

Grand Haven Airport Board Work Session July 11, 2024

Chairperson Ben Ennenga called the meeting to order at 5:02 pm

Roll Call: Richard Clapp

Members present: Ben Ennenga, Richard Clapp, Tricia Harrell, Dale Hagenbuch,

Members absent: Denny Swartout

Others Present: Earle Bares -Airport Manager, Tom Mandersheid -Airport Liaison

Guests: Gordon Gilchrist (Sparta Airport), Michael Krziok- Airport Mgr. Sparta Airport

Discussion:

- Ben- Purpose today is to discuss the minimum size/dimension hangar we would build with a land lease. 60' x 60' x (16' door opening), with bi-fold door.
- Min. Land Area to be 60' x 60' apron in front. 10' all the way around the sides and the back. This equals 10,400' of leasable space.
- Gordon and Michael stated that they had to consider set back from centerline of taxiway per the airport engineer. Something to consider. Minimum set back from center of runway to face of a building has to be 40'. We may
- Gordon discussed what he experienced in getting a land lease. After nine months, he built a 64' x 102' hangar with 50' door, rounded the corners of the building because it added a lot of stability. Utilities were run to it; Electric, Gas, Water, Sewer. He then built another one with a partner because he realized that others needed that space.
- He built an additional hangar after the second. 72' x 102' x 18' tall (16' tall opening) with 55' wide door. Doors on both ends gives access to the taxiways on both sides. Combined the first one so they could put a paint booth between them. Since then, land leases have grown to 12.
- Michael K. mentions that it has taken just over a year and in that time, they have had 2 hangars constructed. The village manager was very pro-airport and pro-business which made it a lot easier to establish land leases.
- Michael K. mentions that corporate planes would want a 20' door opening height.
- 10,10-, and 10-year leases per the city charter of Grand Haven. Renewal guaranteed.
- After 30 years the property becomes city property.
- Michael, land leases: After 30 years, hangars become property of the City. Sparta airport is looking to amend land lease contract to give right of first refusal to the entity that originally built the hangar to continue leasing the hangar beyond 30 years.
- Michael states that other local airports are looking to divest themselves from owning hangars. Because land leases increase every 5 yrs. But after 30 years land lease rate

would become negotiable. Michael states that after 30 years, the hangar may not rent for what you think it should rent for.

- Ben: The purpose of this meeting will result with a presentation to city council during a work session.
- Sparta land lease rate for large hangar is \$.25 per sq. ft.; small hangar= \$.30 per sq. ft.
- Rick: Property reverts to city if there is a lease default.
- Cost of installing utilities the entity building the hangar.
- Funds are not held in escrow for future tear down of hangar.
- T-hangar folks are weekend warriors, however the big hangar owners are producing the most fuel sales and activity.
- Michael: The 2 flight schools at Sparta drive all their numbers for operations and fuel sales but its also the private hangar guys are flying their aircraft a lot. The private hangar planes are flying 4-5 times a week.
- Ben: After the expiration of the land lease, 30 years, Ben thinks the asset on the leased property will be able to make more money than the yearly land lease. See Michaels comments above.
- Michael: Two studies have to be done: FAA study for heights of hangars to be sure there are no conflicting dimensions and navaid conflicts- approximately \$500. And then an environmental study. Owner pays for it.
- Tricia- We need to anticipate questions that city council will have.
- Michael- Having private hangars has made the airport much more vibrant. The village is happy because the airport does not have to take tax money to operate it. They try to encourage people to build and not discourage them.
- Tricia and Dale discuss presenting hangar terms to city.
- Gordon mentions that he sub-leases his hangars he has built. Michael went on to elaborate that in order for Gordon to be able to sub-lease, T-hangars must be filled or an aircraft not fit in a T-hangar. If a T-hangar opens up, Gordon's states that the sub-lease folks are to move into a T-hangar. T-hangars must be filled first.
- Rick- Gordon, have you seen any disadvantages to private hangars at Sparta? Gordon- No.
- Michael- "If you are going to sublease, you have to get our approval to do so."
- Michael- Michigan General Aviation Airport Managers Round Table, if you ask these questions to them, they will shoot you all sorts of answers. All the airports like to help each other. (GA Round Table) is a great resource.

Motion to adjourn: Clapp, seconded by Ennenga.

Motion carried.

Adjournment: 6:12 pm

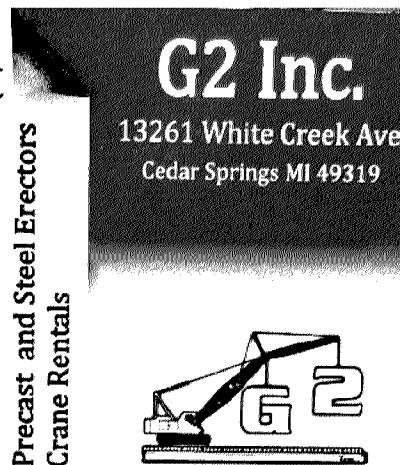
Minutes submitted by board secretary, Richard Clapp

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