

JACK BARSTOW AVIATION ADVISORY COMMISSION

MEETING AGENDA

Tuesday, September 6, 2022 at 5:00 pm
City Council Chambers

1. Call to Order - Roll Call
2. Approval of July 12 & August 9 Meeting Minutes
3. Options for Runway 18-36 (Sarah Pagano)
4. Monthly Activity Report and Airport Maintenance Status Report (Sarah Pagano)
5. New Business
6. Public Comment
7. Adjourn

MINUTES OF THE BARSTOW AVIATION ADVISORY COMMISSION MEETING

July 12, 2022

PRESENT: Commissioners: Matt Janson, Dustin Jermalowicz, Linda Langrill,

Richard Siemer

EXCUSED: James Pollack

LOCATION: Midland City Hall

OTHERS: Airport Manager Sarah Pagano, Assistant City Manager Carol Stone. Public: Kyle George, Dot Hornsby

REPORTED BY: Sarah Pagano, Airport Manager

Comm. Siemer called the meeting to order at 5:06 pm.

Agenda Item #2 Approval of Past Minutes: Approval of Minutes: The minutes of the March 8, 2022 meeting were reviewed. Comm. Langrill moved to accept the minutes as amended. The motion was approved unanimously (4-0).

Agenda Item #3 Mead & Hunt Update: Stephanie Ward presented 4 options for Runway 18-36. Option 1 is closure of the runway with the pavement left in place at a cost of \$70,000. Option 2 is closure of the runway with pavement removal at a cost of \$735,000. Option 3 is displacement of the runway at a cost of \$204,000. Runway 18 would be displaced to 2,441 feet and runway 36 would be displaced to 2,470 feet. Option 4 is leaving the runway as-is and removing the trees at a cost of \$1,145,000.

The environmental assessment for the tree clearing of 6-24 is underway and is scheduled to conclude in June of 2023. Tree clearing would then be able to begin November 1, 2023. MDot would need a decision on 18-36 before the provisional license expires (March 31, 2023) in order to extend the license, however if a decision to close the runway were made the actual closure would not need to occur until after the tree clearing on 6-24 is completed and Barstow is ready to come fully off the provisional license.

Commissioner Jensen asked if the Airport still owned any parcels of land that could be sold to help fund an option. Assistant City Manager Carol Stone clarified that there are no parcels available that do not have a restriction on its usage, in addition funds would only be able to be used on federally eligible projects.

Commissioner Jermalowicz asked if Ms. Ward was aware of any airport that closed and reopened a runway. Ms. Ward responded that she has not, but that she has not seen a situation like the one at Barstow.

Commissioner Langrill expressed concern over keeping the condition of runway 18-36 looking well maintained even upon closure. Ms. Pagano stated that grounds maintenance would still be able to include maintain the grass along the runway and weed killer along the cracks.

Commissioner Janson asked if the parallel taxiway to runway 18-36 would still be eligible for federal funding. Ms. Ward responded that it would continue to be federally eligible, in addition there is potential to reuse the pavement from the runway as build sites. Ms. Pagano added that taxiway C could potentially be straightened as well if the runway were to be closed.

Commissioner Jermalowicz shared that in his experience of landing on runway 18-36 is not enjoyable when compared to runway 6-24.

Ms. Pagano added that runway 18-36's low use is not necessarily due to the height of the trees. Many pilots have expressed a preference to runway 6-24, even in a crosswind situation, due to the limited options provided by 18-36 should an in air emergency occur. Ms. Pagano expressed concern over delays in making a decision on runway 18-36 so that funds can be allocated to projects such as pavement, hangars, fuel upgrades and fencing. Ms. Pagano also reinforced that federal funds are tied up with the tree removal projects, and so if all of the funds made available by the City for airport usage (\$350,000) are to be used on runway 18-36 these other projects will most likely not be addressed until after the tree removal on 18-36 is complete.

Commissioner Siemer asked the other commissioners to give their opinions for what option is least acceptable. Commissioner Jansen stated that closure of the runway with removal of the pavement is least acceptable to him. Commissioner Langrill asked Ms. Pagano about a poll that was sent to pilots about prioritization of projects. Ms. Pagano explained that the poll was not done in a format that forced pilots to choose one priority over another but rather rate potential projects around the airport as highest, high, medium, low or lowest priority. Pilots responded that maintaining runway 18-36 at the current or displaced length was highest priority and pavement was also listed as highest. The poll was only answered by 29 out of over 100 pilots. Commissioner Langrill gave her opinion that the most acceptable option to her would be closure of the runway without removal of the infrastructure with continued weed control. Commissioner Jermalowicz opined that closure of the runway with pavement removal would be his least acceptable option. Commissioner Siemer opined that the option that makes the most sense to him would be closure of the runway without removal of the infrastructure.

Commissioner Jermalowicz asked when a decision must be made and suggested giving the pilots of Barstow the chance to have their opinions heard before making a final decision. Ms. Ward clarified that if option 4 (tree removal for full length of runway) were to be the City's final decision the necessary studies could be done in conjunction with the current environmental assessment. Ms. Pagano pointed out that if the decision to close runway 18-36 is made prior to winter some money would be saved by now plowing the runway.

