

**MINUTES
AVIATION ADVISORY COMMISSION
GLENDALE MUNICIPAL AIRPORT
6801 N. GLEN HARBOR BLVD.
GLENDALE AVIATION CONFERENCE ROOM
GLENDALE, AZ 85307
SEPTEMBER 8, 2010
7:00 PM**

I. CALL TO ORDER

II. ROLL CALL

Present:	Commissioner Chairman	Carl Dietzman
	Commissioner Vice Chairman	Bill Scott
	Commissioner	Bill Kelly
	Commissioner	Robert Irons
	Commissioner	Ron Cohoe
	Commissioner	Victoria Rogen

Absent:	Commissioner	Carl Duggins
	Luke Air Base Representative	Bill Gillies

Attendees:	Airport Administrator	Judy Skeen
	AZ Flight Training Center	Rick Rademaker
	TransPac	Derik Hannah
	TransPac	Bret Cavitt
	Gold Coast Helicopters	Bill Tresky
	Aerosim Aviation	Tito Suazo
	Hangars Unlimited	Bryan Boatman
	Valley Aviation	Clare Pryke
	Luke Air Force Base	John Padilla
	Glendale Airport Pilots Assn.	Roger Whittier

III. APPROVAL OF THE MINUTES

Commissioner Rogen suggested that on Page 4, the minutes reflect that Holliman Air Force Base is located in Alamogordo, New Mexico.

Vice Chair Scott motioned to approve the August 11, 2010 meeting minutes with the statement on Page 4, “Mr. Gillies stated that the Holliman Air Force Base was named...” be revised to “Mr. Gillies stated that the Holloman Air Force Base in Alamogordo, New Mexico was named...” Commissioner Irons made the second. The motion passed 6 - 0.

IV. BUSINESS FROM THE FLOOR

None.

V. AIRPORT BUSINESS

1. Flight Training Schools: Representatives from various Flight Training Schools operating out of the Glendale Municipal Airport each gave a presentation to the Commission regarding their business operations.
 - a. Mr. Rick Rademaker gave a presentation on Arizona Flight Training Center which included the following highlights:
 - The flight training school has five airplanes and three flight instructors and is a Part 135 operation.
 - The school and the airport affect each other in various ways. The airport affects the school in the areas of cost of fuel, number of operations, facilities and safety.
 - The school is pro-airport growth.
 - Concern exists regarding gate operations. It is imperative that safety and security is maintained within gate operation procedures.
 - Would like to see more promotion and use of the Glendale Airport when major events are occurring at the stadium. All opportunities to draw more traffic need to be considered.
 - Would like to see more development of the east side of the airport.
 - b. Mr. Bill Tresky gave a presentation on Gold Coast Helicopters which included the following highlights:
 - Gold Coast is a Part 135 operator which handles mostly government contracts.
 - There are five helicopters which comprise 5% to 10% of revenue.
 - There are 90 employees and approximately \$5 million in annual revenue, of which approximately \$400,000 is from the Glendale Airport operations.
 - Major concerns are the cost of fuel, airport security and the FBO.
 - Expressed concern that current FBO situation deters more regular traffic from using the airport. Stressed better service from the FBO and lower cost of fuel.
 - Felt that airport growth is contingent on resolution of the FBO issues.
 - Security and control of the airport gates are very important.
 - Indicated that there are at least five planes that should be removed which are taking up valuable space. Some aircrafts should be towed off of the property as they have not flown in a very long time.

- Would consider taking on the FBO position at the airport.
- c. Mr. Derik Hannah gave a presentation on TransPac which included the following highlights:
- TransPac is a Part 61 and Part 141 flight school.
 - The headquarters are at Deer Valley Airport.
 - Mr. Hannah is the Chief Pilot for the Glendale operations, which is located in a portion of the Air West building.
 - Currently, 100% of the operations at Glendale airport is flight training for Chinese pilots. There are approximately 16 different Chinese airlines that will eventually employ these pilots.
 - The school has seven BE-90 King Airs and a BE-90 King Air simulator at Glendale airport.
 - At the Glendale site, there are 450 students per year, 4,500 and more flight hours a year and 5,500 and more simulator hours a year.
 - Up to three academic courses are run per day.
 - TransPac likes the ease of operations at the Glendale Airport and would like to increase its business and operations at the Glendale Airport.
- d. Mr. Tito Suazo gave a presentation on Aerosim Aviation which included the following highlights:
- Aerosim is located in the south hangars and likes the location for safety reasons.
 - Has been flying out of Glendale Airport for over 20 years.
 - Offers flight training and aircraft rental (private, instrumental, commercial, ATP, CFI.)
 - The flight staff offers over 60 years of combined airline and military flight experience.
 - Utilizes an FAA-approved ATC 710M flight simulator.
 - All aircraft kept in T-shades for protection from sun and weather.
 - Aircrafts include 172SPs and Skyhawks.
 - Does a lot of business with Luke Air Force Base regarding commercial aircraft training.
 - Concerned with FBO and safety issues.
- e. Mr. Bryan Boatman gave a presentation on Hangars Unlimited (Air West) which included the following highlights:
- Hangars Unlimited leases space to TransPac and Air Evac.
 - Airwest Helicopters is the mother company under which Hangars Unlimited falls.
 - Hangars Unlimited is in charge of building maintenance, leasing and upkeep of properties/aircraft.
 - Airwest Aviation Academy is a small sized flight school with three helicopters. There are also commercial operations

including transportation for firefighters battling wildfires (bucket operations, slinging supplies to the ground, crew transport), transportation for controlled burns, government contracts (Bureau of Land Management, local government) and emergency medical services.

