



## Port of Anacortes

### Anacortes Airport Advisory Committee

### Minutes of the Meeting of September 16, 2013

The AAAC met on September 16, 2013, at 5:30 P.M.

Attending committee members: Tom Fritzler, Warren Walz, Dan McCrosky , Val Johnson, Richard Storwick, Tony Idczak and Chair Eric Ufkes.

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

Also in attendance: Commissioner Bill Short

Call to Order: Eric called the meeting to order at 5:32 p.m. It was determined that no introductions were needed.

Public Comment Period – There were no public comments.

Old Business:

#### Airplane counter -

Josh Beaner provided up to date reports on airport flights, passengers, and fuel sales. Commercial flights and passengers continue to be lower, following a trend of prior years.

The fuel dock is open, and the FBO is still handling fuel sales at this time.

Warren noted he'd had some reports from pilots that fly into Anacortes Airport that we have "iffy" fuel availability, something he experienced himself in July.

Josh noted the Port had heard of issues with the fuel system the beginning of July and had it repaired. He thought there may be a pinhole leak in one pipe causing air in it. The Port will remove and replace the pipe as needed.

Tom asked about the drop in take –offs counted, and whether that was the result of fewer people flying. Josh responded that was the case. The Port is also looking into changing to a new counter system for greater accuracy. He noted that with all the hangars now rented, so flight traffic could improve.

#### Pilot's Lounge –

Josh reported that upgrades to the new pilot's lounge are going well. The pilots group has been helping and he noted the Port was glad for the great partnership with the pilots group.

#### AWOS –

Josh reported he recently met with Karen Miles of the FAA. She confirmed the installation of a Super AWOS would not qualify for funding or certification by the FAA. The traditional AWOS type of system the FAA would fund would require additional off-site clearing which the Port is not looking to do. The Port would have to pay for a Super AWOS, with the 2014 budget being the earliest opportunity to look at funding.

Executive Director Bob Hyde noted the AWOS was included in the Port's Capital Plan for 2014 at a cost of approximately \$100,000. Josh noted there are several different brands to decide from.

Don questioned why there was no FAA funding for other types of AWOS. Warren explained the FAA wants a system beyond what we're looking for, for a higher level of use. Pilots' needs at the Anacortes Airport are primarily visual needs, although it would be nice to get surface conditions for wind without having to overfly the windsock and the Super AWOS would provide that. Richard agreed, and observed a regular AWOS gave much more information than was needed here in Anacortes. Tom noted that cutting trees was what was consistent with what the FAA wanted as conditions would be more variable with the trees in place. He recommended possible suppliers should look at the site to give the best resulting product. Josh reported the Port has had a couple of different vendors out to view the site already.

#### 2nd Annual Pilots' Association Swap and Shop Event –

Josh reported he had heard good things about the event, which he was unable to attend. Bob noted there were some pilots doing "flour bombing" on the runway and practicing some stop and goes, causing complaints from neighbors. Commissioner Short noted the pilots had also begun banking before going out over the water instead of following established rules. Warren said he would bring this up at the next Pilot's Association Meeting. Josh noted he had sent an e-mail to the Association as well.

#### Hangar Rentals –

Josh reported that all 39 of the Port's hangars are full with a waitlist of 4. The Port advertised quite a bit in the Oak Harbor area. The flying club that operated there for about 30 years recently closed and some of the pilots who had planes located there have moved their planes over here and some to Bayview. Warren observed Bayview has ropes to tie down and Anacortes does not. Josh noted he had talked with the FBO about providing ropes. There were ropes there in the past and there were problems with the ropes rotting from constant exposure. Warren noted that Port Townsend has chains and pilots he's spoken with dislike them, but would appreciate ropes.

New Business:

#### Asphalt Sealing –

Josh reported Port maintenance staff are using the Port's new fog sealer to do the sealing ourselves and it will be a regular part of the Port's maintenance system. All grass growing on the runway and taxiway has been removed. Next year a major project will be to seal the whole runway. Karen Miles of the FAA will look into they can help with the costs of the sealing and also fencing to keep the coyotes out – some places in the fencing have been dug out by the coyotes.

Warren noted the security at the Anacortes Airport was better than at Skagit's Bayview Airport where there were no locks and the gate near the terminal building had no keypad, compared to Anacortes where all the gates have keypads.

#### Airport Maintenance -

Josh noted a tire on the Port's tractor mower had to be repaired after the last mowing. Another request from the FAA is to maintain the foliage along the interior fence as well. Overall, the FAA was pleased with the airport.

#### Updating Hangars –

The Port is looking to purchase new hangar doors for those that need replacing and will do upgrades and repainting to others. Warren reported the doors for Hangar 1 were in the worst condition, but those on Hangar 3 were good. Josh reported there is one available office space next to Hangar 2. Tim asked if any thought had been given to building more hangars. Josh responded that none were planned at this time. There are some hangars available from private ownership at the Airport.

#### Other discussion:

Dan asked whether the closing of the flying club as mentioned earlier could bring more planes to Anacortes. Warren noted there are 4-5 more planes tied down now, but overall it would be a wait and see situation and dependent in part of the continued economic recovery. The former club from Whidbey will be based at Skagit as they preferred it for training with the longer and wider runway and adjacent areas.

Richard noted that once the inconsistency in the availability of fuel was resolved and the word was out there could be more usage of the fuel dock.

Tony reported there was an interesting article in the National Defense Council's "Something in the Air" magazine on blended fuel. Warren noted the airplane industry was working hard to get rid of blended fuel and that ethanol was deadly to aviation. Some he knew of were getting diesel fuel and burning diesel engines with kerosene. The amount of lead in the fuel was quite small.

#### Adjourn:

The next AAAC meeting date would be Dec. 16<sup>th</sup>. Those present noted December was a busy time and that January may be better. The third Monday in January is a Port holiday – Martin Luther King Day. The meeting will be the following week, January 27<sup>th</sup> at 5:30 p.m.

Eric moved to adjourn, seconded by Richard.

The meeting adjourned at 6:07 p.m.