

MEMO TO: Airport Advisory Board Members

October 15, 2010

FROM: Duane Ellis

SUBJECT: Airport Advisory Board Meeting Minutes – October 14, 2010

An Airport Advisory Board meeting was held at the airport terminal on October 14, 2010. Chairperson, Joe Rivard, called the meeting to order at 5:35 p.m. Present at the meeting were: Scott Schlosser, Al Bryan, Joe Rivard, John Benzinger, and Duane Ellis. Also present at the meeting were: Lisa Schlosser and Adam Raycraft.

The minutes of the September 9, 2010, meeting were presented and accepted.

Airport Manager's Report

John reported fuel sales continue to be strong, and he was recently able to lower the price for the 100LL fuel due to lower wholesale prices from the supplier. A general discussion was held concerning the actions of the US Congress, who are trying to remove the lead from 100LL aviation fuel. The problem with this approach is that the engines in these aircraft require the lead additive in order to function properly. A reasonable alternative to this gas mixture has not yet been identified.

A general discussion was held concerning the State of Michigan's program to eliminate VORs throughout the state. The state, in a cost cutting measure, has determined that all state-owned and operated VORs will eventually be closed due to financial pressure on the state. The Mt. Pleasant Municipal Airport has a federally-owned and operated VOR, so it will not be affected by this program.

Land Purchase

John provided the board members with an update on the land purchase project. BCI Engineers and Consultants has been hired to provide the environmental phase II assessment on the 40-acre parcel. The phase II assessment includes soil borings and water quality testing on this site, to determine if any contamination exists. This is the first step in proceeding to the appraisal to determine the value of the property. Currently, the attorneys are reviewing the contract language prior to authorizing BCI to proceed with the work.

User Survey

John continues to collect information on corporate aircraft greater than 12,500 lbs., in his effort to obtain information required by the Bureau of Aeronautics to determine the appropriate runway length at the field.

Snow Removal

The contract for airport snow removal is currently out for bid. The previous contractor is no longer in business, so a new contractor will be selected for this snow removal season.

Runway 9 Approach

While John and Duane were at the Bureau of Aeronautics, it was discovered that the Federal Aviation Administration has published the Runway 9 approach for a 34:1 glide slope. Previously the approach had been 20:1. The engineering department surveyed the approach and found that following the removal of some trees west of Isabella Road, the only remaining obstacle for a 34:1 approach is a power pole, which contains several transformers. Consumers Energy has been requested to provide a cost to lower the pole by approximately three and one-half feet (3.5'), which would provide the necessary clearance for a 34:1 approach.

Drainage Project

The Isabella Corporation has completed the majority of the work for the drainage project. A small area of work, adjacent to the Gateway hangar, is currently underway and will be completed shortly. While excavating this location, the Isabella Corporation severed the electrical line to the rotating beacon and did not notify the airport staff. This wire has been repaired and the beacon is now in operation.

At the previous meeting a discussion was held by the Airport Board members to ask John to have an old aircraft removed from the ramp. John spoke to Todd Tarlton, who was familiar with the owner of the aircraft, and the aircraft has been removed from the ramp.

General comments were made concerning the sand mining operation, which is proceeding as a part of the construction of Isabella Road. The contractor is paying the airport for the removal of sand, and then filling in the area where the sand is removed with excess spoils from the roadway construction. John and Duane reported that they are currently under discussion to determine if an additional assistant manager can be hired to provide assistance to John at the airport.

A discussion was held concerning placing cones on the ramp, and the potential liability that they cause. John had the street department paint some stripes on the ramp so that cones will not be required. He will place additional striping on other areas of the ramp, so that it will be clear where aircraft can park and cones will not be allowed on the ramp because of the liability problem they cause. The board asked John to write a letter all airport users who have frontage on the ramp, to clearly indicate to them that the taxiway areas must be kept clear and that cones cannot be placed on the ramp due to the hazard they cause to taxiing aircraft.

The meeting of the Airport Advisory Board was adjourned at 6:35 p.m. The next meeting of the board is scheduled for Thursday, November 11, 2010, at 5:30 p.m., at the airport terminal building.