

0051.2004.0435

FILE NO. 51

PROPOSAL NO. 2001-22s2

Sponsored by: Councilmembers Calvin Goings and Kevin Wimsett

Requested by: County Council

ORDINANCE NO. 2001-22s2

**AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER
2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY
AIRPORT/THUN FIELD ADVISORY COMMISSION."**

WHEREAS, Pierce County has owned and operated a public-use
general utility airport facility in the South Hill area of Pierce
County since 1980; and

WHEREAS, Pierce County desires to achieve a balance between
airport needs and its compatibility with the surrounding
community; and

WHEREAS, This can be accomplished by creation of an advisory
commission composed of aviation users and residential and
business representatives from the local area; NOW, THEREFORE,

BE IT ORDAINED by the Council of Pierce County:

1 Section 1. A new Chapter 2.46 of the Pierce County Code,
2 "Pierce County Airport/Thun Field Advisory Commission" is hereby
3 adopted as set forth in Exhibit "A" which is attached hereto and
4 incorporated herein by reference.

5
6 PASSED this 16th day of September, 2003.

7
8 ATTEST:

PIERCE COUNTY COUNCIL
PIERCE COUNTY, Washington

9
10 Denise D. Johnson
11 Denise Johnson
12 Clerk of the Council

Harold Moss
Harold Moss
Council Chair

13 Approved As To Form Only:

PIERCE COUNTY EXECUTIVE

14 [Signature]
15 Deputy Prosecuting Attorney

[Signature]
Approved ☒ Vetoed ☐
this 23 day of Sept,
2003.

17 Date of Publication of
18 Notice of Public Hearing: August 27, 2003

19 Effective Date of Ordinance: October 3, 2003
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EXHIBIT "A" TO ORDINANCE NO. 2001-22s2

"NEW CHAPTER"

Chapter 2.46

PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION

Sections:

- 2.46.010 Created.**
- 2.46.020 Purpose.**
- 2.46.030 Composition.**
- 2.46.040 Terms of Office for Voting Members.**
- 2.46.050 Vacancies for Voting Members.**
- 2.46.060 Removal from Office.**
- 2.46.070 Officers.**
- 2.46.080 Rules and Records.**
- 2.46.090 Quorum.**
- 2.46.100 Voting Privileges.**
- 2.46.120 Functions and Purpose.**
- 2.46.130 Coordination.**
- 2.46.140 Recommendations.**

2.46.010 Created.

A Pierce County Airport/Thun Field Advisory Commission is hereby created and shall hereinafter be referred to as "TFAC". The appointment process and term limitations as set forth in Section 3.30 of the Pierce County Charter shall apply only to those positions that are not *ex-officio* members.

2.46.020 Purpose.

The TFAC shall serve in an advisory capacity on matters as authorized by this Chapter to the Hearing Examiner, Planning Commission, County Council and Executive on programs and policies regarding the Pierce County Airport/Thun Field. The TFAC shall not perform any final legislative or quasi-judicial decision-making role in matters related to the Pierce County Airport/Thun Field or its environs, but rather shall provide formal advice to the County regarding same.

2.46.030 Composition.

The TFAC shall consist of ten voting members, two government *ex-officio* members, and two South Hill Advisory Commission *ex-officio* members as set forth below:

- (a) Five community residents from the South Hill area. These representatives shall be appointed by the County Executive and confirmed by Resolution by a majority of the County Council. These members shall be voting members.
- (b) Five airport business representatives, including at least one pilot and one airport tenant. These representatives shall be appointed by the County Executive and confirmed by Resolution of the County Council. These members shall be voting members.
- (c) An *ex-officio* member representing Pierce County Council District 3 or the designated alternate, not a voting member.
- (d) An *ex-officio* member representing the Director of Public Works & Utilities, not a voting member.

- 1 (e) Two *ex-officio* members representing the South Hill Advisory Commission for purposes
2 of Airport discretionary land use permit review only, not voting members.

3 **2.46.040 Terms of Office for Voting Members.**

4 After the TFAC is created, the first terms of the voting members shall be staggered as
5 follows:

- 6 A. Three members shall be appointed for two years;
7 B. Three members shall be appointed for three years; and
8 C. Four members shall be appointed for four years.

9 Thereafter, members shall be appointed for 4-year terms. No appointed member of the TFAC
10 shall serve more than two full terms.

11 **2.46.050 Vacancies for Voting Members.**

12 Vacancies occurring for any reason shall be filled by appointment for the unexpired terms
13 pursuant to PCC 2.46.030, or, if occurring on the termination of a regular term, the successor
14 shall be appointed for a full term.

15 **2.46.060 Removal from Office.**

16 The Executive may remove any appointed member of the TFAC for inefficiency, neglect of
17 duty, malfeasance, or three unexcused absences, subject to confirmation by a majority of the
18 Council.

19 **2.46.070 Officers.**

20 When the TFAC has been duly created, the members shall elect a Chair, Vice Chair, and
21 Secretary. The Chair and Vice Chair positions shall alternate each year between the airport
22 business representatives and the community residents.

23 **2.46.080 Rules and Records.**

- 24 A. The TFAC shall adopt rules of procedures before it transacts any of its business and shall
25 keep a written summary of its transaction of business and meetings. The TFAC shall
26 meet as needed, but not less than quarterly. A minimum of 10 business days' written
27 notice of any meeting shall be provided to all members.
28 B. The affirmative action by a minimum of three members from the community residents
29 group and a minimum of three members from the airport business group present at any
30 given meeting shall constitute a formal recommendation. A tie vote or failure to vote on
31 any motion shall be considered a failed motion. Failure to reach a formal
32 recommendation shall not be cause to delay the County's decision on the related
33 legislative or quasi-judicial action being reviewed, but rather shall result in no
34 recommendation being transmitted to the County. All votes shall be polled and
35 recorded. All meetings shall be open to the public, pursuant to Chapter 42.30 RCW.

36 **2.46.090 Quorum.**

37 A quorum of the TFAC for the purpose of conducting business shall be six appointed
38 members.

39 **2.46.100 Voting Privileges.**

40 Each voting member of the TFAC shall be entitled to one vote on any matter duly before the
41 Commission. The *ex-officio* members shall be entitled to participate in all discussions and
42 activities of the TFAC, but shall not be entitled to a vote.

1 **2.46.120 Functions and Purpose.**

2 TFAC members serve in a capacity to receive information and provide formal advice to the
3 County regarding the Pierce County Airport/Thun Field. The TFAC shall be responsible for
4 issues related to both the Airport property and to properties within 1,000 feet of the Airport
5 Property. The TFAC shall receive information, hear suggestions and concerns from airport users
6 and neighborhood citizens. The TFAC may recommend solutions and provide input to Pierce
7 County regarding airport issues. The TFAC shall base any comments or recommendations on
8 balancing the need to encourage the development and operation of the Airport with the need to
9 protect the surrounding community and adjacent properties within 1,000 feet of the airport while
10 complying with applicable federal, state and local laws, including the policies contained in the
11 South Hill Community Plan and Federal Aviation Administration rules and requirements for
12 airport ownership and operation.

13 The duties of the TFAC members include:

- 14 A. Develop an understanding of the regulatory, contractual and economic issues that are
15 involved in the airport operation, as well as an understanding of the existing character of
16 the adjacent area and the concerns of area residents. The County shall provide
17 information and training to the TFAC on its areas of responsibility.
- 18 B. Review of discretionary land use permits for the Pierce County Airport/Thun Field.
19 TFAC's role in permit review shall replace the role of the existing South Hill Advisory
20 Commission, described in Chapter 2.75 PCC, provided that two members of the South
21 Hill Advisory Commission shall be appointed as *ex-officio*, non-voting members to
22 participate with the TFAC in review of Airport discretionary land use permits.
- 23 C. Review of any updates to the Pierce County Airport/Thun Field Master Plan/Airport
24 Layout Plan.
- 25 D. Review any proposed amendments to the Pierce County Comprehensive Plan or the
26 South Hill Community Plan that may affect the Airport.
- 27 E. Provide representatives to work on committees related to airport development planning
as needed, including, but not limited to, work on an airport business plan to identify
operation and development strategies appropriate to provide sufficient revenues and
appropriate uses to support airport operations.
- F. Monitor airport operations and development for compliance with the terms of land use
permits and the Airport Master Plan/Airport Layout Plan.
- G. Conduct meetings with airport users and neighborhood citizens to receive input
regarding the airport.
- H. Develop recommendations and forward suggested solutions regarding issues such as
airport development activities, airport improvements and mitigation of off-site impacts
such as noise to the appropriate officials.

21 **2.46.130 Coordination.**

22 The Public Works and Utilities Department shall coordinate all matters relating to the
23 Commission's performance of its duties, including administration of the meetings, providing
24 required notice, requesting appointments and reappointments, keeping records of meetings and
25 decisions, documenting the Commission's rules of procedure, forwarding recommendations of
26 the Commission, and providing information needed to conduct its review and analysis.

24 **2.46.140 Recommendations.**

25 In the event the TFAC conducts a public meeting regarding an issue subject to the Pierce
26 County Hearing Examiner's review authority, any formal recommendation of the TFAC shall be
27 forwarded to the Examiner at least 5 business days prior to the date of the Examiner's hearing,
and shall not be cause to continue or delay the scheduled hearing.

2001-22s2
13.13

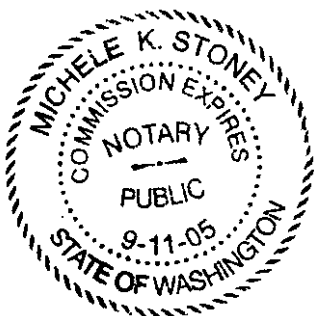
AFFIDAVIT OF PUBLICATION

State of Washington, County of Pierce, ss: Judith A. East, being duly sworn on oath depose and say that they are publishers or publishers' authorized representatives of The Dispatch, a weekly newspaper. That said newspaper is a legal newspaper and it is now and has been for more than six months prior to the date of publication herein-after referred to, published in the English language continually as a weekly newspaper, in Eatonville, Pierce County, Washington, and is now and during all of said time was printed in an office maintained at the aforesaid place of said newspaper. That the annexed is a true copy of this legal advertisement as it was published in regular issues (not in supplement form) of said newspaper for 7 consecutive weeks. First publication was on the 8th day of Oct, 2003 and last publication was on the 8th day of Oct, 2003 and that such newspaper was regularly distributed to its subscribers during all of said periods.

Judith A. East
Signature of Judith A. East

Subscribed and sworn to before me this 8th day of Oct, 2003

Michele K. Stoney
Notary public in and for the State of Washington, residing in Pierce County.
Michele K. Stoney
Commission Expires September 11, 2005



NOTICE OF ADOPTION OF PIERCE COUNTY ORDINANCE NO. 2001-22s2

NOTICE IS HEREBY GIVEN THAT ORDINANCE NO. 2001-22s2, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION", HAS BEEN ADOPTED.

