

MEMO TO: Airport Advisory Board Members

September 10, 2010

FROM: Duane Ellis

SUBJECT: Airport Advisory Board Meeting Minutes – September 9, 2010

An Airport Advisory Board meeting was held at the airport terminal building on September 9, 2010. Chairperson Joe Rivard called the meeting to order at 5:35 p.m. Present at the meeting were Al Bryan, Jerry Elliot, Scott Schlosser, Mike Verleger, John Benzinger and Duane Ellis. Lisa Schlosser was also present at the meeting.

The minutes of the August 13, 2010 meeting were presented and accepted.

Airport Manager's Report

John reported that the Lear 31 lease has been signed, effective September 1, 2010. The aircraft will be based in the corporate hangar through the winter months with the hope that a new hangar will be constructed in the spring of 2011 to allow some of the permanently based aircraft to be relocated from the corporate hangar. The new hangar would allow room for itinerate aircraft to be placed in the corporate hangar as needed. To obtain funding for the new hangar, a 2% request has been submitted to the Saginaw Chippewa Indian Tribe. The Tribe will make their funding decision around Thanksgiving of this year. John also spoke with the Bureau of Aeronautics concerning the possibility of funding the hangar using State and Federal funds. The Bureau staff indicated that, while it is technically possible to receive Federal funding for hangar construction, in all practicality it almost never happens because the money cannot be spent on hangars unless all the other airport needs have been met first.

John reported that the August fuel sales were strong for Jet A and overall the sales for the year are within the normal averages.

The construction drainage project is nearing completion. The main drain lines and catch basins have been installed and final grading and miscellaneous work is all that is required to complete the work. Additional work will be completed in the low area adjacent to the east side of the Gateway hangar to deal with the drainage problem at that location.

John reported that he is working on a new airport user survey that will be submitted to the Bureau of Aeronautics. This new survey was identified as a

requirement following the recent meeting with the Bureau staff on the construction planning for the airport. The Bureau staff indicated that based on current survey information the maximum cross runway length that could be constructed in Mt. Pleasant was 2,500 feet. The current master plan calls for a 4,000 foot runway which would be capable of handling larger aircraft than a 2,500 foot runway. The Bureau staff determined that the goal of the new user survey will be to identify the critical aircraft at the Mt. Pleasant Airport. Critical aircraft is defined as the largest aircraft with 500 or more operations per year in Mt. Pleasant. The crosswind runway length is then determined by using one aircraft category lower than the critical aircraft and the runway length for that class of aircraft determines the length of the runway. It is the City staff's opinion that once the critical aircraft is identified as a B2 class aircraft that the B1 class aircraft will justify the need for a 4,000 foot crosswind runway. The user survey is currently underway and will be continued for the next several months. The information will then be submitted to the Bureau of Aeronautics for their review and determination of the correct crosswind runway length.

John briefly discussed another issue that was raised at the meeting with the Bureau of Aeronautics. The FAA has established a precision approach for the Runway 9 approach. Generally this means that the approach is clear for a 34:1 slope. However, the current runway master plan indicates an obstruction caused by power poles west of Runway 9 that allow only a 20:1 approach slope. Duane and John will check on this obstruction elevation and determine the costs of relocating this obstruction so that a full 34:1 approach can be provided. Bureau staff indicated that this type of obstruction relocation is eligible for funding under the aeronautics program.

Apron Parking

General discussion was held by the Board concerning an aircraft that has been parked on the apron for a long period of time, and is not currently paying any fee for parking on the ramp. It was the determination of the Board that a fee should be established of \$10.00 per week for all aircraft that are based at the Mt. Pleasant Airport that are parked on the apron for more than one week. John will contact the owner of the aircraft, determine their address, and provide them with a letter indicating the rate that has been established by the Airport Board for long-term apron parking. The owner of the aircraft will be invoiced for this parking amount on a monthly basis. If the aircraft owner does not pay the fee or relocate the aircraft from the airport, then additional legal action will be taken.

General discussion was held concerning the recent skydiving boogie where 450 jump slots were provided for the jumpers during the event. Lisa Schlosser reported that the event went very well and they are planning for next year's event.

Questions were also raised concerning the need for painting an apron parking limit line in order to organize the aircraft parking in this area. John will address this issue.

The meeting of the Airport Advisory Board was adjourned at 6:40 p.m. The next meeting is scheduled for Thursday, October 14, 2010 at 5:30 p.m. at the airport terminal building.

DFE/tb
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