

**MINUTES
AVIATION ADVISORY COMMISSION
GLENDALE MUNICIPAL AIRPORT
6801 N. GLEN HARBOR BLVD - SUITE 201
GLENDALE, ARIZONA 85307
AIRPORT CONFERENCE ROOM
NOVEMBER 14, 2012
7:00 P.M.**

I. CALL TO ORDER

The meeting was called to order at 7:01 p.m. by Chair Ron Cohoe with the following Commissioners present: Walt Chaney, Victoria Rogen, Carl Duggins, Marc Terrill and Robert Irons.

Also present were Walter Fix, Airport Administrator; Bill Gillies, Luke Air Force Base; Cathy Colbath, Interim Executive Director of Transportation Services; Basil Allen, Glendale Airport Tower; R. Goldman, Glendale Airport Pilots Association (GAPA); Stephanie Tresky, Pilot Shoppe; Ed Ricks; Dave Barron; Ray Goss; Kirby Yowell; Don French; Gail LaRue; Randy Kruger

II. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

Commissioner Rogen motioned to approve the October 10, 2012 meeting minutes with the following changes proposed by Chair Cohoe:

- On Page 6, insert the word “feet” after “20,000” and insert the word “feet” after “10,000”.
- On Page 6, the “City of Glendale ordinance” should be changed to the “City of Glendale planning ordinance.”
- Under Current Events, it changed to state that Mr. Mehta is the Assistant City Manager.
- Under Current Events it should be changed to state that Cox will be paid \$98 a month for WiFi that will be free to the public.

Commissioner Chaney made the second. The motion carried 6 – 0.

III. REQUEST FOR CONTINUANCE OR WITHDRAWAL OF ITEMS.

None.

IV. AIRPORT BUSINESS

The following business was discussed:

1. New Commissioner and Loyalty Oath
Chair Cohoe introduced new Commissioner Terrill. Commissioner Terrill signed the Loyalty Oath and gave a brief background of himself.

Commissioner Irons will sign the Loyalty Oath in January 2013 as it was not ready for this evening.

Chair Cohoe stated that Commissioner Sheeler resigned from the Commission due to work commitments and this evening is Commissioner Duggins last meeting; therefore, there are two vacancies which need to be filled.

2. Pilot Shoppe Presentation

Ms. Tresky gave a presentation on The Pilot Shoppe which is operated by Gold Coast Helicopters in the Terminal Building, which included the following information:

- Ms. Tresky noticed in the minutes that at the last meeting, the Pilot Shoppe was not announced in the list of assets to the Airport. Ms. Tresky felt it was important to present the services of the Pilot Shoppe to the Commission.
- The Pilot Shoppe has been at the Airport for 25 years and has only had three owners.
- The Pilot Shoppe has been the only business in continuous service at the Airport since the Airport opened.
- The Treskys have owned the Pilot Shoppe for the past nine years.
- Pilot shops are going away because they are a very tough business. Only the airports at Scottsdale, Gateway and Glendale have pilot shops.
- For a small shop, the Pilot Shoppe has done a tremendous service to the Airport and community.
- The Treskys also own Gold Coast Helicopters (GCH).
- The Gold Coast Helicopters mission statement is as follows: GCH Services LLC will consistently provide quality aviation services through the application of uncompromising ethical practices, tangible standards and integrity.
- The Pilot Shoppe is located in the Glendale Airport Terminal Building in Suite 103 and is open from 9:00 a.m. to 4:00 p.m. seven days per week.
- The Pilot Shoppe sells aeronautical charts and accessories, pilot supplies, aircraft supplies, aircraft parts and accessories and toys and gifts for all ages. Seasonal items are stocked as well and special orders can be taken from the many catalogs provided at the shop.
- The Pilot Shoppe carries items for helicopters as well.
- GCH offers rotorcraft and fixed wing heavy lift, cargo and passenger services and also training on such services.
- GCH owns a hangar at the Airport and provides full service maintenance for fixed wing and rotary wing aircraft.
- GCH has been in business for 26 years as a prime global contractor with over 78 employees in over five countries.

