

# Airport Advisory Committee

## MINUTES OF THE MEETING OF FEBRUARY 5, 2007

**MEMBERS PRESENT:** Terry Calloway, Chairperson  
Ron Long, Vice Chairperson  
Kurt Balthazor  
Cliff Hix  
Ron Holman  
Donald Murray

**MEMBERS ABSENT:** Chris Hoffman

**OTHERS PRESENT:** Zoe Albricht, Data Technique, Pittsburg  
William A. Beasley, Director of Public Works  
Bruce D. Remsberg, P.E., City Engineer  
Larry Pommier, Asst. Dir. of Operations for Public Works  
Gary Iori, Airport Manager  
Joye VanGorden, Admin. Assist. to Director of Public Works

The Airport Advisory Committee met on Monday, February 5, 2007, at 12:00 p.m., in the City Hall Commission Room. Chairperson Terry Calloway called the meeting to order at 12:00 p.m. with six (6) members present.

**The first order of business was introduction of new member, Cliff Hix.** Mr. Hix is the owner and operator of First Edition located in the Airport Industrial Park. He is a pilot and has a corporate airplane at the airport. Mr. Hix stated that he did not know how much he could contribute to the Committee, but feels the airport is very important to the City and is really proud of the Airport Industrial Park especially since he was the first to locate there.

**The second order of business was the approval of the minutes of the meeting of November 6, 2006.** Don Murray moved, seconded by Ron Long, that the minutes be approved as submitted. Motion carried unanimously.

**The third order of business was an update on the proposed Wildlife Fence.** Mr. Beasley stated that since the last meeting the City was notified by the FAA that this project was being considered for funding in fiscal year 2007 under the Airport Improvement Program (AIP). The total federal share is estimated to be \$1,187,500. Of this amount, \$887,500 is contingent upon the availability of discretionary funds. FAA advised that they could not guarantee when or if discretionary funds would be available for this project, but official notification of Federal funding would be the congressional release of funds. It is likely the availability of the discretionary funds would not be known until July or August of this year.

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FAA has advised that the City should proceed by retaining a consultant to begin preparing plans and specifications for this project to avoid unnecessary delays later. FAA indicated the projects that are ready to be bid would significantly improve the chance of competing for limited discretionary funds. The City sent out letters requesting proposals for this project. Letters were sent to engineering firms that have either done projects for the City or have been involved with other airport projects. Proposals were received from Allgeier Martin & Associates, Professional Engineering Consultants (PEC) and TranSystems. Since the City only received three proposals, all three firms were interviewed. The selection committee, which consisted of Bill Beasley, Larry Pommier and John VanGorden, also toured the Allen County Airport that Allgeier Martin & Associates was involved with and was also going to tour the Parsons Airport that TranSystems was involved with but were unable to tour it because of the snow storm. PEC was involved with several different projects with the City's airport. The City was getting close to making a selection. Once a selection is made it would be taken to the City Commission for their approval to enter into a contract with the firm selected. The City hopes to have the plans and specifications for this project ready by May so that once the discretionary funds are released it will be ready to bid out. The FAA will allow the same consultant selected to do the wildlife fence to do the parallel taxiways and the signage at the airport as long as these projects were included in the Request for Proposals, so these items were included in the proposals. That way, once funds are available to do the parallel taxiways and signage then the City would not have to go back out for proposals. Right now the only project being looked at is the wildlife fence. Once the discretionary funds are released and the project is bid out and a contract is awarded, it should be about a 9 month project to construct. One reason this project will take a little longer was due to the fact that fence fabric would have to be buried below ground to deter animals from burrowing under the fence, which was a recommendation from the Kansas Wildlife Assessment that was conducted. This fence would not only serve as a wildlife fence, but as a security fence for the airport. The City applied for a FAA grant that would help fund (95%) a security fence at the airport, however, FAA did not approve the City's application. Once the plans and specifications are prepared, they will be brought back to the Airport Advisory Committee for their review before the project is bid out.

**The fourth order of business was discussion of an Airport Master Plan Update and the need for Corporate/Private Hangars.** Mr. Beasley stated this was something that would need to be done since the last Master Plan was done in 1990. However, not all the improvements listed in the Master Plan have been accepted, i.e. parallel taxiways and signage, but the City does need to maybe look at funding to update the Master Plan. Another item the City needs to look at is a future location for hangars. The hangars are close to being full. There are a couple of spots that can possibly be utilized, but the City is running out of space and alternate locations are needed. One possible location would be at the end of the old hangar close to the airport fuel tank, which would still be out of the building restriction line.

