

Minutes of the
 GILLESPIE COUNTY AIRPORT ADVISORY BOARD
 Monday, Aug 15, 2022
 @ County AgriLife Building

MEMBERS PRESENT:	STAFF PRESENT:	GUESTS PRESENT:
David Smith	Tony Lombardi, Manager	Ethan Crane
Chad Ellebracht	Keith Kramer, County	Tim Lehmborg
Keith Keller	Bobby Watson, City	Darren Flores/Chandler Bartley
Judie Mooney, EAA Rep		Adam Sheffield
Steve Allen		Randal Fuchs/Drew Liddell (TFS)
Paul Hannemann		Gwen Fullbrook
		Brandon Sapp
	Absent	Courtney Walker/Hailey/Dawn
Greg Snelgrove		Lindy Segall

CALL TO ORDER

The meeting was called to order at 1:30 PM by the Chairman, David Smith

Opening Comments by Mr. Smith: Mr. Smith mentioned that the board should keep the July meeting and if it is determined that there will not be the required number of members that we should reschedule the meeting. He also solicited candidates for the open Airport Advisory Board position.

APPROVAL OF MINUTES

Minutes of the regular Jul 18, 2022, 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.
 - Event Update – No events scheduled within the next 2-3 months
 - Court Action – On 7/25, the Court approved the SSB&T & 224 BC LLC transaction, terminated both original leases, gave SSB&T a new consolidated 30-year lease, and finally approve SSB&T to sub-lease their new facility. On 8/8, the Court approved Rhett Hawk to sub-lease to 2 new tenants.
- T-hangars occupancy update. The AM stated that we are 100% full...waiting list is at 34.

- Airport Status – the AM reviewed the current status of the airport.

	Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs) <ul style="list-style-type: none"> • Runway lights - PIC only (waiting parts) • Beacon light – inop (Scheduled to be repaired on Aug 16th)
	Communication (CTAF, GCO, AWOS)
	Weather Station
	Facilities
	Miscellaneous (Construction, Closures, etc) briefed during the Phase II update

- Airport Development Update:
 - Active Private Projects

#	Developer	LOI Date Rev'd	Status	Comments
1	Rhett Hawk Expansion	12/28/21	II	Response required by 01/18/23
2	FBO Expansion	02/02/22	II	
3	Darren Flores (Private Hangar)	02/18/22	II	
5	McKnight	5/12/22	II	
6	224 Bus Crt LLC (2.55 acs south of SSBT)	6/22/22	II	

OPEN FLOOR

- Crosswind Aviation. Gwen Fullbrook mentioned that they have 49 active students. She also mentioned that the flying club has a new aircraft (Italian Light Sport Tecnam Sierra). Gwen also reviewed her aviation camp for kids for the elementary teachers. It was very successful, and she thanked Ethan for his assistance. Finally, Gwen mentioned Tuesday, September 20, 2022, the City will celebrate the 157th anniversary of the flight by Jacob Brodbeck. There will be an official proclamation declared by Mayor Jeryl Hoover for Jacob Brodbeck Day. More specific activities to be announced.
- Texas Forest Service – Randal Fuchs provided a quick update for the Forest Service.
 - Aug Flying Summary:
 - AA – 75 hrs
 - SEATs- 133 hrs/120 drops (33 drops in Gillespie County)
 - Helicopter – 90 hrs/632 drops
 - Flying Summary (Feb 1 – Aug 15th)
 - AA – 230 hrs
 - SEATs- 472 hrs/419 drops

- Helicopter – 134 hrs/892 drops

NEW BUSINESS

- FBO's Phase II Presentation. Mr. Smith redid his phase II presentation to the board. He covered the required items:
 - Engineering Issues of Site Preparation and Development
 - Specs of Building and Aircraft Door
 - Project Budget
 - Finance Plan
 - Added item...Mr. Smith wants to add this new development to his existing lease (dated Nov 2017) and get a new 30/20 lease start date. In return, Gillespie Air Services will increase their fuel flow fee to \$.08.

After a quick discussion, the board voted to allow Mr. Smith to move to lease development and Court approval (Phase III).

