



Airport Advisory Committee Minutes

Tuesday, July 9, 2013 – 1:00 p.m.
Gaylord Regional Airport 1100 Aero Drive
P.O. Box 1396 Gaylord, MI 49734



MINUTES

Advisory President Deerfield called the meeting to order at 1:00 p.m.

Roll call – Present: Mike Deerfield, Jeff Ratcliffe, John Burt, Bill Muzyl, Donna Stubenvoll, Dan Wagar, Tom Marker Commissioner Paul Liss (ex-officio) Matt Barresi (Director)

Approval of Agenda

Motion by Stubenvoll to approve the agenda, Motion Approved.

Approval of Minutes

Motion by Stubenvoll to approve the minutes of May 7, 2013. Motion Approved.

A. Subcommittee Report

1. Planning/Feasibility Study

Ratcliffe updated the Advisory on the steering committee meeting held at the University Center on May 29th. The steering committee as part of The Phase II planning was well attended with 18 key representatives and several others by phone from England and Germany. The general consensus by everyone in the robotics field was that the technology is here to automate the identified areas on airports however would the cost be acceptable? What are the market needs and should the design of airports be altered before automation is considered with current robotic accompaniment? The discussion was lively and identified many areas robotics were entering into aviation with many other areas untouched. Unfortunately absent from the meeting were representatives from the airline industry. Deerfield stated that if this project is to be successful the airlines must be at the table and stated that the committee should consider not meeting again unless they are.

2. Flight Training

The Flight Training Subcommittee was not present.

B. AOPA Update

1. Aviation Articles

Deerfield briefed on information he had read recently regarding government cutbacks effecting AirVenture and that this and other similar situations with aviation like user fees present a potential glomming problem. Deerfield and Muzyl both gave examples of how the GA airport and user is practically nonexistent in Europe and how fees and added costs to aviation in the US could slowly disintegrate the GA experience in this country. An excerpt from two such articles are attached.

AirVenture

OSHKOSH, Wisc. At first, The EAA AirVenture didn't know if the FAA would provide air traffic control for this year's air show. Now they will -- but the show will have to pay for it. Officials with AirVenture in Oshkosh will pay \$450,000 to ensure there are air traffic controllers on hand during the annual air show later this summer. Because of the continued federal budget cuts under sequestration, the FAA said it would be unable to provide controllers without the Experimental Aircraft Association EAA agreeing to cover the costs. With the show set to start on July 29th, EAA spokesman Dick Knapinski says the clock was ticking, so they agreed to sign a one time agreement. Knapinski says they still believe the FAA is "holding AirVenture and general aviation hostage" and a letter of protest was sent with the contract that indicates they signed the deal under protest. Knapinski says they will continue to work with federal lawmakers on the issue and it's possible some of the payment could be refunded later on.

User Fees

User fees appear to be just the latest salvo in a series of attacks on GA. The community is also contending with an FAA plan to close 149 contract air traffic control towers, selected primarily because they serve GA. Other challenges include attempts to change the way taxes are calculated for business aircraft, long wait times for customs at GA airports, and anticipated cuts to medical and certification services. "Taken together, these proposals represent a serious assault on general aviation, an industry that creates jobs, grows businesses, provides critical services, and donates tens of thousands of flight hours to charitable causes. AOPA and others have stridently opposed user fees, preferring to continue funding the aviation system through excise taxes on fuel. "Imposing user fees is expensive, cumbersome, and inefficient," Fuller said. "Pay-at-the-pump has worked since the dawn of powered flight, and it still makes sense today."

C. Airport Manager's Report

1. Oil and Gas Pipeline Refurbishment

Barresi informed the advisory that he had been talking with Chevron Oil for a few weeks about their plan to refurbish existing gas pipelines running under the airports property to include one section under Runway 9/27. Barresi has a meeting the following day with all the agencies involved and has the airports engineering firm Mead & Hunt driving up to attend. Several questions were posed by Muzyl and Commissioner Liss for Barresi to take to the meeting.

2. Kiwanis Bike Rodeo

Barresi stated that the Gaylord Kiwanis Club and local law enforcement sponsored their third Bike Rodeo at the Gaylord Regional Airport. Due to great weather this was by far the largest attended bike rodeo. Some 62 kid's received bike safety training from the County Sheriffs office and bike registration from the Gaylord City Police. Free bike helmets were given to all kids attending from the Otsego Memorial Hospital and 4 new bikes were given as prizes from local stores. Tours of Ken Schemer's aircraft and hangar was also a hit.

3. Wings Over Gaylord Airshow 2013

Barresi provided the advisory a brief wrap-up of the successful 2013 airshow. The event paid for itself and continues to promote aviation in addition to helping the local economy as a must see family event. All agreed that although it is an airshow the star of the event was the Jet School Bus which may have been the catalyst for larger attendance this year.

4. EAA's Young Eagles

Barresi deferred to the EAA President Tom Marker who was present at the meeting and who stated that this was the most attended and successful Young Eagles day in recent history. The Gaylord EAA Chapter 1095 flew 105 kids and had to resupply the pancake breakfast 2 additional times to accommodate attendees.

The next meeting date will be on Tuesday, Aug 6, 2013 at 1:00 pm in the airport conference room. The meeting was adjourned by Deerfield at 1:45.p.m.