

BRIGHAM CITY CORPORATION
AIRPORT ADVISORY BOARD MINUTES
FOR *Thursday, June 2, 2011*

- Present: Byron Hansen, Chair
Benjamin Jones, Vice-Chair
Fred Kluss, Board Member
Boyd Young, Board Member
- Excused: Gary Bywater, Board Member
David Hess, Board Member
- City Staff: Bruce Leonard, City Administrator
Tyler Pugsley, Public Works
Andrea Clark, Administrative Secretary
- Guests: Mel Leseberg, Creamer & Noble
Curtis Pitman, Rotors Over the Rockies
Tom Holt, Young Eagles

Approval of Minutes – Chairman Hansen

Chairman Hansen began the meeting with appreciation to the participants for being there and welcomed guests. Minutes from April 6, 2011, were approved by a motion. There was no public input.

Airport Master Plan Update - Bruce Leonard

Mr. Leonard reported that we just received a working draft of the portion of the Airport Master Plan. After briefly going through it, he does have a couple of questions for Armstrong but thinks they are on track with what they are doing. Mr. Leonard encouraged everyone to go through the plan contact him if there are questions.

Chairman Hansen handed out a document from their first task force meeting. He asked the board to review the document between now and the next board meeting. There will be another Planning Advisory Committee (PAC) meeting, but the exact date is undetermined at this time. Mr. Leonard will let everyone know when the next PAC meeting is.

Mr. Leonard said the obstruction survey has been accepted by the Federal Government. The new sectional charts are being released near the end of June and that is the timeframe we will show the correct information on the Airport. The 5010 will be updated to show the runway is 8900 feet in length and the runway designation is 17 / 35 and it has a full parallel taxiway. That should complete the update.

All of the Airport Advisory Board members will receive a Master Plan Update and the PAC members will receive a copy too. Mr. Leonard encouraged members to review it and get any information back to him.

Proposed Construction Plan Projects - Bruce Leonard

Chairman Hansen asked if the estimate on Creamer & Noble is for the proposed construction projects? Mr. Leonard said the FAA does not have money available for us this year, but the Area District Office told us that if we wanted to do a project and have money to fund that project then we should build it to their standards. If they approved the project then they would sign a reimbursement agreement with us. The reimbursement would be available in their next year's funding for FY2012 which starts October 1, 2011.

Referencing the aerial photo that was distributed, Mr. Leonard asked Creamer and Noble to look at several areas. The first area was to extend a taxi lane in back of the Larsen T-hangar which shows on the drawing as Area 1. Areas 2, 3, and 4 all lump together in that area in back of the Larsen's FBO hangar and Bill Bridges' Flight Shop and the City hangar. We could lease that area and have access to it or use it for equipment storage. The Brigham City Firefighter's Association antique fire engines which were acquired by the City when we relocated that front east row of hangars are currently being stored there now. Emergency Services is in the process of building a new storage facility down at Public Works and these antique fire engines will be relocated to that site.

Mr. Leonard indicated that Projects No. 5, 6, and 7 are all asphalt maintenance projects. We will have to determine how many of those we are going to do. Project No. 8 is to replace the segmented circle in the wind sock, but we might defer No. 8 to a later project in the next couple of years. We could have an Eagle Scout project to go out and do some repair on that and paint the panels.

Mr. Young asked about Area 7 and adding a larger area down in that part of the runway for a run-up area where people could direct their prop blasts away from everyone else. Mr. Leseburg with Creamer & Noble reported that Area 7 was initially left in place for storage of aircraft and parking aircraft when we built the taxiway, so the little taxiway that goes out to it is temporary asphalt also. We did have a plan at one time to put a run-up area just south of the hold-up area there and at that time the FAA said they didn't have the money so we didn't put it on there.

Mr. Leseburg indicated that Area 7 was left because the east edge of Area 7 is the object free area. That apron area was a lot bigger but we had to remove that portion of it to keep FAA happy for not having anything in there. There are no plans for a larger run-up area there at this time. Chairman Hansen said that was one of the requests that we made of Armstrong to look at.

Chairman Hansen asked if Area 7 on this master plan would be totally eliminated, torn up and disappear or if that would be an area that would be expanded? If it were, it would be nice if there was another taxiway there on the east side of it that didn't angle backward and at least tied into that other taxiway that you could go in and out of there. That taxiway could be a run-up area if you didn't have those planes parked there. You have a natural run-up area if it were used for that purpose.

