THUN FIELD ADVISORY COMMISSION  
MEETING SUMMARY  

April 21, 2016

A meeting of the Pierce County Thun Field Advisory Commission (TFAC) was held on Thursday, April 21, 2016, at 6:30 p.m. at the Civil Air Patrol building, Thun Field, 16915 – 103rd Ave. E., Puyallup, WA 98374.

I. Call to Order & Welcome

Chair Mike Thompson called the meeting to order at 6:31 pm, welcomed the guests, and had commission members introduce themselves.

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<th>TFAC VOTING MEMBERS</th>
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| Present: | Mike Thompson, Chair  
| | J. Keith Kemper, Vice Chair  
| | Lyle Sindlinger  
| | Marshall Collins  
| | Shawn Pratt  
| | Douglas Miller  
| | John Hurlbut  
| Excused: | Michael Keaton |

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<th>TFAC NON-VOTING MEMBERS</th>
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| Present: | Deb Wallace, Airport and Ferry Administrator; Jim Downs, SHAC  
| Excused: | Dan Roach, Pierce County Council District 1; Hugh Taylor, Pierce County Council Alternate; Deryl McCarty, SHAC |

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<th>PIERCE COUNTY STAFF</th>
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<th>VISITORS</th>
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II. Approval of Prior Meeting Summaries

January 21, 2016 - Meeting summary of January 21, 2016 was unanimously approved (Pratt/Kemper).

III. Visitors and Petitions  
(Both comments are limited to 3 minutes per person.)

Dave Thomas said it looks like board is stacked with business representatives. He asked why the
Weed Control Board can use an airport building when the FAA won’t let others have non-aeronautical uses. He said it was unnecessary for trees to come down. Runway widening until 2021 is unacceptable. Why spend money to upgrade a building, but not the runway? These are the same issues as when he was on the TFAC 15 years ago. The Master Plan is defunct. He’s a flight instructor, so he understands the workings of government and private ownership; there’s a lot more that needs to be done for the safety of this airport. He wants concrete answers, not just blaming everything on the budget. Why haven’t the hangars been renovated?

Duane Johnston is a hangar owner and he doesn’t like the Weed Control Board at the airport; they have no business reserving parking or remodeling the building. No one should be bad-mouthing Lissa; don’t get rid of her; nobody knows aviation like she does.

Jim Bergman is a hangar owner; he said we all have the same issue with the Weed Control Board. The airport has gone downhill for the past 4-5 years. He’s talking to the FAA about it; we have federal money invested in this airport.

James Van Ness rents a hangar that leaks; if we can’t patch roofs on hangars that we pay for, we shouldn’t be remodeling elsewhere.

IV. Reports

- Deb Wallace, Airport and Ferry Administrator
  1. Aeronautical Use Update – The Weed Board has been working with the FAA since 2015 on this agreement. The FAA had originally said an interim use agreement wasn’t needed, but they have subsequently said we need one. The Weed Board is able to use the building because it’s not a hangar; as long as we charge fair market value for the building, we’re able to lease to them. We have the Peninsula Pet Lodge located at TIW; we have interim use agreement and the funds come back to the airport. We have not had money to adequately operate the airport. The Weed Board is putting in over $100,000; it would likely have otherwise been a tear-down: there were Code violations, no heat, the building was falling down, and there was dry rot. We didn’t prioritize money for that building. Five years ago, the airport didn’t pencil, but for the past 2-3 years, it has. When we haven’t, it’s because we put money into deferred maintenance. It’s unfortunate that airport tenants have been harassing the contractor and making the Weed Board feel unwelcome. We have sent letters to the condo association owners and tenants to let people know that we do require aeronautical uses in airport hangars. According to Lissa, the clean-up is moving along well. The definition of aeronautical use is that hangars need a primary use of aviation; if you store a scooter or bike under the airplane wing, that’s OK, as is working on your airplane in the hangar.
  2. Bathrooms in this building are open whenever the CAP building is open. Harold Smith, hangar owner, wanted clarification; if a building is not being used for aviation, can it be leased/rented as a plumbing company? Deb said potentially, if it’s not a hangar, if it’s rented at fair market value, and the money comes back into the airport. We’re trying to get money for hangar repair. We met with the FAA administrator and compliance manager who told us that because the way that property was designated, timing had run out. The FAA doesn’t see any issue with it; it’s earning money to put back into airport. We should be thankful someone is willing to put money into the building. She agreed the airport is dilapidated and needs work. Deb said she was appalled at the disrespect shown toward the Weed Board.
• **Jay Simons, Operations and Maintenance Supervisor**

  1. **O&M Report** – Jay said the orange traffic counters on the east side of the runway will be out there for a year; they take pictures of planes landing/taking off, so we’ll have an accurate count. We’re starting to mow. Lissa, Jason, and four members of the road shop put down five tons of asphalt on most of the bad spots. We need more work done. It’s not a perfect fix; some spots need to be torn up and repaved. Last Saturday, trees behind the condo hangars were removed; we may take out more. Lyle Sindlinger said they didn’t remove any at his hangar. Jay said he’ll walk out and identify them. We will meet again next week; we want to solve the problem. The runway was closed today for a while; the weed spraying done last summer was finished today.

