

MINUTES OF THE BARSTOW AVIATION ADVISORY COMMISSION MEETING

September 6, 2022

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

Richard Siemer

EXCUSED: Commissioner Langrill left part way through meeting

LOCATION: Midland City Hall

OTHERS: Airport Manager Sarah Pagano, Dot Hornsby, Mike Woodley, Kyle George & John Mckeen

REPORTED BY: Sarah Pagano, Airport Manager

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

Agenda Item #2: Approval of Minutes of July 12 & August 9 Meetings: Linda Langrill questioned the names of the others in attendance as Carrie McKeen was listed twice. Justus McKeen should have been listed, Ms. Pagano agreed to amend the minutes to so reflect. Commissioner Siemer made motion to accept the minutes as amended, seconded by Commissioner Jermalowicz. Motion carried (5-0).

Agenda Item #3: Options for Runway 18-36: Ms. Pagano quickly reviewed the original four options for the runway: closure with pavement removal, closure without pavement removal, displacement or the removal of all trees to keep the runway as is. She then explained options 5A and 5B: making runway 18-36 a daytime only, displaced runway.

Option 5A involves the runway lights would be decommissioned but left in place, which would most likely result in the lights deteriorating to an unusable condition. This option would cost \$130,000. Commissioner Pollack asked if turning the lights on once a day would be possible and if that would save their usage. Ms. Pagano answered that she could turn the lights on and off regularly, but that when she asked Mead & Hunt the same question she did not receive a conclusive answer on how much the lights would need to be used to remain functional. Commissioner Siemer asked if the pilot control lighting would still turn on runway 18-36; Ms. Pagano answered that with this solution the pilot control lighting would be turned off for the runway. Ms. Pagano explained that the \$130,000 estimate is an estimate and the work would go out to bid with no guarantee to what the final cost would be and that there is a lot administration work involved with the displacement of the runway which Mead & Hunt would do.

Option 5B involves the runway lights being both decommissioned and removed at an estimated cost of \$150,000. Ms. Pagano stated that she believes the removal of the lights could most likely be done in-house.

Commissioner Langrill stated her opinion that the lights being unrecoverable as part of option 5A is not a concern to her. Ms. Pagano agreed that the ability to turn the lights back on is not a pressing issue as if the runway were to ever be re-lit it would most likely be with upgraded LED lights.

Commissioner Langrill asked if a cap could be placed on the cost. Ms. Pagano responded that it would be possible to take bids and if no bid was lower than a set amount the project would not go forward.

Commissioner Pollack asked if our contract with Mead & Hunt is a fixed price. Ms. Pagano answered that our contract specifies that any work requiring a consultant at the airport be done through Mead & Hunt. However, since the 18-36 project does not use federal funding the City would be taking the bids and choosing contractors, not Mead & Hunt.

Commissioner Jermalowicz asked if there was a buffer in the estimate. Ms. Pagano answered that contingency costs were included in the estimate.

Commissioner Langrill asked what percentage of the estimated \$130,000 cost was Mead & Hunt's cost to design the displacement. Ms. Pagano replied that it was about \$40,000 for survey, design and administration costs.

Ms. Pagano added that there is a citizen that is upset over the possibility of runway 18-36 being closed as it would result in additional aircraft traffic over her house and more noise. This was a consideration that had not been previously discussed that a change in traffic pattern may result in more noise complaints.

Ms. Pagano added that runway 18-36 is used much less than 6-24 and that a displaced threshold may reduce its usage, and being daytime only may also reduce its usage.

Commissioner Pollack asked if the runway was used more for takeoffs or landings. Ms. Pagano responded that it is usually used for both nearly equally.

Commissioner Jermalowicz pointed out that maintenance of the runway, if kept, would still be the city's financial responsibility.

Commissioner Langrill asked if the flight instructors on the field utilized runway 18-36. Kyle George, CFI, responded that he takes his students to MBS for crosswind practice.

Commissioner Janson opined that runway 18-36 is necessary, especially when instructing students.

Commissioner Langrill asked Ms. Pagano if she is aware of AOPA's work with airports in similar situations. Ms. Pagano informed the commission that she met with a representative of AOPA

and was told that in their opinion Barstow is not in a position to fight the decision based on the wind data and number of movements on the runway.

