



**COMMISSION
AGENDA MEMORANDUM**

Item No. 6f

ACTION ITEM

Date of Meeting January 28, 2020

DATE: January 8, 2019
TO: Stephen P. Metruck, Executive Director
FROM: Stuart Mathews, Director, Aviation Maintenance
Laurel Dunphy, Director, Aviation Operations
SUBJECT: Disposition of Surplus Aviation Maintenance Equipment

ACTION REQUESTED

Request commission authorization for the Executive Director to take all necessary steps to dispose of surplus personal property – one 15-year-old vacuum truck and three mobile 110-ton preconditioned air units in accordance with the General Delegation of Authority and Port Policy AC-13.

EXECUTIVE SUMMARY

Port Policy AC-13 was established to set standards to govern activities used to dispose of Port property consistent with the port’s General Delegation of Authority. AC-13 prescribes, “property should be disposed when it no longer serves its intended purpose, no alternate future use within 12 months exists, it is not considered a specialty item, and/or the Port no longer requires it to maximize the return on investment for the disposal of Port’s property.”

The vacuum truck has been deemed “obsolete” by port staff as this equipment has been replaced with a new unit, with the old unit no longer being needed.

The three PC Air units have been deemed “excess” by port staff in collaboration with airline partners, in that the property is excess to the port’s and/or the airline’s requirements or needs.

DETAILS

<i>Estimated Valuation (pending appraisal)</i>	Per Unit	Total Value
2005 Vacuum Truck	\$28,000	\$28,000
110 Ton JBT PC Air	\$120,000	\$360,000

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ADDITIONAL BACKGROUND

The 2005 Vacuum truck was replaced in 2019 with a newer model. Since the newer model has been in place the older unit is no longer needed. The 2005 Vacuum Truck is a CNG truck that will be disposed under AC-13.

All three 110-ton PC Air units were acquired in the spring of 2017 in anticipation of supporting the airfield remote stand busing program. Preparing for remote hardstand operations included planning to accommodate large wide body aircraft, which require mobile equipment to achieve similar levels of service that aircraft receive at a contact gate (ground power, PC air for environmental controls, etc.). The Seattle Tacoma Airline Consortium (STAC) member airlines provided their input on equipment requirements that would be necessary to service various aircraft types on remote stands early in 2017, which included both 110-ton and 90-ton PC Air Units.

The 110-ton PC Air units provide large wide body aircraft environmental controls when the aircraft's auxiliary power unit is turned off. The STAC agreement is structured such that equipment in support of airfield busing operation is purchased, owned, and maintained by the port and is leased to STAC.

Since the hardstand program has started and grown from 618 operations in 2017 to 19,683 operations in 2019 most operations have been smaller aircraft. Remote stand operations have been more suitable for smaller aircraft. Procedures have been established to minimize large wide body aircraft doing remote hardstand operations. As a result, the 110-ton PC Air Units have not been used with any level of regularity. The port reached a joint decision with STAC to recommend this equipment for disposal under AC-13. The method of disposal will be guided by the port's Central Procurement Office but could include options such as an exchange with the manufacturer (JBT) in return for a parts credit or sale at auction.

ATTACHMENTS TO THIS REQUEST

- (1) Presentation slides with pictures of equipment

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None