

**AIRPORT TASK FORCE MEETING**

**Wednesday, January 6, 2021, 6.00 p.m.- 7:00 p.m.**

**PUBLIC CAN JOIN: DIAL: +1 646 558 8656 US & INCLUDE THE MEETING ID: 456-920-3798 & PRESS #.**

**JOIN ONLINE AT: <https://us02web.zoom.us/j/4569203798>.**

**Airport Task Force Objective** – Responsible for finding ways to generate revenue. Sub-Committee must be aware of budgeting and funds for suggested changes and recommendations. Not a voting committee. Group was formed through Council on August 10, 2020.

**Members:** Ty Williams, Dan Broadt, Dr. Thomas Bowen, Dr. Phil Polstra, BJ Teichman (Co-Chair), Jared Harris, David Ford Council Member James Garman and Council Member Justin Hummel (Chair).

**BUSINESS:**

- 1.) Approval of the minutes from December 2, 2020.
- 2.) Revised mission, vision and goals.
- 3.) Discussion of hangars.
  - a. Update on the pavilion style rent.
  - b. Maintenance hangar.
- 4.) Update on the advertising opportunities.
- 5.) Update on revitalizing the jet fuel tank.

**Next Meeting: February 3, 2021**

**AIRPORT TASK FORCE MEETING**

**Wednesday, December 2, 2020, 6.00 p.m.- 7:00 p.m.**

Via Zoom

Council member Justin Hummel called the meeting to order at 6:00 p.m., present were members Dan Broadt, Dr. Thomas Bowen, Dr. Phil Polstra, BJ Teichman (Co-Chair), Jared Harris, Ty Williams and David Ford. Absent was James Garman. Also, present was Town Manager/ Secretary/ Treasurer Lisa Dooley.

On a motion by P. Polstra, seconded by D. Ford, and voted on unanimously, the Committee approved the November 4, 2020 minutes with no additions or corrections.

The Committee discussed the revised mission, vision, and goals. D. Ford noted the goals developed based on management textbooks, SMART acronym, measurable, time sensitive, attainable, for putting together goals, s = specific with emphasis on focusing on safety and education and being a collaborative partner with business organizations. J. Hummel noted that "to" – continuously improved the economic development of the airport should be incorporated into that sentence. J. Hummel suggested moving some of the goal items down the list that are already happening. Discussion ensued regarding Columbia Aircraft Services (CAS) not currently providing general maintenance and annual aircraft inspections. CAS is primarily only doing major and minor overhauls. T. Bowen noted that Columbia does not have an A & P that is available to everyone. It was noted they are focusing on engine rebuilds now and that he was just told to take his plane to Williamsport for annual inspection. T. Williams noted that as long ago as last January in 2019 he was told to take his plane to Danville for annual inspection that Columbia was not able to provide that service any longer due to increased engine work. Penyan stopped doing Continental engines and Columbia has picked up that business. As a result, there are 15 to 20 planes based at N13 that have to go somewhere else for general maintenance and annual inspection. T. Williams noted that they have enough volume engine you think they could get a mechanic in to do annuals. D. Broadt noted a typical annual is a couple grand, an engine overhaul is 25 to 50 thousand dollars. D. Broadt also noted that he had heard they are looking to bring someone in when Dave retired to do annuals. When Dave retired it left them without an engine builder and Columbia Aircraft promoted Karl George to Dave's position. Karl is the only certified A & P mechanic. T. Williams noted if we can keep an A & P busy – it takes a good week to do an annual. P. Polstra noted that Northumberland County is the closest airport with an A & P and they are losing him because he has been ready to retire. P. Polstra is an A & P mechanic and noted that he was approached by Northumberland County Airport about doing annuals for them. It was suggested that there is more than enough business to support an A & P at Bloomsburg. J. Hummel inquired about what is in short supply at N13 and what other services pilots need at the airport. The pilot consensus appeared to be a mechanic that can provide general maintenance and annual inspections on the planes. It was noted that John Payne who is an A & P based at Danville is a possibility. T. Bowen noted it is important for pilots flying in to have maintenance facilities at the airport. P. Polstra noted that when a club plane blew a tire at Lancaster, they were fortunate that Lancaster had services to repair it on site as an example. J. Hummel inquired as to whether or not there is space at the airport where a service business could be located. Discussion ensued about whether or not the large hangar that Columbia currently uses as part of their lease could be rented to a mechanic if Columbia is not going to provide general maintenance and annual inspections. T. Williams noted that most annuals on planes could be done in a T-Hangar. He also noted that Chris Mazzitti plans not to renew his lease and perhaps that hangar could be rented as a

