

# Ontario Municipal Airport TAC 2 Meeting

March 29, 2022

Meeting Notes

## 1 | Attendance

- Luke Keller, Committee
- Shawn Coleman, Committee Vice Chair
- John Freeburg, Committee
- David Bryant, TVCC
- John Kirby, City Council
- Brian Rindlisbacher, BLM
- Justin Zysk, Airport Manager
- Dan Cummings, Economic Development Director
- Shawna Peterson, Eastern Oregon Border Board
- Shay Myers, Committee
- Toby Epler, J-U-B
- Neal Fraser, J-U-B
- Jessica Krueger, J-U-B

## 2 | The TAC

- Jessica Sherwood needs to be removed from the TAC Member list.

## 3 | Initial Concerns

- Utilities
  - Need to see if sewer/utilities can be extended to existing structures and hangars. (Kirby)
  - The FBO does not have water or sewer to it; the building is serviced by a septic tank and has no potable water. Extending those utilities would make the FBO more viable. (Freeburg)
  - Utilities are available to the FBO, but the FBO is responsible for hooking up to them. The City is designing utilities to extend out to various portions of the Airport; it has been approved and funded by the Counsel for design but not yet for construction. (Cummings)
  - Hopefully, we can get down on paper where all those lines are. Over the past people have done things and not recorded what they have done. (Freeburg)
- Agricultural Operations
  - We need an area dedicated for our spray pilots to operate out of. (Cummings)
- Aviation Fuel
  - Seems like we could do a better job of where the fuel is right now; I'm concerned about where the fuel is and getting our planes filled up over the summer. (Rindlisbacher)
  - At certain times it can get congested in the tie down area, especially if an aircraft is fueling. It cuts off axis to taxiways. (Coleman)
  - We are up to six planes right now that we are parking in transient spaces. If there is a way for TVCC to integrate our operations in with everyone else, it would keep us from plugging everyone up during peak summer months. (Bryant)
  - In short, the fuel needs to be moved to a new spot with the least amount of potential for congestion. (Freeburg)
  - We are working on the legality of driving a fuel truck to fill our aircraft and prevent blocking taxiway access. (Bryant)

- It would be best if it could be an island, so planes would be able to access fuel pumps from both sides. (Freeburg)
- Helicopter Accommodations
  - We had five helicopters in the traffic pattern last Friday. We are going to need a plan to accommodate that. Having helicopters hovering over the center of the runway is going to be an issue. (Coleman)
  - We do have our Type 2 helicopters come in and helipads would be great for our operations. (Rindlisbacher)
  - We go back to infrastructure with that; we are going to need an access road for west side development. (Freeburg)
  - A lot of the heavier helicopters deal with the BLM; if you do develop helipads, it would be cool to have them over on our side. (Rindlisbacher)
- Airport Aesthetic
  - If an opportunity to do some aesthetic improvements, typically encouraged for economic development along the Oregon border. The Airport now is a bit of an eyesore.
- EVTOL
  - EVOTL and feeder aircraft from Boise; is that something we should be considering? (Myers)
    - Neal: We are considering those things, but as of right now, there is not much in terms of guidance from the FAA. We are starting to dedicate space to that kind of thing.

## 4 | Inventory

- Do we need to plan for where our fire apparatus might be stationed on the Airport? Like a fire truck, equipment, etc. (Keller)
  - Toby: Typically, those services are at airports with passenger and commercial services. While the Airport might not have the equipment, they can conduct a cross training for City firefighters that might respond to an airport incident.
- We did have the fire department come last year to train them on our aircraft. (Rindlisbacher)
- I can get with the fire chief to see what that training might look like. (Zysk)

## 5 | Forecast

- What about the grass strip? (Freeburg)
  - Neal: Those do not really impact a larger design code. There is a lot of activity there, but my understanding is that you are accommodating it quite well with the grass strip.
- I don't think the Air Tractor is really indicative of a twenty-year plan. Ag is going to move off the Airport before then. (Keller)
  - Toby: You're probably right, but as long as we can get up to a 79-foot wingspan, that does allow us to plan for growth in the future. To Neal's point, we sent this forecast to the FAA, and they said no, you don't have those kinds of numbers. Luckily, we had those game camera photos that really came in handy here.