- GCH does U.S. Government Contracting work.

Ms. Tresky thanked the Commission for the time to present information on the Pilot Shoppe and Gold Coast Helicopters.

Chair Cohoe thanked Ms. Tresky for the presentation and for excellent service the Pilot Shoppe provides at the Airport. Chair Cohoe apologized for the accidental omission of the Pilot Shoppe on the list of Airport assets.

3. Wings & Wheels Fly-In and Drive-In

Mr. Fix gave an update on the event that took place on Saturday, November 10, 2012 sponsored by the EAA Light Fliers Chapter 55 and the Left Seat West Restaurant.

Mr. Fix thanked Mr. Ed Snyder, the Left Seat West Restaurant and all others who helped to make the event very successful. Mr. Fix stated that the restaurant had a great turnout and had a buffet set up which served customers quickly and efficiently. Mr. Fix was pleased with how the parking worked out for the event. Mr. Fix stated that another event may be considered for March which could be a little bit larger and with a little more advertising.

4. Airport Rules & Regulations

Mr. Fix announced that the stakeholder group has reviewed all of the comments received from the FAA, the City's legal team, the hangar association group and more individuals and factions during the public comment period. Mr. Fix stated that there was still time for comments to be sent in.

Regarding the Minimum Operating Standards, the square footage footprint for commercial hangars will be changed.

The stakeholder group is still on track to complete the documents required by the FAA by March 2013.

Mr. Fix noted that the Leasing Policy still needs further attention, but will also be ready by March 2013.

Mr. Fix stated that he recently met with the City of Glendale Assistant Fire Marshall Larry Randall. Assistant Fire Marshall Larry Randall and his boss Fire Marshall Chuck Jenkins reviewed the Airport Rules & Regulations and have relayed comments in regards to the change in the fire code from 2009 to 2012. Mr. Fix will share these comments with the stakeholder group at their next Tuesday meeting.

5. Non-Aeronautical Use of Hangars:

Chair Cohoe stated that he understood the hangar owners' issues with the non-aeronautical use of the hangars, but stressed that the Airport must comply with the FAA findings and Director's Case Determination in order to secure grant assurances.

Chair Cohoe noted that he has performed in depth research on this issue via FAA briefings, the Rules & Regulations of other airports and the internet. Based on this research, Chair Cohoe has found that the Glendale Airport is the FAA "poster child" for what not to do at an Airport. Chair Cohoe has found that the FAA has been discussing the Glendale Airport at other places. Chair Cohoe stated that other airports in Florida and Colorado are facing the very same issues as Glendale and that many airports are looking to see how Glendale is handling this situation. Chair Cohoe stated that the way the Airport business has been run in the past is different from how it is to be run in the future.

Chair Cohoe noted that fair market value rent is lower for aeronautical items than for non-aeronautical items and this is one of the issues behind the change. Chair Cohoe stressed that the Airport Commission and Administration are not working against the hangar owners intentionally but need to fulfill obligations to the FAA. Chair Cohoe explained that this whole issue came to light due to a previous lawsuit and subsequent inspections performed by the FAA.

Chair Cohoe felt that it was important for the hangar owners, the Airport Administration and the Commission to work together to get through the issues with the FAA.

Chair Cohoe acknowledged the suggestions made by the Glendale Airport Pilots Association, but explained that the some of the suggestions are really not viable and have serious repercussions.

The Commissioners were provided with a copy of the 2004 City Attorney Letter. Chair Cohoe explained that this letter was cited in previous meetings as evidence for allowing non-aeronautical items in the hangars. Chair Cohoe stated that the letter states that the storing of ancillary items is not cause for violation. However, Chair Cohoe stressed that ancillary in this case is something that can be used with aeronautical items, not used for completely different purposes.

Chair Cohoe added that the 2004 letter was interpreted by many hangar owners to mean recreational vehicles and boats stored in hangars would not cause a violation as long as a plane was in the hangar, and that the City of Glendale allowed this type of storage. However, this is not acceptable to the FAA.

