

Airpark Board Meeting Minutes July 18, 2023

Chairperson Ben Ennenga called the meeting to order at 5:30 pm

Roll call by board secretary Richard Clapp. Members present: Ben Ennenga, Tricia Harrell, Hagenbuch. Richard Clapp, Denny Swartout (excused absence).

Others Present:

Earle Bares, Airport Manager

Guests: Jim Hagen, Doug Furton

First Call to the audience:

Jim Hagen, 400 Lake avenue: Expressed that care be taken to follow best practices and ordinances when building a new hangar. Proper drainages, etc.

Board Minutes:

Approval of April 25, 2023 minutes

Motion by Ennenga, seconded by Hagenbuch. Motion carried.

New business:

Discussion by the board of what we would like to see as a minimum sized hangar. Input by Earle Bares. Minimum door size should be a 42-foot-wide door, and that is required for wing width.

Cost to lease the land is still up for discussion. City only allows someone to own the hangar for 10 years, which as discussed, is not practical in most cases.

12 foot door height, 32 foot depth, 42 foot door width were discussed as minimums.

Old business:

None.

Airport manager report: Earle Bares

All summer inspections are up to date.

Projects

Tree trimming: South approach- Trees on South approach are being removed. 70% completed at this time. Reported to MDOT. Waiting on consultant, (Prein and Newhof), and city for more information. It is becoming more apparent that a survey be performed due to drone limitations.

Credit card terminal project is ongoing. Sparling's schedule is booked, they will try to fit us in a couple of weeks, and subsequently installed a week later. The current manufacturer, (QT), was contacted for availability of parts. None available.

A row hangar roof painting

Maintenance hangar and interior work room painting

Security, safety, and noise abatement

Noise call, was determined to be a folds of honor bi-plane. Resolved to satisfaction when explained.

Notams

3 Notams currently issued.

Discussion by Earle regarding land lease rates and impact fee. Impact Fee is an upfront, one time fee, for the privilege to build on the land. Earle recommends a .25 cent per sq/ft impact fee, to start.

Discussion regarding length of land lease. FAA does not recommend beyond 50 years. 20 years seems to be the recommended length of land lease for hangars.

Ben: A letter of intent by a potential lessee of a hangar would be helpful in showing interest and convincing city approval to allow the construction of a hangar.

N/S runway usage requested by MDOT. Of the 32,000 operations at the airport over the past three and a half years; 4,572 operations have occurred on the N/S runway which more than satisfies the 500 operation per year usage requirement in order to receive funding from the federal government. An additional metric for getting federal funding for the N/S runway, our main E/W runway must be below a 95% efficiency factor. When using wind data from MKG as a comparison overlay of our wind data, 3GM has a less than 86% efficiency rating of the E/W runway. This means that we more than meet requirements to justify federal funding and maintenance of having a N/S runway.

We have sold \$175,000 worth of fuel (fiscal year 2022-2023), which is substantially more than previous years. Having the city own the fuel farm works out for the city. This is a good revenue stream for the city.

Airport operations and activity

2465 Gal. Jet A; 1883 100 LL; 4,368 Total Gallons fuel sold in June.

59 Aircraft on the field, however according to FAA database we have 61.

All hangars are occupied.

36 people on waiting list for hangar.

3 aircraft worked on in past month

Hangar rows B and C are store and locks. And necessary for revenue at the airport.

Administrative Liaison Report:

Airport Cash balance: \$323,267

\$105,700 of this was recently received from MDOT, at the end of fiscal year 2022 June 30, for reimbursement of tree clearing at parcels E62 & E63. Note, we pay for this tree clearing up front and MDOT reimburses 95% of the cost.

Second call to the audience:

Jim Hagen: Should go with the smallest practical hangar.

Earle Bares: No storage containers or fabric hangars should be added to the Airport Minimum Standards.

Doug Furton, 1621 Gladys: How is E2 technologies compensated by commercial activity?

Earle Bares: E2 Technologies has a contract with the city as the fixed based operator. The maintenance hangar, the office and two other hangars are for use by the fixed based operator as part of compensation for operating the airport

Adjournment: Motion by Hagenbuch, seconded by Ennenga at 6:46 pm. Motion carried.

Minutes submitted by board secretary, Richard Clapp

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