If you have any questions about this ordinance, please call Denise Johnson, Clerk of the Council, at (253) 798-8085.

NOTICE IS FURTHER GIVEN that copies of this entire Ordinance are filed in the Pierce County Council's Office, 1046 County-City Building, Tacoma, WA 98402, and are available Monday through Friday between the hours of 9:00 A.M. and 4:00 P.M. Copies of the Ordinance are available upon request for a charge as set by Ordinance.

The Pierce County Council passed Ordinance No. 2001-22s2 on September 16, 2003, it was signed by the Executive on September 23, 2003, and became effective October 3, 2003.

Denise D. Johnson
Clerk of the Council
Published October 8, 2003
THE DISPATCH



Pierce County

Office of the County Council

930 Tacoma Avenue South, Room 1046
Tacoma, Washington 98402-2176
(253) 798-7777
FAX (253) 798-7509
1-800-992-2456
www.co.pierce.wa.us/council

October 2, 2003

Attn: Legal Publications
The Dispatch
P.O. Box 248
Eatonville, WA 98328

Enclosed for publication in your paper, issue of October 8, 2003, is the Notice of Adoption for Ordinance No. 2001-22s2.

Please submit proof of publication and an invoice to the Office of the Pierce County Council, 930 Tacoma Avenue South, Room 1046, Tacoma, WA 98402.

Please submit the invoice and affidavit immediately after the last date of publication.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. Johnson".

Denise D. Johnson, Clerk
Pierce County Council

Attachment- Notice of Adoption

P.S. For your convenience, the Notice of Adoption will be e-mailed to you.



**NOTICE OF ADOPTION
OF PIERCE COUNTY ORDINANCE NO. 2001-22s2**

NOTICE IS HEREBY GIVEN THAT ORDINANCE NO. 2001-22s2, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION", HAS BEEN ADOPTED.

If you have any questions about this ordinance, please call Denise Johnson, Clerk of the Council, at (253) 798-6065.

NOTICE IS FURTHER GIVEN that copies of this entire Ordinance are filed in the Pierce County Council's Office, 1046 County-City Building, Tacoma, WA 98402, and are available Monday through Friday between the hours of 9:00 A.M. and 4:00 P.M. Copies of the Ordinance are available upon request for a charge as set by Ordinance.

The Pierce County Council passed Ordinance No. 2001-22s2 on September 16, 2003, it was signed by the Executive on September 23, 2003, and became effective October 3, 2003.

Denise D. Johnson
Clerk of the Council

Publish: October 8, 2003

The Dispatch

PO Box 248
133 Mashell Ave. N.
Eatonville, WA 98328

Invoice

| Date | Invoice # |
|-----------|-----------|
| 10/8/2003 | 03 3506 |

Bill To

Pierce County Council
Attn: Denise Johnson
930 Tacoma Ave. S. Rm. 1046
Tacoma WA 98402-2176

| Description | Quantity | Rate | Amount |
|--|----------|------|----------------|
| Ord 2003-60 ran 10/8/03 at 4.5 inches | 4.5 | 5.25 | 23.63 |
| Prop 2003-44s2 ran 10/8/03 at 3.0 inches | 3 | 5.25 | 15.75 |
| Prop 2003-52s ran 10/8/03 at 3.0 inches | 3 | 5.25 | 15.75 |
| Prop 2001-22s2 ran 10/8/03 at 2.5 inches | 2.5 | 5.25 | 13.13 |
| Total | | | \$68.26 |

15.75
2001-2252

AFFIDAVIT OF PUBLICATION

State of Washington, County of Pierce, ss: Judith A. East, being duly sworn on oath depose and say that they are publishers or publishers' authorized representatives of The Dispatch, a weekly newspaper. That said newspaper is a legal newspaper and it is now and has been for more than six months prior to the date of publication herein-after referred to, published in the English language continually as a weekly newspaper, in Eatonville, Pierce County, Washington, and is now and during all of said time was printed in an office maintained at the aforesaid place of said newspaper. That the annexed is a true copy of this legal advertisement as it was published in regular issues (not in supplement form) of said newspaper for 1 consecutive weeks. First publication was on the 27th day of Aug, 2003 and last publication was on the 27th day of Aug, 2003 and that such newspaper was regularly distributed to its subscribers during all of said periods.

Judith A. East

Signature of Judith A. East

Subscribed and sworn to before me this 28th day of Aug, 2003.

Michele K. Stoney

Notary public in and for the State of Washington, residing in Pierce County.

Michele K. Stoney

Commission Expires September 11, 2005



NOTICE OF PUBLIC HEARING BEFORE THE PIERCE COUNTY COUNCIL

NOTICE IS HEREBY GIVEN that the Pierce County Council will hold a public hearing on Tuesday, September 16, 2003, at 3 p.m. in the Pierce County Council Chambers, Room 1045, 10th Floor of the County-City Building, 930 Tacoma Avenue South, Tacoma, WA 98402 to consider the following:

PROPOSAL NO. 2001-2252, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION."

This hearing date was set by action of the Pierce County Council at its August 19, 2003, meeting.

Copies of the entire proposed Ordinance are available in the Office of the Pierce County Council, County-City Building, 930 Tacoma Avenue South, Room 1046, Tacoma, WA 98402, and are available Monday through Friday between the hours of 9 a.m. and 4 p.m. Copies of the Ordinance are available upon request for a charge as set by Ordinance.

Public participation is encouraged. Public testimony will be taken. Written comments are welcome as well.

If you have any questions about this proposal, please call Anna Graham, Research Analyst, at (253) 798-6253 or the Council Office at (253) 798-7777.

Denise D. Johnson
Clerk of the Council

Published August 27, 2003
THE DISPATCH



Pierce County

Office of the County Council

930 Tacoma Avenue South, Room 1046
Tacoma, Washington 98402-2176
(253) 798-7777
FAX (253) 798-7509
1-800-992-2456

August 20, 2003

Attn: Legal Publications
Eatonville Dispatch
P.O. Box 248
Eatonville, WA 98328

Enclosed for publication in your paper, issue(s) of August 20, 2003, is the Notice of Public Hearing for Proposal No. 2001-22s2.

To receive payment, please submit an original invoice with proof of publication (an Affidavit and tear sheet) to the Office of the Pierce County Council, 930 Tacoma Avenue, Room 1046, Tacoma, WA 98402.

Please submit your bill and affidavit IMMEDIATELY after the last date of publication.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. Johnson", written over the printed name.

Denise D. Johnson
Clerk of the Council

Attachment

e-mail address: Dispatchlegals@yahoo.com (Mail copy too.)



**NOTICE OF PUBLIC HEARING
BEFORE THE PIERCE COUNTY COUNCIL**

NOTICE IS HEREBY GIVEN that the Pierce County Council will hold a public hearing on **Tuesday, September 16, 2003, at 3 p.m.** in the Pierce County Council Chambers, Room 1045, 10th Floor of the County-City Building, 930 Tacoma Avenue South, Tacoma, WA 98402 to consider the following:

**PROPOSAL NO. 2001-22s2, AN ORDINANCE OF THE PIERCE COUNTY
COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY
CODE, "PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY
COMMISSION."**

This hearing date was set by action of the Pierce County Council at its August 19, 2003, meeting.

Copies of the entire proposed Ordinance are available in the Office of the Pierce County Council, County-City Building, 930 Tacoma Avenue South, Room 1046, Tacoma, WA 98402, and are available Monday through Friday between the hours of 9 a.m. and 4 p.m. Copies of the Ordinance are available upon request for a charge as set by Ordinance.

Public participation is encouraged. Public testimony will be taken. Written comments are welcome as well.

If you have any questions about this proposal, please call Anna Graham, Research Analyst, at (253) 798-6253 or the Council Office at (253) 798-7777.

Denise D. Johnson
Clerk of the Council

Publish: August 20, 2003

The Dispatch

PO Box 248
133 Mashell Ave. N.
Eatonville, WA 98328

Invoice

| Date | Invoice # |
|-----------|-----------|
| 8/27/2003 | 03 3001 |

| |
|--|
| Bill To |
| Pierce County Council Attn: Denise Johnson 930 Tacoma Ave. S. Rm. 1046 Tacoma WA 98402-2176 |

9.16.03

| Description | Quantity | Rate | Amount |
|--|----------|------|----------------|
| Prop 2001-22s2 ran 8/27/03 at 3.0 inches | 3 | 5.25 | 15.75 |
| Prop 2003-24s ran 8/27/03 at 3.0 inches | 3 | 5.25 | 15.75 |
| Prop 2003-23s ran 8/27/03 at 3.0 inches | 3 | 5.25 | 15.75 |
| Total | | | \$47.25 |

PIERCE COUNTY COUNCIL
REPORT OF STANDING COMMITTEE

Date July 30, 2003

The Planning and Environment Committee of the Pierce County Council considered:

52
PROPOSAL NO. 2001-22, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT-THUN FIELD ADVISORY COMMISSION."

THE VOTING WAS AS FOLLOWS:

| | |
|--|---|
| <input type="checkbox"/> DO PASS | <input type="checkbox"/> DO NOT PASS |
| <input type="checkbox"/> DO PASS AS AMENDED | <input type="checkbox"/> POSTPONE INDEFINITELY |
| <input checked="" type="checkbox"/> DO PASS AS SUBSTITUTED | <input type="checkbox"/> CONTINUE |
| <input type="checkbox"/> DO PASS AS SUBSTITUTED & AMENDED | <input type="checkbox"/> CONTINUE TO A DATE CERTAIN |

☐ FORWARD WITHOUT RECOMMENDATION

Cali Nip For ☒ Against ☐
Goings, Chair

excused For ☐ Against ☐
Lee, Vice Chair

Paul Bocchi For ☒ Against ☐
Paul Bocchi

☐ REFER TO THE _____

Kevin Wimsett For ☒ Against ☐
Kevin Wimsett

excused For ☐ Against ☐
Barbara Gelman

Minority Report yes ☐ (attached) no ☒

Interested Party list: none ☐ / yes ☒ (attached) 200122a.doc
(IPL name) No.

Notified of Final Hearing Date: yes ☐ no ☒

Attachment(s) From Meeting: none ☐ / yes ☒ (attached)

Final Version Name(s): clean f:\wpfiles\prop\200122a.od + 200122a.exe

Lead Committee Clerk: Kate Kennedy

Committee Research Analyst: Sharon J. Graham

PIERCE COUNTY COUNCIL
REPORT OF STANDING COMMITTEE

Date May 21, 2003

The Planning and Environment Committee of the Pierce County Council considered:

PROPOSAL NO. 2001-22s, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT-THUN FIELD ADVISORY COMMISSION."