Mr. Leseburg indicated that the little taxiway that comes down there was temporary and it doesn't meet the FAA standards for grade or any of the specs. The only thing planned for Area 7 on schedule D is the crack seal.

Chairman Hansen asked whether we would want to fool around with it at all on this temporary fix as opposed to waiting for the master plan which does the run-up area that is up to code everywhere. Mr. Leonard said that if we are going to use it and have planes tied down in it we need to protect ourselves so we don't have an incident with the way the cracks are.

Chairman Hansen said that makes it so that needs to go away as far as the parking area. Mr. Leonard agreed that we will either need to crack seal it or eliminate it and tell people they can't tie down there and close it as a tie down area. The only one over there right now is Wayne Larsen's—and his plane is torn apart and not flyable.

Chairman Hansen said that when you put in your own hangar you are required to put the asphalt 12 feet around it. Is he (Wayne Larsen) not obligated to put 12 feet of asphalt out on the west side in Area No. 1?

Mr. Leonard said it depends, on what the FAA does with the grant. They have rules and they wouldn't take the asphalt up to the hangar so the hangar had to pick up the rest. When he was involved out there before with the Flight Shop and Mountain Air, even though they were Federal projects, they had to pay for a portion of that. The Federal Government wouldn't take the asphalt to the hangar. What we did was let the Federal Government pay for what they would do and then the Hangar would pay for the rest.

Chairman Hansen discussed another problem area where all the cars drive over the dirt as they come down that back driveway from Area 3 heading south toward Ben Jones's hangar where they drive through that gravel area. We talked with Armstrong about how that area should somehow tie over to that back road and have a little bit of pavement there. Is there any possibility to do that?

Mr. Leonard agreed that was possible to do; however, it was unclear who should be responsible for paying for it. Chairman Hansen said that he paved all around his hangar, but cars drive through the mud and rocks which end up all over on the tarmac and becomes bad for everyone involved. We are cleaning up the mess that is hauling all the junk onto the tarmac in Area 2 and Area 3. By that same logic we also clean up that other area which has become a drive through. Mr. Leonard agreed that it should all be paved at the same time.

To the south of Dr. Hess's and Gary Bywater's hangars there is old chip seal that has been picked up off the street and dumped there to cover the mud. Mr. Leonard would like to eliminate that area as a taxiway.

Mr. Leonard has been working with the building department and the fire code on how we can locate two hangars in there. Now that we have complete taxiways so we can get in

and out of there, we are looking at getting rid of that. Mr. Leseberg indicated there will be an issue with the fire marshal and how many square feet you can have without being sprinkled. Some cities (like St. George) have moved all their new hangars so close at the airport that they are all sprinkled. The National Fire Code says 10,000 sf then there has to be a break area. (Jared Johnson is looking into for the City).

Chairman Hansen said they would become two prime hangar locations. As you look at all areas anticipated for future growth of hangars--those would be two of the most desirable locations with one right on the runway, what a great spot! Mr. Leseberg said there was a drawing made for Bruce a few years ago that showed these all as hangar spots and those two as hangar spots as well. Then the building code changed. Mr. Leonard thinks he could get two hangars there if space were available, which is something that just has to be determined by the building official.

Chairman Hansen asked Mr. Leonard if this is a proposal that the City would go and do with reimbursement coming from FAA and the State? Mr. Leonard said he has money appropriated in this year's budget and would like to start after July 1st. Mr. Jones asked if the 12' hangar owner has been contacted and amicable to the idea to cover the costs? Mr. Leonard said that in the lease agreements, he believes that is a standard clause that they are responsible for. Chairman Hansen added that we need to adhere to that so everyone is treated equally.

Rotors Over the Rockies - Curtis Pitman

Rotors Over the Rockies is a small, non-profit organization that promotes training and safety of rotorcraft. This year's event will be held June 9, 10, and 11th (Thu-Sat) and is expected to draw in approximately 200 people as they did last year. Last year's event had about 12-15 aircraft, but they are hoping to have more than that this year with the better economy and better weather.

Curtis Pitman, representing Rotors Over the Rockies, asked to rent the City's Hangar for \$100 for a few nights to park all vehicles in there. No port-a-potties are needed this year, but they would like to request some garbage cans.

Mr. Pitman has contacted all the FBOs and the Flight Shop and asked for input on any successes they saw from last year. They thought it was a good event and it brought a lot of people out to the airport.