maintenance hangar. It was requested that this topic be on the agenda for the next meeting. T. Williams noted that his plane is currently at Danville for paint and he will talk with John Payne to find out if he is interested in providing maintenance and annual inspections at N13. J. Hummel inquired as to why Payne would be better at Bloomsburg compared to Danville. T. Williams thinks Payne's lease at Danville may be month to month and Bloomsburg has Avgas. D. Ford suggested we get something specified with Columbia Aircraft Services.

The Committee discussed hangars. T. Williams noted that his email outlining the construction costs and investment is self-explanatory. He feels there is significant amount of risk involved. It was expressed that \$5,000 is within 10%. It was noted that the right type of people would have to invest in this. J. Hummel inquired as to what the investors are looking for in terms of setting the hangar rent fees. T. Williams noted that currently their hangars go for \$325 per month but is not sure they could get those rates because rents vary from \$150 at Danville to \$200 at Northumberland County. B. Teichman has a list of people who want hangars. B. Teichman noted that pilots are looking for \$200 per month. T. Williams feels there needs to be a significant sharing of the expense. T. Williams noted if we had something with Bloomsburg University it would not be as risky. It was noted that flooding, increase in fuel prices, and economy all influence general aviation. T. Williams noted that restrictions of the town to only do a 20 to 25-year lease is not acceptable. He also noted that Bloom Flyers is paying property tax on a building that they don't own. T. Williams inquired if there is a different way of doing it such as a 6-unit T-Hangar and a Corporate hangar that could be used for an avionics shop or a paint shop rather than just housing planes. Adding other services may add to the allure of the airport.

Discussion then ensued on building a pavilion style hangar which is open all the way around. This is a type of hangar that could be built in segments, and reduces the cost by 60% to 70%. They are built similar to T-Hangars with no sides but this style of hangar gets the planes out of direct weather and out of the sun. T. Bowen noted that birds are a big problem with pavilion style hangars. Another downside was noted that we are not a fenced airport and most pilots do not want to leave their \$150,000.00 airplane unsecured. It was noted that the pavilion type of hangar is attractive because water will wash right through it in times of flooding, and transients like them in times of hail. P. Polstra suggested putting a pavilion style hangar parallel to the Bloom Flyers hangar. The drainage retention on the south side would have to be addressed as the master site plan does not call for a hangar in that area. J. Hummel inquired if it is possible to rent a pavilion style hangar for \$150.00 to \$175.00 per month. It was requested that the rent pricing be researched. T. William noted a pavilion could be built by a contractor and volunteered to obtain a quote.

The Committee discussed advertising opportunities. It was noted that the Code Enforcement office did not have any issues regarding zoning. The committee expressed concerns with being in charge of who can and can't advertise. The Committee expressed if there is really a need to advertise.

L. Dooley updated the Committee on billboard rates being \$350-\$500 per month from Lamar advertising. Three areas we could concentrate on are by the Kinney Run Diversion Ditch, one prior to Kawneer, and one near Columbia Aircraft Services. The Committee would like to explore building billboard structures. L. Dooley suggested Lamar leasing the site and take care of advertising. J. Hummel suggested the advertiser pays the set-up fee. T. Williams noted his company has worked with Lamar in the past, maybe they can tell us how to spec it out. Another option is to go another avenue and go with Ray at Gillespie signs. T. Williams noted we are not talking a big grandiose billboard, just sections 3 x 4.

