

AIRPORT COMMISSION  
REGULAR MEETING MINUTES  
MAY 14, 2012

- |   |  |                      |
|---|--|----------------------|
| A | <p><b>CALL TO ORDER:</b> Chairman Hunt called to order the duly posted Airport Commission meeting at approximately 6:30 p.m. in the Payson Town Council Chambers.</p>  | Meeting Time & Place |
| B | <p><b>PLEDGE OF ALLEGIANCE</b></p>   | Pledge of Allegiance |
| C | <p><b>ROLL CALL:</b> Jim Hunt, Bill Day, Dick Garmon, Robert Henley, Ray Law, Dan Nyhus and Jon Barber were present.</p> <p><b>STAFF PRESENT:</b> LaRon Garrett, Assistant Town Manager, Beth Myers, Airport Coordinator. Tim Wright was absent.</p> <p><b>OTHERS PRESENT:</b> A number of the airport community was present.</p>  | Roll Call            |
| D | <p><b>MINUTES:</b> Minutes from April 9, 2012 meeting were presented for approval. Noted correction by Dan Nyhus that he was shown as neither present nor absent; correction will be made to show he was present. Motion made by Nyhus, seconded by Hunt.</p>  | Staff Attending      |
| E | <p><b>PUBLIC COMMENTS:</b> Jim Hunt suggested for each agenda item will be discussed and then open up for public comment, if any is desired.</p>   | Others Attending     |
| F | <p>1. Chairman Hunt asked if Tim Wright has reviewed yet and was told it is in progress so no approval can be obtained, nor submission to the Town Council until the review is completed. Our purpose here is to recommend a Chapter 95/Rules and Regulations for approval. Review of various segments were discussed and agreed upon. Dan Nyhus volunteered to assist for this final amendment. Comments were offered by Jim Garner and Mac McCabe.</p> <p>2. Strategic Planning duties for Airport Commission was suggested as attached. Chairman Hunt asked members to review and select responsibilities they would like to be involved with. Budget will be added to this list of duties.</p> <p>3. Precision Approach for Airport was investigated by Bob Oswald sometime of ago. Because of the terrain, a Precision Approach was not possible. Perhaps with changes in technology this could be researched again per FAA contact Dan Nyhus made recently.</p> <p>4. Jon Barber presented information Bob Pearson had completed in the past indicating a total construction cost of \$171,620. Chairman Hunt suggested this should be included in the ACIP future planning that will be presented to FAA.</p> <p>5. The Through The Gate was amended to reflect the FAA information that it must be equal to the tie down fee. Jim Garner made comment that each business had a free gate card deposit and discussed rental fees for other governmental agencies are half the standard rate. Motion to approve Rates and Charges by Garmon and seconded by Day. 6 approved and one nay.</p> | Minutes              |
|   |  | Public Comments      |
|   |  | Chapter 95           |
|   |  | Strategic Planning   |
|   |  | Precision Approach   |
|   |  | New Rental Hangars   |
|   |  | Airport Fee Schedule |

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6. Beth Myers and LaRon Garrett of Town staff will attend. Due to the budget constraints, no commissioners will be funded to attend. Jim Garner offered to pay for one commissioner to attend. Spring AzAA Conference

7. Welcome Gift for Airport Visitors was discussed by Beth Myers. There was nothing affordable that could be located. Updating the airport brochure to include with packages Mike Vogel sends out will be accomplished. Welcome Gift

8. An Airport Courtesy car can be donated to the town, but it is not a budget item so no funds could be allocated in this budget year. Robert Henley asked if parked police cars could be used, but LaRon confirmed there is a reason they are parked and not available. Beth will continue to remind users we are seeking a car donation. A donation would be tax deductible. Courtesy Car