Mr. Leonard asked Mr. Pitman to get with Tyler Pugsley for a key and to work out the logistics. Mr. Pugsley's concerns from last year were the campers that were by that area by the tower last year. This year, that area is still extremely wet. Chairman Hansen recommended going to the parking area where the ground-up asphalt is. That is a place that is not anywhere on a runway and is above water and it has got something you are not going to sink your wheels into.

Airport Clean-up - Bruce Leonard

Mr. Leonard reported that the clean-up went very well. It went better than anticipated. The garbage bins were emptied there twice. There were a lot of items there that went away or got moved, especially on the south end like batteries, tires, duct work, etc. Mr. Leonard was well please and appreciated the activity. There are still a few items left that need to be removed. Otherwise, the Airport is in good shape!

Buyer for City Hangar #23 - Bruce Leonard

Mr. Leonard reported that the City has a buyer for Hangar #23, the City-owned hangar. He is not sure what name the company will have, but the contact person owns a mining operation in Alaska and he wants to store aircraft in it. He wants to store a MIG 23 and MIG 29 which are used under a government contract in conjunction with the military on training. They will be doing several operations a week out of that facility. He will buy the hangar and the people who are storing their aircraft in there can continue to store in there. He wants to close before the end of June, but he is not sure when he will move his aircraft.

Young Eagles - Fred Kluss

June 18th will be the Young Eagles rally at the Brigham City Airport. Tom Holt is from the Experimental Aircraft Association (EAA) Chapter 58, the Ogden Chapter, which has about 50 members there. The program they do is called the Young Eagles. The mission of their program is to give kids (ages 8 to 17) free airplane rides to encourage them to investigate general aviation and keep aviation alive.

Mr. Holt discussed the upcoming Young Eagles event. He has about five pilots who volunteer their airplanes and time to hold a Young Eagles rally three or four times a year in the spring and in the fall at the Ogden Airport. They have flown anywhere from 25 to 67 kids in a day. They have learned that they only want to fly in the morning because they want to give the kids a good ride. Generally, when it gets warmer and later in the summer it gets bumpier, so we try to restrict it to just spring and fall so it is pretty stable.

Mr. Holt said they are prepared to come to Brigham on June 18th and do a Young Eagle rally assuming that they will not have a density altitude problem. They will limit to 8-10 flights and will accommodate about 20-25 kids during that time. These pilots are primarily out of the Ogden area and donate their airplanes, time and gas all on their dime.

Mr. Holt doesn't need anything from the Airport Advisory Board other than a place to put his table and computer. After the airplane ride, they print the kids a certificate and present it to them.

Mr. Leonard indicated he was still waiting for their Certificate of Insurance. There were a couple of changes on that since they had Brigham City Corporation listed as Brigham City Government. Also, on the certificate the chapter was listed at the address of the airport (Chapter 58) with the airport address. Mr. Holt confirmed that they have an official mailing address at the Ogden Airport. The way he entered it into the website is what is printed on the certificate and he had listed the Brigham Airport address for the

third party. Mr. Leonard reminded Mr. Holt that he needed to list Brigham City's name as the additional insured and he asked if each one of his pilots would have additional insurance too. Mr. Holt confirmed that there are three different policies to cover this. Mr. Leonard confirmed that this insurance policy is covering the ground operation. Chairman Hansen added that the pilot's insurance will cover the person in the air.

Chairman Hansen thinks the activity can be kept right in front of the City hangar. There is a lot of area there and it is next to a restroom. You could put the tape out 40 feet in front of the hangar and keep the public off the runways. Tom Holt could use a portion of Flying J's office which would have a table for his computer. Mr. Leonard agreed that would be the thing to do is schedule that right in front of the big City hangar.

Daytime vs. Evening Meeting Schedule - Bruce Leonard

Mr. Leonard would like to move the Airport Advisory Board meetings to 5:00 p.m. instead of 7:00 p.m. Chairman Hansen is okay with the earlier time and all in attendance agreed it would be okay; however, there was concern voiced over whether or not Dr. Hess and Gary Bywater could attend at that time. If they are okay with the new time, then it will move to 5:00pm; otherwise the meeting time will remain at 7:00pm.

Key Code Access - Ben Jones

Mr. Jones commented that at the south gate the code key doesn't work when you enter from west to east. The gate will open to let you out, but you can't open the gate to go in. Mr. Leonard said that they just changed that panel out and must not have not put Mr. Jones' code back in correctly.

Meeting adjourned.