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THUN FIELD ADVISORY COMMISSION
DRAFT MEETING SUMMARY

April 20, 2021

A meeting of the Pierce County Thun Field Advisory Commission (TFAC) was held on Tuesday, April 20, 2021 at 6:30 p.m. via Zoom.

I. Call to Order & Welcome/Introduction of New Members

Chair Andrew Karlsson called the meeting to order at 6:30 p.m. New members introduced themselves.

TFAC VOTING MEMBERS	
Present:	Andrew Karlsson, Chair John Hurlbut J. Keith Kemper John Boyd Matthew Mackey
Excused:	Mike Thompson Marshall Collins
TFAC NON-VOTING MEMBERS	
Present:	Nichole Weber, SHAC; Rod Propst, Airport Manager
Excused:	Dave Morell, Councilmember
PIERCE COUNTY STAFF	
Present:	Rod Propst, Lissa Smith, Cindy Willis
VISITORS	
Present:	Approximately six members of the public participated.

II. Approval of Meeting Summary

Motion (Karlsson/Kemper) to approve the January 19, 2021 meeting summary was passed unanimously.

III. Visitors and Petitions

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

1. John Boyd said he’s noticed that the Top Gun restaurant is a bar. There are tire burnout marks on the driveway and that doesn’t leave a good impression of the airport. He wishes it

were a family restaurant, not just limited to 21+. Rod Propst said the restaurant is part of the Spencer Aircraft lease from the 1980s. Unfortunately, the County has no control over the restaurant. Rod Wetherbee leased to Top Gun and was caught off-guard when it was turned into a bar due to onsite gambling. John is not the first to address this; many people prefer it would be family friendly. Andrew agreed that it was an opportunity lost not to have at least a section for families.

2. Eric Brown submitted a chat item regarding potholes on the south side access road; he was muted. Rod said that Lissa has identified potholes needing repair along with the storm drain in SpanaFlight's parking lot. We have contacted our maintenance dept. with photos and a request to have them fixed. Lissa has marked all potholes with white paint; if you know of others, let her know.

IV. Reports

- O&M Report – Rod Propst shared his screen with a PowerPoint presentation. The Master Plan is moving slower than he'd like. The ALP is currently with the FAA and an approval memo is pending signature at the FAA. Once approved, Mead & Hunt will update the final chapter, then send it to Council. Prior to that, a virtual open house with the public will be held. We had significant stagnation turning around FAA comments.

Derelict aircraft – we've sent out several rounds of letter requesting proof of annual inspection per the FARs. We auctioned off two Cessna's; the problem is owners of these derelict aircraft are paying their tie-down fees and that makes it more problematic to remove a paying customer. We're working with our DPA to make that a reality. If they were vehicles, we'd tow them to a boneyard, but that doesn't work with a plane. They take up tie-down space and don't buy fuel or use airport services. We need to find a way to solve the problem. There are some 172s, 310s – no 182s. Andrew asked if there's a lease signed for tie-downs; Rod said yes, it's month to month; we've discussed modifying all agreements to include a requirement that aircraft must be airworthy by seeing the logbook. Clearly some haven't been airworthy in decades. We have one person doing ROW work; she doesn't have time to re-write all the leases. The only way to address this is to have the monthly agreement prove an aircraft's airworthiness.

Engine generator replacement – The engine has a leak; we're buying new engine, but it's bogged down in purchasing due to terms of agreement; hopefully we'll get it this summer. Andrew asked about Warren Hendrickson's engine. Rod said he spoke with Warren, but it wouldn't fix our problem.

- Noise Report – Rod said we've had 10 noise complaints since the last TFAC meeting; five are about touch-n-go's probably from flight schools; learning to fly involves much repetition; five were large military helicopters at night – JBLM had training exercises and they used our airports at night. We got helicopter complaints from both airport neighborhoods. We're open 24/7, but from a public relations perspective, it's not a good idea. It's pretty much stopped—until the next training. Seven complaints came from three households either north or south (not east/west) which is typical during takeoffs. We're tracking complaints. He will meet with the three flight schools at PLU to discuss Noise Sensitive Areas and remind them to fly friendly; we have no regulatory control. John Boyd suggested when Rod meets with flight schools, he should ask about the normal traffic pattern; some patterns are considerably wider than normal and should be standardized.

- Commission Reports – none.
- Council Update – CM Dave Morell was not present. Rod said CM Morell has been meeting with WAVE internet and others about trying to get internet to the north and south hangar areas; it's expensive. Spencer and SpanaFlight currently get internet from WAVE. We're waiting for WAVE to come back with options.

V. Old Business

- Hangar Inspections - Rod said we need to finish last year's inspections and have fewer than five hangars to inspect in the condo associations. We're enforcing FAA rules due to grant assurances.
- Hangar Roofs – We spent \$150,000 last year and put roofs on one row with drainage on the other two. We had hoped to reroof another row this year and the last row next year; however, we decided it would be prudent to do patchwork on roofs this year and not tie up money for hangar doors, so we'll talk to the roofing contractor. We're preparing the biennial budget and discussed this with department leadership today.
- Hangar Door Replacement Project – Helix wrote specs for RFP documents; we're almost ready to put it out for contractors to provide a price to install doors. County hangars have 5-10 serviceable doors; we will probably put 40 new ones on and keep the 10 best existing doors. We've borrowed \$750,000 and should be able to get these doors done.

VI. New Business

- General Aviation Airport Security Assessment – Rod said at the last meeting, we discussed closing the gates permanently; both advisory commissions tabled the item until this meeting. Part of the discussion was to discuss security in a broader manner, not just closing gates. He searched websites and found a document for security guidelines and a complicated security assessment; the intent is to establish a foundation or baseline from which we can develop security measures for each airport to protect users and employees. Both airports are critical assets for the region. The assessment is complicated with 500+ boxes to fill in and 13 topics. Rod is going to simplify the assessment so it's less complicated and bring it back in July. The intent of the presentation is to come up with a protective measures matrix that establishes probability and impact of each topic. We'll have commission members and tenants fill out the assessment; Rod will collate the data, and Lissa and Justin will write an emergency plan for their airport; it will be a collective product, not just Rod saying we should do this or that, but considering input from users. There will be more to follow in July with a simplified assessment. Emergency response and security have four areas to consider: mitigation, preparedness, response to event, and recovery from event. Rod will develop a security plan for the airports.
- Cindy Willis will be retiring soon; this is her last TFAC meeting.

VII. Adjournment

The meeting was adjourned at 7:13 p.m.

**TO CONTACT THE THUN FIELD ADVISORY COMMISSION
regarding any items on this agenda or any other issues:**

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