



MANAGER REPORT 2021 APRIL

- The Master Plan is currently still in review with FAA. They have requested a few changes and clarifications to the ALP and are working with DOWL. I will update everyone when it is completed and approved.
- I am preparing for our visit from the Department of Ecology on 4-28-21 to check out the underground storage tank and fuel monitor.
- Phillip 66 Fuel, our fuel provider is also gearing up for Zoom meetings for their testing questions. Our brand of fuel we provide requires testing and more regulations than other brands that airports can choose from.
- 3-22-21 A local pilot notified the port about an airplane on floats flying low over the airport crossing midfield. Research on flightradar24 revealed the airplane crossed midfield at 600' AGL.
- 3-23-21 A community member had a complaint about a very low flying airplane on floats going over their home located near Rosario. The homeowner stated the airplane cut through trees. Research revealed the aircraft going up a hill over homes near Rosario at 400' AGL. The local FSDO office was called, and I was told to contact FAA headquarters and ask them about it. The homeowners called the police and notified the Port as well. Letters were sent to the registered owner of the airplane as well. Both incidents listed above were from the same airplane.
- The FAA has come out with a new enplanement bracket for AIP funds.
 1. 0-8000 enplanements=\$150,000 funding
 2. 8000-10,000 enplanements=\$600,000 funding
 3. 10,000+ enplanements =\$1,000,000 funding
- The March and April Financials will be reviewed in our May 24th meeting and they are posted on our website currently for review.

CARES REIMBURSEMENTS TO DATE

\$206,038.56-Completed

\$52,722.10 Q1 2021 -Completed

FACILITY REPORT

- I'm getting another quote for a security camera system. The airport needs to replace the existing cameras and add another camera to watch over the car parking area next to the terminal. The first quote I received included a monthly service plan that is not needed.
- The airport terminal needs to be painted. I will collect a few estimates in the next month or so.
- The Mowing is in full swing around the airport.
- I am getting a quote for the ditch cleaning and clearing on the Southeast portion of the airport next to the runway.

ESWD INFO

- At the next Port meeting on 4-26-21 we will be amending our Comprehensive Scheme for the sale of a small piece of land located near the hangers 22 & 23. This land will be declared surplus, and the Port will sell the property to ESWD. This sale of land has been discussed for the several months and this is just the final stage. The FAA will receive 90% of the sale of the land because they helped to purchase it many years ago.

POSSIBLE LAND PURCHASE VIERTHALER

- The Master Plan is not approved by FAA yet. They have stated that they will not make a decision to help until it is approved. At this time we do not know their decision about possibly helping the Port purchase his property on the West side.

EASTSOUND WATER USERS-LAND SWAP

- Eastsound Water Users Association – I have not received information about the land swap topic in their monthly meeting yet.

PAPI DESIGN AND CONSTRUCTION AND MOS

- The FAA will pay 100% of the PAPI project this year. The installation of the new pilot controlled PAPI system should be in by late Fall. This means the FAA will use our enplanement funds we have earned over the past several years to pay for the project entirely. The Port will not need to come up with 10% of funding as usual. All FAA AIP projects such as this PAPI project that were approved in 2021 will be covered at 100%.

NEW BUISNESS

- Because our FAA Rep Karen believes the Port will be approved for a Modification of Standard to halt the Master Plan process for 5 years, she is asking for other possible CIP projects. The request to halt the Master Plan is because the FAA has come out with a new category of airports called B2 Narrow. They do not have specification of what this category will look like, but the Orcas airport will fall into this category and it will most likely effect what will needs to be changed to our Master Plan. Currently the airport has enplanements funds that we will need to use in place of starting the Master Plan. Below I have listed a few projects I am looking at pursuing in the next few years to spend these funds.

#1 Runway and taxiway lighting fixtures could be changed to LED fixtures to save energy and update the old ones. At that time, we would upgrade to a lighted windsock which is currently located midfield with a possible new windsock addition located closer to RNY 34 touchdown area.

#2 Seal coating and crack repair for runway, taxiway and apron.

Informative Wings article

Serving Washington Pilots

Pilots Come Together to Deliver COVID Supplies in Preparation for Doomsday Scenario

By George Steed

Birds of a feather flock together as the saying goes and so do Washington pilots. In late January, 41 airplanes flew to Arlington (KAWO), picking up loads of personal protective equipment (PPE) supplies transporting them to nine locations around the state for the benefit of native tribes in the fight against the Covid pandemic. The purpose was a dress rehearsal for emergency response for natural disasters in the maybe not so far distant future.

Could aid and supplies be more economically transported by truck? Absolutely. Then why call on private pilots around the state to do it instead?

Cascadia Rising. The earthquake is coming; it's a geological certainty. The only question we can't answer is: When? 300 years ago western Washington experienced a 9.0 magnitude subduction earthquake which caused some areas to rise ten feet draining the sound causing other areas to subside and create 'ghost' forests. It sent a tsunami that made its way to be recorded in Japan! The cause was the San Juan de Fuca fault plate being forced under the North American plate; a process which has not stopped. It is a geological certainty it will happen again.

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WPA Wings

COVID Delivery Continued

When it does, what will happen to Puget Sound? FEMA says most of its resources will be used along the Interstate Five corridor which would leave many communities around the sound tending for themselves for weeks or months. Think of Forks out on the tip of the Olympic Peninsula or any of the coastal cities including the smaller villages on the islands serviced by single and vulnerable roads. Those folks are going to need help and one way to get it there is by air.

Sky Terry, a home health care nurse from Bellingham, has spent the last 10 years planning, organizing, exercising, and cheering on efforts to train pilots and ground crews to transport emergency supplies around the Northwest after a disaster. Despite recalcitrance from entrenched bureaucracy, Terry has conducted numerous exercises with each being bigger and more comprehensive than the last. This one was the largest scale of all.

Terry coordinated with the National Tribal Emergency Management Council and found five truckloads of PPE that was destined to tribes, big and small, around Washington. Recognizing the possibilities for training and experiences to be had from transporting these supplies by air, Terry organized an exercise. Calling on pilots from the Clallam County Disaster Airlift Response Team (DART), the statewide DART list, and other interested local GA pilots, the plan was set in motion.

Ground crews led by James Nichols, Ray Smith, and Charlie Hicks prepositioned 42 pallets of food, masks, and hand sanitizer at Arlington airport. Huge thanks are due to Kim Bergeneier of Carrera Han-

gars for space and Marty Ray, the airport manager for organization. The location was perfect with a large ramp space for numerous aircraft at once. Pilots reported in from various home bases, ground crews leapt into action, and boxes were delivered planeside. After loading, planes took off for Darrington, Bellingham, Quillayute, Sekiu, Port Angeles, Deer Park, Omak, Kelso, and Walla Walla.

When all was tallied, this turns out to be the largest DART exercise ever completed on the West Coast. 41 airplanes conducted 72 sorties carrying 29,767 pounds to nine tribes. Despite some very marginal VFR weather, all scheduled sorties were completed. Pilots and ground crews received vital training and our region is a little better prepared to do this for real on the day the earth shakes.