L. Dooley will find out what they charge. D. Broadt noted he has a billboard in front of his plant. It was placed by Lamar in the retention pond area of his land. They pay him \$12,000 a year for it. They pay well because they charge a lot. L. Dooley noted in best interest of the Town to have Lamar renting the area, then the Town has no control over it.

The Committee discussed making the Airport self-sufficient. T. Bowen noted he views the Airport as a public good, while understand budget constraints. J. Hummel noted the goal is to have the Airport break even.

Discussion ensued regarding non-manned airports. V. DeMelfi noted Northumberland is cheaper because they don't have any employees. T. Williams noted they do not have a person on site. D. Broadt noted that cheap fuel prices are what makes Northumberland profitable, not because it is unmanned. They buy fuel from the lowest bidder. D. Broadt noted he has experienced issues with their fuel. D. Broadt noted that up until 4 years ago N13 was unmanned. Since being a manned airport, a lot of good has come out of that. It was suggested that even if the airport was part time manned, it gives town credibility. D. Broadt noted that the old reviews suggested pilots should stay away from N13, noting it's run down and a tree growing through FBO.

The Committee discussed alternate uses of airport land. D. Broadt inquired if there is anything to protect the airport in terms of flooding. L. Dooley noted the closer to river the higher the wall needs to be. It was noted that 2 studies are taking place through the county on Fishing Creek to help Bloomsburg and places upstream along Fishing Creek.

B. Teichman provided an update on the jet fuel tank. She provided a quote from Barta to inspect the viability of the Jet fuel tank in the amount of \$1,497.25. The quote will go on the Public Works & Environmental Committee agenda. It was noted that Barta initially installed the jet fuel tank. Mark Haraseviat from Purvis suggests using a 500-gallon Jet Fuel Buffalo to fuel aircraft and helicopters. The estimated cost of the Jet Buffalo is 12,000 to 15,000. That is cheaper than having a fuel truck to transfer fuel from the Jet fuel tank to the aircraft.

Hummel summarized the following: focus on a new fuel tank, possibility of having a pavilion hangar, and maybe revitalizing the jet fuel tank. Work on marketing stuff, people need to know that a lung transplant occurred. Most of the people are not reading the newsletter. It was suggested to get the newspaper to do an article on that. Lungs are a race for time. B. Teichman is to reach out to the Press Enterprise to inquire.

With no further business the meeting at adjourned at 7:24 p.m.

Notes taken by B. Teichman and reviewed by L. Dooley.

**Vision:**

**23 Nov. 2020**

To provide a welcoming environment for all levels of interest in aviation, focusing on safety and educational opportunities and to continuously improve the economic development of the airport through collaborative partnerships with the community and business organizations.

**Mission:**

The Mission of the Bloomsburg Municipal Airport is to provide the highest quality of service and facilities that meets the Federal Aviation Administration (FAA) and Bureau of Aviation (BOA) standards as well as the needs of its patrons and community so they will continue to support the Bloomsburg Municipal Airport.

**Goal(s)**

1. To make the Bloomsburg Municipal Airport (N13) a regional facility.
2. To offer convenient 24- hour fueling.
  - a. Self -serve at earliest opportunity.
3. To offer FAA certified repair services.
  - a. Maintenance and Annual Inspections
4. To offer aviation training.
  - a. Partner with Bloomsburg University to have an Aviation Management program with flight training at N13
5. To engage in Outreach Education
  - a. Bloomsburg University STEM programs.
  - b. STEM programs at the Airport.
  - c. Career Fairs at the Schools.
  - d. School Field trips to the airport.
  - e. AOPA STEM Program.
6. To engage our community by increasing event activity at the airport.
  - a. Increase major flying training sessions.
    - i. Bonanza, 99's, Navion, Cirrus.
7. Increase conference room rental.
8. To promote civic and economic development in the community and Columbia County.
  - a. Expand hangar space (T-Hangar and corporate hangar) to increase revenue.
  - b. Increase corporate private travel use of N13 thru agencies such as Wheels Up, Plane Sense, Aerotech, Island Seas Air Transport, Flying Zebra to name a few.
  - c. Base restaurant on the premises.
  - d. Kayak rentals and pro bono bike use.
  - e. Advertising on airport premises.