his advice and possibly a proposal for maintaining the grass runway.

### Airport Business Plan

Steve handed out copies of the Airport Layout Plan sheet, the ACC Mission & Goals from 2000, the Capital Improvement Plan submitted to FAA through the State in 2013 (not including the jet fuel tank which is not fundable by FAA). He said that the Port Commissioners had requested him to work up an airport business plan that would align revenues and expenses. Previous budgets have not reflected actual maintenance costs for Port staff, overhead or match to federal and state grants nor attempted to match revenues to costs.

The first step in developing this plan will be to ask the ACC to advise on maintenance standards achievable within presumed reasonably cost effective parameters. Steve will bring a list of maintenance items and suggested standards to the next ACC meeting.

The question was raised as to how much it costs to have the runway lights on all night every night vs controlled by pilot request. Several members responded that the cost difference was

minimal and perhaps the cost of pilot controlled lighting was even greater than all night lighting.

### Next Meeting

The members asked that the next ACC meeting be scheduled to coincide as closely as practical to the end of the first 18 day spring runway closure.