THE VOTING WAS AS FOLLOWS:

☐ DO PASS

☐ DO NOT PASS

☐ DO PASS AS AMENDED

☐ POSTPONE INDEFINITELY

☐ DO PASS AS SUBSTITUTED

☐ CONTINUE

☐ DO PASS AS SUBSTITUTED & AMENDED

☒ CONTINUE TO A DATE CERTAIN 7/30/03

FORWARD WITHOUT RECOMMENDATION

REFER TO THE _____

Calvin Goings For ☒ Against ☐
Calvin Goings, Chair

Kevin Wimsett For ☒ Against ☐
Kevin Wimsett

Terry Lee For ☒ Against ☐
Terry Lee, Vice Chair

Barbara Gelman For ☒ Against ☐
Barbara Gelman

Paul Bocchi For ☒ Against ☐
Paul Bocchi

Minority Report yes ☐ (attached) no ☐

Interested Party list: none ☐ / yes ☐ (attached) _____
(IPL name) No.

Notified of Final Hearing Date: yes ☐ no ☐

Attachment(s) From Meeting: none ☐ / yes ☐ (attached)

Final Version Name(s): clean f:\wpfiles\prop_____

Committee Clerk: Jenifer Schultz

Committee Research Analyst: _____



Pierce County

Office of the County Council

930 Tacoma Avenue South, Room 1046
Tacoma, Washington 98402-2176
(253) 798-7777
FAX (253) 798-7509
1-800-992-2456

PIERCE COUNTY COUNCIL PUBLIC MEETING NOTICE

PROPOSAL NO. 2001-22s2, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL
CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE
COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION."

MEETING DATE: Tuesday, September 16, 2003

TIME: 3 P.M.

PLACE: County Council Chambers, Room 1045
County-City Building
930 Tacoma Avenue South
Tacoma, Washington 98402

CONTACT: Anna Graham, Research Analyst, at (253) 798-6253 or the Council
Office at (253) 798-7777.

This proposal is scheduled for final consideration at this meeting. The Council encourages public participation. Public testimony will be taken. Written comments are welcome as well.

Council meetings are audio recorded and cablecast.
Audio equipment is available for the Hearing Impaired. Please contact the Receptionist for assistance.

Dated: August 20, 2003

*Sent to
attached
DJ
8/20/03*



Printed on recycled paper

Proposal No. 2001-22

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Attorney at Law
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Tacoma, WA 98446

Bill Childers
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Tacoma, WA 98445

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GMCC
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Spanaway, WA 98387

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The Honorable Del Brewer
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The Honorable Roy Hammonds
PCRC Member
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The Honorable Harold Parnell, SR.
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The Honorable Ron Scholz
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The Honorable Bob Young
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The Honorable Kim Walthers
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Tacoma, WA 98409

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Don Dewald
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Tacoma, WA 98401

Donna Stenger
GMCC
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Tacoma, WA 98402

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Elaine Main
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Jeannie Beckett
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Sumner, WA 98390

John Dentler
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Gig Harbor, WA 98335

John Purbaugh
Planning Commission
Gig Harbor, WA 98335-7301

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Spanaway, WA 98387

Kevin Desmond
PCRC Member
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Tacoma, WA 98499-0070

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Tacoma, WA 98407

Kurt Stanley
Nisqually Tribe
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Olympia, WA 98504

Larry Volland
Summit Waller LUAC
Tacoma, WA 98443

Laura Roberts
Frederickson LUAC
Puyallup, WA 98375

Lee Markholt
North Clover Creek Collins
Tacoma, WA 98466

Leland Weaver
315 S 133rd St
Tacoma, WA 98444-4821

Lois Stark
Town of Steilacoom
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Steilacoom, WA 98388

Mark Hoppen
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Pierce County Annex

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ROUTE TO:
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2001-22.000

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Avstar Aircraft of Washington, Inc.
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Honorable Kevin Wimsett, District 3
Honorable Barbara Gelman, District 5 ✓
Honorable Paul Bocchi, District 6 ✓
Honorable Terry Lee, District 7

It is my understanding that the Planning and Environment Committee will, on July 30, 2003, consider a proposed Ordinance to establish a **“Pierce County Airport-Thun Field Advisory Commission.”** [Proposed Ordinance No. 2001-22s] Please note for the record that I am in favor of this Ordinance.

It is my intent to testify at the scheduled hearing, but I am anticipating that my remarks will be limited to the usual three minutes allowed for speakers. I am, therefore, sending to each of you a written backup to supplement the remarks I will be making.

I am transmitting this written material about one week before the scheduled hearing so you will have time to read it and prepare any questions that may come to mind during my presentation.

Please note that I have listed ten reasons why I think an advisory commission for Thun Field is important. In each case I have explained why I think the reason is meaningful. Some of my statements are backed up with factual data.

Thank you for considering my input to your decision making process.

Sincerely,



Carl Vest

**REASON NO. 1
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

IT IS REQUIRED BY LAW

The Requirement for establishing a Thun Field Advisory Commission is codified in the recently completed and accepted South Hill Community Plan (SHCP). The SHCP was signed into law by County Executive John Ladenberg on Wednesday, April 30, 2003, at 4 p.m. The County Ordinance became effective on June 16, 2003.

The wording for the requirement in the SHCP is unambiguous. Principle 1, Standard 66.1.1, states the following:

A Thun Field airport advisory committee shall be formally appointed by the County Council. The membership of the committee shall be balanced to represent various segments of the South Hill community, including, but not limited to representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration.

**REASON NO. 2
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

COMMUNITY HAS A VESTED INTEREST IN AIRPORT

The Pierce County Airport (Thun Field) does not belong to the users of the facility. It belongs to the people of Pierce County as a whole.

Since the County acquired the airport in 1980 it has been basically controlled by the users of the facility. Over the years two airport Master Plans have been written, both writing groups being dominated by airport users and tenants. The voices of the community have been largely ignored by aviation interests at the airport.

While past Thun Field practices may have been appropriate when South Hill was sparsely populated that is no longer the case. Thousands of people now live around the airport and many-many business operations attract people who must shop and work under the footprint of its operations. The general public, however, has no say in how the airport is managed or how the airport will be positioned in the future. This fact was recognized by the writers of the South Hill Community Plan. In the Plan it is written,

South Hill residents recognize ... positive contributions of Thun Field; however, an airport can also impede on the quality of living of adjacent residential neighborhoods if appropriate mitigation measures are not put in place. The intent of the following policies is to foster communication between the aviation community, facility operators, and residents to pursue good neighbor practices.

In the South Hill Community Plan, the people of South Hill have moved to put the airport under community control, by making its operations subject to the conditions of the community plan. The specific language in the Plan was as follows:

Incorporate the Pierce County Master Plan for Thun Field as a component of the South Hill Community Plan. The Master Plan is hereby incorporated by reference. [Objective 66, Principle 1, Standard 66.1.2]

So, for the first time, the community is asserting its right to control a major asset. The airport advisory commission would be the community's eyes and ears to keep this asset being used as the community desires; not as a special interest aviation group would like to see it run.

**REASON NO. 3
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

**AN ADVISORY COMMITTEE WOULD SERVE AS A SORT
OF OUTREACH TO THE COMMUNITY**

The citizens of South Hill have never had a voice in the development and operation of Thun Field. This was one of the driving forces behind the South Hill Community Planning Board's effort to create an advisory committee.

There is, in fact, no organized group to which a concerned citizen can take problems and opinions about the airport, and receive a hearing with any hope of follow up action. In County government there is an elected Councilman to whom concerns can be expressed. This person is spread very thin, however. He has a wide variety of problems other than the airport and can only spend a limited amount of time on one problem. The County's Department of Public Works, where the airport resides organizationally, has no program manager for the airport. Problems can be taken to the airport onsite supervisor. While a sympathetic ear will be provided, experience has shown that any follow up will be spotty. An attempt can be made to have the County Executive investigate problems, but experience has shown that this approach will achieve little in relief.

An airport advisory commission with community members, scheduled meeting times, regular meeting locations, with an open agenda approach, can act as an outreach to the community. It will give citizens a forum to which their concerns can be taken and a place from which actions can be initiated. The meetings of the Commission will provide for media access and for sunshine on the now closed society of the aviation interests at the airport. From time-to-time the Commission members will change, giving more and more citizens an opportunity to influence the airport activities.

**REASON NO. 4
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

**AN AIRPORT ADVISORY COMMISSION WOULD
COORDINATE THUN FIELD WITH OTHER GROUPS**

Through the development of the South Hill Community Plan, the residents of South Hill have taken the first steps in starting an active role in the operation and future of Thun Field.

The Master Plan for Thun Field is now a part of the South Hill Community Plan. All land use decisions, architectural designs, and other community influencing actions must now be brought before the South Hill Advisory Commission (SHAC), the Pierce County Hearing Examiner, and other regulatory bodies of the County. No longer can airport and aviation personnel make decisions about the airport in isolation from other groups.

To integrate the activities of Thun Field into the community, there needs to be some kind of a group where airport users, airport tenants, and citizens can come together to talk about common problems and to propose solutions. An airport advisory commission is the most practical way to make all of this happen.

**REASON NO. 5
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

THE AIRPORT IS A MONEY LOSER

Pierce County acquired the airport on October 16, 1980. Every year since assuming management, Pierce County has stated, in the County's yearly budget request, that it is the County's goal to manage the airport's operations at a financially breakeven level.

This goal has been accomplished four times (five times if you include the two months of 1980) – 1982, 1983, 1984 and 1987. These breakeven periods were when the airport was managed by the County's Parks and Recreation Department. The current operator, the Department of Public Works, has never had a breakeven year.

If all the operational losses since 1980 are added, Pierce County citizens have paid \$759,211 to keep the airport open (through 2001; 2002 figures are not yet available)

It should also be noted that because of losses monies beyond airport operations have been required to keep the airport going. For example, money has been borrowed to pay the bills when income from operations has not been sufficient. As of the end of 2001, \$127,795 has been paid out in interest since the County started managing the airport.

At various times during the past 23 years the airport has sold off assets. Money was lost on some sales, and money was made on others. In total, the selling of airport assets, through 2001, has brought in \$90,649 to airport management.

Two other ways have been used to make up operational shortfalls. FAA and State grants have been received totaling \$80,460. And, the most recent and most controversial source of money has been the Pierce County Real Estate Excise Tax (REET) pool of money. Through 2001, REET has been tapped for \$254,002.

It is obvious the airport is living beyond its means. Management is not charging airport users near the cost of providing services. Aircraft tie-down fees and long-term rental fees need to be increased. An aircraft landing fee needs to be considered. Fees for use of the airport by local groups for fund raising, and the like should be instituted.

An airport advisory commission could work with the airport management to move the airport operations to the breakeven point which County management has claimed as an objective for the past 23 years.

**REASON NO. 6
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

THE AIRPORT IS A DANGEROUS PLACE

There is no argument that Thun Field is a dangerous place. Since the County assumed ownership the National Transportation Safety Board's (NTSB) web page credits Thun Field with 19 crashes, and 13 fatalities. [Copy of NTSB list attached.]

