

**Questions and Answers from the  
Airport Tenant Meeting  
January 29, 2008**

**Runway 17/35 Line of Sight & Runway Rehabilitation 2008**

- Q Will a lease credit be given to tenants during the construction project?  
A *No, lease credits will not be given. The Airport will still be open and operational.*
- Q How will delays like what occurred during Phase 1 be prevented?  
A *We are writing requirements into the contract to help avoid delays. The contractor will have financial penalties if work extends beyond the contracted completion date.*
- Q How overdue was the contractor during Phase 1?  
A *2-3 weeks past the contracted completion date.*
- Q Will the contractors be required to work 24-hours?  
A *No, the FAA won't fund the extra cost associated with 24-hour work.*
- Q If the contractor is delayed can we require them to work 24 hours?  
A *The contract will state the required construction completion date and there will be a financial penalty for every day beyond that that work is not completed. We cannot tell the contractor how they must schedule their crew in order to meet the contract deadlines.*
- Q Is the monetary penalty significant?  
A *We use the WA DOT manual to determine what is a reasonable formula. For the Phase 1 work it was \$3,000/day.*
- Q Will there be visual guidance NAVAIDS added to RW 8/26 during the construction?  
A *No, it takes a long time to get NAVAIDS up and there isn't enough time to do so on 8/26.*
- Q Will the VOR be operational full time?  
A *Yes*
- Q Is there any way to get the intensity of the runway lights on 8/26 bumped up or an emergency VASI?  
A *The lights came from WA DOT so we don't know, but Rudy will check on the possibility of bumping their intensity or getting VASI.*
- Q Can more regular tenant meetings be held to discuss the tenants' needs?  
A *Yes, we can schedule more frequent tenant meetings, and Rudy's door is always open to discuss concerns.*
- Q Can Taxiway C be made available as a runway during construction?  
A *No. The taxiway pavement was evaluated prior to beginning construction on Phase 1 and it was determined the pavement is in failed condition and would not support aircraft. Taxiway W was also evaluated but it too would not support being used as an alternate runway.*
- Q Why do we even have to do this project?  
A *The project is FAA mandated. The end result is we will have a like-new runway that will last another 20 years before requiring repaving. RW 8/26 is not eligible for FAA funding. When it's useful life reaches an end, there will be no federal funding to repair it.*

Q What is the estimated useful life of RW 8/26?

A *Probably 5-10 years.*

Q Is the Port putting away money for future paving of RW 8/26 in anticipation of this?

A *No, not right now.*

Q If RW 8/26 is closed, what would be involved in putting in a grass strip?

A *We don't know what is involved, but we will research it.*

Q During the 2-week closure of the intersection of RW 17/35 and 8/26, could the contractor work the weekend?

A *The contractor will need to decide that within the work window. We have only so much ability to word the contract. It is up to the contractor to decide how to meet the contract deadline.*

Q Is Airport security still competing for Port dollars?

A *There is no funding for controlled access gates in the capital budget. Rudy has been trying to get outside funding but has found that money for security for GA airports without air service is not available.*

Q How expensive are the new gates?

A *Estimates for five or six controlled access gates and all the associated hardware and software are between \$200,000 and \$250,000.*