

Airport Advisory Committee

MINUTES OF THE MEETING OF AUGUST 1, 2011

MEMBERS PRESENT: Chris Hoffman, Chairperson
Ron Long, Vice Chairperson
Scott Crain
Gary Iori
Nathan Keizer

MEMBERS ABSENT: Cliff Hix
Jay Humbard

OTHERS PRESENT: William A. Beasley, Director of Public Works
Mark Turnbull, Director of Economic Development
Bill Pyle, Airport Manager
Bruce Remsberg, City Engineer
Andrea Turner, Administrative Assistant
Joye VanGorden, Public Utilities Office Manager/Deputy City Clerk

The Airport Advisory Committee met on Monday, August 1, 2011, at 10:00 a.m., in the City Hall Conference Room. The meeting was called to order at 10:00 a.m. with five (5) members present.

The first order of business was the approval of the minutes of the meeting of February 7, 2011. Ron Long moved, seconded by Gary Iori, that the minutes be approved as submitted. Motion carried unanimously.

The second order of business was an update on the Airport Master Plan and Airport Layout Plan (AMP/ALP). Bruce Remsberg stated that not much had taken place since the last meeting. All the written documentation was submitted to FAA for their review and the City is awaiting approval by the FAA. In talking with FAA in early July, they indicated their review had been completed and that the City should expect their comments very soon. Later, however, the City received an email from FAA and was advised that all their non-essential personnel had been sent home and that everything had been put on hold and that once they started back up it would take time to get caught up. Once approval is received from FAA, the consultant can proceed with drawing up the ALP.

The third order of business was an update on the Environmental Assessment. Mr. Beasley stated the Kansas Department of Wildlife and Parks (KDW&P) had made a visit to the airport and met and walked the property with Bill Pyle. Their findings have been submitted to the contractor BWR. Apparently, there was evidence found of two endangered species, the gray bat and the Spring Peeper, which is a species of frog. As a result, before any improvements can be made to the airport the City will be required to create an additional 4-5 acres of wetland and 2 acres of bat habitat to accommodate the endangered species.

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KDW&P also located an area they have designated as "Meadows" on the airport property. This area is located adjacent to the habitat created for the gray bat. The City had considered this area for the replanting of trees required by the stripping of vegetation at the Atkinson Road Bridge Project. KDW&P had indicated, however, they were recommending this area be retained as "Meadows". City staff will know more when the final report is received.

The fourth order of business was an update on Airspace Protection Planning (Height and Hazard Regulations). Mr. Beasley stated the City solicited for a consultant to prepare height and hazard regulations for the City of Pittsburg and has selected BWR. They have submitted a proposal of \$35,000 for this project. Funding is based on a 95% State/5% City split. The contract provided by BWR is currently being reviewed by the City Attorney. If approved, it will be presented to the City Commission for their approval. Once all the necessary approvals are obtained, BWR will meet with all parties involved (Crawford County, City of Frontenac, Airport Advisory Committee and City Officials) in an attempt to get height and hazard regulations adopted. Two things can happen: 1) All parties can elect to adopt these regulations; or 2) if the communities elect not to adopt these regulations the City by State law can force these regulations upon them and the City would become the regulatory authority. Mr. Beasley stated it is important that these regulations get adopted to protect the airport's airspace. These regulations will allow the City to review requests for the installation of towers, etc. to make sure they don't encroach on the airport.

The fifth order of business was an update on the taxi-lane project. Mr. Beasley stated this project was bid and a contract has been awarded to APAC-Missouri, Inc. They anticipate commencing work on this project on August 9th. They will begin cutting out the bad spots in the taxi-lane and the valley gutter being constructed in front of hangar spaces C and D. After this work has been completed, 45 days will need to elapse before the "Grip Flex" cold tar sealant can be installed to bond all the aggregate together.

