

Cascade Airport Advisory Committee Meeting Minutes

Date: 6 February 2019

Time: 7:03PM

Location: Cascade Airport FBO

Present: Rob Terry, Wes Smith (by phone), Ryan Campbell, Ray Arnold, Tobie Olson, Kevin Bissell (TO Engineers), Mike Arnold, hangar builders (Dave, Steve, George)

1. Sewer Line to Hangers. The hangar developers were initially thinking it would be best to put in a common collection line, but the DEQ was requiring significant legal agreements and financial backing. Tobie said lots of individual lines in the city are allowed to put in a solid tank and effluent pump that then hooks into the city's sewer system. The AAC suggests we get preliminary approval in writing from the state plumbing inspector that they would allow individual hook ups from effluent pumps to either the manhole or the lift station next to the FOB. Then this can be presented to the city for approval. Tobie said he can call the state plumbing inspector tomorrow. If it's approved and when the individual lines are put in, they may put in extra lines to be sold to future hangar developers; this could be nice so the trench doesn't need to be dug up again in the future. Tobie made motion that the AAC recommends to the City of Cascade that we allow the hangar developers to connect to the airport manhole or the airport sewer lift station from individual effluent pumps. Ryan seconded. All in favor. It was noted that for long-term development, a larger collection line and an updated lift station would be more ideal, but it's hard to make a case for how/why the current developers could afford putting it in.
2. Kevin: Rob, Judy, and Kevin had a phone call with FAA yesterday about seal coat. They would like to package the seal coat and wind sock with the apron building project, and they would like to push for that project being done in 2021.
3. reported that the apron project has been put on hold. The FAA has no additional info on when funds will be available, but he said he's often seen a year delay on similar projects. TO Engineers submitted the plan documents to the FAA engineer last May, and they still need to be reviewed. The FAA project engineer will still go ahead and review them so we're ready to get bids.
4. Each year we are offered \$150k from the FAA as a non-primary entitlement fund. The amounts may accumulate year to year up to \$450k. Next year we will reach the max, so we need to have funds obligated to projects before Sept 30, 2020. The next step, though, is for Kevin to have a pre-design meeting with FAA on how we would spend the funds. Kevin asked Rob to sit in on that with him. It's been ~7 years since the runway was seal coated, so crack filling and seal coating the runway, connectors, and taxiway (only northern 2/3 of taxiway since southern 1/3 will be replaced in a few years) are a priority. This maintenance has already been in the CIP, with \$180k earmarked for it, so the FAA would likely approve it. For the proposal, Kevin needs an estimate of linear feet of cracks (larger than 1/4") to be filled. Rob has access to a measuring wheel. Assuming the FAA approves, it should be done sometime in July, August, or first half of September when we have dry weather. The airport will need to be formally closed while the work is being done (~4 days).

5. Kevin will see if the FAA would approve as part of the same seal-coat project the addition of a wind sock and segmented circle at the SW corner of the runway. The current windsock is not in a good location due to wind obstruction from trees to the west and limited visibility. If this is approved, we'd like to move our existing wind sock to the NE corner of the airport. Kevin thinks if we can add the wind sock to the project, total project cost would be \$250k-\$280k.
6. Kevin will also inquire with FAA whether adding some wildlife fence along the west boundary of the airport could be part of the seal-coat project.
7. Ray and Mike brought up that the snow blowers are not in good shape. A new snow blower is in our CIP, so extra entitlement funds could be used at some point toward this. Kevin will check when it was scheduled in the CIP.
8. Adjourned at