Most of the crashes have taken place on the northern end of the runway. Historically there is a reason for this. Until recently there was a garbage dump at the south end of the runway. This dump attracted many-many birds, making flying hazardous to the south. Thus, with the favored takeoff direction being to the north for the first 20 years after the County assumed control, it is logical that flying incidents historically tend to bunch in that direction. In the future, if takeoff directions are maintained in a random manner, then flying incidents should also be randomly distributed around the airport.

An examination of the NTSB reports about crashes at Thun Field leads one to believe that pilot error is main cause. Planes are overloaded. Homemade planes. Weight is not balanced. Maintenance has not been properly performed. There are a variety of reasons, but pilot error seems to be the common thread. With more and more amateur pilots using the airport we can expect these causes to continue and the number of incidents to increase.

A Thun Field advisory commission could work with airport management to educate pilots about the seriousness of safety to both airborne people and people under the operational footprint of the airport. The South Hill Community Plan recognizes this problem, and states in its Facilities and Services Element, Objective 66, the following:

Improvements should be made to keep Thun Field operating safely and efficiently.

19 records meet your criteria.

| Rep't Type | Date | Probable Cause Released | Location | Make / Model | Regist. Number | Severity | Type of Air Carrier Operation and Carrier Name (Doing Business As) |
|------------|----------|-------------------------|--------------|--|----------------|----------|--|
| Prel | 2/24/03 | | Puyallup, WA | Grubert KIS TRI-R TR-1 | N23KS | Fatal(2) | Part 91: General Aviation |
| Final | 7/29/02 | 5/13/03 | Puyallup, WA | Cessna R182 | N7592Y | Nonfatal | Part 91: General Aviation |
| Final | 6/19/02 | 5/1/03 | Puyallup, WA | Consolidated Aeronautics Inc. LA-4-200 | CGHIT | Nonfatal | Part 91: General Aviation |
| Fact | 2/2/02 | | Puyallup, WA | Aero Commander 520 | N520SE | Nonfatal | Part 91: General Aviation |
| Final | 11/9/01 | 10/24/02 | Puyallup, WA | Piper PA-28R-200 | N9466K | Nonfatal | Part 91: General Aviation |
| Final | 7/29/01 | 2/20/02 | Puyallup, WA | Piper PA-32-260 | N3479W | Fatal(6) | Part 91: General Aviation |
| Final | 4/13/99 | 6/21/00 | PUYALLUP, WA | Cessna 172N | N75778 | Nonfatal | Part 91: General Aviation |
| Final | 9/29/98 | 1/11/00 | PUYALLUP, WA | Cessna 172L | N2880Q | Nonfatal | Part 91: General Aviation |
| Final | 8/20/96 | 5/23/97 | PUYALLUP, WA | Westcott GLASAIR I-FT | N289W | Nonfatal | Part 91: General Aviation |
| Final | 7/8/96 | 4/3/97 | PUYALLUP, WA | Cessna 150 | N8310J | Nonfatal | Part 91: General Aviation |
| Final | 5/31/96 | 2/28/97 | PUYALLUP, WA | Cessna 140 | N72344 | Nonfatal | Part 91: General Aviation |
| Final | 2/13/96 | 7/25/96 | PUYALLUP, WA | Luscombe 8A | N71836 | Nonfatal | Part 91: General Aviation |
| Final | 11/24/95 | 7/25/96 | PUYALLUP, WA | HARDESTY/HAYS QUICKIE Q2 | N4416Q | Fatal(1) | Part 91: General Aviation |
| Final | 5/28/94 | 4/25/95 | PUYALLUP, WA | WRAY KR-2 | N786RW | Nonfatal | Part 91: General Aviation |
| Final | 9/20/92 | 9/14/93 | PUYALLUP, WA | Anderson Aircraft Corp. VANS RV-6 | CFSJA | Fatal(2) | Part 91: General Aviation |
| Final | 1/25/89 | 9/28/90 | PUYALLUP, WA | CESSNA 152 | N49104 | Nonfatal | Part 91: General Aviation |
| Final | 8/22/84 | | PUYALLUP, WA | HAYES QUICKIE Q2 | N4416Q | Nonfatal | Part 91: General Aviation |
| Final | 4/6/81 | | PUYALLUP, WA | BEECH 35 | N2737V | Nonfatal | Part 91: General Aviation |
| Final | 1/23/81 | | PUYALLUP, WA | CESSNA 150F | N6942F | Fatal(2) | Part 91: General Aviation |

**REASON NO. 7
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

MANAGEMENT OF AIRPORT MUST BE IMPROVED

As of this writing, the Department of Public Works does not have a program manager for the airport. Bob Snyder retired several months ago. The position has been advertised but to date no one has been hired. Unfortunately, the Department is planning to combine the airport management function with that of the ferry system, thereby diluting the role of the Department in running the airport. The selection of an airport program person needs to be speeded up and the citizens of the area need to have an input in the selection process --- via the proposed airport advisory commission.

Bruce Thun is the onsite supervisor of the airport. Bruce is a nice person. Everyone likes Bruce. I like Bruce. He listens to complaints and assures everyone that he'll look into the problem being described. He treats everyone well, the airport users, citizens who call, and others. Unfortunately Bruce's actions are mostly informal. This is a shortcoming that needs to be addressed. It was recognized as such by the South Hill Community Planning Board. In the Plan which was signed into law, the Board recommended the following:

Preparing and publishing a formal procedures document that outlines the steps airport officials will follow when responding to complaints; [Objective 66, Principle 2.b.]

Establishing a formal complaint log documenting complaints associated with aircraft operations around the Pierce County Airport or management of facilities; ... [Objective 66, Principle 2.c.]

Moreover, being a nice guy as an airport manager is not the right philosophy. The onsite airport manager should be the equivalent of a *junk yard dog*. That is, considerable showing of teeth, lots of snarling, and much barking while telling airport users what is proper flying behavior and what is not. While the majority of the airport users may be disciplined and careful flyers, many-many are not. It is those who "are not" that need to be reached by the onsite airport supervisor.

The writers of the South Hill Community Plan (SHCP) recognized the shortcomings of the present airport management arrangement. In the Facilities and Services Element of the Plan, Standard 66.1.4, for example, that concern led to the suggestion that the County,

Explore the possibility of creating a new Pierce County department to manage Thun Field airport and its operations. [Objective 66, Standard 66.1.4]

Also, the South Hill Community Planning Board was concerned that airport supervision did not cover the entire time period of flight activity each day. In the Plan that was enacted into law, the following was recommended:

Occasionally scheduling airport staffing hour[s] to extend into the evening during the summer months to monitor aircraft operations; ... [Objective 66, Principle 2. a.]

All-in-all, the management of Thun Field is so lacking, that an advisory commission could be justified on that basis alone.

**REASON NO. 8
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

**AIRPORT RULES OF OPERATION NOT COMPLETE OR
UP TO DATE**

Generally speaking the FAA sets the flying rules. However, state and local governments can set airport rules that do not conflict or supercede those of the FAA.

The FAA publishes the flying rules, whatever level of government sets them, in a document titled: United States Government Flight Information Publication, AIRPORT/FACILITY DIRECTORY. This publication is regionalized and it is revised every 60 days. It is the pilot's bible for operations at all airports.

Many airports publish an extensive list of rules concerning approach directions, takeoff directions, noise mitigation, direction restrictions, and other rules unique to the settings of individual communities.

The Directory data for Thun Field is minimal and is not up to date. It states, for example, that Ultra Light aircraft are prohibited. A rule which observation has shown is sometimes ignored. It requires a south takeoff direction when the wind is below five knots. Another rule, which is, ignored almost every day.

The entry for Thun Field is not up to date as there is no mention of flight patterns for rotary aircraft. Yet, a helicopter flight school has been operating there for some time. And, apparently flight schools from other airports are using Thun Field as a training location, especially in the late afternoon and evening. A set of rules concerning rotary aircraft operations is urgently needed. A second point concerns the wind velocity for takeoff. Discussions with FAA personnel lead to the conclusion that the five-knot requirement should be changed to 10 knots.

There is no mention in the Directory that the Wind Tee at the airport is not accurate at low wind velocities, and that alternate sources of the level of wind and its direction should be used.

An airport advisory committee could work with airport management to insure that the users of the airport have complete information from which to make decisions for safe flying.

**REASON NO. 9
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

NOISE

Noise is a fact of life in and about an airport. However, noise levels can be mitigated.

It should also be pointed out that noise to the aviation community is not measured in the same manner as noise generated by other activities. Noise, as measured by the aviation community is the average noise recorded at a given point over a 24-hour period. So if you talk "noise" with aviation people at Thun Field they will tell you with a straight face that all the noise is contained within the boundaries of the airport. This is because they measure noise over 24 hours and generally there is no or very little flying during the nighttime at Thun Field. In fact, the airport Master Plan shows noise contours all contained within the airport boundary.

But those who live near the airport do hear noise. Plenty of it. I have measured noise levels of over 90 db due to aircraft operations, from the back porch of my home, 2,000 feet west of the center of the runway. Now, this may not seem significant when a single airplane goes over, but let that be repeated at three-minute intervals for an entire Sunday afternoon and it does become significant.

The highest noise level at Thun Field is generated by the medical helicopter service. Fortunately, that helicopter does not fly continuously. And, it is understandable that on takeoff it heads directly to the site of an emergency. Returning to the airport after the emergency run is another matter however. Many-many times the return approach is not according to the understood rules and very low flying patterns are used to the detriment of people in the local communities. Thun Field airport management can establish and enforce pattern rules to stop such flying. An airport advisory commission could make that happen.

Other noise sources include: 1) aircraft flying at lower than the required altitude in the airport traffic pattern. This is probably the second most violated rule of aircraft operators using the airport. 2) Aircraft on takeoff. This can be mitigated by proper takeoff procedures and power control by the pilot. 3) Low flying helicopters on the west side of the airport. These flying activities can be mitigated by the establishment of airport flying pattern rules.

The writers of the South Hill Community Plan recognized that airport noise is a problem and incorporated the following requirement into the Plan,

Noise mitigation should proceed in conjunction with operational changes.
[Objective 66]

**REASON NO. 10
FOR
ESTABLISHING A THUN FIELD ADVISORY COMMISSION**

INAPPROPRIATE FLYING BY AIRPORT USERS

It is recognized that specifying and controlling flying behavior is primarily the responsibility of the FAA. However, it is also a duty of airport management to monitor flying on and about Thun Field and to work with the FAA to stop unsafe flying operations.

Flying operations do not have to be illegal to be inappropriate. Thun Field is located in an urban area, with thousands of people living and working under the footprint of the airport operations.

It is incumbent upon Thun Field management to insure that appropriate liaison is maintained with the FAA and that inappropriate flying is immediately investigated and that remedial actions are taken.

It is also incumbent upon Thun Field management to provide the tools that airport users need to determine if their flying is appropriate. One of the most violated rules at Thun Field is the takeoff direction. It appears the reason for this may be the pilot's reliance on a home made Wind Tee, which is widely used to determine wind direction.

