

Aviation Advisory Committee  
February 18, 2009  
Milton, Florida

The Aviation Advisory Committee met on the above date with the following members present: Chairman Carlos Diaz and members Wayne Nelms, Clay McCutchan, Randy Compton, Mike Harris, Theodore Elbert, and Randy Roy (NAS Whiting Field representative). County staff present was the County Administrator (Hunter Walker), County Engineer (Roger Blaylock), and Administrative Services Manager (Tammy Simmons).

**Call to Order**

The meeting was called to order at 5:00 p.m.

**Review/Approval of Minutes**

Nelms moved approval of the minutes from the December 17, 2008 meeting; Harris seconded, and the motion carried unanimously.

**Old Business**

**Commercial Hangar Proposal – Air Methods, Inc.**

Diaz stated that at the last meeting we had a company that wanted to rent the commercial hangars.

Walker stated the Committee has the information before them, the top is the proposal that was submitted by Air Methods and it was presented to this board in December, the second page is Mr. Arthur Blaylock's response on the questions that came up at the December Aviation Advisory Committee.

McCutchan stated their offer looks reasonable.

A question arose on what hangars this proposal is for?

McCutchan stated it is for a large commercial hangar and one of the small commercial hangars.

McCutchan questioned if staff has looked at this proposal and are we comfortable with it?

Walker stated it seemed reasonable to staff. Walker further stated if you want to go ahead and accept this recommendation it will be forwarded to the Board of County Commissioners because it is out of the approved pricing guidelines, the pricing guidelines would make the lease \$1800 a month; so the Board would have to approve the proposed price.

Elbert questioned how the \$1800 breaks down between the large commercial hangar and the small commercial hangar?

Walker stated the small commercial hangars are \$800 a month; the large commercial hangar is \$1,000 a month.

Elbert moved approval to recommend to the county that they negotiate the Air Methods proposal; McCutchan seconded, the motion carried unanimously.

**New Business**

**Chairman Issues**

**Mason update**

Diaz stated Mr. Mason contacted him and stated he could not make the December or February meeting; however, he is hoping to be able to make the March meeting. He hopes to be able to present his proposal and his issues.

Elbert questioned if the three proposals make any since to the County.

Diaz stated one of the proposals was that he rent the small corporate hangar for what an A hangar would have cost with the provision that if any corporate or other tenant comes in to rent it for the \$800, then he would move out.

McCutchan stated one of his proposals was for \$450 a month.

Walker stated Mr. Mason was treated the same way we have treated everybody else.

McCutchan stated he supports Mr. Mason coming here and making his case, I'm uncomfortable with him offering \$450 for a commercial hangar, when we just rented them for \$800 for the big one and \$700 for the small one.

Elbert questioned what is the problem with the daily rental?

Diaz stated if he has a daily rental then he has to come to the county and obtain the key and come back to return the key each time he uses it and he may get not be able to obtain the key if he is coming or going at hours that the county is closed.

McCutchan stated he does not support daily rental because if we do this for Mr. Mason then we are going to have to do it for others.

**Pensacola Flight Watch, Inc.**

Holbert stated at the December meeting that he had noticed that one of the REILS was inoperative and asked the FBO to check that and he would like an update on it.

Holbert stated the Super Unicom was working very well the last time he flew and it is a good addition to safety and utility.

Holbert stated according to the airport manager in Pensacola the 17 PAPI will be bid shortly.

Holbert gave the website address for the Discovery Park ([www.pafw.com](http://www.pafw.com)). Right now we have a scout volunteer that is working on a platform under our sky shades and he is taking the project and soliciting funds for that and going to do it with the help of other scouts. Our big need for funds to finish the park right now is to put up our wall of honor to recognize all of our donors.

## **FBO**

### **Automotive gasoline inquiry**

Glass stated the FBO has a new pumping unit and a stainless steel cabinet that has never been used in the 14-15 years they have been at the airport except it is not hooked up to a tank. To install an above ground tank of 400 gallons or more capacity you got to have a containment device equal to or greater than the capacity of the tank and that can get a little expensive. We could start selling automotive gasoline; but, it would be quite an expense and I'm not so sure the payback would be practical.

