

Skyhaven Airport Advisory Council (SAAC)

Meeting Minutes – Meeting #74

September 15, 2015

Present:

Peter Bruckner, Chair SAAC
Bill Richard, SAAC
Christine Soutter, SAAC
Dan Barufaldi, SAAC
Sen. Sam Cataldo, SAAC
Ken Weyler, SAAC
Jim Rogers, SAAC
Dick Jackson, SAAC
Mark Gardner, PDA
Bill Hopper, PDA Airport Manager
Bill Bartlett, PDA
Irving Canner, PDA
Andrew Pomeroy, PDA Airport Operations Supervisor

Next meeting:

TBD

I. Standard Topics

- a. Peter Bruckner, SAAC Chair called the meeting to order at 0900 local time.**
- b. The meeting minutes were accepted as written.**
- c. GP Aviation Report:** Glen called in and reported that he is doing well, getting busier and has more customers this year than he had last year and is interested in renewing his lease as he is on a year to year lease at this time.
- d. Web Page:** None
- e. Finance Report:**

Irving Canner reported on the financials for the first month of the new fiscal year.

 - i. Fuel sales in gallons sold is up significantly from this time last year. This is due to the construction last season as well as fuel prices. Fuel prices this year are significantly lower than last and this spurs activity.
 - ii. Page 4 of the financial report shows construction costs (Runway reconstruction) to date of \$3.8 Million with a projected cost of 4 million dollars by contract completion. 95% of this expense is reimbursable with AIP and State funds, but it was necessary for the PDA to pay out the full amount first and then submit for reimbursement. The current numbers show the cash flow associated with the construction. Once reimbursed the PDA direct cost will be \$200,000.00.
 - iii. The report also shows just over two million dollar shortfall in operating loss that the PDA has incurred since acquiring Skyhaven Airport. The numbers show a net loss of \$109,000.00 in operating expenses for

FY15. We also repaid the debt to the State of NH for approximately \$100,000.00 for the hangars.

iv. Also on page 4 it shows the \$11,000 spent thus far on the upcoming Taxilane and Drainage project.

f. **Webpage Feedback – None**– Peter reminded everyone to look at the web page as there is a schedule that shows whenever there is an SAAC Meeting.

g. **Subcommittee Reports: Wings and Wheels**

i. Christine Soutter reported that the Wings and Wheels event was a great success, with a beautiful day, great reviews and great weather. The planning committee just held its first planning meeting for next year's event that will be on June 4, 2016 and will be extended one hour. Bill commented that the event raised \$5,000.00 for Jerry's Food Pantry. Andrew commented that the traffic count showed 175 operations that day. Tracy Haze did a wonderful job coordinating the event but she will be leaving the Rochester Police Department. There will hopefully be a new representative from RPD to coordinate the future events.

II. Old Business:

a. **Planning, Logistics, and Scheduling RWY 15/33 Reconstruction**

John Gorham reported that the job was substantially complete as of last February and that we are in a punch list and clean up phase with Pike expecting to finish this Fall and Winter. Peter Bruckner asked about the lower minima for the RWY 33 approach that we were anticipating with the new ODALS. Andrew reported that it has been flight checked and we keep following up with the FAA to check on it. They will typically publish the new plates without notice, but we are communicating with them and trying to get the proper runway width published first, then they will probably get the new minimums published. But the approach has been flight checked at the new lower minimums (3/4 mile visibility for the RNAV 33).

b. **Radio Communications Recording Device**

Andrew presented the data from the GARD System and there were no real surprises. The one thing of note was that due to the September Thunderstorms the system got knocked off line and we lost three weeks of data. The system was returned to service and recording, but for that time period the system looked like it was recording but it wasn't. We have instituted new procedures to check the system more frequently to help prevent this from occurring again.

c. **Sumner Properties**

Bill reported that Sumner Properties, have all the approvals from DES and Lakes Region. They are moving ahead with the fuel farm jet A tanks. Andrew reports that Lakes Region was here last week, Mike Davis's King Air was here and

Lakes Region was working on the fuel system. Peter asked about the hangar and Bill reported that they are still planning on the hangar but are concentrating on the fuel farm first.

d. Taxilane & Drainage Rehab Project

Bill reported as part of the upcoming project we have taken a close look at the Hangar 1 Area. We had budgeted a \$150,000.00 non AIP funded item to rehab Hangar 1. Upon looking at it we estimate that to repair the concrete area on the west side of Hangar 1 alone it will cost \$100,000.00 of PDA money to repair. The pavement has gotten to the point where it is difficult to operate the hangar particularly in the winter.