Just how rampant is inappropriate flying at Thun Field? It is very prevalent. It can be witnessed almost daily. To illustrate, attached are some observations, some samples or examples taken from a log, which has been maintained for the past couple of years.

An airport advisory commission would give the airport management additional leverage to control inappropriate flying.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 1

WHERE? Thun Field

WHEN? February 27, 2003

TIME? About 4:10 p.m. to 5:17 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Ultra Light

DESCRIPTION At 4:10 p.m. an Ultra Light aircraft was observed flying directly overhead, going south in the Thun Field traffic pattern. It turned east into the regular pattern approach and appeared to land at Thun Field. The airport manager, was immediately telephoned and as it turned out he was also witnessing the same plane and its maneuvering. He reported it was making a touch and go landing.

Within a minute the aircraft again appeared overhead again going in a southerly direction. It again turned east in the traffic pattern as if to make a landing. I was in my yard and again called the airport manager on a portable telephone. The airport manager declared he could do nothing unless the plane landed. The aircraft disappeared to the East and did not return. I don't know if it landed. I had no feedback from Bruce.

THE CONCERN Ultralight aircraft are not permitted to use Thun Field. This is one of the rules for airmen, published by the FAA. The prohibition is listed in the FAA Airport/Facility Directory, Northwest Directory, and is written as follows: *Ultralights prohibited.* All airmen flying into the Northwest region are supposed to know and follow the published rules.

A CONCLUSION This incident is an example of inappropriate flying, demonstrating that some pilots do not know the local flying rules or feel they can ignore them with impunity.

AN OBSERVATION OF INAPPROPRIATE FLYING - NO. 2

WHERE? Thun Field

WHEN? February 27, 2003

TIME? About 5:23 p.m. to 6:45 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Hi Wing Monoplanes (Cessna Types)

DESCRIPTION Starting at about 5:23 p.m. two high wing monoplanes started a continuous round-and-around touch and go landing sequence. As one was taking off to the North, the second one was overhead in the airport's traffic pattern, heading south for a landing. This continued until about 6:45 p.m. This flying was both inappropriate and illegal. It was inappropriate and illegal because the local flying rules were being ignored.

One of the few local-flying rules for Thun Field, as published by the FAA, states *... use Rwy 16 when wind is 5 knots or less*. That is, take off to the south when the wind is 5 knots or less. On this date, and at this time was the wind greater than 5 knots, or from the north? No! There was no wind. There was no wind 2000 feet west of the runway and there was no wind being registered on two of the wind indicators at the airport. This was determined by a personal visual inspection of the windsock beside the airport restaurant and the windsock located at the fire station on the East Side. Neither windsock showed any wind in any direction thereby confirming there was no wind.

Some 29 illegal aircraft operations were counted during the period these pilots operated this touch and go sequence.

A CONCLUSION This incident is an example of inappropriate flying, demonstrating that some pilots do not know the local flying rules or feel they can ignore them with impunity.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 3

WHERE? Thun Field

WHEN? March 3, 2003

TIME? Between about 1:00 p.m. and about 6:00 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Several types of aircraft

DESCRIPTION The morning of March 3rd was foggy. Flying started about 10 a.m. Initial flight operations for the day started with pilots using runway 16 to get airborne, i.e., to the south. There was no wind.

At about noon some pilot changed the take off direction and started using runway 34, i.e., taking off to the north. This being done, one would assume that the wind had shifted and the take off procedure was the correct one. Not so. When this change was observed, I made a trip to the airport to note the direction of the windsock at the airport restaurant and the one on the East Side at the firehouse. Both windsocks were limp. There was no wind. Moreover, as the airport operations were observed for the rest of the afternoon it was noted that at no point was there any wind. These operations were in violation of the published FAA rule for Thun Field, which states ... *use Rwy 16 when wind is 5 knots or less.*

During the afternoon there were 18 illegal operations at Thun Field. For whatever reason, there was no flying after 6 p.m.

A CONCLUSION This incident is an example of inappropriate flying, demonstrating that some pilots do not know the local flying rules or feel they can ignore them with impunity.

AN OBSERVATION OF INAPPROPRIATE FLYING – No. 4

WHERE? Thun Field

WHEN? March 25, 2003

TIME? About 9 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Small Helicopter

DESCRIPTION Starting at about 8:50 p.m. a small helicopter began some exercises in the air space around Thun Field. It appeared overhead at 8:50, 8:54, 8:56, and 9:00, each time on a southerly heading. It could be observed on the East Side of the airport from time-to-time. It was dark, but the aircraft lights were very visible, as was the irritating noise. There was only one helicopter. Hovering exercises could be heard coming from the airport at various times.

It was at 9:04 p.m. when some maneuvering started that was inappropriate for an urban area. The aircraft could be observed traveling north on the East Side of the airport. It was climbing and probably reached 1,500 feet or higher. It then turned west, over the north end of the airport, but beyond the runway. The pilot at that point cut the aircraft power – it could be heard. The helicopter subsequently dropped straight down. It appeared the pilot applied power again at about 500 feet above the terrain. With a roar the aircraft stopped falling and started a forward motion. This maneuver was repeated at least twice. At 9:08 p.m. the aircraft was heard doing some hovering maneuvers. At 9:09 p.m. all helicopter noise stopped.

A CONCLUSION This incident is an example of inappropriate flying in an urban area. To know exactly where those power-cutting maneuvers were done one would need to have been directly under the aircraft while the drills were underway. That was not possible, but based on experienced observing, it suggests to me that these exercises were done over the populated areas just north of the runway of Thun Field.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 5

WHERE? Thun Field

WHEN? March 28, 2003

TIME? 3:02 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Small Helicopter & Fixed Wing aircraft

DESCRIPTION Two events started at 3:02 p.m. First, a small helicopter visually appeared, traveling north paralleling the Thun Field runway. It was moving fast, at an altitude of about 500 feet. It was about 1000 feet west of the runway. Secondly, at the same time a fixed wing aircraft initiated a north takeoff from Thun Field. The fixed wing aircraft was very loud and very noticeable. As the fixed wing aircraft lifted off the runway it made a climbing turn to the left, directly into the path of the helicopter. It is doubtful the fixed wing pilot could have seen the helicopter coming, since it was to the rear and above the plane's climbing pattern. Whatever, both aircraft were heading for the same space volume, near the end of the Thun Field runway and a bit to the west over residential and commercial areas. Evasive action was taken and no collision occurred.

A CONCLUSION This incident is an example of inappropriate flying in an urban area. The mixing of rotary and fixed wing aircraft operations without any control is asking for trouble. To allow the helicopter to operate on the east side of the airport, at an altitude the fixed wing planes use on climb out when taking off to the north, is irresponsible management of the airspace around the airport. Additional rules are needed to clarify operations in this kind of congested air space. The inappropriateness of these mixed operations has already resulted in one accident at Thun Field that is under investigation by the NTSB. As the helicopter operations at this airport continue to expand more and more of these close calls can be expected. Hopefully they will only be "close."

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 6

WHERE? Thun Field

WHEN? March 28, 2003

TIME? 3:04 p.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Fixed Wing Monoplanes (Cessna types)

DESCRIPTION There were many-many flight operations initiated from Thun Field on this date. All take-off procedures were to the south until 12:50 p.m. At that time a high wing monoplane pilot shifted operations to a northerly take-off.

The shift to north take-off was not an appropriate change. There was no wind. And, according to published FAA rules for Thun Field, if the wind is under five knots a south take-off is recommended. The fact there was no wind was visually checked at 1:00 p.m. by inspecting the windsocks at the airport restaurant and the airport firehouse. Additionally an array of flags at the corner of Meridian Avenue and 160th Street, were checked.

The northerly take-off routine continued until 3:04 p.m. when one pilot decided to follow the rules and made a southerly take-off. There were 32 airport operations using this north take-off procedure before it was interrupted. A second pilot followed the rules at 3:13 p.m. But, then the pilots who had been using the north take-off procedures took control and initiated a north take-off at 3:17 p.m. That these were the same pilots was apparent by the type of noise of the lead airplane. The aircraft engine was running "rough." It was this high wing monoplane that initiated the north procedure at 12:50 p.m. and it was the same plane that continued it after 3:17 p.m.

A CONCLUSION This is inappropriate flying. Either the pilots don't know the local rules, or they believe they can violate them with impunity.

AN OBSERVATION OF INAPPROPRIATE FLYING - NO. 7

WHERE? Thun Field

WHEN? April 20, 2003

TIME? 8:31 a.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Fixed Hi-Wing Monoplane (Cessna type)

DESCRIPTION Thun Field aircraft operations started this date at 0730 hours. At the time of this incident there had been 13 operations (take off and landing procedures). There was no wind. Take off operations were properly being conducted to the South.

At 0831 hours a Hi-Wing monoplane took off to the south. The aircraft was airborne after a short run and climbed at a high angle. An immediate turn to the east was made. This was followed by a turn to the north, and another to the west and then finally to the south. That is, the aircraft operator simply pulled up sharply over the runway on take off and then made a 360-degree loop back onto the runway. The aircraft was less than 500 feet at its highest point during the loop. Such a procedure suggests some kind of a problem and the desire of the pilot to get the aircraft back on the ground quickly. Such a maneuver is understandable when mechanical problems are being experienced.

And while one can understand an emergency situation and accept the pilot's behavior, on this date the maneuver was repeated twice, again at 0841 and 0850. This behavior suggests a deliberate flying pattern that has nothing to do with aircraft performance.

A CONCLUSION This is inappropriate flying. Residential areas are located on the east and north sides of the runway and such maneuvers, at such low altitudes, generate an unacceptable risk to people under the flight path. The aircraft operator (pilot) apparently has no concern for safety for himself, or those unfortunate enough to be under the footprint of Thun Field operations.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 8

WHERE? Thun Field

WHEN? April 24, 2003

TIME? 8:16 a.m.

VIEWED FROM? Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Low Wing Monoplane

DESCRIPTION This was the first take off operation of the day from Thun Field. Weather was high overcast with some rain drizzle. There was no wind.

At 0816 hours a low wing monoplane took off to the north. The pilot used a long take off run and held the aircraft low to the ground well after clearing the runway.

This take off was in violation of the Thun Field rule of using a south take off direction (runway 16) when the wind is under five knots.

A CONCLUSION This is inappropriate flying. The five-knot rule is published in the FAA directory for Thun Field. However it is probably one of the most violated rule of those governing air operations at Thun Field. Pilots using the airport seem to know the rule is not being enforced and pay no attention to it. There are at least four ways a pilot can obtain wind information at Thun Field: Two wind socks, one wind tee, and the Super Unicom radio system. There is no excuse for inappropriate take off direction flying.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 9

WHERE? Thun Field

WHEN? May 1, 2003

TIME? 1:40 p.m. to 8:00 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway
2) On airport property, at restaurant location

TYPE OF AIRCRAFT? Several different kinds of aircraft

DESCRIPTION At 1:40 p.m. while driving north on Meridian Ave., just south of the airport, it was visually noted that air traffic was landing to the north.

