

Grand Haven Airport Board Meeting Minutes December 20, 2022

Chairperson Ben Ennenga called the meeting to order at 5:30 pm

Roll call by board secretary Richard Clapp

Members present, Richard Clapp, Ben Ennenga, Chris Kostamo, Dale Hagenbuch

Others Present:

Tom Mandersheid, City Liaison

Earle Bares, Airport Manager

Guests: None

First Call to the audience: No reply

Board Minutes:

Acceptance of the November 22, 2022, board meeting minutes with amendment to add Dale Hagenbuch as acting secretary. Motion by Kostamo, Seconded by Clapp. Motion carried.

New business: None

Old business: None

Airport manager report: Earle Bares

Airport activity is about the same as last year, however, over the past six years is substantially more.

Fuel sales are up from the previous year. Jet A price is up approximately 10%. Since the city has taken over the fuel operation, (approximately six- and one-half years), we have sold \$690,000 of fuel, about 144,000 gallons of fuel from 7,250 transactions. This year, we have sold 15,700 gallons of Jet-A, and this is up from 10,657 the previous year, mostly from Skydive Grand Haven operating a King Air aircraft.

Airport revenue is at an all-time high.

No vacancy in airport hangars. 18 individuals on the hangar waiting list.

FAA flight checks of the approaches and the lighting, passed inspection 100%

Airport projects:

Received an extension from MDOT until November 2023 for tree trimming.

The airport manager states that the next step is to get the information on tree encroachment transferred to the airport layout plan. States that we could simply just take these trees out once identified.

Chairman Ennenga states that if some of these trees are oak trees, now is the time of year to remove them. Airport liaison Mandersheid states that if we don't get to these trees before April, we will have an oak wilt issue and we won't be able to meet the extension of the MDOT tree trimming grant which is November of 2023.

Chairman Ennenga states that we should have some resolution on this by January's meeting or sooner. Chairman Ennenga explained that if we do not meet the requirements of being a general utility airport, it will affect our grant funding. Tree encroachment is the simple reason we do not meet the requirements to be classified as a General Utility airport.

North/South runway usage was about 15% over the last month. Remains about the same as last year. Typical usage over the year is 15%.

Crosswind runway meets the minimum requirements of a basic utility airport.

Taxiway and apron painting will occur in the spring of 2023

MDOT will review the crack sealing project in the spring of 2023. A substantial amount of crack seal has peeled up from plowing snow. This is a recurring problem.

Projects for the upcoming year include the fuel card reader, hangar roof painting, and maintenance hangar interior painting.

We have a request for proposal for this project. Liaison Mandersheid states that we should have the credit card reader project completed within the current fiscal year.

Hangar roof painting of hangar rows A and B estimated at \$45,000 per liaison Mandersheid. Chairman Ennenga asked the question of why do hangar row B as it does not contain aircraft. Board member Clapp states that we should prioritize hangars with aircraft. Liaison Mandersheid stated that consideration should be given that B row hangars contain businesses. Chairman Ennenga is looking to the future to spend money wisely on hangar roofs as hangar rows B and C will eventually need to be replaced.

Snow plowing to start at 3 am. Priority given to keeping runway intersections clear.

100LL is to be regulated regarding environmental concerns.

58 aircraft on the field. FAA has us at 64.

Administrative Liaison Report:

Cash balance: \$156,220.20

Accounts receivable: \$1,379.40 (over 30 days)

Airport Rescue Plan grant: Approximately \$32,000 should be coming in January of 2023, to be used as we see fit.

Second call to the audience: No reply

Adjournment: Motion by Clapp, seconded by Ennenga at 6:24 pm. Motion carried.

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