Commissioner Siemer recommended to hold a special meeting on August 9, 2022 for public comment and that Ms. Pagano publicize the meeting and ask for written opinions from those who are not able to attend the meeting.

Agenda Item #4 Monthly Activity Report & Maintenance Status Report: Airport Manager Sarah Pagano reported that all City owned hangars are currently occupied however privately owned, rentable hangars have space available and she is working to fill those openings. She then reported the number of good flying days, business flights, pleasure flights and training flights in March, April, May and June 2022 versus 2021. March and May total movements were less than last year, however April and June's were

increased from last year's numbers. 100LL fuel sales were higher in all four months except June, and Jet A fuel sales were higher than last year's in all four months.

Ms. Pagano reported that city owned hangar 11A is a 55 year old hangar which houses 10 aircraft. Upon attempting to complete preventative maintenance on the doors of the hangar, the door company identified problems with the opening systems of the doors, however because of the age of the doors the company was not able to address all of the issues. The company is recommending a new door opening system for each of the 10 doors at a cost of \$16,000 each. Ms. Pagano advised that with the age of the building there may be more maintenance issues needed for the building as well which are being investigated. Commissioner Langrill asked for clarification that the cable system opening the doors would be replaced and that the pavement inside the building is in good shape, however, the aprons outside the hangar are in need of repair. Commissioner Siemer asked if there was a possibility of foundations donating to the repair of the hangar, which Assistant City Manager Stone and Ms. Pagano agreed to follow up on.

Ms. Pagano restated the need for pavement rehab across the airport and that crack sealing will take place on the airport as part of the state program. She also shared plans for a new pump reel and grounding cables for the fueling island.

Ms. Pagano reported that the SCCA has held two of their three events at the airport. Future events include a 5K Halloween Run and a celebration of the airport's 75th anniversary in 2023. She also reported that an introductory video for the airport has been shot and is being edited and plans are in place for future videos as well.

Agenda Item #5 New Business: There was no new business

Agenda Item #6 Public Comment: There was no public comment

The next meeting of the Aviation Advisory Commission is:

Tuesday, August 9 at 5:00pm at City Hall

The meeting was adjourned at 6:12 pm

MINUTES OF THE BARSTOW AVIATION ADVISORY COMMISSION MEETING

August 9, 2022

PRESENT: Commissioners: Matt Janson, Dustin Jermalowicz, Linda Langrill, James Pollack

Richard Siemer

EXCUSED: None

LOCATION: Midland City Hall

OTHERS: Airport Manager Sarah Pagano, Assistant City Manager Carol Stone. Public: John Swantek, Jeff Gallant, Dot Hornsby, Kyle George, Paul Ries, Richard Sipp, Mike Woodley, Carrie McKeen & Carrie McKeen

REPORTED BY: Sarah Pagano, Airport Manager

Comm. Pollack called the meeting to order at 5:00 pm.

Agenda Item #2: Review of Options for Runway 18-36: Airport Manager Sarah Pagano reviewed the current airport funding and budget as well as the four options for runway 18-36: closure without infrastructure removal, closure with infrastructure removal, displacement of both runways, or the removal of all trees to keep the runway at its current length. Ms. Pagano included in her report the reason for runway 18-36 being ineligible for federal funding and a list of needed airport projects.

Agenda Item #2A: Discussion of Options for Runway 18-36: Commissioner Jermalowicz shared that he has spent time at Barstow and asked pilots he has encountered their opinion and has gotten a mix of opinions. He raised the question if pilots would be amenable to higher gas prices to pay to keep runway 18-36 at its current length. Commissioner Jermalowicz also asked about a forestry department paying for the trees to help lessen the cost. Ms. Pagano responded that that is a possibility, but without putting the project out to bid it is unknown how much that would save. In addition, the majority of the cost for tree removal is not the removal of the trees but rather is the cost of easements and compensation of the property owners. Commissioner Jermalowicz asked about the cost of maintaining runway 18-36 if it were kept open. Ms. Pagano reported that the runway is close to requiring a resurfacing which will cost \$115,229. After resurfacing, crack sealing would be required to maintain the pavement at an estimated \$10-20,000/year. Ms. Pagano showed the pavement condition index including the projected pavement conditions in future years. Commissioner Janson pointed out that the taxiway parallel to runway 18-36 needs to continue to be maintained since there are currently hangars on it and there are plans to build additional hangars in that area. Ms. Pagano stated that federal funding can continue to be used on the taxiway. Commissioner Janson asked Ms. Pagano about the trees that had been removed already. Ms. Pagano answered that there were a dozen trees off of runway 6-24 which were impacting the runway approaches. The trees were on city owned property and so they were able to be cut down quickly. Commissioner Janson asked about future plans to expand runway 6-24 and what trees would need to be removed for that project. Ms. Pagano answered that right now the only trees being removed are for the current length of the runway and if lengthening the runway were to occur any necessary tree removal

would be part of that project. Commissioner Langrill requested Ms. Pagano go option by option and state if it is a viable option or not. Ms. Pagano stated that Option 1 (closure keeping infrastructure) and Option 3 (displaced threshold) are within the airport's budget however Option 2 (closure and removal of infrastructure) and Option 4 (maintaining current length and removing all trees) are not within the budget. Ms. Pagano also specified that a closure can be decided upon but the actual closure could wait until the end of the runway 6-24 tree clearing project and a decision could be made on if snow clearing would continue on 18-36 while waiting closure. Commissioner Pollack asked about landing on the runway if infrastructure were to be left. Ms. Pagano stated that in the case of an emergency the runway could be used but for normal operations it cannot be used if it is closed. Commissioner Langrill asked Ms. Pagano if the data the FAA based its decision to label runway 18-36 as illegible for federal funds was reliable and if Barstow could fight for funding for the runway. Ms. Pagano responded that the data is reliable and that she has sought guidance from other sources on if the decision could be fought and overturned and was told it is unlikely.