- Flores' Phase II Presentation. Mr. Flores also redid his phase II presentation to the board. He covered the required items:
 - Engineering Issues of Site Preparation and Development
 - Specs of Building and Aircraft Door
 - Project Budget
 - Finance Plan

Same as the FBO, the board voted to allow Mr. Flores to move to lease development and Court approval (Phase III).

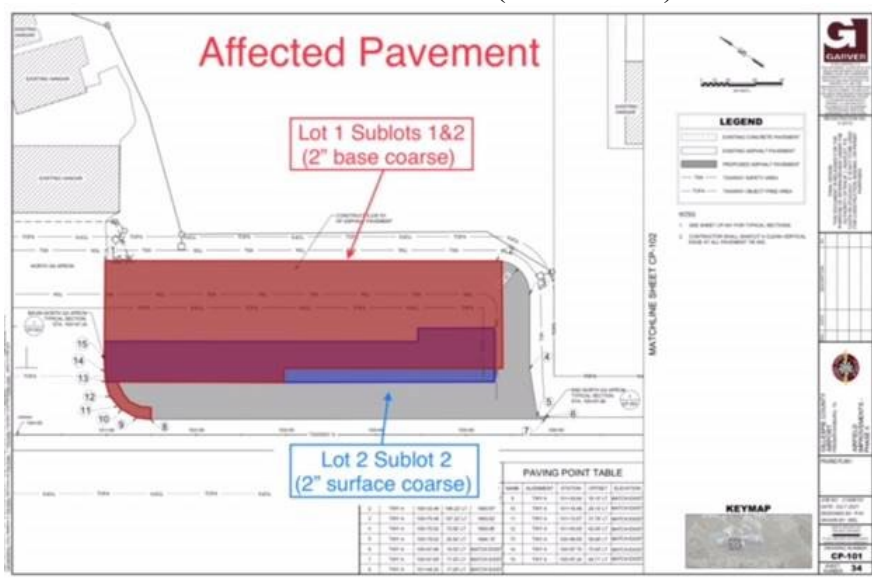
- McKnight's development proposal update. The AM updated the board on some requested changes to the McKnight's proposed hangar site (i.e. location and size). There were no objections, so the board decided that they did not need to re-vote. Also, Stormwater drainage was discussed. Commitment letters received
- Airport Service Business Lease Review. Mr. Smith reviewed the 7 business leases at the airport with the board: Blue Sky Hangars, LLC (Steve Allen); Gillespie Air Services (FBO); Luftplatz (Falcon Aero, Hangar, Hotel); Rhett Hawk; Pippen & York. After a discussion, Mr. Smith conclude the topic with comments on each lease:
 - Luftplatz (Hotel) and Luftplatz (Diner and Conference Center) leases are identical, aside from differences of business purposes and leased land. These agreements are more detailed and more complicated than our standard agreements, but there are no problems in them.
 - Recommendation: No amendments.
 - Luftplatz (Falcon Aero) lease is a 5-year lease and was just renewed and modified in April. All issues were corrected in April.
 - Recommendation: No amendments.
 - The Gillespie Air Services lease contains no problems, and its terms substantially parallel those of Luftplatz and Rhett Hawk (as amended).
 - Recommendation: No amendments.
 - The Rhett Hawk lease terms in general mirror those of the Luftplatz leases, but there are differences that are problems. First, there is a limitation on Airframe & Power Plant (A&P) activity in the business. Second, there is a charge of 3% of Gross Rental Revenue on sub-leases of office and hangar space, in addition to basic land rental rate.
 - Recommendation:
 - Offer to strike the sentence in the agreement which limits A&P activity.
 - Offer to strike the paragraph in the agreement which adds 3% of Gross Rental Revenue on sub-leases of office and hangar space.
 - The Pippen-York lease contains a surprise but no problems. The surprise is the lease is an FBO lease, with land for facilities and a fuel site. The business developed into an Avionics Shop

instead of an FBO, but that poses no problem as the avionics business is clearly an aviation related service.

