



## Port of Anacortes

### Anacortes Airport Advisory Committee

### Minutes of the Meeting September 15, 2014

The AAAC met on September 15, 2014, at 5:30 P.M. at the Airport Pilots' Lounge

Attending committee members: Tom Fritzler, Warren Walz, Dan McCrosky, Val Johnson, Anni Brogan and Chair Eric Ufkes.

Absent: Al Bush and Richard Storwick

Attending for the Port: Josh Beaner – Aviation & Marine Services Manager, Julie Johnson Lindsey – Executive Assistant.

Also in attendance: Commissioner Pat Mooney

Call to Order: Eric called the meeting to order at 5:30 p.m. It was determined that no introductions were needed.

Public Comment Period – There were no public comments.

Old Business:

#### Airplane counter -

Josh Beaner reported the airplane counter was back in business. He brought along a graphic showing the monthly take-offs charted through August. The system was replaced twice and most data was recovered. Josh reported the Port believes the 2012 data is good, but the 2013 data was poor due to inconsistencies with the counter operating. So far, the 2014 data appears accurate.

Dan asked whether having reliable fuel available had helped numbers of visits to increase. Josh believed so, but noted more data was needed over a longer time period.

Commissioner Mooney asked where the counter was located. Josh noted it is located 50' to the north of the Windsock.

### Fuel System –

Josh reported the Port's taking over of the fueling system has been positive. The Port has switched to Phillips 66 branded fuel. The thought is to have lower prices to encourage use again following the closure for fog-sealing. The Port plans on keeping fuel prices at around \$5.96 for the time being.

Annie inquired whether the Port was advertising the fuel on Air Nav. Josh confirmed the Port has ads on Air Nav and CSV. The Port just ordered another 6,000 gallons of AV Gas today. Sales of both AV Gas and Jet A are good.

### New Business:

### Pavement Improvement Project –

Josh noted that, as could be seen by the attendees, the Pavement Improvement Project was coming along well with pavement coated and fog sealed. He believed in 5 years the Port will need to pull up and replace the north apron completely and will try to get that funded by the FAA.

Warren asked how the cracks on the runway fared with the new sealing. Josh noted they looked good and the Port maintenance crew will keep a watch on them.

Work remaining includes repainting with a first coat, then with a second coat in two weeks.

### Use of Runways/Taxiways/Aprons/Service Roads by ground vehicles –

Warren explained that before there was an operational fence, there was a lot of problems with usage by non-airport related activity. This has improved greatly since the inner operations fence was installed. However, recently a family was seen picnicking and playing Frisbee between the runway and the taxiway. Warren's wife was present and took and sent a photo of the family's vehicle and license plate to Josh.

Annie noted that sometimes the gate is pinned open or stays open for a long while after opening.

Warren asked whether the Port had a policy on non-airport related usage. He suggested signage be installed to denote areas that were airport/aviation related only. He said Josh might recommend to the Commission that only licenses vehicles being used in support of airport activities be allowed inside the operations area.

Annie asked about a speed limit – noting that could also dissuade non-airport activity. She noted there was no one on site from the Port to monitor this. Warren concurred, noting if a port staff member did observe a violation, having signage and a policy would be helpful in backing them up in enforcing use parameters.

Josh reported the speed limit on the terminal was 7 mph and this is observed by staff.

Annie asked if there were any rules against vehicles being on the runway, which Josh confirmed. Annie noted the problem seems to be more in between the runway and taxiway.

Josh stated he would bring this up with Bob Hyde and Chris Johnson and would look into signage that stated restrictions.

Annie noted that parabolic mirrors used to be in place on all four corners of the hangars and these should be replaced. Josh said he would see to it.

Josh noted that vehicles are allowed to drive to hangars and pull inside while the plane is gone. The electronic gate is monitored one way in and remains open for 15 seconds.

Warren noted that Bellingham has monitors both in and out. He reported that security is better here than at the Port of Skagit.