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Now that Runway 10-28 is no longer in service, a small hangar could possibly be put in that area, but other than those two possible locations other locations would need to be looked at. Hopefully, an update to the Master Plan would be able to designate a place for new hangars. Currently, the City has Miller's requesting permission to construct a new hangar at the airport to house their new jet they will be acquiring in December. They are asking to construct a new hangar close to Brock's hangar. Brock's are also requesting space be set aside for another hangar in the future, maybe 5 years down the road, to hangar a larger plane since the current hangar does not meet those needs. The City has also been surveying other municipal airports to look at hangar rental for both single engine and twin engine airplanes and also land lease since the City is getting several land leases with the private hangars. It might be necessary for the City to come to the Committee in the near future to request increasing the fees for airport hangar leases, as the survey indicates the City is well below what other airports are charging. One of the problems the City was getting into was that it was cheaper to rent space at the airport, so they were utilizing hangars for storage and did not currently have aircraft in them. The City is in the process of notifying everyone that these hangars are for aircraft and not storage. Most land leases now are based on a 5 to 10 year term to pay off the hangars. The City is also looking at maintenance of the existing hangars at the airport. Gary and his group are going around inspecting the hangars to see if there is any maintenance that needs to be done. The airport does not actually have a person to do strictly maintenance at the airport. The City does have a maintenance person that takes care of the whole City, but it will also be necessary for the Airport Attendants to check out the hangars to see what needs to be done.

**The fifth order of business was discussion of a Spring Airport Day/Open House for Dedication of the new runway.** Mr. Beasley stated that staff was looking at a tentative date of May 26th for this event. City staff has also been working on getting special aircraft come in for this event, i.e. B-2 Bomber, Blackhawk, and would also be talking to corporate users about getting their aircraft on display. The City does not want to pay a lot of money to bring in aircraft, however, a couple of special aircraft would be good. It would be necessary to set an objective of what the City would like to accomplish with this event and build around that. The main purpose was to inform the community on how important the airport was to the City. After general discussion, it was the consensus of the Committee and staff that a special meeting be held at least a month prior to the event to finalize the plans for the event. It was also noted that it would be important to get the media involved in advertising this event to make it successful. Also, it would also help to get other organizations involved, i.e. Rotary, Kiwanis.

**The sixth order of business was discussion on snow removal at the airport.** Mr. Beasley stated the City was currently working on a policy for snow removal. The City does have a plow at the airport that fits the John Deere tractor, which is slow but when it does snow it is basically put into service.

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The City does supplement snow removal with the Public Works crews, however, before this can be done the major thoroughfares, etc. must be done before a snow plow is sent out to plow the runway. This last storm event was different with the accumulation of ice, but a grader was sent to the airport to shave off as much ice as possible to get the runway opened up. The City will continue to do the best they can to provide for snow removal to get the runway opened up, however, its first priority is to get all the accesses to the hospital and critical care facilities opened up.

**Under Other Business,** Mr. Beasley stated one thing the Committee asked about was some type of weather service at the Atkinson Municipal Airport to allow pilots to bring up Pittsburg weather. There is one company the FAA has authorized to provide this service, Vaisala, Inc. They were contacted and provided a quote for AviMet Data Link (NADIN) Equipment, Installation and Service. They are the sole provider of satellite NADIN service. AviMet Data Link service delivers AWOS observations every 20 minutes 24/7/52 to the FAA's National Airspace Data Interchange Network (NADIN), which makes the data available to the National Weather Service, Air Traffic Control, the Weather Channel, Flight Service Station, FAA, DUATS, and all commercial vendors. They have advised that AviMet Data Link service would increase airport business, improve flight safety, and benefit the local community by providing current and accurate weather. Vaisala currently provides this service to over 425 AWOS nationwide. The prices of installation, equipment and monthly service and maintenance for AviMet Data Link are as follows:

Equipment:	\$8,000
Installation:	\$1,500-\$2,700 *Depending on siting conditions
Data Service and Maintenance:	\$195/month

Mr. Beasley stated if the Committee was interested, staff would try to have it included in the 2008 Budget for consideration. In this regard, Terry Calloway moved, seconded by Ron Holman, that the City try to get this service funded in the 2008 Budget. Motion carried unanimously.

There being no further business to be discussed, Don Murray moved, seconded by Cliff Hix, that the meeting adjourn. Motion carried unanimously and the meeting adjourned at 1:05 p.m.

Respectfully submitted,

Joye VanGorden  
Administrative Assistant to the Director of Public Works