Commissioner Pollack opened the discussion to the public in the room.

Pilot and hangar owner Mike Woodley offered an alternative solution: to displace the threshold but decommission the lighting, creating a displaced, day time only runway. It is Mr. Woodley's belief that this solution's cost would be comparable to the cost to close the runway. Mr. Woodley pointed out that the original wind data for the creation of the airport was from MBS, whose AWOS is far from the tree line. The data used for the decision to defund runway 18-36 came from the AWOS now located at Barstow airport which is closer to the tree line.

Carrie McKeen, the wife of a pilot and hangar owner asked about having a forestry service that will pay to remove the trees. She also asked if there is a comparison of wind data from where the AWOS used to be located to where it is now. Ms. Pagano stated that services that will pay to remove the trees will be sought and that data comparing the two sources of wind data can be compared, however, the FAA will only use the data from the Barstow AWOS to base their decision.

Pilot Paul Ries asked why the City's legal department was not handling the legal processes of the project rather than paying Consultant Company Mead & Hunt to do so. Mr. Ries also pointed out that the tree problem was not something that occurred overnight. Commissioner Janson shared that for a number of years the City Engineer was in charge of the airport on top of their normal duties but the airport now has a dedicated airport manager trying to fix past oversights.

Commissioner Siemer asked Ms. Pagano if the unlit displaced runway was a viable option. Ms. Pagano responded that, depending on the exact cost of the option which she would get from Mead & Hunt, she believes that it would be a viable option. Commissioner Jermalowicz voiced that he believes it is important to begin pursuing funding from foundations. Ms. Pagano agreed, stating that now she has more firm numbers on what items will cost it will be easier to do so once a decision has been made. Commissioner Langrill asked Ms. Pagano if it would be possible to delay the decision to the September meeting in order to gather more information on Mr. Woodley's proposed alternative option to which Ms. Pagano answered affirmatively. Commissioner Langrill made a motion to endorse the option of a displaced, unlit runway which was seconded by Commissioner Jermalowicz. The motion passed unanimously (5-0).

Pilot and hangar owner Jeff Gallant commented on the value of the airport to the community, specifically the use of the airport by mosquito sprayers and medical flights. Mr. Gallant also pointed out that runway 18-36 is a resource and investment to the airport which will eventually outlive its cost to benefit ratio. He continued by stating his belief that Mr. Woodley's option is the best currently on the table and thanking the Commission for considering it.

Commissioner Pollack reminded the public that if anyone has additional comments or thoughts to reach out to Ms. Pagano or members of the Commission with them.

Commissioner Siemer, with no more public comments forthcoming, moved to adjourn the meeting. Commissioner Jermalowicz seconded the motion.

The next meeting of the Aviation Advisory Commission is:

Tuesday, September 6 at 5:00pm at City Hall

The meeting was adjourned at 6:06 pm

Aviation Advisory Commission

September 6, 2022

Runway 18-36 Option #5-A

- ▶ Displaced threshold
- ▶ Lights left as is but decommissioned
- ▶ Lights most likely will not be recoverable
- ▶ Mead & Hunt Estimate: \$130,000

Runway 18-36 Option #5-B

- ▶ Displaced threshold
- ▶ Removal of lights
- ▶ Mead & Hunt Estimate: \$150,000

