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Airport Board Meeting  
Thursday February 11, 2010

Those present were as follows:

**Airport Board:**

Gerald Malella, City of Kelso  
Ken Botero, City of Longview  
George Raiter, Cowlitz County  
Darold Dietz, Port of Longview

**Staff:**

David Sypher, Public Works Director  
Becky Hill, Department Assistant  
Brian Butterfield, Finance Director  
Denny Wise, Airport Manager  
Don Bell, Assistant Airport Director  
Denny Richards, City Manager

1. **Call to Order:** Meeting was called to order at 3:00 pm by Chairperson Ken Botero.
2. **Approval of Minutes:** January 14, 2010 – Motion made by Board Member Malella, motion second by Board Member Dietz, motion passed.
3. **Acknowledgment of Vouchers-** Motion made by Board Member Malella, motion second by Board Member Dietz, motion passed.
4. **Public Comments** –Denny Wise-Kelso Aviation talked to the board about House Bill 3176, the taxation of small aircraft that will, if passed, cause great economic impact on our airport on the plans for the airport. The fee has always been there in the form of a \$50.00 fee for registering an airplane. The bill would increase the airplane excise tax  $\frac{1}{2}$  of 1% of the assessed value of the airplane. Denny would like to ask if the airport board could go to their respective entities and write emails or letters opposing this increase. George would like to know if it has a companion bill and see what the arguments are for and against the bill , see who is sponsoring the bill and get all the information that you can and perhaps see if one of our Representatives may be on the committee, then voice your opinion. Board thanked Denny for bringing this information to the board.  
  
Jerry Sorrell also spoke on the impact that this tax increase would have on the airport and aviation as a whole.
5. **FBO Written Report** –No changes from the last report. It is winter time and the down economy, business is very slow. It is hard to keep the doors open. If this bill passes, the maintenance function who is barely making it now, is not going to make it through. The consultant (URS) said it best, " You don't have a healthy airport unless you have a healthy FBO and you don't have a healthy FBO if you don't have a healthy airport, and this bill will have an impact on all airport business.
6. **Airport Manager Report** –We still have a geese and small bird problem. We feel we may be able to do some funding of the wildlife mitigation measures particularly the

silt fencing. Still getting quotes on fencing but we feel this will be an inexpensive way to alleviate geese and birds from gathering on some of the critical areas at the airport. Question was asked about hazing and what is the procedure we use when we have aircraft coming in? Denny stated that by contract he is to haze twice per day, look for wildlife dangers and then haze if appropriate and that is a minimum. In reality if Denny knows that a fast mover is coming in either because he has seen them on a Flight Aware Computer Program or heard them in time on the radio, then he will make an extra trip out because those are the most vulnerable because they are moving so fast that the birds do not have time to react and get out of the way plus the potential consequences of interactions with the birds and jets is greater than with smaller aircraft. Would like to possibly look at a device that is an air cannon to be part of the truck and then instead of trying to load the pistol type device, you would just hit a button. Denny will have information on this type of device for the next meeting.

Precision Approach Path Indicator (PAPI) have been replaced and re-calibrated. They have to remain out of service until FAA can get the plane back down here to do an inspection to make sure they are working properly. The covers for the wiring have lids that need to be secured. David showed the board the riveted latches that he will have someone rivet them on. This hopefully will keep the lights from being messed with.

Fuel system had a manual inspection. Problem with a little air leak which can be fixed fairly easy. Also a problem with the computer monitoring, which tells how much fuel is in the tank. Contractor feels it is a probe problem and will be getting a bid into the city to repair.

We are waiting for the contractor to start on the water damage repairs to the EAA building. Still have some ponding in areas.

We had a very productive meeting with Life Flight on January 18<sup>th</sup>. Cowlitz 2 Fire Chief Dave LaFave stated in a letter that the hospital was eager to have Life Flight stay at the hospital. If Chief LaFave hears anything different he will let the board know.

Ken Botero gave a brief summary on the meeting with Life Flight-Airport Manager, Gerald Malella were there as well as Dave LaFave from Cowlitz @ Fire and Rescue. We had a good conversation and understanding about what they expect from the city and what the city expects from Life Flight. Dave LaFave played a huge part in talking about some important things that take place in having the helicopter at the airport. Bottom line is they need to be at the airport. Since then Life Flight has met with Peace Health and they are trying to keep them at the hospital. One of the problems with having them at the hospital is that their helicopter ties up the helipad making it impossible for other helicopters to land at the hospital.

**Hangar status-** rented out 2 more in both the Charlie and Bravo rows. These were currently already tenants one being a tie-down person and the other was in the Sullivan hangars. Currently Bravo and Charlie are full, 4 empty in the Sullivan's, 2 openings in Alpha and one more moving out at the end of the month who will be moving into the contractor's hangars. Question was asked about tearing down the Sullivan's as they come open? David advised the board that we have a requirement

by FAA to tear them down with the next large capital improvement. To be more specific in the new Master Plan it is to be done by a schedule of events in coordination with the purchase of some land that would facilitate some low priced hangars. Some of the tenants in Sullivan hangars need real basic and affordable hangars and that is what we would like to try to do for them before we tear them down. Also you currently get some kind of income from the Sullivan's and if we were to tear them down there would not be any income. When the Master Plan is approved and adopted by FAA they would also be approving funds to purchase land to build affordable hangars.

**7. Public Works Director Report** – David gave his written report to the board.

Master Plan Update-Jerry Sorrell gave a brief summary where we currently are with the Master Plan. Crunching the numbers has been the toughest task so far, hoping to have the results in the next couple of weeks. At that point it will be appropriate to go to the Technical Advisory Committee. The governance package fits in with the financial package along with the business package. The airport layout plan is moving along but it has 7 supplemental sheets that go along with it and all of needs to be in good order before FAA signs off. It is not just the group here being satisfied, FAA has to be satisfied with airport layout plan and all the details because that is what is going to control the future of funding packages and phasing of all the work. Getting it bought off and signed is like life insurance of the future, when it is signed and someone in the future wanting to change it, they will not be able to as it is an approved document.

David handed out a brief history of the airport as there has been several questions about the history of the airport board and what is expected, also distributed an Agreement of Rescission dated July 29, 1997. This addresses the day to day operations at the airport. David is planning to present to the board the previous, current and the proposed ordinances for this issue and then take to city council for housekeeping purposes which is separate from the governance plan.

Maintenance project priority list was addressed - motion made to spend all the money on this priority list as presented. Motion made by Board Member Raiter, motion second by Board Member Dietz, motion passed.

Meeting location schedule was discussed. The board decided to the following schedule for meeting/workshop dates to be held at the Airport: **January, April, July and October**. Meeting time will be at 3:00 pm unless we have a workshop.

Meeting Adjourned at 4:27 pm.

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Becky Hill, Recording Secretary

Ken Botero, Chairman