

BRIGHAM CITY CORPORATION
AIRPORT ADVISORY BOARD MINUTES
FOR Wednesday, February 1, 2012
Recording No. 1127

Present: Byron Hansen, Chair
Gary Bywater, Board Member
Fred Kluss, Board Member
Boyd Young, Board Member

Excused: Dr. David Hess, Board Member
Ben Jones, Vice Chair
Tyler Pugsley, Public Works

City Staff: Brian Rex, City Council
Bruce Leonard, City Administrator
Andrea Clark, Administrative Assistant

Guests: Wayne Larsen, Airmotive

Approval of Minutes – Chairman Byron Hansen

Chairman Hansen officiated the meeting, welcoming Wayne Larsen from Airmotive. There was no public comment. There were two corrections to Page 8 of the January 4, 2012, Airport Advisory Board Meeting Minutes as follows:

*Mr. Jones asked what is the **pattern** altitude. Chairman Hansen said that is not going to be in this Master Plan, but typically 800 feet elevation and 5000 feet altitude. Mr. Jones believes that 5200 is more correct. Mr. Pietz said that if you wanted this to be set in the publications, he can help with getting the form submitted to the FAA.*

*Mr. Jones believes that we should set the altitude because we have one document that says **5230** feet which is not correct and another document says **5,030** feet.*

Minutes will be corrected and stand approved upon correction.

Airport Master Plan Update – Bruce Leonard

Chairman Hansen said that all members should have received Working Paper No. 3 from Armstrong and a copy of Title 3 City Code from Andrea. Referencing Working Paper No. 3, Mr. Leonard said reviewed the document and he did find some errors which he has given to Armstrong to be corrected. Mr. Leonard had concerns regarding the environmental portion of the document which identified the wetland areas which are referred to as 7.8 acres of wetland which were identified by their wetland scientist. One-hundredth (1/100th) of that portion was identified between the runway and the taxiway. That whole area was mitigated when we did the construction and rebuilt the runway and

constructed the new taxiway. Mr. Leonard called that to Armstrong's attention because he doesn't want to have to mitigate for that again if we have some development out there. Armstrong is checking into that. Mr. Leonard also questioned the development area that he identified as wetlands since that "wetland" is all supplied from irrigation run-off water so he doesn't think it qualifies as waters of the United States.

Mr. Young added that if it is irrigation and you can pipe it around and the issue goes away and we wouldn't have to mitigate that in the future. Mr. Leonard would like to not have to mitigate, especially with as much mitigation that has already been done for the airport improvements. Armstrong is evaluating that and will hopefully be able to keep any mitigation to a minimum.

Mr. Leonard added that there is a storm drain underneath that with inlet boxes collects that water and takes it into our storm drain systems.

Referring to Appendix C at the back of the book, Mr. Leonard said that this is the area that they have identified as wetlands. A lot of that water comes off of the interstate system and a lot comes from farms located to the west of the interstate system through their ground drain lines.

Chairman Hansen said that the jest of this could be summed up on Chapter 6-20 where they are talking about the biological survey, the bottom line is that they are saying that any future development can be permitted under an individual permit which may require consultation including a pre-construction notification prior to development of anything taking place within sites A or B. It is recommended that all development at the Airport take place on existing uplands avoiding the wetlands initially. Once the upland areas have been developed then consultation would be required. The way they've got this laid out, all the building in A and B totally avoids those wetlands and we have no issues in either A or B and there is a lot of growth that can take place in that A or B area. The C area is out to the north of the City hangar and everything for the next 10-15 years whether there are wetlands there or not it is a non-issue and we can postpone mitigating wetlands until needed.

Mr. Leonard agreed with that, other than that the property that is covered by wetlands is overlaid by an EDA. If we had a corporation that wanted to come in and develop on that site, some type of industry that is aviation related then we would have to move forward.

Chairman Hansen confirmed with Mr. Leonard that Armstrong is aware of the desires of the Airport Board to contain that as small as they can make and in our best interest.

Mr. Young asked if we postpone mitigating any of the wetlands at 3-to-1 ratio now, would it be at a 7-to-1 ratio years from now?

Mr. Leonard agreed that is a good point and reminded the board of one of the problems they ran into in developing the airport is that it took five years to get a permit on one projects and the only reason they got the permit is because they changed personnel in the

Bountiful office of Army Corp of Engineers and we got someone in there that thought differently.

Mr. Leonard pointed out that the site that Nucor Steel has located their Building Systems building on is definitely a wetland area. It had standing water on it, but we were able to prove that it was induced from irrigation water and the Corp signed off on it, saying that if you can shut the water off and have it dry up then it is not wetland. There is a good chance that the same thing will apply on this area, but the issue is that if we shut the water off it will back-up through the drainage system. If a farmer drains his field onto our property, and historically has done that along with the State of Utah with the interstate system then are we responsible? Chairman Hansen believes it is definitely worth arguing.

Armstrong hired an environmental expert to come and do a survey to determine wetlands. They say there is a wetland between the runway and the taxiway that has fully been constructed and drained that says there is a problem with whoever did the assessment.