- Recommendation: No amendments.
- The Blue Sky Hangars lease documents do not refer to a charge of 3% of Gross Rental Revenue on sub-lease of the buildings, in addition to basic land rental rate. This was implemented by agreement of the parties to the lease and confirmed by letter of the Commissioners Court dated Feb. 1, 2021, to Blue Sky Hangars LLC.
 - Recommendation: Offer to strike the paragraph that contains the 3% provision.

OLD BUSINESS.

- CIP updates:
 - Phase II update. The AM gave a quick update on the construction. The AM mentioned an issue with the new pavement. The quality test failed in several areas, which could result in a remove and replace. The contractor is currently appealing the test, so we are on hold until that is resolved. Here is the affected area (red and blue):



- Planning Study Update. Garver is ready to present the study to Comm Court. We have to wait until the budget work is complete. It will be given during a special court session.
- Update of Airport Leases Review project. Mr. Smith reviewed the review plan for the rest of the leases. He hopes to have the review completed prior to the next meeting.
- "FAA Acknowledgment of Turf Options" update. The AM reviewed the response from the FAA in regard to the "safety assessment". Jessica L. Bryan, from the Texas Airports District Office (TXADO)) stated, "Flight Standards has completed a safety assessment of your proposal to operate in the Unpaved Runway Safety Area (RSA) and has determined that this would be a low risk with no mitigations. In addition, we encourage you to review your obligations under the FAA Airport Sponsor Grant Assurances, particularly Paragraph 19, to operate and maintain the airport in a safe manner." Following a discussion on the approval process, the AM presented the board with his update presentation that covered operating procedures. The AM plans to brief the EAA and local pilots to get their feedback.

REPORTS

David Smith reviewed the fuel sales for last month. The FBO is forecasting selling over 600K gallons of fuel this year. Tim Lehmborg reviewed the sale tax reports for the City and County.

ADJOURNMENT (3:39). The board was adjourned. The next meeting is Sept 19th.

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

Attachment


Aug 15, 2022

To: Airport Advisory Board

From : Tom McKnight

RE: shared cost for drainage

First, we would like to thank Mr. Smith for his contribution for making the ramp and access taxiway to allow access to our hangar. We agree to pay 50% estimated amount for the drainage construction at the new ramp. If you have any questions, please contact me.



Adam Sheffield
Construction Manager

8/15/2022

To: Gillespie County Airport Advisory Board (AAB)
From: Chavi LLC
RE: Storm water drainage in the new development area at T82

After having a conversation with Gillespie County Airport Manager, Tony Lombardi, about the upcoming storm water drainage issues for the new development area, Chavi LLC is committed to providing 50% of the incurred costs for the project. This will be contingent upon other appropriate parties absorbing their equitable percentage of said costs. If you have any questions or comments concerning this matter, please do not hesitate to reach out to me.

Sincerely,
Darren Flores
Chavi LLC
(830) 456-4341

A handwritten signature in black ink, appearing to read 'Darren Flores', is written over the typed name and contact information.




1

A presentation slide titled "Agenda". In the top left corner is a circular logo for "COURT AIRPORT" featuring a dartboard. The word "Agenda" is written in a large, black, sans-serif font. Below the title is a numbered list of eight items:

1. Call to Order
2. Approval of Minutes
3. Airport Manager's Report
4. Open floor (Crosswind, TFS, Tac Aero, and guest)
5. New Business
5. Old Business
6. EAA report/update/comments
7. Comments-FBO, EDC, and Board Members
8. Adjourn


2



AAB

- July’s Minutes Approval – vote needed
- Airport Manager’s Report
 - Event Update (*Italicized - Unconfirmed*)
 - No scheduled events

3




AAB

- Airport Manager’s Report
 - Court Review – On 7/25, the Court approved the SSB&T & 224 BC LLC transaction, terminated both original leases, gave SSB&T a new consolidated 30-year lease, and finally approve SSB&T to sub-lease their new facility. On 8/8, the Court approved Rhett Hawk to sub-lease to 2 new tenants.
 - T-Hangar Occupancy – 100% (34)
 - Airport Status:

	Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs) <ul style="list-style-type: none"> • Runway lights - PIC only • Beacon light – Scheduled to be replaced on 8/16/22
	Communication (CTAF, GCO, AWOS)
	Weather Station
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4