Chair Cohoe stressed the need to put the tension over this issue behind all parties at the Airport. Chair Cohoe felt that the reputation of the Airport was suffering due to the tension. Chair Cohoe stated that there are many potential hangar renters and owners; however they are hesitant to commit due to the tension at the Airport.

Chair Cohoe felt that it was important for the Airport to get into a positive position with the FAA so that maybe in the future, the FAA would allow some type of restricted parking/storage of non-aeronautical items in the hangars. Chair Cohoe called for all parties to turn the situation around from being a national example of what is not to be done to setting the benchmark of what can be done at an airport. Chair Cohoe asked to set up a Committee to brainstorm various ways to meet grant assurances while keeping some personal items in the hangars.

Mr. Gillies wondered what would happen if the hangar owners did not come into compliance with the FAA. Mr. Fix explained that all future grants would be withheld. Mr. Fix stated that all of the 2010 grant projects are underway and would still precede, however, future grants would be compromised. Mr. Fix commented that the FAA wants the Airports to be self-sustaining and by allowing RV's to be placed in the hangars, the Airport is losing on a higher fair market value of rent for non-aeronautical items which is about three to five times higher. Mr. Fix stated that once the Airport becomes compliant, there may be ways for the Airport to look at other opportunities to become self-sustaining. Mr. Fix noted that there are some Airports which have allowed RV's to be parked in a certain area deemed as non-aeronautical which can be rented for fair market value. Commissioner Chaney wondered if the land at the Airport currently designated as non-aeronautical had access to taxi-ways. Mr. Fix replied in the negative. Mr. Fix opined that once the east side of the Airport was developed, the south side could possibly be looked at as being designated non-aeronautical and fair market value for storage could be charged.

Chair Cohoe called for a Sub-Committee to brainstorm ways to comply with the FAA corrective actions and to develop creative ways to work with the FAA.

Commissioner Irons commented that the FAA is facing this problem of what to allow as storage in hangars, however, the FAA does not really seem to know how to solve the problem. Commissioner Irons felt the Sub-Committee should come up with viable recommendations for the FAA to consider. Commissioner Irons stated that the Sub-Committee has a chance to set the standard and should move toward that goal. Chair

Cohoe agreed and added that the FAA may be receptive to good and viable ideas.

Mr. Fix announced that this Friday he will brief Mayor-Elect Weiers on the Corrective Action Plan. Mr. Fix noted that the Mayor-Elect is a hangar owner and tenant and therefore is very interested in the happenings at the Airport.

Mr. Fix added that he has been in touch with the Boulder City, Colorado Airport Manager, who had stated that Mr. Kevin Willis of the FAA may be sending a policy letter to all of the FAA Airport District Offices around the country regarding national consistency regarding the hangar storage policy. Mr. Fix noted that the inconsistency is causing strife.

Commissioner Irons motioned to create a sub-committee to address non-aeronautical storage in the Airport hangars. Commissioner Chaney made the second. The motion carried 6 – 0.

Commissioner Chaney volunteered to Chair the Sub-Committee. Chair Cohoe stated that meeting dates and participants would be determined shortly.

6. West-MEC Aviation Update:

Mr. Fix updated the Commission on the proposed campus expansion plans and traffic-flow improvements, which included the following information:

- The campus expansion plans are impressive and should be fully built out by 2014/2015.
- The West-MEC education community is very successful in the valley.
- The proposed new building expansion will be 28,000 square feet, and used for avionics and aerospace education.
- West-MEC is expanding to offer more adult education.
- The goal of the expansion is to bring the student population to over 300 in total for day and night education.
- The increase in students calls for a review of the traffic flow as there have been a few traffic complaints with the current enrollment.
- A meeting with the City of Glendale will be held to discuss better signage and another turn lane for the school.
- Some overgrown trees and brush will be removed near the school entrance/exit as they are blocking visibility.

Mr. Fix stated that with the next FAA grant, the Airport will pursue acquiring Gate 3 which is a private gate. By acquiring Gate 3, the Airport will be able to control the safety of the traffic flow in that area.