McCutchan stated he brought up the subject because ethanol has been mandated in all gasoline. What is happening is that all of us that have certified airplanes that burn car gas can't burn that gas because it dissolves fuel systems and worst yet it dissolves fiberglass fuel tanks. Your customer base will not be only people with airplanes; you will get the boaters and all the people with old muscle cars.

Glass stated the last two months we have lowered prices after each load of 100LL; right now we are down to \$3.25 a gallon versus \$5.50 a gallon last June or July.

McCutchan stated it is \$2.60 at the Eglin Aero Club.

Glass stated that he doesn't believe that there is any gas made today without some parts of ethanol in it. I think it is a Federal regulation now.

Diaz questioned if there would be a tax issue with boaters buying gas?

Glass stated that they sell a fair amount of 100LL to race car drivers.

Diaz stated maybe the FBO could call Hilliard to see what they can find out.

Glass stated they could call.

Glass stated he goes out about once a week checking the PAPI lights, REILS lights, and runway lights to see how many are burned out and I have not noticed that they were not working.

Diaz requested Glass to check the lights and report back to the committee.

## **Administrative/Engineer**

### **Hangar inspection update**

Simmons stated it is not available now she would have the report ready for the next meeting.

### **FBO parking lot/road to hangars**

Blaylock stated the county prepared an estimate on what it would take to pave the parking lot at the FBO; we calculated approximately 1310 square yards and it came out to be about \$18,300 for a sand clay base with 1-1/2" asphalt which is essentially what is out there now; to do a 6" lime rock base compacted would be about \$13,000.

Blaylock stated the roadway estimate for 2830 square yards asphalt is \$36,800 for a roadway from the south gate to the new hangars and the estimated price for lime rock base compacted is \$28,000.

Blaylock stated the automatic gate will cost \$20,000 - \$25,000.

McCutchan questioned if we could do the road to the new hangars with a rock base?

Blaylock stated that would be \$28,000.

Diaz stated the rock base would be acceptable for the roadway.

Blaylock stated you do not want lime rock at the parking lot because what is going to happen is those auto tires are going to migrate that FOD on the taxiway. We would rather leave it dirt or grass rather than lime rock.

McCutchan moved to hard surface the parking lot beside the FBO; Harris seconded the motion, the motion carried unanimously.

Blaylock questioned if we could get this in a JCIP and possibly get a match from the state for the parking lot, we refurbished the old FBO parking lot about 15 -18 years ago and that was with a 50/50 match with the state, I don't know how receptive they are going to be with parking lots because all of the FAA money is going to safety improvements. DOT public transportation in Chipley may have some dollars and we'll just throw that out and it may be an alternative to at least get half of it from the State.

Diaz questioned who would submit the proposal for the state money?

Blaylock stated his office would contact DOT Chipley and see what the possibility would be, if it is something that is not going to happen 5 years from now, chances are we would go ahead and recommend to the Board to move forward. They have been hunting some stimulus projects, Peter Prince is very fortunate in that we have one project, the hold bays (run up pads) on 18/36, that were designed, permitted, and sitting on a shelf so I have submitted that as a project under the Federal stimulus. DOT Chipley and FAA both have our estimate and we are very hopeful that this project will get approved. We will keep you posted and hopefully we will be letting the contract here in the next year or so.

Parking lots, hangars, and taxiways between hangars do not qualify for safety issues; however, parallel taxiways on runways are safety issues.

Blaylock stated the cost for the run up pads will be a little over a half of million dollars. If you look at the north end of the runway there is a large fill section that is going to have to be filled to support it. Blaylock stated what they are proposing is four of them, two on each end, east and west side.

Diaz stated the good thing about the run up pads on the West side is it allows an airplane to make a 360 and look at the pattern because now when you are there running up on that side of the runway you cannot see behind you to see if anyone is coming.

**Other Business**

None

**Next Meeting/Adjournment**

The next meeting will be March 18, 2009 at 5:00 p.m.

Meeting adjourned at 5:35 p.m.