Bill and Andrew investigated the problem to see if it makes sense to repair the hangars or to look at other options. The FAA will provide funding in conjunction with the Taxilane & Drainage Rehab Project, to demo the building and pave the area where it stands prepping the area for future development. The FAA may also fund the construction of a wash rack. The FAA will not fund repairs to the existing structure however.

Bill reported that his recommendation as an Airport Manager, is that this is the time to take money that is available to us at five percent our cost that would get absorbed in the overall project cost that we have already budgeted.

Peter reported that a few of the SAAC members to include an architect and a contractor looked at the building and assessed that it was in good shape. Bill Richards reported that the building is obviously old, but that the structure is sound and provides affordable shelter for people, and brings in approximately \$10,000.00 annual revenue to the airport that could offset the cost of repair.

Peter Bruckner reported that in his estimation, short money would address the problems with the doors that face the runway and that by preserving the building we would continue to have inexpensive shelter for people whereas constructing new hangars would be quite expensive.

There was an extensive discussion over what repairs might be needed and Peter suggested that the repairs would be revenue neutral over ten years.

Bill Richardson proposed a motion that repairs be made to Hangar 1 and the building be preserved, and not taken down.

Bill Hopper stressed that everyone understand that the moneys to repair the building would come out of the PDA and that we are on a limited time schedule if we are to take advantage of the opportunity to use the AIP funds to improve this area for the future development, the long term 20 year development of the airport we need to take advantage of it now.

Peter Bruckner stated that one of the problems here is that this is an advisory committee but this issue did not come to the attention of the board until Pease

had already come to a decision. There is no reason why the PDA could not have brought this issue to the Advisory Board sooner so a discussion could be had. Peter stated he would go on record as saying that the PDA is undermining the committee's ability to be an advisory board.

Dick Jackson, asked about replacement of the hangars. Dick did not believe we should remove existing hangars unless we had a plan for building new.

Peter held a vote on Bill Richardson's motion, and the motion passed seven to two.

There was continued discussion of what possible future development would entail, the benefits and problems of shade hangars, and what elements are and are not AIP fundable, etc.

Christine asked about the possibility of relocating the building. Andrew commented that in certain circumstances the FAA may fund relocation of a building, but not to bring it back. There was some discussion of the merits of relocation and where the building might be relocated to.

Dan Barufaldi commented that this is really a question of accommodation of some current tenants verses the long term development and improvement of the area for the next twenty plus years. Dan stated that if it were his building and he had the opportunity of taking advantage of some government money to take it down verses putting his money into an old rusty and crumbling building, he would tear it down.

John Gorham then briefed the group on the proposed Taxilane and Drainage project addressing making the pavements more robust and not subject to heaving in the winter and improving the drainage around the hangars to make the runoff flow away from instead of into the hangars.

John, said that the plan is to have the entire project done on one grant with one contractor in two phases, one in 2016 and one in 2017. Phase one would be the Hangar 1 and Hangar 2 area, and Phase two would be the Hangar 3 &4 areas.

III. New Business

Dick Jackson asked about the brush growing up on the north end between the runway and his home. Andrew reported that much of the brush and shrubs will be removed as a punch list item in the project but we are waiting for a wetlands permit from DES. Andrew offered to go out to the area with Dick to verify that the areas that are to be addressed in the project are the same that Dick is concerned with.

IV. Public Comment

None

Meeting was adjourned at 10:25 am Local time

Respectfully submitted, Andrew B. Pomeroy for Chair Peter Bruckner.