Commissioner Irons inquired as to the programs offered by West-MEC. Chair Cohoe replied that it is an FAA A&P Mechanical Occupational School and the credits achieved can also be applied to an Associate's Degree at Glendale Community College. Chair Cohoe noted that the next programs to be offered soon will include Avionics Repair and CNC Machining Technicians.

V. SUMMARY OF CURRENT EVENTS

Mr. Fix discussed the following:

- Runway Safety Area Project update:
 - The contractor has begun the gate and the fence line.
 - Night-time closures are tentatively scheduled for November 18th.
 - The contractors have 60 days to complete the project and will be penalized each day over the deadline.

- Runway Pavement Preservation Project update:
 - ADOT has signed the Intergovernmental Agreement with the City of Glendale and has accepted the matching funds for the crack/slurry seal and the restriping of the runway.
 - The project should be completed by June 2013.
 - The runway will be closed for about three to four days.

- Status of Airport's FAA Corrective Action Plan
 - Previously discussed.

- Internet at Terminal and Path to T1 update
 - No update at this time.

- Operations Update
 - Mr. Basil Allen stated that traffic has been normal but there was a slight bump in November because the Deer Valley Airport had one runway closed.
 - Mr. Allen commented in regards to the issues with the FAA that the FAA is very focused on safety and any suggestions to the FAA should always keep a safety aspect in mind.

VI. CALL TO THE PUBLIC

Chair Cohoe made the Call to the Public.

Mr. Richard Goldman addressed the Commission and his points included the following:

- As a representative of GAPA, the group objects to much of the Rules & Regulations and has written a letter indicating the rejection of the Rules & Regulations.
- GAPA requests that any action with the FAA be put off until a new panel can review the Rules & Regulations. This panel should include hangar owners, who were part of building the Airport.
- Mr. Goldman is in possession of a petition with 60 signatures all of who object to the Rules & Regulations. The group has requested the resignation of Mr. Fix and Mr. Jamsheed Mehta. The group feels that they have not been considered in the negotiation with the FAA.
- Mr. Goldman stated that the hangar owners helped build the Airport and the 20-year leases go into Fee Simple Absolute. Mr. Goldman stated that there is case law that supports the hangar owners' position in this matter.

Mr. Kirby Yowell made comments, which included the following:

- The hangar inspections have various inconsistencies, such as allowing approved wooden cabinets with doors, but not looking inside of the cabinets during the inspections.
- Mr. Yowell has steel shelves which should be considered safer than wood, as wood can catch fire.
- Mr. Yowell felt that the City of Glendale has a policy of "see no evil".

Mr. Don French made the following comments:

- The primary use for the hangars is for aeronautical items, but other items such as a 5th wheel or RV have always been allowed.
- There is a hangar at the Airport without a hangar door, but has a car door. Is this hangar owner supposed to leave the Airport now because of the new Rules & Regulations?
- Mammoth Lakes City, CA just went bankrupt due to a lawsuit the city lost for \$30 million in regards to breach of contract at their airport. This same thing could happen at the Glendale Airport due to breach of contract with the hangar owners.
- The Airport has had one RV fire in a hangar, but an aircraft can just as easily catch fire. Should aircraft be banned as well?
- Some hangar owners use an ATV or tractors to pull their aircraft out. Will this be banned as well?
- Several of the hangars were built with lavatory dumps. This was approved by the City of Glendale and would only have been necessary with the storage of RVs; therefore precedent has been set for the storage of RV's.
- The majority of hangar owners have always used the hangars responsibly and it is an insult to infer that they will not continue to do so.
- Mr. French offered to fly the Airport Administration to other airports in Fallbrook, Ramona and Montgomery, CA to see what the hangar owners in those airports store in their hangars.

- The Bailey letter stated that the hangar owners can have cars in the hangars. Now, the owners cannot even have storage shelves.

Mr. French asked Mr. Fix for a guarantee that the wood cabinets which were build outs in the hangars will not be requested to be removed.

