

THUN FIELD ADVISORY COMMISSION
MEETING SUMMARY

November 16, 2017

A meeting of the Pierce County Thun Field Advisory Commission (TFAC) was held on Thursday, November 16, 2017 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 Keith Kemper called the meeting to order at 6:30 pm. Members and staff introduced themselves.

<i>TFAC VOTING MEMBERS</i>	
Present:	J. Keith Kemper, Chair Douglas Miller, Vice Chair Mike Thompson Lyle Sindlinger John Hurlbut
Excused:	Marshall Collins
<i>TFAC NON-VOTING MEMBERS</i>	
Present:	Nichole Weber, SHAC
Excused:	Dan Roach, Pierce County Council District 1; Hugh Taylor, Pierce County Council Alternate
<i>PIERCE COUNTY STAFF</i>	
Present:	Lauren Behm, Jay Simons, Lissa Smith, Cindy Willis
<i>VISITORS</i>	
Present:	Sixteen members of the public signed the attendance sheet.

II. Approval of Meeting Summaries

May 18, 2017 – Motion (Sindlinger/Thompson) passed unanimously to approve the meeting summary as written.

August 17, 2017 – Motion (Sindlinger/Miller) passed unanimously to approve the meeting summary with amendments.

III. Visitors and Petitions

(Public comments are limited to 3 minutes per person on non-agenda items.)

1. Warren Hendrickson, AOPA NW Mountain Regional Manager, introduced Scott Snyder, the new airport support network volunteer. This program gives us the opportunity to connect with local pilots and learn their concerns and airport trends. The program was founded in the late 1990s.
2. Scott Snyder said he will be Warren's eyes and ears. He has a varied background in aviation, including a career as a First Officer with Alaska Airlines. He's here to represent AOPA and pilots/owners.
3. Terry Endsley has been here for 20 years. The thefts/break-ins at the airport are out of control. He was broken into Thursday morning and lost \$5000 in tools. Is the County going to address this and do something about it? He can't afford it. The fencing is a joke. It's the airport's obligation to do something about it. Lauren Behm said we're working to address it; considerations include improved lighting and we're researching camera systems. Jay Simons said we do patch the fence breaches, but they will just cut through in another spot. Lauren said we need to consider other solutions such as an airport watch program or finding funding for other kinds of security. Even having someone drive by periodically is not that effective and is expensive. We'd like to know what other airports do and how to fix the problem. Doug Miller said for the short term, there needs to be action today. Lauren said we hope to have something in place by mid-December. Doug asked about lighted poles on a generator as a short term solution to an installed system. Jay will check with Traffic about surplus poles. Terry Endsley wants this issue moved up in priority. Tenants can't be expected to light the entire airport and pay the electric bill. Michael Thompson noted that the Sheriff's precinct is located at the end of the airport. Sgt. Chris Adamson said the Sheriff's precinct is aware of the problem, but he said we can't provide significant patrol inside the airport. Fence incursions mean they're taking only what they can carry away. His concern is potential damage to aircraft. Lighting improves the situation, but is not going to solve the problem entirely; it'll take a combination of eyes aware, increased patrols, alarms, and lights. Lyle Sindlinger asked if they respond to alarms. Chris said yes, but they're not always timely—it depends on proximity and call volume. He does like those alarm systems with microphones. Break-ins have occurred on both sides of the runway. Keith Kemper said some security units have motion detectors and mics; are they effective? Chris said they can be valuable. Thermal is dicey, but can be good if you pay a lot for them and they're well-positioned. Some pick up critters running through your hangar. He likes motion detectors if they're set right (not too close to the ground).
4. Jim (maybe Bergman?) asked who owns the property where the homeless encampment is located. Doug Miller asked if anyone had contacted that owner; can we ask him to cut back the trees away from the fence? Jay said the court crew cut back some vegetation about 6' from the fence, but didn't finish. Lauren said the Council is passing a public nuisance ordinance that puts the onus on the property owner for illegal activity occurring.
5. Tom Heany feeds the homeless and works with several organizations. He walked the area to determine what kind of homeless problem there is. Nobody is there now; most have left. Most homeless are not people you want in your house due to drug problems. Generally they don't do burglaries because they want to stay under the radar. Burglaries are usually committed by people with vehicles so they can fence items to support their habits. This is probably not a homeless problem. Spanaway Airport has been going through this for years. He'd be happy to walk back in the woods with anyone who wants to see it. Chris Adamson said vehicles coming through the gate is a bigger problem. If you found someone in your hangar, he would get cited for criminal trespass; a burglary charge would be added if there's evidence of theft. Lauren asked if an airport watch program works; it was suggested on a