- The largest concern at the Glendale Airport is the FBO issue.
- The company does have a self-fueling permit which is more cost effective and affordable than using the FBO at the airport. However, it would definitely be more convenient to use the FBO at the airport for fueling.
- Stressed that the cost of fuel from the FBO at the airport is too high.
- Very concerned about safety and security at the airport.
- Requested more enforcement of identification requirements at the airport and more consistency with gate locks.

Mr. Rademaker stated that the Glendale Airport is the only valley airport that will not let students or pilots enter the Control Tower although this is allowed by the FAA. Other operators in attendance agreed. Chair Dietzman wondered if specific tour dates could be set up for qualified people to tour the Tower. Ms. Skeen replied that this issue would have to be discussed with Serco, the operators of the Control Tower.

Chair Dietzman thanked all of the attendees for their presentations and encouraged future attendance at Commission meetings.

2. Control Tower Improvements: Ms. Skeen gave a PowerPoint presentation highlighting the Before and After pictures of the Control Tower equipment renovation project which was funded via partnerships with the FAA and ADOT. Highlights of the presentation include the following:

- In 2003, a grant application was submitted for Control Tower improvements in the amount of \$164,726 (\$150,000 from the FAA, \$7,363 state match and \$7,363 city match). Grant funding dried up and this request did not move forward.
- In 2007, a grant application was submitted for Control Tower communication improvements, new Control Tower windows and PAPI light replacements. The FAA grant was for \$450,000, ADOT match \$11,842, and city match \$11,842 for a total project amount of \$473,685 .
- The final cost outlay was \$439,814 from the FAA, \$11,574 state match and \$11,574 city match.
- Pictures of the new communication equipment and Control Tower improvements were displayed.
- The new Control Tower improvements have enabled Control Tower air traffic personnel to more effectively communicate with aircraft, thus increasing the overall safety and efficiency of the airport.

- There was no downtime of the old Control Tower as all improvements were performed in phases or at night.
 - Partners in the project included: The FAA, ADOT, Z&H Engineering, AVCOM, City of Glendale Building Department, City of Glendale Engineering Department, City of Glendale Environmental Resources Department, City of Glendale Legal Department, City of Glendale Materials Management and other outside vendors.
3. Aviation Advisory Commission Sub-Committees: The Commissioners discussed suggestions for Sub-Committees.

Chair Dietzman suggested a Security Sub-Committee. Commissioner Scott agreed and added that this Sub-Committee could investigate the gate security issue. Commissioner Cohoe agreed.

Chair Dietzman wondered if an FBO Sub-Committee could be established. Ms. Skeen explained that the legal issues regarding the FBO situation might impede any action the Sub-Committee could take. Chair Dietzman still felt that an FBO Sub-Committee could at least detail the FBO issues, concerns and suggestions for use when procuring a permanent FBO. Chair Dietzman felt that as an Advisory Commission, a Sub-Committee should be able to formulate suggestions regarding the FBO. Commissioner Cohoe agreed and added that the FBO Sub-Committee could survey the airport operators and aircraft users about FBO issues.

Commissioner Cohoe suggested an Events Sub-Committee and a Commercial Aviation Development Sub-Committee.

Ms. Skeen mentioned that the Rules and Regulations Sub-Committee will again become active.

Commissioner Scott suggested that all operators in attendance send a list of concerns, comments and feedback to Ms. Skeen for use by the Commission which will help determine agenda topics and/or Sub-Committee topics.

VI. STAFF REPORTS UPDATE

Ms. Skeen stated that Mr. Jim Gum has been promoted to Crew Leader. There is now a vacancy for the position of Service Worker II however; there is no approval to fill that position yet. Currently, the airport has a contract service worker, who does help to fill the gaps.

Ms. Skeen presented the newly revised Bylaws to the Government Services Committee which included the recent changes proposed by the Legal Department. The revisions were approved earlier by the Aviation Advisory Commission. The Government Services Committee approved the Bylaws as revised. Ms. Skeen

stated that the Bylaws are now on the October 12, 2010 Council meeting agenda and once passed, will formally be in effect.

VII. NEW BUSINESS

Future agenda items include:

- Airport FBO
- Increased Gate Security
- Sub-Committees

VIII. NEXT MEETING TIME

The next Commission meeting will be held at 7:00 PM, Wednesday, October 13, 2010 on the second floor Conference Room of the airport terminal building located at the Glendale Municipal Airport, 6801 N. Glen Harbor Blvd Suite 201, Glendale, AZ.

IX. COMMISSION COMMENTS AND SUGGESTIONS

None.

X. ADJOURNMENT

Chair Dietzman again thanked all attendees for their informative presentations on their airport operations.

Vice Chair Scott motioned to adjourn the meeting at 8:21 p.m. Commissioner Kelly made the second. The motion passed 6 - 0.