

**SPECIAL MEETING OF THE JACK BARSTOW AVIATION ADVISORY
COMMISSION**

AGENDA

July 7, 2020
5:00 p.m.

Due to Governor Gretchen Whitmer's current Executive Orders requiring social distancing and allowing meetings of public bodies to be held electronically, this meeting will be conducted via videoconference. The city of Midland will utilize Zoom to conduct this videoconference meeting.

To join via videoconference, go to:

<https://zoom.us/join> ~ Webinar ID: 847 7985 8922 ~ Password: 572602

To join via telephone, dial:

1 (301) 715-8592 ~ Webinar ID: 847 7985 8922 ~ Password: 572602

1. Call to Order - Roll Call
2. Approval of Previous Minutes (December 10, 2019)
3. Monthly Activity Report (December 2019 - June 2020) - J.T. Rairigh
4. Airport Maintenance Status Report - J.T. Rairigh
5. Old Business:
 - a. Airport Layout Plan (ALP) Update - Stephanie Ward, Mead & Hunt, Inc.
6. New Business:
 - a. None
7. Public Comment
8. Adjourn

MINUTES OF THE BARSTOW AVIATION ADVISORY COMMISSION MEETING

December 10, 2019

PRESENT: Commissioners: Janson, Jermalowicz, Pollack, Siemer

EXCUSED: Commissioners: Lind

LOCATION: Midland City Hall

OTHERS: JT Rairigh, Tom Ryden

REPORTED BY: Joshua Fredrickson, Airport Manager

Commissioner Pollack called the meeting to order at 5:00 p.m.

The minutes of the September 10, 2019 regular meeting were reviewed. It was moved by Commissioner Janson and supported by Commissioner Siemer **“to approve and file the minutes of the September 10, 2019 meeting”** Approved (4/0).

The Monthly Manager’s Activity Report for September – November 2019 was presented by JT Rairigh. There are fewer business related flights. Business flights are limited by hangar size and currently there are not any large hangars for larger planes. Training flights are also lower. There is still interest in learning to fly, this is an area that needs to grow. It was shared that use of runway 18-36 is not encouraged because of the noise abatement. Use of runway 6-24 is encouraged, this is a larger runway. Runway preference is tied to weather and crosswinds. It is important to have an alternate runway. The report lists the number of good and poor flying days, which are somewhat subjective as the weather can change throughout the day. The decision on a good versus a poor flying day is driven by the ceiling and visibility. Also shared that fuel sales are down for the year compared to the previous year.

JT Rairigh also presented the maintenance report. The snow removal equipment is operational. The recent ice storm broke many branches and trees. Barstow Airport does not have de-icing, which is very expensive. Efforts are made to remove the snow and allow the sun to help melt the ice. Calcium Chloride (salt) cannot be used at an airport. Airplanes are aluminum and aluminum with copper, salt will corrode the plane. In specific locations fertilizer (urea) is used, which is less expensive. Other options to melt ice include Potassium chloride and potassium acetate, both of which are very expensive.

OLD BUSINESS

1. None

NEW BUSINESS

1. MAP Meeting Summary – Joshua Fredrickson provided a summary of the annual MAP meeting held in Lansing on November 26, 2019. The meeting was mostly status quo and our program is in good shape. The entitlement funding will remain at \$150,000 for the near term. The results of the Airport Layout Plan (ALP) may result in changes to the current programming documents. An updated pavement condition study will be done in 2019, and the report will be available sometime in 2020. MDOT asked that the based aircraft inventory be updated, this was done shortly after the MAP meeting.

PUBLIC COMMENT

1. None

Meeting adjourned at 5:32 p.m.