9. Residential Through The Fence (RTTF) issues with FAA. Jon Barber stated the gate is not used exclusively by airpark residents. It also isn't used as greatly as the vehicle gates (cost of gate maintenance per use). The industrial area is not covered by the residential area. Hunt mentioned item e: "prohibit any type of aircraft refueling on their property" as unenforceable. Dan Nyhus sees conflict between the introductory paragraph and 95.13 D. "Aircraft related" will be added to 95.13D. Ray Law expressed a concern by a property owner for two airplanes/two pilots and refueling at the residence. Robert Henley asked if the gate fee is for the property or airplanes. Barber stated in the past two pilots/two airplanes were both charged. Hunt brought up that this would be effective for anyone that borders the airport property, even without a home or hangar. Subparagraph B states to prohibit any aircraft refueling on your property; that is the law. If this is not in place, the FAA can pull the grant assurances. House Resolution 658 is the FAA Reauthorization Act of 2012. Henley brought up that EAA recommended that it should be commercial refueling, not private refueling so will share this information was incorporated into the Bill. Hunt stated this is what the law states. Law brought up that if a person has an STC for auto fuel, and none is sold on the airport, the pilot would have to taxi to the airport into an unused tie down, then drive back in with the auto fuel and pour it into the aircraft. To be legal, that is what would have to happen. Henley brought up that EAA said we need to look at TTF and TTG difference to be defined regarding those that can remove the wings and drive it to the airport to fly versus standard assembled aircraft. Would a different fare structure apply? He will get comment from EAA regarding commercial vs. private fueling. Another issue is regarding to sign these agreements if you are getting a building permit or purchasing an existing property and making it consistent with possible use. Barber said it would be in effect when the Certificate of Occupancy is issued. LaRon said once the current owners sign it, it will be recorded as binding to the property. The legal department is reviewing this. Henley asked about the commercial side of airplanes in the industrial area. Why are they not included in any of this effort; why are they exempt? LaRon stated something that met the minimum requirements was the intent. The same thing can be done for these aircraft. Hunt stated it should apply to them as well. Henley stated the property owner is not necessarily the aircraft owner. Barber said it can be applied to all users. FAA has said it will make its decision on commercial property at a future date. LaRon answered Through The Fence

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Henley's question about houses without hangars, hangars that became garages; who will have to sign the agreement, stating if a hangar exists without an airplane, the document must be signed, but no fee would be charged. The agreement refers to use of Bravo gate and that could handle the question. The \$30 use of Bravo gate is what will maintain the gate and has to be paid by all users of the gate. Barber wants to make it clear that there would not be additional charge based on maintenance costs versus the flat \$30 fee all users would pay. Barber asked that the fee not be applied to new construction until the COO is issued. Garner brought up 2F and 95.13 relates to Through The Fence. Hunt reviewed that the Board will change the recitals. Nancy Ward brought up the wording fair and equitable versus equal. Hunt says the law states comparable. The fee is not only for the gate, but is for AWOS, gates, etc. Henley said he has worked with Tony Garcia and he is the guy we have to please. Ron Ward said you can tell Garcia no and state what Payson is willing to do. Hunt mentioned that Congress empowered FAA/Garcia. He doesn't think the fight is worth it. Henley brought up the three years KPAN lost funding because of a fight that served nothing. Paul Pitkin said he worked with Garcia years back in writing the through the gate policy; every aircraft, licensed and flying, paid half of the tie down fee. The government did not want to provide individual gates for each owner. Nancy asked if other grant funded airports have this same issue. LaRon said any airport with TTG requires an agreement to continue federal funding to the airport. Hunt said this is not about the money, but how strongly do you want to defend this and risk sacrificing the funding. Barber brought up the time funding was lost and how long it took to get back into the funding line.

- G Aero Fair 2012 was cancelled due to intense firefighting efforts. Beth mentioned that battling this fire dragon every year is silly. It would make far more sense to do it in the fall and not compete with fire efforts. 2012 Aero Fair
- H Management Report and Discussion was brief. Management Report
- I June 11, 2012 is the next meeting. It will include Chapter 95 and the revised Through The Fence and the Strategic Plan thus far. The lights at the Helipad will also be discussed. Future Meeting
- J Adjournment motion was made by Garmon and seconded by Day. Meeting adjourned at 8:23pm. Adjourn

Approved:

  
\_\_\_\_\_  
Chairman Hunt

Date: 30 JUN 12

ATTEST:

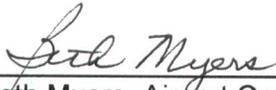
  
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Beth Myers, Airport Coordinator

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**Certification**

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Airport Commission of the Town of Payson held on the 14<sup>th</sup> day of May, 2012. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this 30 day of June, 2012.

  
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Beth Myers, Airport Coordinator

Affix Town Seal  
bjm