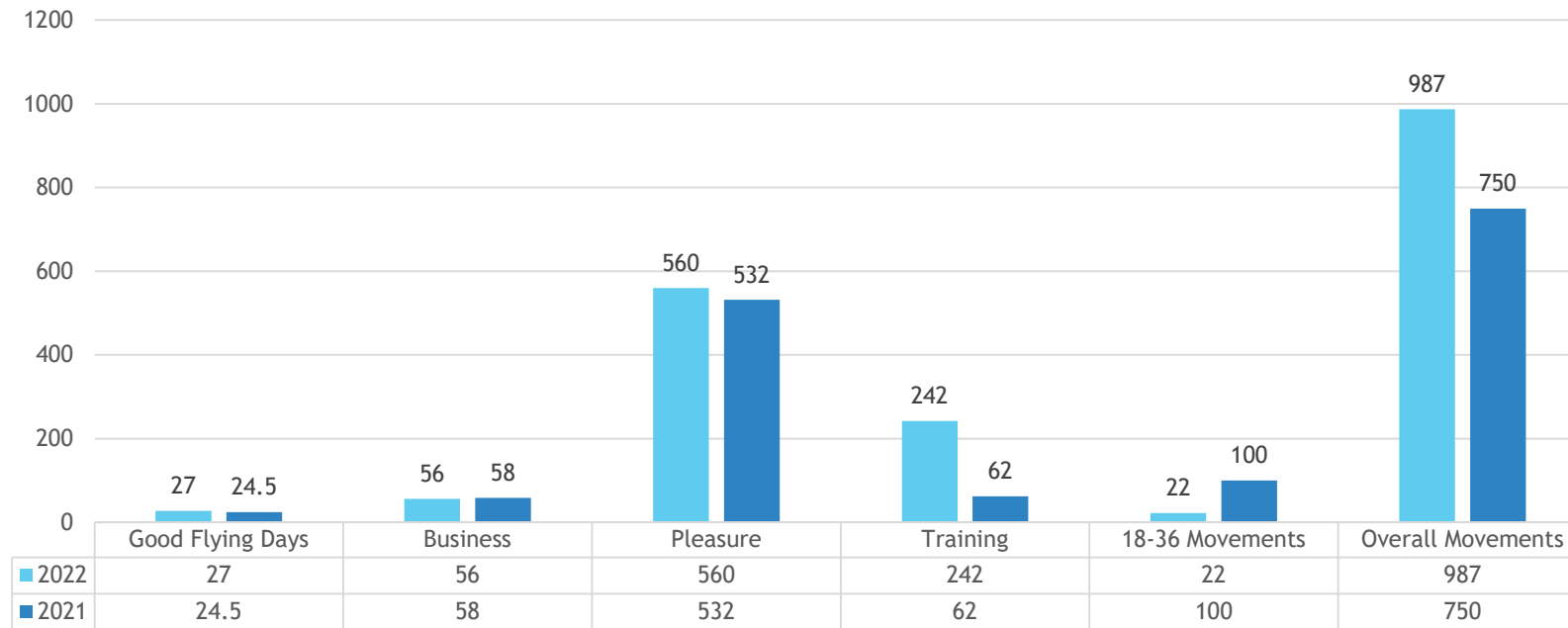
Overview of Options #1- 4

▶ Option 1: Close Runway – no pavement removal	\$70,000
▶ Option 2: Close Runway – remove airfield infrastructure	\$735,000
▶ Option 3: Displace Thresholds (Rwy 18-561' / Rwy 36-532')	\$204,000
▶ Option 4: Acquire Easements and Remove Trees	\$1,145,000

June Overview

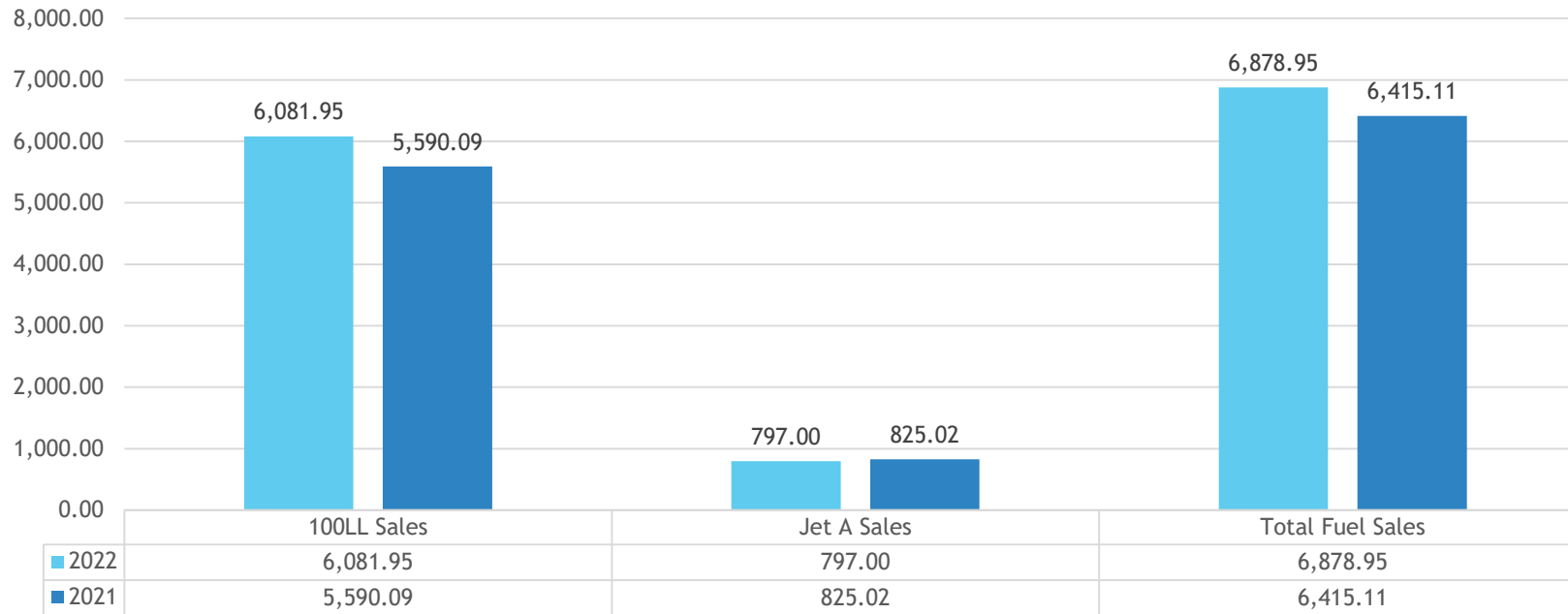
Good Flying Days	27
Poor Flying Days	4
Precipitation	
Rain	7.74
Snow	0.00
Aircraft Movements	
Business	56
Pleasure	560
Training	242
Sub-Total	858
Unattended Hours(15%)*	129
Total Movements	987
Fuel Sales	
100 LL Sales	6,212.00
Jet A Sales	3,645.25
Total Fuel	9,857.25
Runway 18-36 Usage	
Total 18-36	22
Total Movements	987
% of Total	2.23%
Total 100LL (last 12 mos.)	41,509.45
Total Jet A (last 12 mos.)	18,934.50
Total Fuel (last 12 mos.)	60,443.95
YTD 100LL	25,874.33
YTD Jet A	15,951.02
YTD Total Fuel	41,825.35

