

## STAKEHOLDER GROUP MEETING NOTES

### AIRPORT USERS

June 4, 2008

Attendance: Upwards of 20 citizens

Introduction/Overview: Because many of the parties present had not attended the Community “Kick-Off” Meeting on May 21, Mr. Wise provided a brief review of the strategic planning process and objectives, and stressed the need for early input from core stakeholder groups. The submission of written comments prior to the June 13 deadline was strongly encouraged.

Mr. Wise briefly reprised some of the financial information shared at the May 21 community meeting:

- The Port’s income has grown substantially since 2000 – from approximately 3 to 6 million annually
- Revenues from the Jefferson County International Airport (JCIA) are approximately \$400,000
- Airport revenues have recovered from a net operating loss in 2000 to roughly “break-even” now
- Approximately 1/3 of the budget is devoted to operations and maintenance of existing facilities and services

General Comments on the 5-10 Year Future of the JCIA: Mr. Wise solicited feedback on the long-range vision for the airport held by meeting attendants:

- How much of the 18% of the Port’s debt service is principal versus interest? Is the “rosy” picture painted by Mr. Wise accurate? Do the Port’s financial projections factor inflation? Has there, in fact, been “real” economic growth?
- Port needs long-term financial stability – concerns expressed over the growth in Port staff
- Community needs scheduled commuter service within the next 5-10 years – this can only happen through close coordination/collaboration with the FAA
- To allow for scheduled commuter service – the Port must obtain clarity as to what improvements may be necessary with regard to runway length and approaches
- JCIA should be financially independent
- Precision approaches may not benefit existing charter businesses – which are “lean and mean” and offer a premium service
- Bremerton and Port Angeles are airports that have precision approaches – but these facilities are underused – there may simply not be the demand locally to support precision approaches
- FAA would require greater security at JCIA if scheduled service were to be offered – the airport needs to be fenced

- What is the Port's policy with regard to restaurant use at the JCIA? Owner of Spruce Goose desires a new building – could the Spruce Goose and T's collaborate to have a new restaurant at JCIA instead of Pt. Hudson?
- Port staff agreed that there was a need to determine whether or not ground leases versus building leases were better for both the Port and its core stakeholders
- Security and fencing at the JCIA is a “now” priority, not a long-term one; following 9/11, Homeland Security visited the JCIA and was not pleased with the lack of security – this is one of the only airports in the state without security
- Concern was expressed over late night “plane drops” at the JCIA which may involve illicit activity – and the lack of interest by local law enforcement in investigating this activity
- The location of a fire station on the south side of the runway would help with both security and medical evacuations
- Port staff indicated that such a station is in process, that Fire District #2 will be constructing a station on Port property; further, that the PoPT is in conversation with US Customs about the potential of relocating there, as well as a medical evacuation service that could also be based there; PoPT may also move its archives to this facility
- The question was posed – does the PoPT have grant writing expertise on staff? Might there be reimbursement grants available that could help to pay down the Port's debt?
- “Taj Mahal” type buildings are not necessary – the Port should not seek to build public monuments – what's necessary are simple functional buildings
- A turn lane is necessary at the entrance to the JCIA, and Port Staff should coordinate with the Washington State DoT to obtain this improvement
- The perimeter of the JCIA does not necessarily require fencing for security – but the developed area in proximity to the hangars and structures does need fencing now – fencing of the entire perimeter could interrupt wildlife movement and use
- Fencing by the gas pumps is necessary for safety
- Appreciation was expressed for the current level of interior accessibility at the JCIA – it's possible to drive right up to your hangar
- Parking is inadequate and uncontrolled
- Space for industrial use at the Boat Haven is limited, why can't the JCIA be developed to provide space for those businesses to expand?

#### Discussion of What is Necessary to Keep the JCIA “Viable”:

- There is a need to encourage aircraft dependent and related industries
- The “bones” at the JCIA are good – there is a synergy with existing businesses (e.g., museum, Spruce Goose, BJ's) that attracts people – the Port must be careful about balancing change with existing character so as to keep what's best about the place while supporting appropriate change in moderation

- Given County zoning restrictions, could the school district establish an aviation related use at the JCIA? For instance – aviation-related vocational training opportunities? Such training opportunities are needed for local kids
- A once per year airport/aviation day at the JCIA would help bolster community appreciation for the facility
- The Port needs a business recruiter generally, and someone recruiting businesses specifically to relocate to the JCIA
- There is a real need for a weather reporting station at the JCIA (AWACS) – 20% of all United Parcel Service flights into JCIA are missed/diverted due to weather and VFR (visual field reference) limitations – a trained weather observer might help with this situation, and could also collect landing fees
- The Port needs to improve outreach and communication with airport users – while staff individually are accessible and helpful – outreach to the community has been inadequate (a regular PoPT newsletter would be helpful)
- Many pilots are not in the Pilots' Association – these people need to be kept involved as well

#### What are the Threats to the JCIA?

- The price of aviation fuel – would the PoPT be willing to consider selling fuel at a loss to promote aviation traffic to the JCIA?
- The reduction in long-distance flights due to fuel costs
- Provision of alternative and less expensive fuels here would be helpful to encourage local civil aviation
- Affordability is a real threat – increases in hangar lease rates are a real threat
- Auto gas without alcohol needs to be available at the JCIA (less expensive) – would PoPT be willing to make such an investment (i.e., in a free-standing tank)? If aviation fuel is over \$6 or \$7 per gallon, civil aviation will wither away – this is why the provision of auto gas should be considered
- Where does the Port stand on the issue of privatization of fuel sales?
- Another threat is noise and complaints from surrounding neighbors and uses, particularly at Adelma Beach
- Incompatible land uses in proximity to the airport could also endanger the airport over the long term – this has happened in communities across the nation

Key Issue: The long-term viability/survival of civil aviation in general, and the JCIA in particular

#### Miscellaneous Comments and Questions in Closing:

- Is Air Park development with “through the fence” access to the airport possible on lands adjacent and south of the JCIA?

- Precision/instrument approaches are needed – this would help the viability of the airport
- An annual “fly-in” at the JCIA is needed to promote community relations
- Public restrooms are a much needed improvement (they don’t have to be elaborate – just very basic)