

Minutes of the
GILLESPIE COUNTY AIRPORT ADVISORY BOARD
Monday, Mar 16, 2020

MEMBERS PRESENT:	STAFF PRESENT:	GUESTS PRESENT:
Mike Roberts	Tony Lombardi, Manager	Gwen Fullbrook
David Smith	Dennis Neffendorf	Kris Finkbeiner, Tac Aero Rep
Gary Stehling	Bobby Watson	Ian Waghorn
Bob Hickerson		Bev Smith
Judie Mooney, EAA Rep		
Steve Allen		
Tim Lehmborg		
Absent		

CALL TO ORDER

The meeting was called to order at 1:29 PM by the Chairman, Mike Roberts

APPROVAL OF MINUTES

Minutes of the regular Feb 18, 2020 meeting were approved.

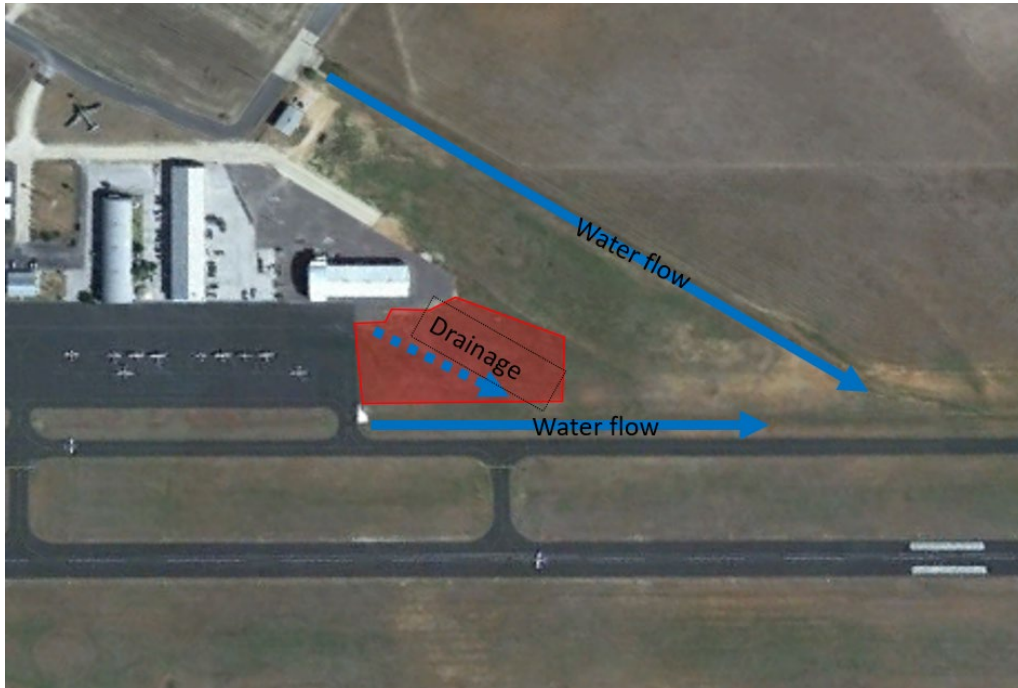
AIRPORT MANAGER'S REPORT

- Upcoming Events/Court Actions – The AM reviewed the upcoming events for the airport and the recent commissioners court actions.
 - RV Fly-in – 27-29 March (30-50 Aircraft)
 - T-6 Fly-in – 23-25 Apr
 - AYA – 11-16 May (50-70 aircraft)
 - July 4th Firework Observation (6pm-10pm)
 - BirdDog – 15-18 Sept (30-50 Aircraft)
 - EAA Airport Day – 3 Oct
 - TX V-tails formation training – 6-8 Nov
 - Aviation Career Day, sponsored by Crosswind-Nov 10th
 - Santa Fly-in, sponsored by Crosswind – 19 Dec
- The County T hangars occupancy update. The AM stated that we are 100% full, with a new tenant starting Apr 1st...waiting list is at 13

NEW BUSINESS

- Overflow parking options (South of the terminal ramp). The AM reviewed a project that he is working on, but not ready to present for approval. He is waiting for a quote from AKCO. Due to the increase of large fly-ins, available parking has become a problem. T82 has 62 tiedown locations. Of those spots, only ~33 spots are available to transient groups. To help provide overflow parking without creating a new paved ramp, the AM is looking into modifying the grassy area south of the terminal ramp to allow

for small aircraft parking. The board unofficially supported the idea, but will wait for more information from the AM.



- Alternate Grass Landing Area (AGLA). The AM gave a presentation on the creation of a grass landing area west of the runway. The slides are attached. The board unanimously approved the recommendation to take it to Commissioners Court for approval.
- T-Hangar Waiting List Policies. The AM presented a document to the board to formalize the waiting list policy. The board recommended trying it out first before making it official.

