

## **Minutes**

### Crawford County Airport Board Meeting

July 6, 2010

Meeting called to order at 1:01 pm in the commissioners' meeting room.

Members in Attendance: Chris Cook, Rick Anderson, Paul Compo & Stan Prevost (via phone)

Others in Attendance: Laura Wise (Michigan Aeronautics) & Clint Nemeth (RW Armstrong Engineering)

Members Absent: Jim Robson

MOTION: by Cook, second by Anderson to approve the agenda as presented. Ayes – 4, Nays – 0, absent - 1, motion passed.

MOTION: by Prevost, second by Cook to approve the minutes of April 6, 2010 as presented. Ayes – 4, Nays – 0, absent - 1, motion passed.

MOTION: by Prevost, second by Cook to approve the minutes of April 16, 2010 as presented. Ayes – 4, Nays – 0, absent - 1, motion passed.

MOTION: by Prevost, second by Cook to approve the minutes of June 8, 2010 as presented. Ayes – 4, Nays – 0, absent - 1, motion passed.

Prevost informed the Board that HEAT Aviation will not be present today.

Clint Nemeth from RW Armstrong offered to answer any questions that we may have regarding the fuel farm options that he sent electronically to the Board previously.

As presented, option two would require CCAB to encroach upon Federal land west of our facility. Robson to look into this as a viable option or one that has to be eliminated from consideration.

Prevost voiced a number of concerns:

1. Based upon the drawings, it would seem that there is some distance between the actual tanks and the pumping stations. This could mandate changes in our environmental protection plans. Nemeth stated he has seen that design in a number of airports, usually using above ground lines. However, he would research the impact on environmental safety and planning.
2. In all options, some to a larger degree, prop wash and jet blast will be an issue if a large enough vehicle is operating while refueling. This could have a number of consequences from blowing a parked plane into another, sandblasting the surface area/windows of an unoccupied plane or damaging a plane while in a maintenance hangar. Nemeth will look at alternatives, blast fencing and required safe distances. It may be necessary to construct a staging area for larger, more powerful aircraft and have them towed to the fueling station or refueled by truck.
3. Fence relocation will need to be discussed both for this project and snow removal.

Wise discussed the point that due to the cost of the project, we will be looking at two different funding cycles which will put the construction time around spring/summer of 2012. We could design and build in stages, however, this generally is more costly. We will need to discuss as a Board which avenue to pursue.

Prevost explained the problem of wing clearance once the snow begins to be plowed. Generally, it would be desirable to have 15-16 feet or so of clearance from the edge of the taxiway to the west fence line. Currently there is somewhere between 12 & 15 feet. If the snow is pushed up to the fence, this available clearance will be reduced as the season progresses. We need to consult with Robson on if the fence can be moved. We have a similar problem with the south fence and the tie down area. The tail of the airplane extends too close to the fence when there is snow pushed up against the fence line.

We need to have the fences moved in order to accommodate the snow, have them moved as part of the fuel farm project or require the snow removal contractor either blow the snow out from around the fence line or have it removed from the fence line. The

consensus is that this will remain an agenda item until we have a resolution.

The Board discussed the outlying maintenance issues:

1. Keys have been provided for the fire extinguisher boxes and they can be inspected according to the checklist
2. Keys are needed for the terminal doors. Robson will be consulted once again. If no reply, we will replace the locks and resolve this problem
3. Keys are needed for the hangar utility units. Robson will be consulted once again. If no reply, we will replace the locks and resolve this problem
4. Compo will have the lock at the terminal gate replaced
5. Compo will determine status of propane contract with Fick and Sons
6. Fire extinguishers annual inspections will be done when the rest of the airfield is done
7. Compo will have the closer repaired on the front door of the terminal building

Board comments: Prevost stated he hopes to be in the area towards the end of the month. Cook announced that he will be participating in his annual training for the last half of July.

Compo stated that he will try to schedule another meeting in August, dependent on Robson's schedule so that we can move forward on the fuel farm design and resolve any outstanding maintenance issues.

Next scheduled meeting date is October 5, 2010

MOTION: by Cook, second by Anderson to adjourn the meeting. Ayes – 4, Nays – 0, absent – 1, motion passed.

No other comments or concerns were brought to the Board.

Meeting was adjourned at 2:18 pm

Submitted by Paul Compo