Chairman Hansen agreed with Mr. Young that yes, it would be easier to mitigate now then 15 years from now. The only problem is that if you do that, then you have to take money from these other projects that are outlined for the next ten years and do away with some of them to pull money ahead to go and do that. That is something that we as a board need to think about. They have laid out their plan for Phase I, Phase II, and Phase III and none of them affect wetlands.

Mr. Young asked regarding the irrigation that is creating the wetland, do you just have to block it off or can you pipe it around? If you can pipe it around and find a natural drainage area for it to go into, then it won't back-up and create something wet in the farmer's field.

Mr. Leonard said we will push forward with Armstrong on that. They want to put the whole document together and bring it out. Mr. Leonard would like to take the aerial photos we have and then highlight the areas where the drainage collects and discharges onto our property. Then if they want to have their environmental scientist come out, they may look at that differently.

Referencing 7-3, Mr. Bywater said that we talked about how important it was have a bypass that was parallel onto the runway. By the same token, we are saying that we are going to have more aircraft with the possibility of getting a flight school over here-- should that not be in Phase I rather than Phase II?

Mr. Leonard said that USU declined, saying that their program is not doing well. They said at this time they were not interested in coming over here; however, Mayor Fife did contact Utah Valley and we have not heard back from them. Either way, Mr. Bywater believes that we should be put that as Phase 1 rather than Phase 2.

Chairman Hansen said that Phase 1 is typically 1-5 years and currently includes: pavement maintenance; construct A1 taxi-lane; relocate beacon; rehabilitate apron pavement; strengthen runway (big cost); construct de-icing and wash pad; and construct area 1A which is around the hangars and the holding bays. Phase II is a 6-10 year plan and Phase III is 11-20 years out. Chairman Hansen asked if there was anything else that we would want to change what phase it was in?

(Recorder stopped recording)

Wayne Larsen asked if the bypass taxiways in Phase I meant an additional taxiway adjacent to the other one. Chairman Hansen said it would be another taxiway right down at the end so will be taxiways at both ends—the benefit would be to have a place to do your run up and not get bypassed.

Referencing the timeline on pull-out sheet (page 7-11), Mr. Leonard said when he talked to Armstrong they indicated that the FAA would probably look at widening the connectors and the radiuses, but they will probably not approve this (widening the taxiway to 50 feet). Even though we're capable of landing a 737 on the runway, we are not sure whether we can get them off of the taxiway or not.

Referencing Page 3-3, Mr. Leonard said that we are a C-II and the next category up is a C-III (737) and in order to jump up to a Cat CIII then that requires a wider taxiway.

Chairman Hansen reminded the board that the Master Plan doesn't mean that you are going to do it, but that you want to do it—there will be another update in ten years.

Mr. Leonard added that we requested a wider taxi-way when we did the construction and the FAA told us we could only build it to 35 feet. We knew then that we would save money if we built to 50 feet.

Chairman Hansen discussed options for a place for the public to park their cars and watch the planes land and take off. He said that this would typically be over by the pilot's lounge; however, they show on Page 4-2 that the bulk of the public parking would be located in the interior of the airport--around the two hangars north of the City hangar. Chairman Hansen voiced concern that anyone that goes into those parking spaces (behind Larry Pierce and Benny Kay's hangar) would be driving through the airport in a restricted area. He believes that the best place for the public to watch airplanes is on the old entrance at the south end of the airport.

Referencing Page 4-1, Chairman Hansen suggested a parking area where the access is not inside the fence. Councilmember Rex suggested a viewing area at the old Bus Barn and watch from there. Chairman Hansen thinks the area north of the Bus Barn is the Box Elders School District property, but it is something we may want to look at. He suggested that we throw out this option or figure out how to bring cars in and not have them around the restricted areas. Mr. Leonard suggested another area on the South end, where we could come back to the north of the developed area (north of the bus barn).

Mr. Larsen pointed out that we are ranked 8th based on the number of based aircraft we have and not the number of operations.

Mr. Leonard said that Working Paper No. 3 consists of Chapters 6, 7, and 8 and the Appendix. You need Working Papers No. 1, 2, and 3 to constitute the entire Airport Master Plan.

Airport Ordinance Revisions – Bruce Leonard

Mr. Leonard said he spent a lot of time on the Title 3 City Code. He sent it to Creamer and Noble Engineers and Armstrong Consultants and asked them to look at it. They both gave feedback, specifically to the aviation requirements. Our next step is to recommend to City Council and then get it adopted.

Mr. Young commented on the definitions, that we are recreating the horse because we are restating over and over again and then later in the document we state that we will adopt the FARs as a basic set of rules. Chairman Hansen said that 5-6 years ago he tried to take out the FARs so we are not doing duplication.

Mr. Young thinks that “ultralights” need to be excluded from Aircraft because they are considered an ultralight vehicle and not an aircraft; however, where we define Aircraft the definition of aircraft includes ultralight vehicles as well.