Dan asked if there were any holes in the fencing where people were getting through.

Warren and Annie explained the only way in was either through the gate or over next to the FBO building where there is a gate that is sometimes left open. Annie suggested the FAA may have some standard signage lingo.

Tom asked whether airport tenants had been notified of the airport support only rules.

Annie pointed out that it is in their leases that the hangar is for airport related use only, not for recreational storage or toys.

Warren asked whether the Port had names and contact information for those in Adam Jones' hangars. Josh noted the Port has requested that information, but no response yet. He will follow up with Jones' assistant.

#### 2015 Projects: Fence Line Repairs –

Josh reported the Port has discovered there is no bottom skirting or improper skirting on fence that runs down the side of the runway and this has allowed some coyotes to get through. The maintenance crew did some work to fix this. It was not installed correctly when constructed. The FAA will redo the fencing and will fund it. Josh noted the Port and FAA have a good working relationship right now. He wanted to see this completed this year, but the Port was able to switch repairing the fencing with the runway fog sealing, originally scheduled for next year, and which had a greater need. Josh reported the airport has had no deer problems and no complaints from neighbors, with people saying only good things about the fly-ins.

Annie observed no one wants the airport to look like a prison, but we need to keep it safe. She believed people enjoyed being invited in for the fly-ins. Warren noted there is a nice observation spot on the grassy hill adjoining the airport.

#### Other discussion:

Warren observed noted that even with the absence of San Juan Airlines, it seemed that activity is up. He inquired about the new carrier.

Josh reported the Port has had some difficulty getting the new carrier to send in reports and he would guess it is at least the same level of activity if not more. The Port is selling about \$2,000 worth of fuel here every weekend and that is an increase.

Annie asked whether the pilots' lounge was being used. Josh reported it is and this can be observed on the Port's airport cameras. Annie suggested a guest book that people can sign in

and give an e-mail or address if they want information on airport events. Commissioner Mooney was concerned some might use it to list foul comments. Warren suggested we try it and if it isn't good, pull it. Commissioner Mooney agreed.

Annie asked whether there were any suggestions in the suggestion box. Josh said yea, mostly nice ones. Some were about cleanliness. The Port's janitorial crew is supposed to have scheduled maintenance here and he will follow up with staff. He noted garbage that was here when he arrived is from the construction crew that worked on the runway.

Warren asked whether the runway was curing now. Josh affirmed this and explained the next closure will be to complete the painting. The Port used an Oregon company who only uses approved spray and chemicals for airport use.

Annie asked if there were any issues with drainage or waterlines. Josh replied none were noted. The Port has to do a testing four times per month and for the past two years the reports have been clean each quarter. The Port has proven not all of the runoff is from the airport and has the City out regularly to examine the airport area. Annie noted it would be nice to have a mapping done for the airport. Josh will speak to the City about it.

Val wished to advise that no jet aircraft be allowed here except for emergency uses unless they meet all safety requirements for our runway. He gave as an example a Cessna – and said the manual requires more runway than we have here. Dan noted he thought there was only one jet that the committee had questioned before and when researched, found it was okay. Tom said he had asked Cessna if it would depend on weight and fuel and that they did not answer. He noted he would fault the Port if one crashed. Commissioner Mooney asked whether there was a jet here at the airport. Dan affirmed this. Warren noted he had seen a Citation (sp) come in here before and then go. He thought it would be worth following up with the FAA. Annie thought coordination with the FAA had already been done. Josh affirmed this noting the Port had worked with the fellow at the FAA and he says there is no problem here. Tom stated that in his opinion this airport was not set up for jets. Josh will send out information to the committee about the jet at the airport and about jet allowances.

Next Meeting - Josh inquired what date was best for the next meeting. It was decided a Monday in mid-January was best. This would be January 12<sup>th</sup>, 2015.

Adjourn:

With no further business or discussion, Eric asked for a motion to adjourn. Annie moved to adjourn, seconded by Warren.

The meeting adjourned at 6:20 p.m.