T-Hangar Wait List Policies

The Gillespie County Airport Manager maintains a wait list for the County T-Hangars at T82. The County has 3 t-hangar facilities for a total of 20 spots (“A” – 1-4 spots; “B” – 5-10 spots; “C” – 11-20 spots)

To be on a wait list, contact the Airport Manager via email (tlombardi@gillespiecounty.org) or phone (830-990-5764). Owning a plane is a requirement to be on the wait list. Additionally, if you accept a spot from the County, your aircraft will be considered based at T82.

When a T-Hangar is offered, and accepted, a plane must be in the hangar within thirty (30) days. Prorated rent for the remainder of the calendar year will be based upon the lease start date (typically the first of the month).

If the 30-day requirement cannot be met and the prospective tenant would like to pass on the offer or a response is not received, the name will remain on the wait list in the current standing unless removal is requested. If a slip offer is declined a second time, the name will be removed from the wait list.

If you have any questions, please contact the Airport Manager.

OLD BUSINESS.

- CIP phase II update. The AM mentioned that the RFQ was released and submittals were due by Mar 17th at midnight. The selection board plans to meet on Thursday (Mar 19th) afternoon to consolidate scores and determine the rank order. Dave Smith was selected to be the Chairman.
- Airport Zoning. The AM gave an update. He stated that he attended the Feb 28th City/County joint meeting and received support from both. The City has the appointment of 2 members on their Mar 16th agenda.
- RAMP Projects – The AM mentioned that there were no updates on the 2 approved projects (airport info signs and the beacon tower fence).

REPORTS

EAA report – Mrs. Mooney announced that the local EAA Chapter scholarship request was approved (\$10,000). Steve Allen announced the “Celebration of Life” ceremony for one of our local pilots will be held Apr 4th at 2pm.

Crosswind Update – Mrs. Fullbrook mentioned that they will hold a ground school starting in May, and the Flying Club will host an Air Coup Fly-in next month.

Dave Smith reviewed the Feb fuel sales and spoke of the effects of the Coronavirus on the FBO and GA. Tim Lehmborg reviewed the sale tax reports for the City and County.

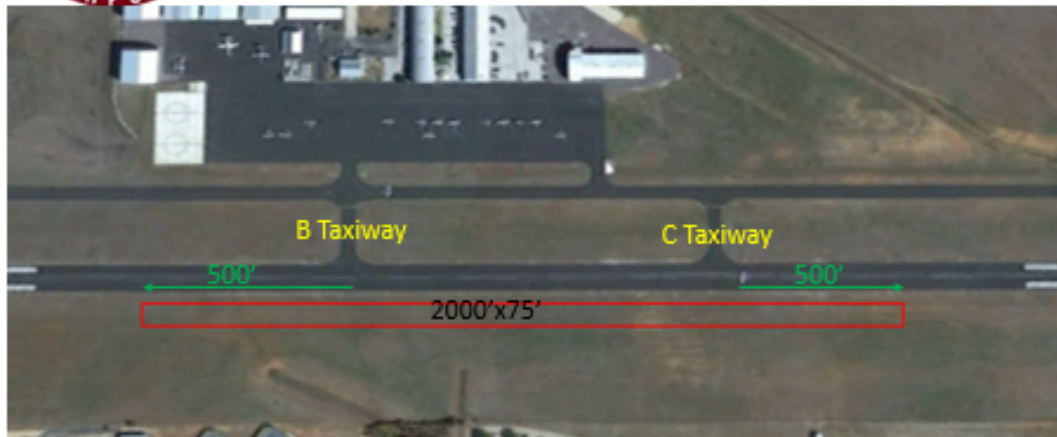
ADJOURNMENT (2:31 pm) and next our next meeting is Apr 20th.

Attached Slides





Alternate Grass Landing Area (AGLA) Information



- Approach end AGLA 14: $30^{\circ}14'43.45''\text{N}/98^{\circ}54'40.44''\text{W}$
 - Elevation: 1690'
- Approach end AGLA 32: $30^{\circ}14'26.92''\text{N}/98^{\circ}54'27.89''\text{W}$
 - Elevation: 1680'

2



Alternate Grass Landing Area (AGLA)