  2. **Capital Improvement Update** – 2016-21 – We have a consultant on board. The Master Plan will take about 18 months. Meetings will be announced so the public can weigh in about what they’d like to see at the airport. The state inspects pavement every 5 years; we do it daily and write down on a list what is found; that becomes the basis of our work schedule. The REIL wiring project should start mid-July; they’ll be big enough for runway and taxiway lighting. Deb mentioned that signage is in the budget for this year; this fall, business signs will be added.

  V. **Commission Reports**

  None.

  VI. **New Business**

  • Discussion of TFAC Boundaries for Community Resident Position and Re-definition for Airport Business Representative. Cindy Willis displayed a map of the TFAC boundaries which coincide with the South Hill Community Plan area; if the TFAC wishes to expand the boundaries to include part of Graham, it would need to recommend a Code amendment to the County Council. She distributed a sheet detailing the Code amendment process. The TFAC had previously requested a change to the definition of ‘airport business representative.’ However, our attorney believes that any pilot or any tenant of the airport qualifies as a business representative, so that amendment is probably unnecessary.

  • Review of TFAC Rules – TFAC rules from 2007 were distributed; quite a few areas could use updating. Deb Wallace said we also included TNAAC rules from 2010 as a comparison. The TFAC could leave them as is, could set up a subcommittee to review them, or could review them at the next meeting. The chair suggested that perhaps separate subcommittees would be in order to work on both rules and boundaries. Keith Kemper and Lyle Sindlinger volunteered for the rules subcommittee; Mike Thompson and Shawn Pratt volunteered for boundaries.

  • Deb Wallace said we’ve had a request from the Thun Field Condo Association to leave the gates open during the day/seven days a week. There are two letters in the packet—the second letter is from NW Propeller stating their plan to install security fencing due to theft. The Council took action to close gates on weekend; the TFAC may want to consider the issue again and make a recommendation to Council. Deb said she has concerns about fencing around NW Propeller. The Council asked we bring this issue back in September for an update on security, but we don’t have to wait.

  Lyle Sindlinger asked if there have been any security issues when gates are open. Deb didn’t know if security issues occur while gates are open; Jay hadn’t heard either. Lyle
said he represents the Thun Field Condo Association with 102 hangars; all members have requested gates to be open seven days a week between 8-5. Do we write a letter to the Council? Deb said you may want to hold a meeting to take input or write to the Council with your recommendation. Public Works can’t take an action to change it because it’s in County Code. Lyle asked for show of hands of those favoring opening the gates seven days a week: most were in favor and there were no hands raised against it. Lyle proposed the TFAC write a letter. Mike Thompson agreed; he said the straw ballot showed enough support that he would entertain a motion. Douglas Miller with SpanaFlight said we should have a conversation with NW Propeller before proposing a seven day a week open schedule. If they are putting in security fencing, they are obviously concerned. Deb Wallace suggested before approving anything, we should invite NW Propeller to our next meeting and do more outreach. Bring it up at the next meeting.

Dave Thomas said the fence is cut all the time; he has cameras up to monitor the area. Mike Thompson scanned the NWP letter and said it looks like Mr. Jacob decided to move ahead with his own security plans. Lyle Sindlinger said there’s an issue with it; does the fence or just the lean-to encroach on the taxiway? Keith Anderson, president of a 14-member hangar association, said the structure was put up without asking anyone; Dick Jacob put all his junk there and took 4-5 feet of the taxiway. He would like it removed because it’s a narrow taxiway with only 21 inches of clearance—and that’s before a fence goes up. Taking care of his own security shouldn’t intrude into the taxiway. The lean-to must go—there’s no way we should have to worry about damaging our airplanes. We’ve been told that junk goes inside a hangar, not outside. Deb Wallace has asked Dick Jacob to meet. The lean-to was put up without approval and she expects to ask him to take it down. Deb asked Lissa and Jay to look at the taxiway width. Keith Kemper said it’s a hazard and needs to be removed; Deb did not disagree. It’s a safety thing. Lyle Sindlinger asked how someone can put up a structure without someone coming to tell them to stop; it’s been three months. Deb said it went up quickly.

VII. Visitors and Petitions cont.

(Public comments are limited to 3 minutes per person.)

1. James Van Ness asked about getting an outhouse by the fuel pumps for people who fuel at night when nothing is open. Mike Thompson agreed there needs to be something, but wondered where it should be located. Dave Thomas asked about a pilot lounge.