At 1:45 p.m., while parked on airport property at the restaurant, it was observed that the airport windsocks were limp. There was no wind indicated. The cone was pointed north, but the wind velocity was so close to zero that there was no movement of the sock.

After moving to my home location aircraft were observed using the north takeoff/landing pattern (1:58 p.m., 2:00 p.m., 2:05 p.m., 2:10 p.m., and so on all afternoon).

At 3:40 p.m. a second trip was made to the airport. It was observed that the windsocks were still pointed north, and that there was a slight breeze. The wind was not strong enough to make the windsock extend fully, showing strength of less than five knots.

Flying continued until after 8:00 p.m. The pattern did not change.

A CONCLUSION This is inappropriate flying. All flights should have been taking off to the south. The five-knot rule is published in the FAA directory for Thun Field. However it is probably one of the most violated rule of those governing air operations at Thun Field. Pilots using the airport seem to know the rule is not being enforced and pay no attention to it.

AN OBSERVATION OF INAPPROPRIATE FLYING - NO. 10

WHERE? Thun Field

WHEN? May 2, 2003

TIME? 3:30 p.m. to 8:00 p.m.

VIEWS FROM? 1) Observation point 2000 feet West of Runway
2) On airport property

TYPE OF AIRCRAFT? Several different kinds of aircraft

DESCRIPTION: When driving by the airport on Meridian Avenue it was noted that the airport windsocks were showing wind direction from the Southwest. This direction was supported by observing the numerous flags at business locations near Meridian Ave. and 160th Street (by the airport). It was also noted that airport flying activity was using a north takeoff pattern.

After leaving the airport a check was made with McChord AFB as to its wind. McChord reported wind from the Southwest at seven knots.

Air operations were observed the rest of the afternoon. They were not extensive, but were continuous. Between 3:30 p.m. and 8 p.m. the takeoff traffic averaged one per 10 to 15 minute interval.

The takeoff and pattern behavior of the pilots did not change all afternoon; even though the wind was from a direction that should have dictated that all takeoffs to be to the south.

A CONCLUSION: This is inappropriate flying. All flights should have been taking off to the south. The wind direction rule is published in the FAA directory for Thun Field. However it is probably one of the most violated rules of those which are supposed to govern air operations at Thun Field. Pilots using the airport seem to know the rule is not being enforced and pay no attention to it.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 11

WHERE? Thun Field

WHEN? May 6, 2003

TIME? 4:00 p.m. to 8:00 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Several different kinds of aircraft

DESCRIPTION: At 4 p.m. it was noted that aircraft were taking off to the north from Thun Field. There was no wind.

The airport manager was called at 4:20 p.m. and he was requested to check the Unicom for local wind and velocity. The automated system reported wind from the South at three knots. Yet, take off continued to the north. Such operations are in violation of the FAA published requirements that when the wind is less than five knots that takeoffs are to be to the south.

This situation was discussed with the airport manager. It was his position that the pilots try to comply but that today the wind had been variable and it is not always easy to know the exact wind direction. However, there are four ways of checking the wind at Thun, two windsocks, one wind tee, and the automated Unicom system. There is really no defense for not knowing the wind direction and velocity. It was requested that the airport users be reminded of the takeoff rule. Flying continued the rest of the afternoon, until about 8 p.m. The direction of takeoff was not changed. Some 50 takeoffs were recorded as illegal procedures according to the rules governing the airport operations.

A CONCLUSION: This is inappropriate flying. All flights should have been taking off to the south. The wind direction rule is published in the FAA directory for Thun Field. However it is probably one of the most violated rules of those which are supposed to govern air operations at Thun Field.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 12

WHERE? Thun Field

WHEN? May 8, 2003

TIME? 2:00 p.m. to 6:00 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway
2) On airport property

TYPE OF AIRCRAFT? Several different kinds of aircraft

DESCRIPTION: At 11 a.m. it was noted that the direction of takeoff operations from Thun Field had changed – to a north direction, as opposed to the south direction that had been used all morning (since 9:28 a.m. when the first takeoff was recorded). There appeared to be little wind. At 11:20 the airport was visited. The windsocks were showing a north orientation but were essentially limp. There was not enough wind to cause any stand out of the sock. Air operations were continuing to the north.

At 2 p.m. when returning to the airport it was noted that aircraft were still taking off to the north. At 2:15 p.m. a second visit was made to the airport. The windsocks were still oriented to the north, but as at 11:20 a.m. there was not enough wind to make the socks “stand out.” Aircraft continued taking off to the north. It had been noted when driving into the airport that the flags at Meridian Ave and 160th street were fluttering in a wind from the NE direction. Not enough wind to make the flags stand out, which was confirmed by the windsocks. The orientation of the airport’s wind tee could not be determined at ground level. An attempt was made to contact the airport manager. His office was locked. No one in the area knew of his whereabouts.

A CONCLUSION: This is inappropriate flying. All flights should have been taking off to the south. The wind direction and velocity rule is published in the FAA directory for Thun Field. However, this is probably one of the most violated rules of those that are supposed to govern air operations at Thun Field.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 13

WHERE? Thun Field

WHEN? May 9, 2003

TIME? 5:00 p.m. to 10:00 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Several different kinds of aircraft

DESCRIPTION: At 5 p.m. it was noted that the flying operations from Thun Field had shifted from a south takeoff to a north takeoff direction. From an observation point 2000 feet west of the runway it was noted there was a slight breeze from the north, northwest. Barely enough wind to make flags flutter. At 6:01 p.m. it was noted that the wind was from the west, but again at such a low level that flags were not responding. At 7:15 it was noted there was no wind. The no wind condition prevailed until 10 p.m. when observations stopped.

Yet, during this entire period the takeoff direction used from Thun Field remained to the north. Between 5:00 p.m. and 6:00 p.m. there were takeoffs at about five minute intervals. There were takeoffs 6:01, 6:02, 6:06, 6:07 and on throughout the period. All aircraft taking off to the north. Starting at 7:15, 7:20, 7:23, 7:24, and so on, during the period of no wind, the takeoff direction still continued north. The last takeoff before observations were discontinued was at 9:11 p.m.

A CONCLUSION: This is inappropriate flying. All flights during this time period should have been taking off to the south. The wind direction and velocity rule is published in the FAA directory for Thun Field. However, this is probably one of the most violated rules of those that are supposed to govern air operations at Thun Field.

AN OBSERVATION OF INAPPROPRIATE FLYING - NO. 14

WHERE? Thun Field

WHEN? May 21, 2003

TIME? 5:32 p.m. to 8:00 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? High Wing monoplanes, Cessna types

DESCRIPTION: Flying operations at Thun Field had been taking place all afternoon, starting at 1:00 p.m. (when observations started). During the afternoon runway 16 had been used exclusively. There was no wind and correct procedures were being followed. However, starting at 5:32 p.m. two high wing monoplanes started a north takeoff routine. At that time the wind direction and velocity was checked. There was no wind. This pattern of flying continued until 9:00 p.m. A takeoff or landing was made approximately every four minutes. This was about 40 flights made in violation of the published takeoff direction rule.

At 9:00 p.m. the above duo stopped flying. There was a 30-minute gap where there were no takeoffs or landings. At 9:30 p.m. flying was resumed with different aircraft. These pilots returned to the south takeoff routine, as Thun Field procedures require. There was no wind at this time either. Flying continued using runway 16 for another half-hour before all flying stopped for the night.

A CONCLUSION: The procedures used by the pilots from 5:32 to 9:00 p.m. was inappropriate flying. All flights during this time period should have been taking off to the south. The wind direction and velocity rule is published in the FAA directory for Thun Field. However, this is probably one of the most violated rules of those that are supposed to govern air operations at Thun Field.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 15

WHERE? Thun Field

WHEN? May 22, 2003

TIME? 7:42 a.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? High Wing monoplanes, Cessna types

DESCRIPTION: At 7 a.m. the sky was overcast and a light drizzle was falling. There was no wind. At 7:42 a high wing monoplane was observed approaching Thun Field from the West heading for the north end of the runway. Altitude was estimated at 500 feet over earth surface. The aircraft turned into the traffic pattern approach of Thun Field on the northwest side of the approach. It continued south over the adjacent residential area at no more than 500 feet above the terrain.

A subjective noise estimate for the crossing was 90db, based on experience. Not measured by instrumentation. The plane was so low that the pilot could be plainly seen. The doppler shift of the noise made the experience very unnerving. The aircraft proceeded south in the landing pattern and landed.

A CONCLUSION: First, the pilot was flying the aircraft to low. Altitude requirements are published (1000 feet at Thun Field). Second, the direction was wrong. There was no wind. The pilot should have been using runway 16, not 34. This is also published in the FAA Airport/Facility Directory.

AN OBSERVATION OF INAPPROPRIATE FLYING – NO. 16

WHERE? Thun Field

WHEN? May 23, 2003

TIME? 9:50 p.m. to 10:12 p.m.

VIEWED FROM? 1) Observation point 2000 feet West of Runway

TYPE OF AIRCRAFT? Small Helicopter

DESCRIPTION: At 9:50 p.m. a small helicopter was observed approaching Thun Field from the North. It traveled south on the west side of the runway and appeared to land. However, it was observed going north at 9:58 p.m. and then swinging south on the east side of the runway at 9:59 p.m. This pattern continued for some time (North: 10:00 p.m., South: 10:03 p.m., North 10:06 p.m., South 10:08 p.m., etc.). Then, at 10:11 the helicopter was observed to climb to a higher altitude and cut power and descend almost vertically on the northeast side of the runway. This was obviously a power failure training procedure. This training maneuver was repeated a few minutes later.

While this helicopter pilot was going through power failure training exercises a fixed wing aircraft was making takeoffs on runway 16. At 10:10 p.m. there was a takeoff and at 10:12 a landing. This procedure was done through the training area of the helicopter operations.

A CONCLUSION: The above descriptions were for operations at night. It was dark. Visual ability was limited. Yet, both rotary and fixed wing operations were being conducted in the same air space and at the same time.

Thun Field has in the past had problems when rotary and fixed wing aircraft are using the same air space. One incident has been investigated by the NTSB. Such operations are inappropriate flying over an urban area.

Barbara Gelman - Thun Field Advisory Commission

From: "Kirk Hall" <kahall@hotmail.com>
 To: <bgelman@co.pierce.wa.us>
 Date: 7/24/2003 5:51 PM
 Subject: Thun Field Advisory Commission

Dear Ms. Gellman,

It has been claimed that the South Hill Community Plan mandates the formation of a Thun Field Advisory Commission. This is almost correct. The full text of 66.1.1 states "A Thun Field airport advisory committee shall be formally appointed by the County Council. The membership of the committee shall be balanced to represent various segments of the South Hill community, including, but not limited to representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration." This is the wording that was supported by most South Hill Advisory Commission members, and all pilots and airport business representatives who attended the South Hill Planning Commission meetings.