Chris Hoffman inquired if any thought had been given to the condition of the runway. Mr. Beasley agreed that the cracks that have developed in the runway need to be addressed, but the problem is finding the funding to do it. He stated the City has the machine, but no funds to buy the sealer. The approximate cost to seal the cracks across the full length and width of the runway is \$15,000.

Gary Iori inquired if this work could be something the users of the airport could chip in on, noting that he knows they have done so in the past. Mr. Beasley stated he would be glad to visit with the City Manager to see if there were any funds available to do this work before approaching the users.

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The sixth order of business was an update on the new Watco hangar. Nathan Keizer indicated the anticipated completion date for the hangar is September 1st. He stated the contractor was working on the roofing today and the hangar door should be in next week.

Bill Pyle inquired about the use of the door on the north side towards the back of the hangar. Mr. Keizer stated the door was for access to the air conditioning unit.

The seventh order of business was discussion of new weekend operating hours and a possible increase in hangar rental fees and fuel prices. Mr. Beasley stated the City Commission is currently going through the budget process and like many others is experiencing funding issues. He stated that with assessed valuation going down and delinquency increasing, the City Commission has asked City staff to explore all options to generate additional revenue at some of the City facilities, i.e. airport, golf course, aquatic center, that would help decrease the subsidy of these facilities and make them more self-sustaining. Last year, the City subsidized the airport approximately \$70,000 and that is where it is currently heading again this year. Mr. Beasley stated he and Airport Manager Bill Pyle have reviewed the operations at the airport and have come up with the following options to help reduce the subsidy at the airport:

ELIMINATE PART TIME HELP/REDUCE WEEKEND OPERATING HOURS.

*Current Hours - 7:00 a.m. to 7:00 p.m. seven days a week
(Previously reduced from 6:30 a.m. to 9:30 p.m. to current hours)*

Proposed Hours – Reduce weekend hours to 8:00 a.m. to 4:00 p.m.

Pilots needing to fly out after hours will need to make prior arrangements with the Airport Manager, which could result in employee overtime.

(One full time position was eliminated two years ago).

Current part time employee works 20 hours a week.

Cost Savings..... \$12,324.00

INCREASE FUEL PRICES

(FOR BOTH JET A & 100LL and BOTH LOCAL AND TRANSIT AIRCRAFT)

Current Costs - \$0.75 above cost for local; \$1.00 above cost for transit

*Proposed Costs – \$1.03 above cost for local; \$1.28 above cost for transit
(increase of \$0.28 above cost per gallon).*

It was noted that there are currently 8 jets and 1 helicopter at the airport, which is very unique an airport the size of Pittsburg's airport. When the fuel prices were lowered, they were done so in hopes of encouraging more transit flights, however, this has not occurred. Back in 2005, when the fuel prices were increased, that was the first time the airport about broke even.

Additional Revenue..... \$48,655.60

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*INCREASE HANGAR RENTAL FEES \$10.00 (or approximately 10%).
26 Hangar Spaces @\$10.00..... \$ 3,120.00*

*FORGIVE JOBS BILL LOAN ON MULTI-PURPOSE HANGAR AND RETAIN LEASE PAYMENTS.
Average of 3 aircraft in multi-purpose hangar per month
3 aircraft @ \$300.00 per month = \$900.00 monthly..... \$10,800.00*

TOTAL..... \$74,899.60

After general discussion, the Airport Advisory Committee voted unanimously to recommend the following to the City Commission:

1. Reduce the hours of operation as indicated.
2. Increase hangar rental fees approximately 20%-23% in lieu of the 10% as originally proposed noting that \$120 would be a more marketable fee for the T-hangars. It was also noted that T-hangar users mostly utilize the hangars for storage of their planes and do not actually purchase fuel, etc.
3. Leave the fuel prices the same at this time. The Committee requested that the City meet with AvFuel first to determine if contract pricing would be an option before the City pursues increasing the fuel prices.

There being no further business to be discussed, the meeting adjourned at 11:05 a.m.

Respectfully submitted,



Joye VanGorden
Public Utilities Office Manager/Deputy City Clerk