2. Terry Griffin said he’s been at the airport for 12 years; has there been any thought process about getting flush toilets, sinks, and heated facilities? He’d like to see heated toilet rooms on both the north and south sides. Other airports have them; it’s appalling that the County has only outhouses. These are basic concepts that most organizations have. Mike Thompson said in talking with other airport users, that’s high on the Master Plan list. Deb Wallace said with hangar renovation, there was the possibility of putting bathrooms there, but bringing in water lines was cost prohibitive. We’re just about ready for the 2017 budget process, and may want to add this project. We have REET funds to use for airports; the Council increased those funds last year and we can include things to recommend. The Council has been very responsive for what’s been brought to
3. Keith Anderson concurred with Terry; we need bathrooms. They need to go into the master plan. If you can’t see a bathroom, you don’t know where it is. Transient pilots need to be able to see bathrooms; it should be centrally located. We should raise this to the top of the wish list; it’s important. Lyle Sindlinger asked if hangar renovation is in capital improvements; Deb said it’s in the budget.

4. Dave Thomas said the runway won’t be complete until 2021; it’s pie in the sky to think about a pilot lounge. Safety is the #1 priority. Taxiways are encroached; a sinkhole is jeopardizing them. Is $1.5 million realistic? Where is the money coming from? It’s just blowing smoke to think this is going to happen—it hasn’t happened since 1999; it keeps getting pushed and nothing gets done. Deb Wallace said she’ll bring the financial plan to the next meeting. Dave Thomas said the sinkhole is between the two orange hangars and is the County’s responsibility, not tenants’. Code amendments are a vicious circle. What’s most important for the airport—get the taxiways up to code. Jay Simons said Lissa fixes the fence whenever it’s cut. He got an estimate of $80,000 to put lighting on the road. Potholes were marked yesterday, but we won’t get to them all now. Some projects require a backhoe to dig out and then pave—that requires a lot of money. Lyle Sindlinger said it’s more important to fix the taxiway. Deb Wallace addressed the sinkhole issue; it’s adjacent to a condo hangar. The County spent $14,000 on a geotech study; it determined that the sinkhole was likely due to debris that rots in the soil. When the developer constructed the hangar, geotech work should have been done down to about 12’, but it was done only to the 1’ level. When the developer didn’t do due diligence, it created risk and a sinkhole formed. If the County were responsible, we’d have paid or helped, but we informed the condo association that appropriate work was not done. We need to have decent hangars; people are moving out and 3-4 are open. It will only get worse. Estimates to correct hangar problems came back very high. Facilities Management found way to engineer more cost effectively and is working to go back out to bid. The plan is to do two hangar buildings with options for three additional hangar buildings. We’ll get a new schedule from Facilities Management shortly. Lyle Sindlinger asked why we can’t we proceed with two and then get money for more. Deb said we’re redesigning roofs to lower the cost; we will do peaked roofs. Twenty-five percent of our revenue comes from hangars. We need more funding from Council so we don’t have to go out to bid again. Dave Thomas also asked about the possibility of getting Jet A fuel at PLU. Deb Wallace said we’re not making plans for it; we will wait for the master plan to decide a location for the fueling facility.

5. Shawn Pratt asked about Comcast. Deb Wallace said we worked two years to get Comcast here, but they increased the price from $36,000 to over $100,000 to bring a line in to a few businesses in the central area if those businesses would buy in. We decided we don’t have money for that. Shawn Pratt said we need better infrastructure; we can’t run IP phones and it’s as slow as dial up.
6. Rey Frie signed an agreement with Comcast two years ago. The biggest issue was prevailing wage that made it prohibitive for them. He’d really like it, but technology is moving so quickly, it may not be necessary. He uses Centurylink.

VIII. Confirmation of Action Items

Deb Wallace reviewed the items on list, closed those that were complete and left others as pending.

The chair asked Jay Simons about lights on the reader board still being inoperative. Jay said he’s working with CED to think of a way to mount lights on the board and not the ground—maybe put bollards there; it would be nice to get LED lights. Mike Thompson said to do it before the days get shorter again.

Lyle Sindlinger asked the County to look into a portable restroom system—they make nice ones on trailers with sinks and toilets; get them cleaned regularly and centrally located within view of the pumps—get a cost. We can plumb them into the existing septic. We used to have water and two bathrooms beyond the restaurant—is there septic available? Deb will check it out.

IX. Adjournment

The meeting was adjourned at 8:02 p.m.

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<th>TO CONTACT THE THUN FIELD ADVISORY COMMISSION regarding any items on this agenda or any other issues:</th>
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TFAC Next Meeting

**Date:** Thursday, June 16, 2016  
**Time:** 6:30 PM  
**Location:** Thun Field, Civil Air Patrol Building 16915 103rd Ave. E. Puyallup, WA 98374