The Thun Field Advisory Commission as proposed to the Pierce County Council does not reflect the requirements of the mandate. It does not have a balanced representation or contain all of the required representatives; it is funded from airport revenues rather than being self-supporting; it is a Commission rather than a Committee. The scope of the Thun Field Advisory Commission as currently stated would require considerable aviation knowledge and other specialized knowledge that the average person does not possess.

We believe that most of the South Hill Advisory Commission members worked very hard for the betterment of the South Hill area, but we also believe that some had personal agendas that they attempted to advance. A number of us would like to know the answer to the following question: How was the vision of a cooperative, balanced, unbiased, self-supporting Committee whose function was to improve the airport and relations between the community and the airport changed into a biased, all encompassing Commission, able to siphon off airport revenue while advising on things about which most members will know little?

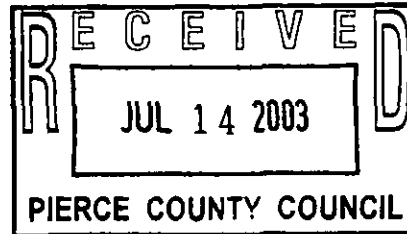
Now that the discrepancies have been brought to the attention of the Pierce County Council we would also like to know the following: What does the Pierce County Council plan to do to: (1) Create a Committee rather than a Commission (2) Make the representation balanced (3) Establish the Committee as a committee of volunteers and a self-supporting entity (4) Include as a minimum, the members named in 66.1.1 of the South Hill Community Plan (5) Consider the inclusion of a member of the Washington State Department of Transportation (Aviation Division) (6) Set as the Committee's goals the improvement of Pierce County airport and relations between the airport and community. It would also be a step toward openness and cooperation if the County Council would formally establish the fact that, while airport taxes go directly to the General Fund, the yearly total should be reported and recognized as being profit from the airport to Pierce County.

At the onset, when choosing members of the Thun Field Advisory Committee, we feel it should be made known that there is no room on the Committee for anti-community activist or anti-airport activist. Ability, special knowledge, experience, a desire to work for the common good of the airport and the



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LAKEWOOD, WASHINGTON 98499-4098



July 8, 2003

Councilman Paul Bocchi
Pierce County Council, District 6
930 Tacoma Ave. S., Room 1046
Tacoma, WA 98402

Dear Mr. Bocchi:

Subject: Thun Field Advisory Commission

This letter is written to follow up our earlier conversation regarding the Council setting up a Thun Field Advisory Commission. Clover Park Technical College would definitely be interested in having a representative on this group.

The College is very interested in anything that affects the Thun Field area and its potential use and growth. We also feel that we bring many resources to the table that can assist the County and the South Hill Community.

If there is any additional information that we can provide, please do not hesitate to contact me at 253/589-5845.

Thank you for your consideration of including Clover Park Technical College representation on the advisory commission.

Sincerely,

N. P. Robinson
Vice President for Operations & Facilities

NPR:cls

c: Calvin Goings, Pierce County Councilman, District 2
Sharon McGavick, President, CPTC
Joe Dunlap, VP for Instruction, CPTC

From: "Linda DuMoulin" <eaglehawke@msn.com>
To: <bgelman@co.pierce.wa.us>
Date: 7/26/2003 12:24AM
Subject: Thun Field Commission

Dear Ms. Gelman:

As a Pierce County resident, former Army pilot, and user of our local airport, I am seriously concerned over the future creation of the Thun Field Advisory Commission. Why is a commission being formed of non-majority pilot members, while having their airport leases and fees will fund the commission? In checking with Renton and Chehalis-Centralia airports, both have dealt with advisory and administrative committees successfully by including representatives from FAA, DOT, Aircraft Owners and Pilots Association (AOPA). This way you have an informed group dedicated to supporting the airport versus working against its goals.

It appears that Thun Field has fallen victim to an age-old problem that the military has faced numerous times when a growing community has surround a once isolated airport. It's called encroachment. Fort Lewis and McChord AFB are very familiar with this issue and undoubtedly have excellent programs dealing with these problems. They would be a wealth of information and willing to assist us with effective ideas.

Closing the airfield because of unwanted noise (hours can be modified) or because of an unfortunate aircraft related death (Car accidents by ratio far exceed) is not rational. Thun field profits nearly \$500,000 and self sustains, in addition to being home to an air ambulance helicopter company, the Civil Air Patrol, Experimental Aircraft Association (EAA), and provides an exceptionally well built disaster relief areas that could be used by local, state, or national agencies in lieu of disasters (natural or man-made.) In addition, the airport hosts numerous, well-attended community events. Since Thun Field has received many Government grants, closing would require Pierce County to pay back any monies used by the commission, that is if they could convince the Federal Government to allow them to close the airfield. Whose pocket would this money come from? The taxpayers?

Has anyone actually sat down and thought of the huge amount of money, medivac services, youth and adult groups, plus other events that we would lose if Thun Field closed? This is an enormous contribution to the community. Don't close it because a few grumble because of the noise, but if the differences truly cannot be resolved, form a committee that fairly represents the community and the pilots, along with expert help from non-partisan professionals, like FAA or AOPA, or even a paid consultant. Have a volunteer committee. Staff it with community people who genuinely want to improve both the airport and the community relations. Use is as a sounding board (not a grudge board) to help everyone, plus the council would not have to drain airport funds that are now used for upkeep and repairs. There are ways of working this out to the benefit of all.

Sincerely,

Linda DuMoulin
1301 South 68th Street
Tacoma, WA 98408
(253) 474-1637

From: <LStiles692@aol.com>
To: <tlee@co.pierce.wa.us>
Date: 7/26/2003 5:47PM
Subject: New (proposed) buffers and setbacks on rivers, streams, etc.....

We wish you to know that we are FULLY SUPPORTIVE of the proposed new County regulations relative to setbacks from streams and other bodies of water.....

Thank you for your consideration of our position.....

(Signed)

Keith L. and Marilyn L. Stiles
Post Office Box 510
18812 Bayview Road
Vaughn, WA. 98394
(253) 884-3379

Commission: the act of committing or giving authority to carry out a particular task or duty, or granting certain powers; an entrusting; a group of people lawfully authorized to perform certain duties or functions, as a government agency.

Committee: a group of people officially delegated to perform a function, as investigating, considering, reporting, or acting on a matter.

Today the Pierce County Council has on its agenda a vote to establish a Thun Field Advisory Commission (PROPOSAL NO. 2001-22s). This proposal is intended to fulfill the requirements of 66.1.1 in the South Hill Community Plan (Pierce County Ordinance No. 2003-10s, adopted 22 April 2003), which states:

"A Thun Field airport advisory committee shall be formally appointed by the County Council. The membership of the committee shall be balanced to represent various segments of the South Hill community, including, but not limited to representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration."

Proposal No.2001-22s differs so drastically from the requirements of Pierce County Ordinance No. 2003-10s that it is difficult to see the connection.

While Ordinance 2003-10s called for a Committee, the "Proposal" is to establish a Commission. In a recent meeting with Council members I was told that it was just like tomato and tomato, it did not matter. So fine, let's establish a Committee like Ordinance 2003-10s requires.

Looking further we find that the proposed Ordinance No. 2001-22s establishes a Commission membership consisting of **four community representatives, two airport users, and one airport tenant**. This is obviously a far cry from the **balanced** membership required by 2003-10s, especially so since the wording essentially prevents people who live in the community but use Thun Field, from serving in one of the community positions. It also omits several of the required positions, including the Federal Aviation Administration.

The Committee's formation, structure, and scope of action was proposed to the County Council by the South Hill Advisory Committee which was heavily influenced by anti-airport activists who have been working for years to shut down or drastically restrict operations at Thun Field. The suggestion to form a Committee was based ostensibly on community concern about noise and safety issues, but noise abatement procedures have already been implemented, and safety is regularly addressed through a number of existing mechanisms.

One of the current noise abatement procedures Thun Field has been required to take is to ask pilots to use runway 16 unless the wind from the North is 5 knots or greater. This may not seem like a significant concession to you non-aviation people, after all 5 knots is only 5.75 mph. It is however a very big safety concession for pilots. For me, the difference between taking off or landing with a 5 knot headwind versus a 5 knot tailwind amounts to a 30% increase in distance. It means that if things go wrong at the worst possible time and I want to get back on the runway immediately, I will have used 30% more take off distance than normal and I will end up needing another 30% more distance than normal to make a safe stop on the runway (for a total of 60% more distance required). So in having Thun Field make a concession to reduce noise for one segment of the community, the community has asked the pilots to take actions that increase the risks for everyone.

But let us return to the proposed **Commission**. With four out of seven members on the Commission, the community anti-airport activists will be able to dictate how the airport is run. By recommending unneeded price increases, restrictive regulations and similar actions, they might succeed in driving off a significant portion of the people who currently use Thun Field. This would of course reduce the activity around the airport as the activists desire, but it would also decrease the profit received from the operation of the airport as more and more revenue-generating customers are driven away. Ultimately the airport would begin operating at a loss. The airport activists have falsely stated that Thun Field is already losing money. If all funds collected from Thun Field lease payments, fees, and **taxes that go directly to the General Fund** are considered, Thun Field can be seen to be making a large profit for Pierce County each year. The taxes, which go to the General Fund, should be recognized as profit that Pierce County makes from Thun Field. I'm not saying, "Give Thun Field all the taxes it collects". I'm just saying, "Tell everyone just how much money Thun Field really brings in". It just irritates me to see anti-airport people say in print, "Thun Field lost \$95,000 last year" when they should be saying "Thun Field made a \$405,000 profit last year". I get that figure because I visited all of the businesses on Thun Field and asked each one how much they paid in taxes. Less than 50% of the businesses gave me any data, but those that did said they paid in over \$500,000 in various forms of taxes, and $\$500,000 - \$95,000 = \$405,000$.

Thun Field is here to stay for the foreseeable future, if for no other reason than because of the large Federal investment made in it over the years, which the County would have to repay if the airport closed. It is a valuable asset to our community for economic, educational, recreational, humanitarian, and public safety reasons, including our ability to respond to a disaster. In these times of terrorist threats, a functioning airport is an essential part of our homeland security. If major airports were disabled, the existence of smaller airports like Thun Field would be critically important.

Almost as serious as the question of the inequity of representation on the Commission is the scope of the Commission's responsibilities. Their duties will be to "serve in an advisory capacity on matters as authorized by this Chapter to the Hearing Examiner, Planning Commission, County Council, and Executive on programs and policies regarding the Pierce County Airport/Thun Field, including, but not limited to:

- A. Existing and proposed legislation and regulations affecting Thun Field.
- B. Land Use issues as they impact the airport and surrounding community.
- C. Airport facilities and improvements.
- D. Airport planning.
- E. Airport operations.
- F. Airport budget."

The scope of the Commission as outlined is not realistic. Most private citizens, even ones who have a strong interest and experience in aviation do not have the knowledge to adequately evaluate the items listed for Commission oversight. The advice of professional consultants and long hours of study would be required for the Commission members to begin to understand the complex matters with which they would be asked to deal. Those consultants would have to be compensated, increasing costs.