TSA matrix to implement an airport watch. Lyle Sindlinger said the Thun Field Condo Association would be interested in adding to a fund (as part of their lease) to have someone patrol the airport at random times if costs are shared by all on the airport. He showed a live picture from his hangar on his cell phone; it's an Arlo system. He can talk to whomever is in the hangar, and infrared shows everything, even in the dark. He has motion lights. Through Verizon, the camera is \$400 and has its own phone number; monitoring is between \$5-\$20/month depending on the Verizon plan. When a motion sensor goes off, it sends him a text or email; he can bring up the live camera and even talk to the perpetrator. Chris Adamson suggested keeping your hard drive secure in a bullet-proof box; you need offsite storage for data recovery. Nichole Weber said her neighborhood has vandalism and break-in problems; we encourage the use of Facebook to spread the word and share information about crimes.

6. Paul Burgess asked Sgt. Chris Adamson if his hangar is an extension of his home; can he legally shoot someone who breaks into his hangar? Chris Adamson said he does not provide legal advice; however, he said you have to determine if your life is in jeopardy. If not, don't shoot. A hangar is not an extension of your home. If you're carrying a gun, don't engage if your life is not in danger. Paul noted that the lease agreement says Pierce County is not responsible for our personal property. John Hurlbut said if people keep getting broken into and the County does nothing, people will take their planes elsewhere. He asked about internet connections available on the airport; they're not good. Doug Miller said the airport needs to be secured and access points negated. Fix the access to the airport. We do want the public to be welcomed to airport, but not people here to do us harm. He suggested using better wire at the bottom of the fence where cutting is done, but not like a prison. Sgt. Adamson said they could be breaching the fence with transportation on the other side. Cameras at the gates are good, but solely focusing on gates isn't sufficient. Mike Thompson reminded them that we don't want 24-hour security (closed gates) again.

IV. Reports

- **Operations and Maintenance** – Jay Simons said the distance signs have been reinstalled at proper distances. The PAPIs are fixed; if you fly, you've noticed.
- **Administration** – Lauren Behm, Interim Administrator, said she's looking into 2018 to determine agreeable dates for quarterly meetings. The work plan items she sees include public viewing area, volunteer program, and other items the TFAC wants to work on with maybe one item per quarter. Public viewing will take longer with some overlap. Email or call her with ideas. Lauren noted that beginning in January 2018, she will be in classes on Thursday evenings; she wondered if the Commission would be willing to switch to the third Tuesday for 2018 meetings; otherwise, she cannot attend due to her Master's class schedule. Keith Kemper said it's good to have Lauren attend these meetings, so he's OK with Tuesdays. Mike Thompson wondered if Lauren would be in her interim position through 2018; otherwise, why change the schedule? Lauren said she's been extended in her current role as Interim Administrator through 2018. The chair suggested that it's OK to move to the third Tuesday; we just have to communicate well. The consensus of the membership was that the third Tuesdays would be OK.

Lauren said that the Frederickson Advisory Commission declined to provide a non-voting member to the TFAC. The other vacant airport user position has been appointed and should be confirmed in time for the January meeting. We also have to prepare for elections in

January. There's another open position for either a Graham or Frederickson resident, as well as a non-voting Graham Advisory Commission member.

The NW Aviation conference is in late February – we'll be looking for booth volunteers.

The EIDC is going to meet in December to discuss the fuel concession report, so anyone may attend and testify. If the EIDC chooses to do take action that impacts the budget, they'll do a supplemental budget.

- **Commission Reports**
None.

V. **Old Business**

- **TFAC Recommendation on Fuel Concession**

Doug Miller said he didn't see a recommendation happening tonight; we can't get together as a group to discuss it unless it's a public meeting.

Michael Transue, with the Performance Audit Committee, said the Council will adopt the 2018 budget next Tuesday; however, an EIDC meeting will provide an opportunity for the TFAC to offer its recommendation on the appropriate option. Michael detailed the five options. The chart discusses options with the value of each over a 10-year period with pros/cons. The budget proviso asks that after the report is submitted to the TFAC that you would submit your recommendation; it would be great to have it by the time the EIDC meets in early December. The contract has been extended through June, so there's time to talk about options.