## 6 | Additional Facility Discussion

- When you're sitting down with a student, their first question is where can we get some food? A lot of Idaho airstrips have bicycles too. (Bryant)
- That's still a big thing in Nampa. A lot of weekend traffic is due strictly to food. (Coleman)
  - Toby: It also creates an opportunity for the lay community, who might not be pilots, to visit the Airport.
- An observation area would be very valuable to the esthetics. Salem has a really great design; they have a terminal building with the second floor dedicated to food and an observation deck. (Myers)

## 7 | Alternatives

- This map here, that we're looking at, is the best and most readable map I've had before me. This is a point where the City needs to take part. I can talk to two counselors without breaking any laws and I'm hoping we can have a partial presentation of this at a future council meeting. (Kirby)
- Land Acquisition
  - Additional land acquisition options toward the south side of the Airport, especially if we are talking about the next 20 years. (Keller)
  - Non-airport does not mean it is not owned by the Airport. It just means non-airport uses. (Cummings)
    - Neal: You can release the FAA obligation to use the land for non-aviation uses.
- Revenue Generation
  - Questions regarding rental hangar space and the potential to accommodate that at the airport. (Myers, Keller, Coleman)
  - As the consultants here, what are we missing as far as pulling that growth to our airport? (Myers)
    - Toby: The development out on the west side is really what is going to allow for that.
    - Neal: You've named some tonight, the utilities for one is a big deal.
  - Toby: It's a given that fuel development will include charging stations.
  - There is some space for a solar farm on the far west side where there is a triangle of approximately 46 acres of land. (Keller)
    - Toby: It's about how we generate the most money for the City and the Airport to make the airport as sustainable as possible.
  - We should be considering utilities to support these power stations and any sort of solar farms. (Kirby)
  - Freeburg: What would the residual revenue be on a solar farm? (Freeburg)
    - They are worthless as far as generating revenue. (Myers)
- Agriculture Operations
  - Mr. Bane was excited about being out on the Runway 15 End. He'd be out of the way and his noise wouldn't be such a nuisance for anyone nearer to the BLM side. (Freeburg)
  - Didn't the FAA say we couldn't put agriculture on the Runway 15 End. (Coleman)
    - My understanding is the FAA said we put all this money into the east side, build that up first before we talk about development on the west side. (Keller)

- I think the days are absolutely numbered for Ag; I think here it's probably over. If you're thinking about that space for Ag, it makes more sense to consider that area for EVOTL. (Myers)
- EVTOL/Drones
  - I did hear from our aviation group out at Burns that there are large drones they're having to accommodate. It could come up at Ontario in the future where we are asked for a space to allow these guys to practice/operate. (Rindlisbacher)
  - It can be 10 to 15 years before courses are developed for drone operations. (Bryant)
- Additional Facilities
  - I work with Life Flight, and we do have two to three helicopters out there at any given time. (Bryant)
    - That area used by Life Flight is laid out as helipads, but I told them if they are going to be using that space, they do need to pay for it. As of now they are not paying for it. (Cummings)
  - Life Flight area is pretty good looking; that could be an attractive entrance to the Airport. (Keller)
    - Could be a great space to build a terminal building/restaurant/observation deck right there as well. (Zysk)
  - How far out is the BLM facility? (Keller)
    - Toby: Roughly 3 years.
  - What are the necessary operations for a tower? (Myers)
    - Toby: Caldwell is at 150,000 operations, and they are just now on the brink of a tower. You'd have to talk about a lot of growth. Probably not in our lifetime.