Commissioner Langrill suggested public comment be taken at this time. Commissioner Pollack called for public comment. John McKeen, pilot and hangar owner, opined that the displaced threshold was the best option as it would buy time to find alternative ways to address the tree issue. He also added that the crosswind component of an aircraft are a legally defined term and that if a pilot exceeds them they essentially become a test pilot.

Commissioner Jermalowicz stated that it is a question of the least bad option. He stated that he liked the unlit option, and if alternate options to help fund the upkeep of the runway could be found he would be more willing to keep the runway open.

Commissioner Siemer pointed out that the Commission was not currently taking into consideration the alternative uses for the money not spent on runway 18-36. Ms. Pagano reminded the commission that all federal funding is to be used on tree removal for runway 06-24 for the next few years and any projects other than tree removal would need to be funded by the City or put on hold until federal funds could be put toward them. Commissioner Siemer asked Sarah for her wish list for the airport which she answered pavement work. Commissioner Jermalowicz asked how much pavement \$60,000 could fix, and Ms. Pagano answered not far, but it would be a start.

Commissioner Pollack asked about approaching foundations. Ms. Pagano answered that it is a possibility when a plan of action is in place. Commissioner Jermalowicz said that it is a show of faith to lean on the community and Commissioner Pollack said it will rely on showing the community the value of having an airport. Ms. Pagano stated that she is working to have more community involvement at the airport and fundraise.

Commissioner Janson asked about requirements for a company to resurface the pavement. Ms. Pagano answered that it has to be a company that has access to the specific mix required by the FAA. She said that in her opinion, when runway 18-36 requires resurfacing that would be the end of the runway's useful life. Commissioner Janson asked when 18-36 was resurfaced last, and Ms. Pagano stated she did not know. She pointed out that as pavement degrades to fix it becomes more expensive.

Commissioner Janson requested that a vote take place and stated that he wanted to see runway 18-36 kept at a displaced length. Commissioner Jermalowicz made a motion to recommend option 5A with a monetary cap of \$130,000. Motion seconded by Commissioner Janson. Motion passed (3-1). Commissioner Siemer voted nay and stated his reason is his belief that there are more pressing matters that the funds could be used for.

Commissioner Janson asked what our federal funds had been used for in the past few years. Ms. Pagano said it has been used for the apron rehabilitation project and then was saved for the environmental assessment.

Ms. Pagano stated that the recommendation of the Commission would be taken to Assistant City Manager Carol Stone and City Council and a final decision will be made by them.

Agenda Item #4: Monthly Activity Report and Airport Maintenance Status Report: Ms. Pagano reported that 2022 June's movements are overall increased over June 2021, movements on 18-36 was less than June of 2021. 100 LL sales and Jet A sales are both higher than last year. Commissioner Pollack asked if there has been an increase in helicopter fuels to which Ms. Pagano replied that there has. Year to date and last 12 month fuels sales are increased from 2021 sales.

July 2022 movements were increased across the board, including 18-36 usage. Fuel sales are increased from 2021.

Ms. Pagano reported that a commercial operating agreement has been issued for Discover Aviation which is providing rental time in two aircraft and donating some of their profit to a benefit the airport.

Commissioner Siemer asked Ms. Pagano to elaborate on student activities over the summer at the airport. She explained that she is the director of a high school aviation camp in which 17 students learned about aviation, visited MBS airport and planned and flew a flight. The Experimental Aircraft Association continues to offer free airplane rides for youth between the ages of 8-17. In addition, Airport Story Hour has become popular in bringing younger children and their families to the airport and Ms. Pagano has seen families come back to the airport in between story hour for visits. Ms. Pagano also reported that the EAA will hold their September Pancake Breakfast on Saturday, September 10 from 7am – 11am.

Commissioner Pollack shared that he brought his family to the airport and his grandson enjoyed the MCADA area and sitting in the airplane.

Agenda Item #5 New Business: None heard

Agenda Item #6 Public Comment: None heard

The next meeting of the Aviation Advisory Commission is:

Tuesday, November 8, 2022 at Barstow Airport

The meeting was adjourned at 5:58 pm