Keith Kemper said the report doesn't seem to reflect the price elasticity of fuel. We're desperate for airport revenue, but he'd hate to see us make a move, drive up the cost to a concessionaire, and then have the volume drop when people leave to get fuel elsewhere that's cheaper. How do we not get bitten? Michael Transue said an elasticity study was outside of the scope of this report; he is familiar with such studies. He doesn't know what fuel costs are at other airports of a reasonable distance; how many people would research cheaper gas? Keith asked if this came up with the current supplier; no. Michael said we could go through the RFI process to get information about what an elasticity model might look like. We could offer a discount for volume purchases. He didn't know what such a study would cost, but there's not enough money left over in the budget this year. You can petition your Councilmember. Doug Miller said people are not flying out to get fuel, but may be stopping on their way home.

Mike Thompson said there are no options that require a new fuel system to be installed or the current one brought up to specs without defects; shouldn't that be part of the contract? Michael Transue said the report only noted the inadequacy of the station. Responsibility for the upgrade would have to be part of the contract. Doug Miller asked if the County took over, how would the revenue be earmarked. Lauren said she believes the money would go back into the airport fund. Revenue from our current contract goes directly to the airport fund, as do other revenues; none goes to the General fund. Michael Transue said it's always a good idea to make certain it's coming back and benefitting users of the airport. Lauren said she'd like to see the money go back into the fuel infrastructure. Because we extended the contract through June, we'd need a TFAC recommendation by March; we could discuss

it at the January TFAC meeting. Keith Kemper wondered if there'd be merit in having the current vendor present. Michael Transue said you all have the report; it's a judgment call on your part. If you think you need an elasticity study first, you can make that recommendation; it will impact the 6-month extension. Keith suggested we shoot for a meeting in December. Motion (Miller/Sindlinger) passed unanimously to set a special meeting in the first week of December with a specific date to be chosen by staff. Doug Miller asked why we weren't ready for the bid; Lauren said the study started later than anticipated.

- **Adoption of TFAC Rules**

Lauren said the major rule changes included addition of the Frederickson and Graham Plan areas and adding members to the Commission. Other changes were general clean up. Motion (Thompson/Miller) passed unanimously to accept the revised TFAC rules.

VI. **New Business**

- **Master Plan Advisory Committee Update** – Jeff Smith introduced Kevin Mulcaster from Mead & Hunt. Kevin said this is our first project at your airport and we're proud to be part of the planning process. Our company is based in Madison, WI; aviation is our primary focus. The Portland office has 30 staff dedicated to aviation. Jeff Smith said there's been lots of momentum on the Master Plan. He talked about what it is, why it's important, and what to expect. We're looking out 20 years. The plan is the County's plan, not the consultant's or the FAA's. Thun Field is the 6th-8th busiest airport in the state. At the end of the process, you'll have a sequence of projects that the County wants to do. The FAA puts your plan into their program for the first six years. We have six components to study. We've answered the question of what does the airport have. Next we look at where the airport is going, what does the airport need, where does it go, what does it look like, and how much does it cost. We're making good progress. A working paper will be formalized within two weeks. The advisory committee will meet 5-6 times during 18 months and there will be two dedicated public outreach events, with the first likely in March. It will be well broadcast; we have over 500 people on our notification list. Lauren said that Jeff will be attending the next 3-4 TFAC meetings to update us on the master plan process.

VII. **Adjournment**

The meeting was adjourned at 7:56 p.m.

TO CONTACT THE THUN FIELD ADVISORY COMMISSION regarding any items on this agenda or any other issues:	
Call:	(253) 798-7250 (Airport Administration)
Fax:	(253) 798-2740
Mail:	Thun Field Advisory Commission 2702 South 42 nd Street, Suite 201 Tacoma, WA 98409-7322
Email:	pctfac@co.pierce.wa.us
Submit comments online:	www.piercecountywa.org/thunfield (click on "contact us")

TFAC Next Regular Meeting

Date: January 16, 2018
Time: 6:30 PM
Location: Thun Field, Civil Air Patrol Building
16915 103rd Ave. E.
Puyallup, WA 98374