June Movements



■ 2022 ■ 2021

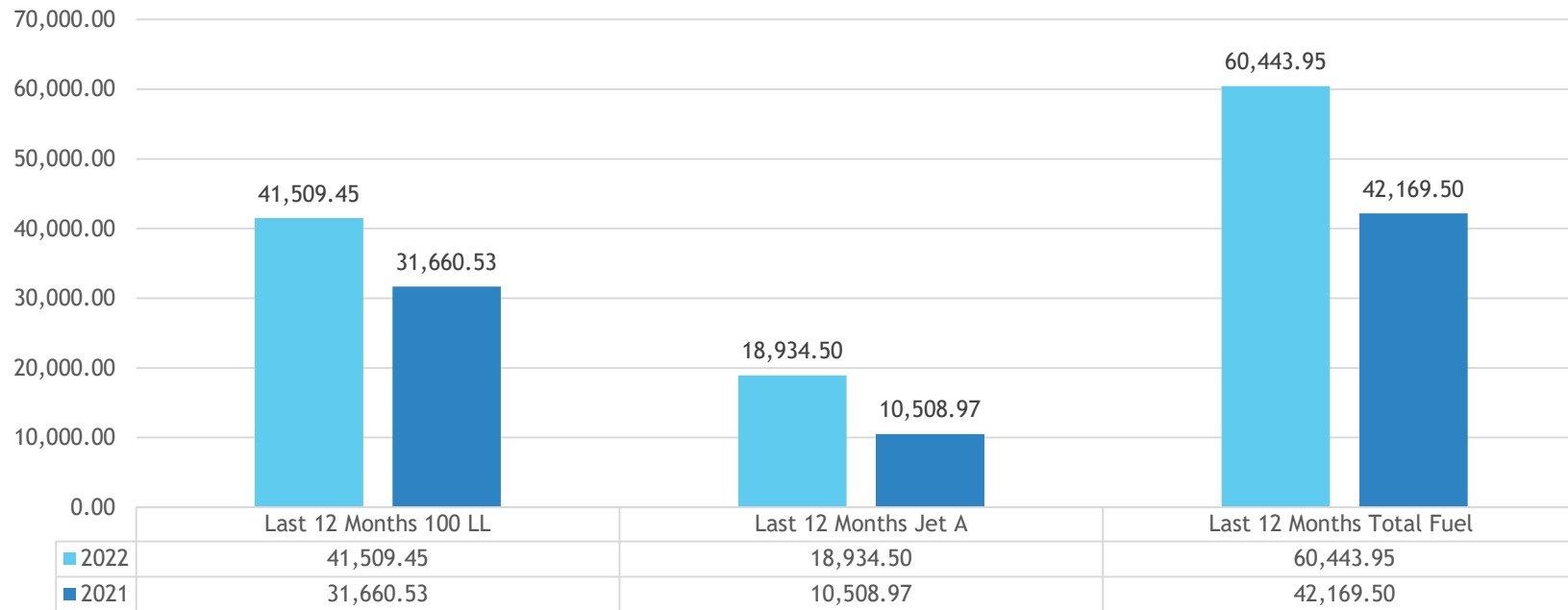
June Fuel Sales



■ 2022 ■ 2021

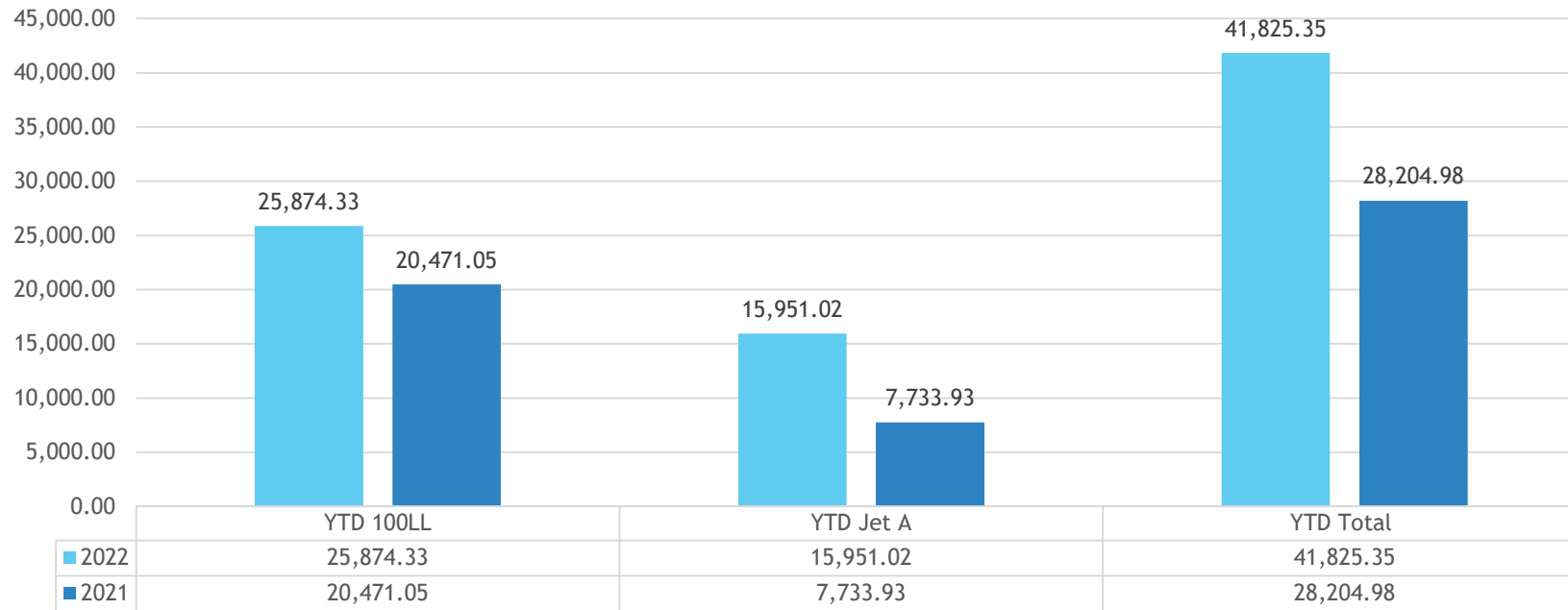
June

Last 12 Months Fuel Sales



■ 2022 ■ 2021

June Year to Date Fuel Sales

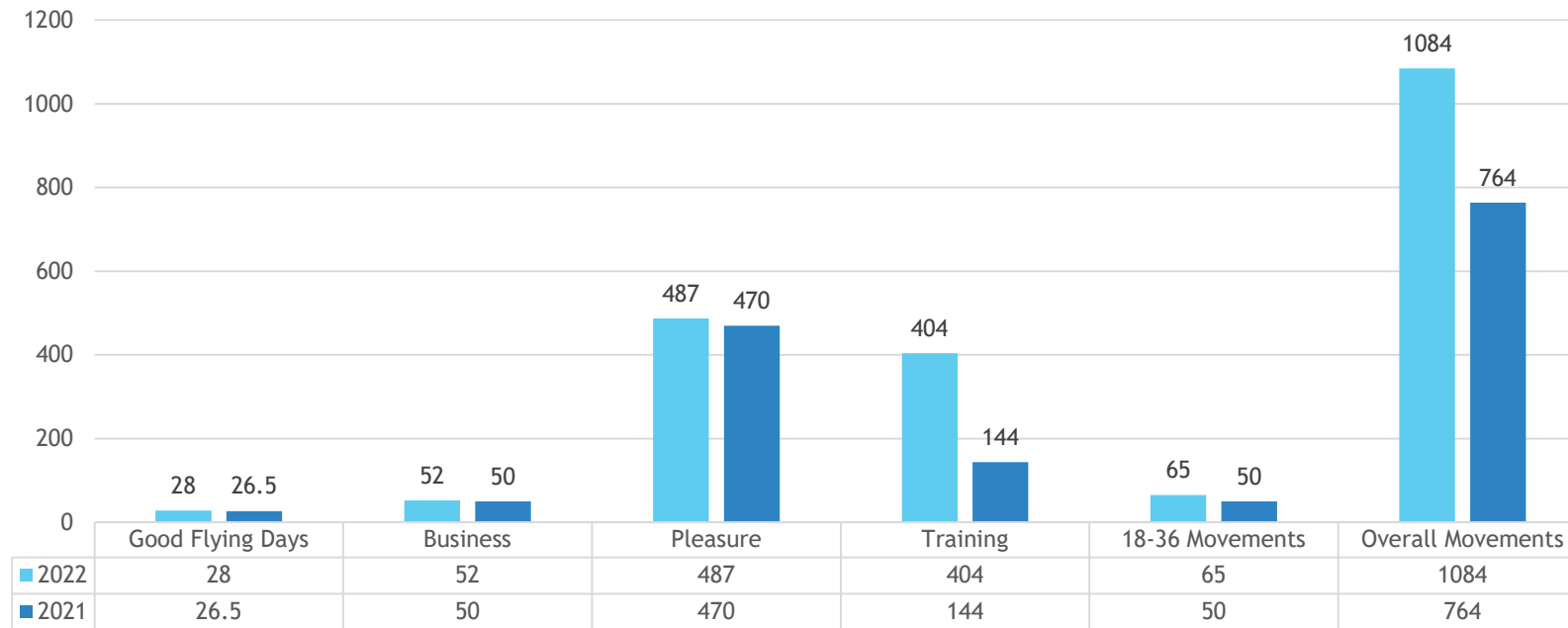


■ 2022 ■ 2021

August Overview

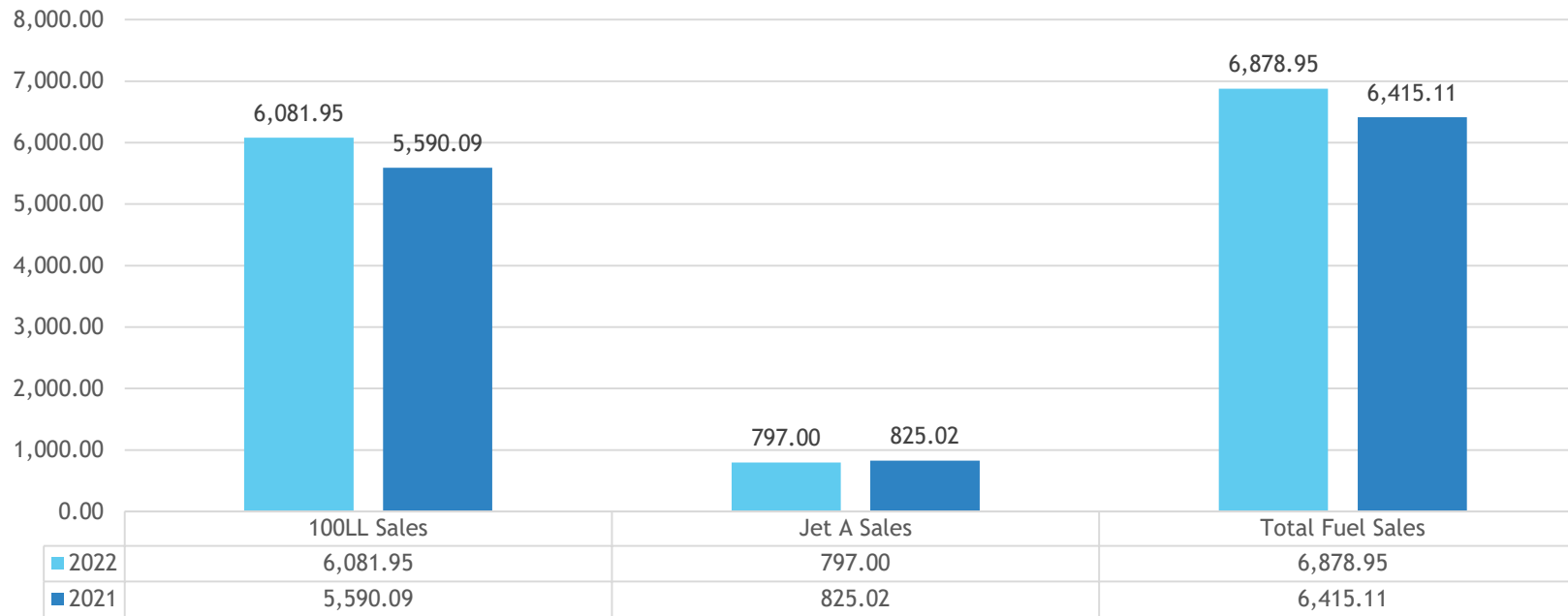
Good Flying Days	28
Poor Flying Days	3
Precipitation	
Rain	3.87
Snow	0.00
Aircraft Movements	
Business	52
Pleasure	487
Training	404
Sub-Total	943
Unattended Hours(15%)*	141
Total Movements	1084
Fuel Sales	
100 LL Sales	6,081.95
Jet A Sales	797.00
Total Fuel	6,878.95
Runway 18-36 Usage	
Total 18-36	65
Total Movements	1084
% of Total	5.99%
Total 100LL (last 12 mos.)	
Total 100LL (last 12 mos.)	42,001.31
Total Jet A (last 12 mos.)	
Total Jet A (last 12 mos.)	18,906.48
Total Fuel (last 12 mos.)	
Total Fuel (last 12 mos.)	60,907.79
YTD 100LL	
YTD 100LL	31,956.28
YTD Jet A	
YTD Jet A	16,748.02
YTD Total Fuel	
YTD Total Fuel	48,704.30