Mr. Larsen added that the ultralights are so slow and a lot don't have radio that they create a hazard--most airports do separate those entities. Mr. Leonard said that you can only restrict ultralights if they are a hazard to the operations. Mr. Young asked how to determine hazardous...flight speed? People with radio can be in contact with the tower, control, or listen and know that an aircraft is approaching and get out of his way-- if you are in an ultralight without a radio, that is hazardous.

Chairman Hansen pointed out that the Mayor and City Council have authority to issue what kind of restrictions they would put on that. Mr. Young feels strongly that a radio should be required at an uncontrolled airport--theoretically, a jet could come in unannounced. Currently, a radio is only required if there is a tower in operation.

Mr. Young asked if we have the means to notify aircraft owners at the airport in the event of closing the runway for any length of time. Councilmember Rex asked if that was the role of city government to know every owner at the Airport. Mr. Leonard suggested that at least a contact name and number--if you don't have good controls in there, you'll end up in litigation with them.

Mr. Leonard addressed the issue of flying clubs and how to govern those operations at the Airport. Three members constitute a flying club. He would like to have at least the lead name and contact number (day and evening phone) for each club and that lead member can contact other members if needed.

Mr. Rex asked if, by city ordinance, is everyone who has a plane out there required to give City their information. Mr. Leonard said that if they “tie down” and use our facility then they have to sign a contract with us. Mr. Leonard said he would contact the City Attorney to see if we can simplify it.

Referencing Page 3-4 regarding tie-down fees, Chairman Hansen suggested we have a stipulation on transient tiedown fees vs. someone who is tied down all the time. He thinks would should encourage use and not charge a transient fee if they are only here for a few hours.

Chairman Hansen discussed approval to build a new hangar and standards on color, location, utilities, asphalt, etc. He would like to see this cleaned up in the Master Plan and show a grid of hangars based on size. The hangars will be built in an orderly fashion from now on and FAA Form 70-61 must be filled out and complied with. That will take care of the item of contention that has existed out there for a number of years. All new hangars will also require asphalt from front door of hangar to the edge of the taxi-way.

Page 3-9 Correction – Typo under No. 2. (12,000 gallons has too many zeros).

Update the board members terms to state that all newly appointed members will be four years because the staggering is already in place. Remove the two-year appointment.

Mr. Young asked about the paragraph that states that a “non-official vehicle may be driven to an aircraft for loading and unloading.” Mr. Leonard pointed out that a lessee on the airport makes you official. ***Mr. Young and Chairman Hansen agreed that they would like to see something in writing that specifies that.***

Mr. Leonard discussed the fuel form and the new regulations for fuel tanks.

Mr. Leonard discussed the Airport Lease Agreement and confirmed that the ground lease rate is tied to the CPI. The standard term is for 20 years with two five-year options to renew thereafter. He also mentioned that anyone who doesn’t have a second, five year lease renewal option will be given that option to renew when their lease is up. Chairman Hansen commented that this (lease agreement) is user friendly—we do have first right of refusal to negotiate a new one. If there weren’t renewal periods and you had a person who didn’t take care of hangar, then it could go on forever. The lease negotiation gives both parties options.

Mr. Young asked if someone sold their hangar, would the new owner have to create a new lease agreement? Mr. Leonard thinks they would have the right to transfer. ***Chairman Hansen recommended looking over the Airport Lease Agreement and be prepared to review and discuss it at the next Airport Advisory Board meeting.***

Mr. Leonard reported that the City has signed a grant with the FAA and the State to do a pavement maintenance project very soon. The RFP information was in the BENJ today for crack sealing, which we would like to do the first part of March. Then when the

weather warms up in June, we can fog seal it. The estimated project cost is \$242,000 (with Federal paying \$76,000, the State paying \$150,000 and the City paying \$16,095). The runway will have to be closed to do the crack seal and then again to do the fog seal and paint. Mr. Leonard will have to get a notice out to everyone that we will be closing the runway and will work with the FBOs. Mr. Leonard estimates one-day closure for the crack seal, but it will probably be a little longer for the other.

Fuel Storage Containment

Mr. Leonard delivered the update on SPC spill control, prevention, and countermeasure plan to the FBOs today. The update states that anyone with more than 300 gallons of fuel in storage must meet certain requirements--a double wall counts as containment. He did get an estimate of \$7,800 for both together. Any corrective action that the plan says to be done would be additional money on top of that.

Benny Kay called Mr. Leonard and said he would talk with his fuel supplier to see if they have helped anyone do this before. He is in agreement that the City should consider funding this. Mr. Leonard to work this with the FBOs and report back. ***Mr. Leonard to e-mail the update to Airport Advisory Board.***

NOTE: Any comments on the non-directional beacon (NDB) are due to Bruce on or before February 14, 2012. Chairman Hansen commented that if we had an Airport database in place, then things of this nature would be easy to hit the send button on an e-mail and let others know, i.e. closing of airport for pavement maintenance, etc.

Fred Kluss would like to take advantage of the Temple open house and advertise our airport by putting a banner on Forest Street and perhaps a sign at the entrance to the airport. If we put a little thought into doing something, it may spark someone's interest if they are considering relocating here. Chairman Hansen agreed that we should give some consideration to that.

Meeting adjourned.