

AIRPORT AUTHORITY MEETING MINUTES
REGULAR MEETING
January 26, 2015
1:00 P.M.

Members Present

Eddie Liles (Chairman)
Barry Hayes
Ed Coffman
Ted Cannaday

Members Absent

Walter Petty

Staff Present

Bryan Thompson, Town Manager
Karen McCraw, Cardinal Air
Brigid Williams, WK Dickson Engineer

Visitors

Meeting Called To Order/Agenda Approval/Consent Agenda

At 1:06 p.m., Chairman Eddie Liles called the Regular Meeting of the Siler City Municipal Airport Authority to order. No amendments were made to the agenda, and the agenda was approved by way of common consent. The minutes from September and October of 2014 were reviewed by the members of the Authority. Both sets of minutes were approved with a motion from Ted Cannaday and seconded by Barry Hayes, followed by a unanimous vote of the members of the Authority. Hayes offered one comment regarding the minutes of October 27, 2014. The comment related to wording of the minutes describing the precision approach path indicator (PAPI) system. Bryan Thompson indicated that he would amend the language as suggested and present the same to the Authority at a future meeting.

Old Business

Hangers: Liles indicated that he noticed that an outparcel of the Airport was for sale. The members of the Authority discussed this briefly and suggested that the Town may want to consider purchasing this property in the future. Brigid Williams stated that she could speak to the subject property owner at such time the Town is interested in moving forward.

Project Updates:

Runway Rehabilitation

Williams stated that the subject project is tentatively scheduled to begin nearing the end of the current fiscal year. The projected start date, however, is not firm and is subject to change depending on a number of variables – such as completion of project design, bid processes, and the release of funding. Williams went on to discuss options recommended for closing the runway during the rehabilitation construction period.

The two primary options presented by Williams to the Authority included 1) a three-phased construction schedule, and 2) a single-phase construction schedule. The three-phased approach would conduct construction activity on one area of the runway at a time (generally one-third of the runway at a time). This option enables the runway to remain partially open during two phases of the construction schedule. This option does involve the runway to be fully closed during one phase of the construction project (the middle one-third of the runway). In this approach, the runway would be closed for thirty (30) days, and only partially closed for seventy-five

(75) days. The second option of a single-phased construction schedule would have the runway fully closed for a period of fifty (50) days.

The Authority recognized and expressed the benefits associated with the three-phased option, which primarily related to maintaining some levels of runway operations during the subject construction period. The considerations noted by the members of the Authority during the discussion included:

- Though partial runway opening is recognized as a positive, reduced runway access will likely limit the runway traffic to a point that is disproportionate to the actual benefit realized.
- The three-phased schedule would tend to add layers of confusion to airport users and a prolonged period of uncertainty to such users may result in long-term reduction in airport traffic. Whereas, a clearly defined fifty (50) days is easily communicated and understood.
- It is foreseeable that current and potential airport users will chart flight schedules knowing that the Siler City Airport is under construction and therefore would likely choose to utilize an alternative and nearby airport. The shorter the delay in returning to normal runway operations is believed mitigate long-term customer base loss.
- The structural quality of the runway reconstruction will tend to be stronger as it will be constructed as one “seamless” system as opposed to three sections that would be tied into one another. The Airport’s engineering consultant suggested that the increased quality of the project that would result from single-phased approach would enhance the useful life expectancy of the runway surface.

The Authority did, however, note two shortcomings of the single-phased alternative. These include:

- Greater reduction in fuel sales as opposed to the alternative that would allow limited use of the runway. This would impact the Airport FBO’s business projections.
- Other aviation-related businesses located at or operating through the Airport will also realize adverse impacts to their operations.

In its consideration of the benefits gained by the single-phase alternative, the Authority took unanimous action to recommend to the Board of Commissioners the single-phased approach that would require a fifty (50) day closure of the runway. This action was preceded by a motion from Ted Cannaday and seconded by Barry Hayes.

Airport Layout Plan (ALP)

Williams stated that she will have updated hardcopies of the ALP sent to the Airport Terminal for Authority review. Williams then offered further detail on the current status of the subject project. Williams stated that the ALP will show a 500-foot extension on each end and that she will be seeking input from NC DOT for declared distances for safety area less than 1,000 feet. Williams instructed that this will help keep road relocation to one ramp area (closest to the 22 Approach). Chairman Liles inquired if the ramp area would be made larger on account of the current ramp area capacity limitations. Liles stated that “once we put two jets on the ramp, we’re done”. Liles further stated that this may need to be a priority if the Town plans for the Airport to grow. Williams stated that the growth forecast did not demonstrate the need to increase the size of the ramp area, but that this could be looked at through the ALP process.

Obstruction Clearing Phase 1 – Runway 22 Project No. 36237.5.11.1

Williams offered a written report of the trees identified on the Johnnie Glover Property needing to be addressed through the subject project. This report is found attached and labeled as “Schedule A”.

New Business

2015/2016 Budget: Thompson presented a budget worksheet for the Siler City Airport to the Airport Authority for their review. Thompson requested the members of the Authority to consider and offer any thought on the same at this or future meeting leading up to the adoption of the next fiscal year budget.

February 2, 2015 Board of Commissioners Meeting: Thompson informed the Authority that the Authority’s Runway Rehabilitation Project construction alternative recommendation would be presented at the subject Commissioners meeting and invited members of the Authority to attend if they so desired.

Hay Contract: At the request of the Authority at an earlier meeting, Thompson presented to the Authority the existing contract between Phillip Castlebury and the Town of Siler City for lawn maintenance/hay cutting services at the Siler City Airport. Chairman Liles suggested that modifications should be considered in a new agreement to ensure hay bales be moved in a timely manner and that the same be stored, prior to moving, where they do not cause interference with Airport operations and other aviation activities – and otherwise suitable for an “airport environment”. It was further agreed that a new contract should include language that ensures Castlebury mows between and around runway lights.

Operational Update from Karen McCraw, Cardinal Air

McCraw reported that the maintenance shop remains busy and that hangers are all full. McCraw further indicated that the Airport has realized steady jet traffic and that fuel prices are down and still falling.

Adjournment

With no further business, Chairman Liles adjourned the meeting at 2:39 p.m.



Bryan Thompson, Town Manager

 

Eddie Liles, Chairman Date