August Movements



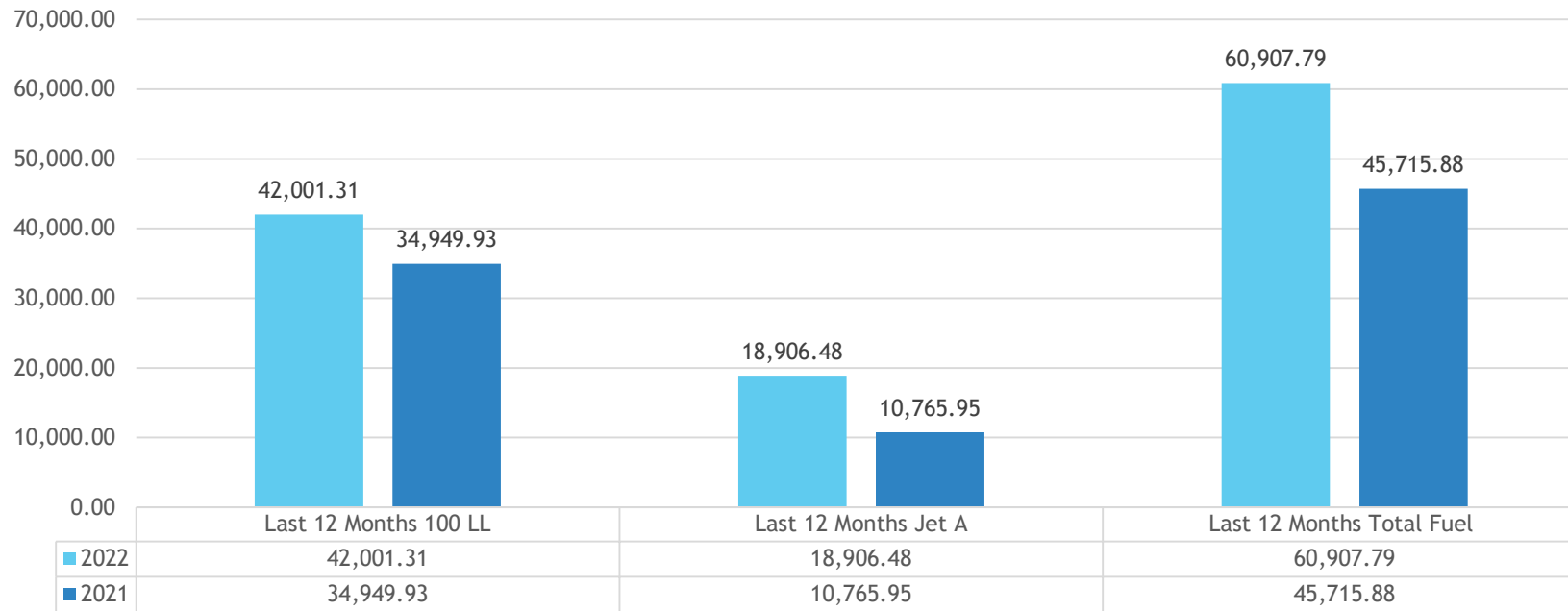
■ 2022 ■ 2021

August Fuel Sales



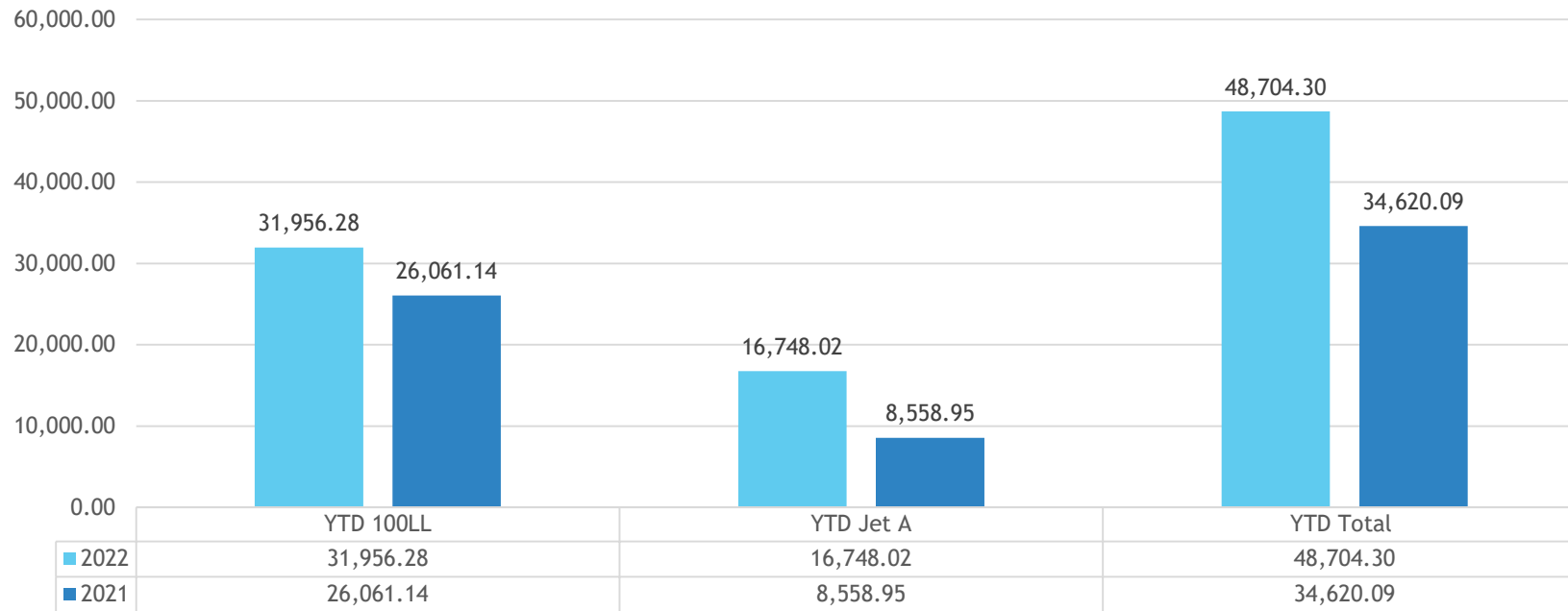
■ 2022 ■ 2021

August Last 12 Months Fuel Sales



■ 2022 ■ 2021

August Year To Date Fuel Sales



■ 2022 ■ 2021