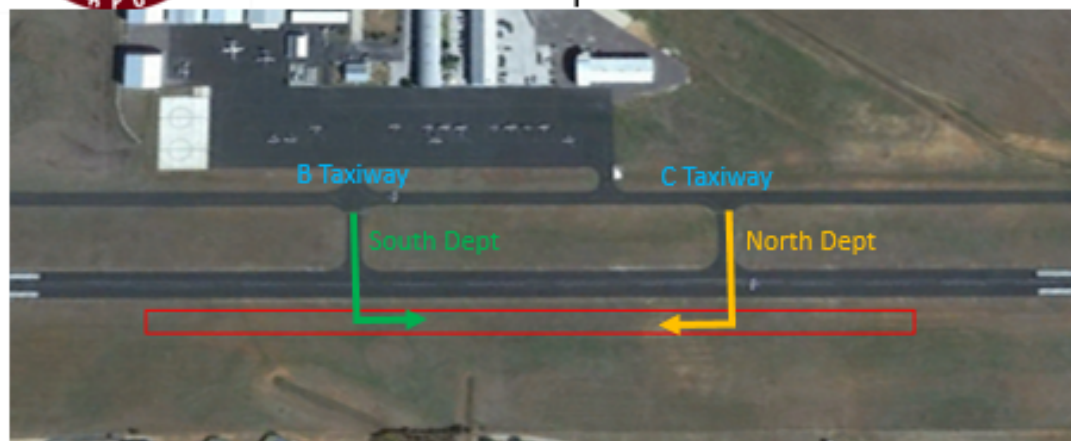


Key Obstacles

3



Alternate Grass Landing Area (AGLA) Operations



The AWOS recording will give limited information on the AGLA

Examples:

- "The Grass landing area is closed"
- "The Grass landing area is closed to transient aircraft. No simultaneous ops. Use at your own risk."
- "The Grass landing area is available. No simultaneous ops. Pilots must review rules prior to using it. Use at your own risk."

4



Why does T82 need an AGLA?

- The local pilots want it
- TAC Aero (Tailwheel Academy) needs it for training
- T82 has an abundant # of Tailwheel aircraft – 40% of the based aircraft
- Safer for tailwheel landings in crosswinds (fewer ground loops)
- Most of the fly-in events consist of tailwheel aircraft (RVs, Birddogs, T-6s, etc). Having an AGLA could make us more attractive to other fly-in groups

5



Local Rules of Engagement (ROEs)

- TAC Aero will mark it
- TAC Aero will maintain it (mow it and repair it)
- The AM will inspect it daily/weekly
- The AM will monitor for FOD issues
- The AM will record updates on AWOS concerning the AGLA
- The AM will post/maintain AGLA procedures on the airport website
- TAC Aero/AM will give a presentation at the local EAA meeting

6



Alternative Grass Landing Area (AGLA) Procedures

Disclaimer: Utilizing the AGLA is at the risk of the pilot, and neither Gillespie County Airport nor the County shall accept any responsibility for the results of using the AGLA. The status of grass area is not checked daily.

The following rules govern use of the Alternative Grass Landing Area (AGLA) at Gillespie County Airport (T82). The AGLA has been constructed principally to accommodate the large number of tailwheel aircraft at T82, along with the tailwheel academy. It is located west of runway 14/32, centered on the runway. The AGLA is not a parallel runway...It is considered part of runway 14/32.

NO SIMULTANEOUS OPERATION

- No simultaneous aircraft operations shall occur on the paved surface of Runway 14/32 and the AGLA portion of Runway 14/32.

7



Landing Procedures

- Gillespie County Airport Airfield is an IFR Rated Airport. All pilots are required to adhere to best practices for airfield safety policies, including checking Notice to Airmen (NOTAM). The AGLA can only be utilized during VMC. Radios are encouraged for all aircraft.
- When an aircraft declares intention to land on the paved runway, no activity is permitted within the AGLA.
- Pilots with radios must declare their intention to land on the AGLA. Landings may occur on the AGLA only when no other aircraft or other activities are present on the paved runway. If such activity is present, all aircraft must land on the paved runway.
- Aircraft landing on AGLA must exit the area as soon as safely possible, including crossing the paved runway.

8



Departure Procedures

- Prior to taxi, aircraft with radios shall declare intentions to use the AGLA for takeoff. Taxi to taxiway B (for south departures) or taxiway C (for north departures) on the parallel taxiway and complete thorough visual review of ground and air traffic before crossing the Hold Line. Pilots must remain at the designated hold line until traffic is cleared.
- All pilots must review and understand Airport signage and markings.
- All pilots must review Airport NOTAMS.

9



Path Ahead

- AAB approval (03/16/2020)
- CC approval
- File FAA Form 7480-1 "NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION"
 - Electronically Filed on 03/16/2020
 - 6-8 weeks
- Update Airport Information
- Post AGLA Procedures on website and brief local pilots
- Prep landing area
- Open site

A screenshot of the FAA Form 7480-1, which is a Notice for Construction, Alteration, and Deactivation. The form is a complex grid with various sections for project details, construction information, and deactivation procedures.

Note: all minutes are available on the airport website (<http://www.gillespiecounty.org/page/airport%20-%20AAB%20Minutes>)