I believe that if the proposed Thun Field Advisory Commission is established as the Pierce County Council desires, we will have a biased Commission controlled by a majority of anti-airport activists concerned with their personal agendas and not with the best interests of the airport and the community. The mind staggers at the thought of the possibility of airport opponents using thousands or even tens of thousands of airport generated revenue to take actions ultimately harmful to the airport and the people of Washington State. Pierce County Council established the requirement for a Committee by adopting Pierce County Ordinance No. 2003-10s, so the funds required by the Committee should come out of Pierce County Council funds not Thun Field revenue.

One last thought. Whatever the name or form ultimately bestowed to make real the requirements of the South Hill Community Plan (Pierce County Ordinance No. 2003-10s) as outlined in 66.1.1, please remember that there should be no room on the Committee for activists and their agendas. The function of the Committee should be to improve the airport and relations between the community and the airport. Ability, special knowledge, experience, a desire to work for the common good of the airport and the community and a sense of impartiality should be sought after in Committee members. Above all, the Committee must be seen as balanced. The requirements for sending a recommendation to the Pierce County Council should be structured so that they require agreement by a majority of airport and community members working together. No one group should have a majority, so that all decisions require cooperation.

Presented to the Pierce County Council 30 July 2003.

Kirk A. Hall, Jr.

11701 138th Avenue Court East

Puyallup, WA 98374

(253) 840-0411

From: Denise Johnson
To: Blissmoore@aol.com; Brianca@centurytel.net; Cafweiss@comcast.net;
Volson@seanet
Date: 8/20/03 4:28PM
Subject: Meeting notification for Proposal No. 2001-22s2

Please see attached.

Thanks-

Denise

253.798.6065

Pierce County

Office of the County Council

930 Tacoma Avenue South, Room 1046
Tacoma, Washington 98402-2176
(253) 798-7777
FAX (253) 798-7509
1-800-992-2456

**PIERCE COUNTY COUNCIL
PUBLIC MEETING
NOTICE**

PROPOSAL NO. 2001-22s2, AN ORDINANCE OF THE PIERCE COUNTY COUNCIL
CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE, "PIERCE
COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION."

MEETING DATE: Tuesday, September 16, 2003

TIME: 3 P.M.

PLACE: County Council Chambers, Room 1045
County-City Building
930 Tacoma Avenue South
Tacoma, Washington 98402

CONTACT: Anna Graham, Research Analyst, at (253) 798-6253 or the Council
Office at (253) 798-7777.

This proposal is scheduled for final consideration at this meeting. The Council encourages public participation. Public testimony will be taken. Written comments are welcome as well.

Council meetings are audio recorded and cablecast.
Audio equipment is available for the Hearing Impaired. Please contact the Receptionist for assistance.

Dated: August 20, 2003

COMMITTEE REFERRAL FORM

Proposal No: 2001-22

Referred to the Planning & Env. Committee

By Council action of: March 27, 2001

☒ No specific Council hearing date set

☐ Council hearing date set for: _____

☐ Please notify interested parties of the Council hearing

Comments: _____

Date/initial: 3/28/01 JCB

Fiscal Note

2001-22s AN ORDINANCE OF THE PIERCE COUNTY
Ordinance\Resolution Title (short version) COUNCIL CREATING A NEW CHAPTER 2.46 OF THE
PIERCE COUNTY CODE, "PIERCE COUNTY AIRPORT-THUN FIELD ADVISORY COMMISSION."

This ordinance/resolution has No or only De-Minimus fiscal impact ☐ Otherwise, please complete the following:

A. EXPENDITURES

| Program | Thun Field Advisory Commission | Current Year | Full Year 1 | Full Year 2 | Full Years (3-5) Combined | Totals |
|-----------------|-----------------------------------|-----------------|----------------|----------------|---------------------------------|---------|
| Operating Costs | | 15,250 | 30,500 | 30,500 | 91,500 | 152,500 |
| Capital Costs | | | | | | |
| Total | | 15,250 | 30,500 | 30,500 | 91,500 | 152,500 |

Number of F.T.E.

Positions (Annual basis)

Comments

The fiscal impacts resulting from the implementation of Proposal 2001-22s are expected to be \$30,500. The County's participation and support for the Thun Field Airport Advisory Commission (TFAC) will involve clerical support for notices/mailings/handouts, staff support for review of issues and preparation of recommendations to the Council, the Planning Commission, the Hearing Examiner, and the County Executive, as appropriate. Assuming six meetings per year, the annual staff cost for the TFAC will be \$15,500.00. Two training sessions will cost \$7,000 and will involve staff from Public Works and Utilities and possibly PALS, Budget and Finance. Those non-Public Works and Utilities departments will be asked to absorb the cost of their staff participating in the training session. Additional administrative costs (advertising, copying, word processing, etc.) are estimated at approximately \$8,000 per year. For 2003, the funds will come from the Airport Fund and will require the deferral of airport maintenance and/or capital projects.

| B. <u>REVENUES (category):</u> | Current Year | Full Year 1 | Full Year 2 | Full Years (3-5) Combined | Totals |
|--------------------------------|-----------------|----------------|----------------|---------------------------------|--------|
| | | | | | |
| | | | | | |
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Comments

Prepared By Karen Goon/Public Works and Utilities
Name/Department

July 24, 2003
Date

Original

ATTACHMENT TO DATA SHEET

15. **FISCAL IMPACT:** The County's participation and support for the Thun Field Airport Advisory Commission will involve clerical support for notices/mailings/handouts, staff support for review of issues and preparation of recommendations to the Council, the Planning Commission, the Hearing Examiner, and the County Executive, as appropriate. Assuming four meetings per year, the annual cost for the TFAC should be in the range of \$8,000 to \$10,000. Training, assuming 2 sessions, should require approximately \$4,000 to \$5,000 and should involve staff from PALS, Budget and Finance, and Public Works and Utilities. For 2003, the funds will come from existing Public Works and Utilities budget. There is no fiscal impact directly from this ordinance (Ord 2001-22s), but will result after appointments are made by resolution at a later date.

PW+U Submitted

ATTACHMENT TO DATA SHEET

15. **FISCAL IMPACT:** The fiscal impacts resulting from the implementation of Proposal 2001-22s are expected to be \$30,500. The County's participation and support for the Thun Field Airport Advisory Commission (TFAC) will involve clerical support for notices/mailings/handouts, staff support for review of issues and preparation of recommendations to the Council, the Planning Commission, the Hearing Examiner, and the County Executive, as appropriate. . Assuming six meetings per year, the annual staff cost for the TFAC will be \$15,500.00. Two training sessions will cost \$7,000 and will involve staff from Public Works and Utilities and possibly PALS, Budget and Finance. Those non-Public Works and Utilities departments will be asked to absorb the cost of their staff participating in the training session. Additional administrative costs (advertising, copying, word processing, etc.,) are estimated at approximately \$8,000 per year. For 2003, the funds will come from the Airport Fund and will require the deferral of airport maintenance and/or capital projects.

ATTACHMENT TO DATA SHEET

- 15. FISCAL IMPACT:** At the time a Resolution appointing members to the Tacoma Narrows Airport Advisory Commission is adopted, support for the Commission would involve staff time and resources for coordinating meetings, copying handouts, and researching issues. These costs would be borne by the Planning and Land Services Department. The estimated impact to Pierce County departments would be in the range of \$600 to \$800 for 2002 and \$1,200 to \$1,500 for 2003. No supplemental budget request should be necessary as these funds could come out of the General Fund budget allocated to Planning and Land Services.

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PROPOSED ORDINANCE OR RESOLUTION
DATA SHEET

TO BE NUMBERED BY THE
CLERK OF THE COUNCIL

Proposal

NO 2001-22

Direct questions to Gerri Rainwater, Clerk of the Council, at 591-7777.

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|---|--|--|
| 1. DATE PREPARED March 5, 2001 | 2. EXECUTIVE'S SIGNATURE n/a | 3. PRIME SPONSOR, (COUNCILMEMBER SIGNATURE) <i>Calvin Rip</i> |
| 4. DATE RECEIVED IN COUNCIL CLERK'S OFFICE 3-9-01 | 5. REQUESTING DEPARTMENT Pierce County Council | <i>Kevin Wimsatt</i> |
| | 6. DEPARTMENT HEAD'S SIGNATURE Thomas Weber COUNCIL STAFF CONTACT 798-6067 | PHONE |
| | 7. DRAFTED BY (NAME & DEPARTMENT) PHONE Thomas Weber/Council 798-6067 | |

8. ORDINANCE ☒ RESOLUTION ☐ 9. EFFECTIVE DATE DESIRED _____

10. COMPLETE TITLE OF ORDINANCE OR RESOLUTION: CREATING A NEW CHAPTER 2.46 OF THE PIERCE COUNTY CODE,
"PIERCE COUNTY AIRPORT/THUN FIELD ADVISORY COMMISSION."

11. LIST ANY SPECIAL ADVERTISING OR POSTING REQUIREMENTS INVOLVED IN PROCESSING THIS ORDINANCE/RESOLUTION: N/A ☒

12. CODE STATUS: 1) New Chapter/Section _____ 2) Amends _____ 3) Repeals _____

13. SUMMARY AND INTENT OF THIS LEGISLATION.

This Ordinance will create a citizen's advisory board to review projects and airport
improvements and make recommendations to the Council and Executive on matters relating
to the Pierce County Airport/Thun Field.

14. SOURCE DOCUMENTS: LIST ALL MATERIALS INCLUDED AS BACKUP INFORMATION: N/A ☒

A _____ C _____
B _____ D _____

15. FISCAL IMPACT:

A. TOTAL COST OF LEGISLATION FOR CURRENT FISCAL YEAR: COUNTY \$ _____ FEDERAL \$ _____ STATE \$ _____

B. ESTIMATED COST OF LEGISLATION IN FUTURE YEARS: COUNTY \$ _____ FEDERAL \$ _____ STATE \$ _____

C. COSTS INVOLVED ARE FOR: If staffing of committee is necessary, existing currently budgeted
staff would be used; no additional staffing is anticipated.

D. ESTIMATED INCREASE IN REVENUE AS RESULT OF LEGISLATION FOR CURRENT YEAR: _____

E. ESTIMATED INCREASE IN REVENUE AS RESULT OF LEGISLATION FOR FUTURE YEARS: _____

F. SOURCE(S) OF REVENUE: _____

THIS LEGISLATION HAS NO FISCAL IMPACT ☒

16. A COPY OF THIS ORDINANCE/RESOLUTION IN FINAL FORM SHOULD BE SENT TO THE FOLLOWING:

| | | |
|------------------------------|-------|-------|
| <u>John Trent, PW&U</u> | _____ | _____ |
| <u>Bob Snyder, PW&U</u> | _____ | _____ |
| <u>John Ladenburg, Exec.</u> | _____ | _____ |
| <u>Bruce Thun, PW&U</u> | _____ | _____ |