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**MINUTES  
AIRPORT ADVISORY COMMITTEE  
Thursday, May 19, 2022**

**CALL TO ORDER / OPENING REMARKS**

Present: See attached attendance sheet.

Absent:

Staff:

**APPROVAL OF PRIOR MEETING MINUTES**

Minutes from 2-17-22 approved as corrected to include Margo's name as in attendance at the previous meeting.

**ADDITIONS TO AGENDA**

None

**APPROVAL OF AGENDA**

Agenda was approved as is

**BUSINESS ARISING OUT OF PREVIOUS MEETING**

No previous business was discussed

**ITEMS DISCUSSED**

- Commissioner Fox discussed the new bridge and the progress that is taking place with the \$500 million in funding that is being sought. The current plan is to have the new bridge open October of 2030, with a large push to accelerate that schedule. The legislation that has been passed to establish a by-state authority (a partnership between Washington and Oregon) specifies that any tolls from new bridge must go towards the new bridge and cannot be used for anything else. Excess grant funding not used to build the new bridge will go into a reserve to fund the management operation of the new bridge, maintenance, and eventual replacement of the new bridge in the future. Commissioner Fox encouraged the committee to seek ways to achieve a net operating surplus at the airport of \$750K a year by 2026. This goal should guide the thought process of how the airport could be developed further. "Think big. Nothing is off the table." The \$750K in revenue a year would help to cover operational costs if the airport has a underperforming year but also could be used to finance development to help create a modern community airport.



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- Claudia Monk-von Flotow presented the question to Commissioner Fox of how you further develop the airport while dealing with a surrounding community that actively focuses on noise as an issue. Commissioner Fox responded that he does not have the answers and is posing the problem to the committee for their input on possible solutions.
- David Kobel asked Commissioner Fox if the committee could get a break down of expenditures at the airport to see if there are any ways to make the airport more efficient.
- Tor Bieker offered that when looking at the budget he thought the airport was operating at a loss closer to \$180K.
- Dave Koebel asked Commissioner Fox what happens if the airport cannot generate \$750K or enough to be self-sustainable. Commissioner Fox suggested that the Port cannot afford to subsidize the airport in the future when there is no longer bridge revenue.
- Commissioner Fox reiterated the challenge to the committee of seeking ways of achieving a net revenue of \$750K a year and to "break glass".
- Fuel tank delivery was reported to be on track for first week in June.
- The Port is waiting for security and public camera equipment to be received by the contractor who will install. Mounting posts have been installed on the FBO and T-Hangar Block A, and a stand alone pole has been installed on the North ramp in preparation for the camera equipment.
- Margo Dameier asked if the publicly assessable camera on the FBO building would create any privacy issues with the homes on the north side of the airfield. The 180 degree cameras that is intended to be installed will not have the optic capability to provide clear details on objects or people across the airfield.
- The camera on the FBO will be accessible 24/7 for the public to view via the Port website. The other two cameras will only be accessible for Port staff and are being installed for safety/security reasons.
- The AGLA information signs have been installed on the airfield
- A Request For Developer Interest (RFDI) will be issued for the Commercial Hangar in the near future. The RFDI will be publicly advertised.
- A feasibility study for T-Hangar construction in the northeast area of the airfield will be conducted.
- The current FAA funded CIP list was presented. The list shows that the Port is seeking a design grant to replace the AWOS with new equipment and site the wind sensor in a new location that is not obscured by trees. The FAA would not fund a project to simply site the wind sensor due to the age of the current AWOS equipment.
- The FAA CIP list includes a grant request to construct apron access from the north taxiway to future hangar sites to the east of the AWOS location in 2025.
- The question was presented as to if there is enough area to construct t-hangars vs box hangars. The feasibility study will provide a greater understanding of site constraints.



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- The benefit of private hangar ownership is that individuals could use them for aircraft construction and maintenance where traditionally leased hangars limit that capability due to Port rules.
- The relocation of just the anemometer without upgrading the entire AWOS is not a project that is able to be funded by the FAA. Due to the age of the existing equipment, the FAA will only fund a full replacement.
- The committee opted to reschedule the discussion on new committee membership until a follow-on meeting so that candidates could be in attendance. The next meeting was scheduled for June 16<sup>th</sup>, 2022.
- A Zoom link to the meeting will be provided for candidates that are unable to attend in person.
- FBO update: The first four months of this year were extremely successful. Since May the cost of fuel has increased to over \$2 a gallon. Communications with Titan provide no relief in sight. Expectations are that fuel costs could jump to \$12-\$14 per gallon by mid-summer. AV-GAS is currently at \$6 a gallon. Historic trends show that AVGAS sales drop significantly once it reaches above \$5 a gallon. The FBO has a new employee working Monday-Wednesday. He will split time with the current front counter staff.
- Courtesy vehicles can be acquired from the FBO on Sunday via phone call.
- Glider Club: The club has two tow planes now. The new prop has been installed but the club is waiting on additional equipment to make it operable. The club has 35-40 members with approximately 10 that fly regularly. The club also supports an active youth program through the high school with approximately 10 youth members. At the end of June, the club will be conducting a youth camp with active training. There will be an increase in tows during that time. The Glider Club requests that the windsock near the approach be positioned higher if possible.
- WAAAM: The museum is at a shortage for qualified trimotor pilots to be able to offer regular scenic flights this summer.
- Dave Koebel asked what the emergency plan is if an emergency response is required after hours. The example of an inoperable aircraft on the runway late at night. Staff will need to investigate an existing Emergency Response Guidelines with the FBO and emergency response teams and report back.
- Westside Fire likely has a response protocol for emergency response. Staff will conduct further research.
- There are limited aircraft maintenance options at 4S2. Could the T-Hangar leases be changed to allow maintenance to take place by an AmP certified individual? Staff will investigate further.

### **ACTION ITEMS**

- Emergency Response Guidelines for 4S2
- Rationale on why aircraft maintenance is prohibited in T-hangar

### **ADJOURNMENT**

- Meeting adjourned at 5:35PM.