Mr. Randy Kruger commented on the following:

- Mr. Kruger commented on the Rules & Regulations over 30 days ago and has not yet received a response to his comments.
- Mr. Kruger did not feel his comments would be included in the Rules & Regulations.
- Mr. Kruger felt that the suggestion regarding a Sub-Committee consisting of various parties should have been put in place last year so that the hangar owners and pilots association could have been part of drafting the new Rules & Regulations and not merely being dictated to.
- When a hangar owner flies away for the weekend, the hangar owner must now park in an unsecured parking lot instead of parking in his own hangar.
- Golf clubs cannot even be stored in the hangars now.
- Many of the hangar owners have been making these same comments for over a year without being heard.
- Mr. Kruger has researched other airports also and has found that other airports do allow for up to 25% non-aeronautical storage in the hangars.
- The agreement regarding what can be stored in the hangars was made with the City of Glendale, not the FAA.
- The Airport may be allowed to change the hangar rules, but should then compensate the hangar owners for loss of utility.

Mr. Fix explained that the stakeholder group did incorporate many of the comments and suggestions received regarding the Rules & Regulations. Mr. Fix stated that he has not had a chance to respond back to Mr. Kruger formally regarding his comments, but the comment changes will be reflected in the next draft of the Rules & Regulations.

Chair Cohoe thanked all of the attendees for their comments and added that they will be invited to the Sub-Committee meetings.

Ms. Gail LaRue felt that the FAA would never defund the Airport due to its proximity to the sports stadium.

Mr. Fix replied that unfortunately, the Airport is in no position to challenge grant funding and there are two concrete examples of where the FAA has withheld funds to an Airport for not meeting FAA requirements.

Mr. French asked Mr. Fix again for a guarantee that the wood cabinets which were build outs in the hangars used as office space and storage would not be requested to be removed. Mr. Fix replied that he could certainly look into the

situation, but could not guarantee this request. Mr. Fix explained that this would be considered under what is allowed as a percentage of ancillary use in the hangar. Refrigerators, furniture and other similar items are all considered in this percentage.

Mr. Fix stated that in regards to wood versus steel cabinets, the fire inspectors will be looking carefully at the materials due update of the fire code from 2009 to 2012.

Mr. Fix noted that as a point of pride, most of the hangars are beautiful and well kept.

Mr. Goldman stated that some of the hangar owners purchased their hangars by cashing in their 401k's and life savings and it is not fair to diminish the value of the hangars. Mr. Goldman stated that at one point, the hangars were worth \$200,000 and now the hangars cannot be given away and the new restrictions do not help this situation.

Mr. David Barron stated that he is retired from a Los Angeles county airport and would like to assist on the Sub-Committee. Mr. Barron runs Light Horse Legacy out of the Airport which is a non-profit group that works with victims of Post Traumatic Stress Syndrome (PTSD). The vets experiencing PTSD are brought in to bring old aircraft back to life. Mr. Barron invited all to visit his hangar. Mr. Barron announced that next year, one of the rebuilt helicopters will be sent to the National Mall of America in Washington, DC and it will have a plaque indicating that it was refurbished in Glendale, Arizona. Mr. Barron thanked Mr. Fix and other Airport staff for being very professional and always helpful.

VII. NEW BUSINESS REQUESTS (Future Agenda Items)

The following business items were suggested:

Mr. Fix stated that he is looking for designs for a new Airport sign which must be appealing, a maximum of 10 feet high, and with room for at least three or four business placards and lighting. All suggestions would be appreciated.

- Super Bowl (2015)
- Minimum Operating Standards
- Report from the Rules & Regulations Coalition
- West-MEC Presentation
- Invite an FAA to a Commission Meeting

VIII. NEXT MEETING TIME

The next meeting will be held at 7:00 p.m. on the second floor Conference Room of the Airport terminal building on Wednesday, December 12, 2012.

IX. COMMISSION COMMENTS AND SUGGESTIONS

Chair Cohoe presented Commissioner Duggins with a plaque and certificate commemorating his outstanding service on the Commission since 2009.

X. ADJOURNMENT

The meeting adjourned at 8:57 p.m. by consensus.