**MIDLAND BARSTOW AIRPORT
MONTHLY MANAGER'S REPORT SUMMARY**

	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Good Flying Days	18	21	19	24	18	15	25	24	28	24	20	22	21.5	19	25	20.5	20	22.5	28.5
Poor Flying Days	13	10	9	7	12	16	5	7	3	6	11	8	9.5	12	4	10.5	10	8.5	1.5
Precipitation																			
Rain	0.58	0.22	1.61	0.50	0.39	2.00	0.68	2.12	1.39	4.32	4.15	1.68	1.28	0.79	0.03	1.36	1.74	5.20	1.36
Snow	1.25	23.50	10.00	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	9.50	5.50	8.25	10.55	1.00	0.00	0.00	0.00
Aircraft Movements																			
Business	24	16	8	28	342	18	40	42	52	36	58	14	40	30	32	34	166	18	44
Pleasure	202	240	176	288	202	392	398	374	432	398	362	306	314	64	276	212	150	418	310
Training	68	24	40	74	54	198	258	94	216	200	190	100	108	98	192	212	72	146	266
Sub-Total	294	280	224	390	598	608	696	510	700	634	610	420	462	192	500	458	388	582	620
Unattended Hours(15%)*	44	42	34	59	90	91	104	77	105	95	92	63	69	29	75	69	58	87	93
Total Movements	338	322	258	449	688	699	800	587	805	729	702	483	531	221	575	527	446	669	713
Fuel Sales																			
100 LL Sales	1125.4	1228.1	537	1680.99	1843.99	2576.3	3663.94	5111.44	4547.78	2297.7	2906.21	1401.27	1361.57	569	874.69	1198.7	877.64	2204.762	3110.02
Jet A Sales	614	179.5	84.7	366.54	425.55	311.19	480.26	275.82	286.39	311.04	1636.9	161.3	516.19	668.44	292.7	411.6	6078.6	435.05	933.17
Total Gallons of Fuel	1739.4	1407.6	621.7	2047.5	2269.5	2887.5	4144.2	5387.3	4834.2	2608.7	4543.1	1562.6	1877.8	1237.4	1167.4	1610.3	6956.2	2639.8	4043.2
Runway 18-36 Usage																			
18 Takeoffs																			
36 Landings																			
Total 18-36	14	28	18	22	54	54	86	30	6	16	60	10	60	4	22	40	22	158	36
Total Movements	338	322	258	449	688	699	800	587	805	729	702	483	531	221	575	527	446	669	713
% of Total	4.14%	8.70%	6.99%	4.91%	7.85%	7.72%	10.74%	5.12%	0.75%	2.19%	8.55%	2.07%	11.29%	1.81%	3.83%	7.59%	4.93%	23.62%	5.05%
Total 100LL (last 12 mos.)	31095.1	31326.3	30707.3	30216.59	29487.58	28770.48	28432.42	29306.86	30565.04	29707.04	29305.65	28920.12	29156.29	28497.19	28834.88	28352.59	27386.24	27014.702	26460.782
Total Jet A (last 12 mos.)	5669.9	5849.4	5543.1	5446.84	4987.59	4757.38	4776.94	4462.06	4598.55	4464.09	5105.29	5133.19	5035.38	5524.32	5732.32	5777.38	11430.43	11554.29	12007.2

*Changed to 15% for unattended hours due to contract operations extended hours

** Airport use restricted by FAA



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To: Barstow Aviation Advisory Commission

From: Joshua Fredrickson, Airport Manager

Date: July 2, 2020

Subject: Airport Layout Plan (ALP) Update

As part of the five-year Jack Barstow Municipal Airport Capital Improvement Plan approved by the Aviation Advisory Commission, the City has coordinated efforts with the Michigan Department of Transportation Office of Aeronautics (MDOT AERO) to update the Airport Layout Plan (ALP) at Jack Barstow Municipal Airport. The ALP is being updated by Mead & Hunt, Inc.

The ALP serves as a planning tool to assist in the management and development of the airport. The ALP depicts both existing facilities and planned development for the airport. The current ALP and drawing set is over twenty years old and does not meet Federal Aviation Administration (FAA) standards. Any airport development at a federally obligated airport must be done in accordance with the FAA approved ALP. These updated documents maintain the airport's eligibility for federal grants.

At the June 11, 2019 meeting of the Aviation Advisory Commission, Mead & Hunt, Inc. provided an overview of the ALP and the work needed to update the ALP at Barstow Airport. Since that time, Mead & Hunt, Inc. has been updating the necessary documents associated with the ALP. This has included obtaining aerial approach survey information and reviewing the runway approaches for obstructions to meet airspace FAA standards. A user survey was also collected as part of the process. Stephanie Ward, Manager of Aviation Planning with Mead & Hunt, Inc. will be in attendance to share and discuss the information obtained, and seek input from the Aviation Advisory Commission on the ALP update.