AAB

- Airport Development Update:
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6				

5



AAB

- Open Floor
 - Crosswind
 - TFS
 - Rhett Hawk
 - Tac Aero MX
 - Guest

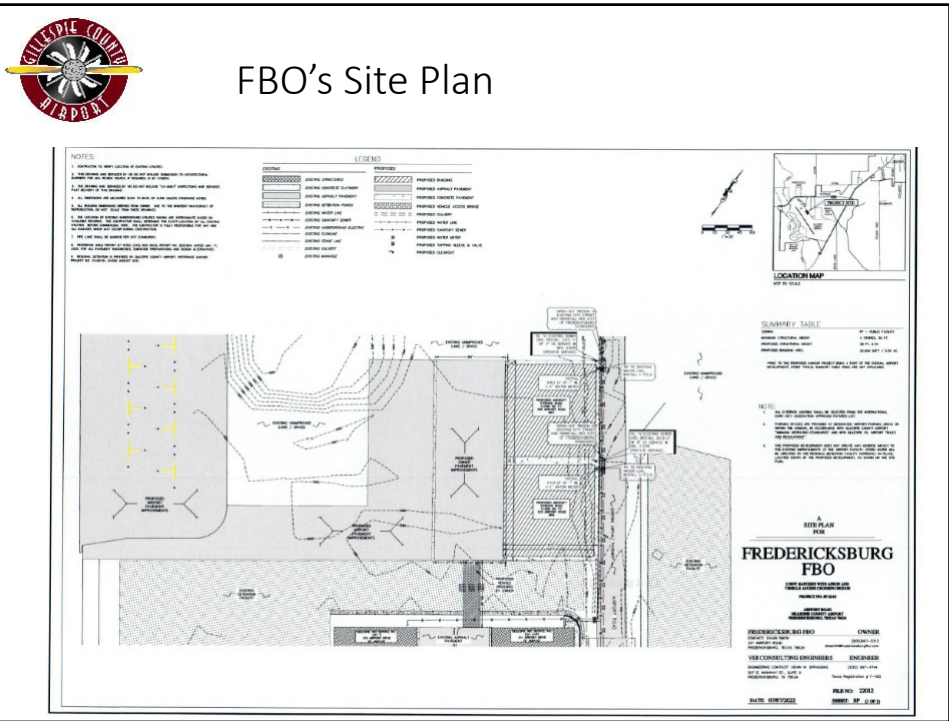
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FBO's Phase II Presentation

(New Business)

7



8



FBO's Phase II Presentation

•The Project Description should address in reasonable detail these general subject areas:

1. Engineering Issues of Site Preparation and Development
2. Specs of Building and Aircraft Door
3. Project Budget
4. Finance Plan

Note: The City/DRC approved the site plan on July 8th

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GAS Rents Proposal 080822 New Lease Proposal 8/8/2022

	Current Lease 12 Mos From Oct 21	Proposed New Lease 12 Mos	Amount of Increase	Percent Increase
Land Rent				
Current Land Area Sq Ft				
Main FBO + Truck Park SqFt	175,441	175,441		
Self Serve Fuel Sites (2) Sq Ft	4,006	4,006		
Subtotal Sq Ft	179,447	179,447		
Rent Rate \$ per Sq Ft - Year	\$ 0.2773	\$ 0.3025	\$ 0.0252	9%
SubTotal Current Land Rent \$/Year	\$ 49,761	\$ 54,283	\$ 4,522	9%
Added Land Area Sq Ft				
Add For ASB-6 & 7 Sq Ft		48,002	N/A	N/A
Rent Rate \$ per Sq Ft - Year	\$ 0.2773	\$ 0.3025	\$ 0.0252	9%
SubTotal Added Land Rent \$/Year	-	\$ 14,521	\$ 14,521	N/A
Total Land Area Sq Ft	179,447	227,449	48,002	27%
Total Land Rent \$/Year	\$ 49,761	\$ 68,803	\$ 19,043	38%
Fuel Flow Fee				
Total Fuel Dispensed Gals - Fcast	600,000	600,000	-	0%
Flow Fee \$ per Gal	\$ 0.06	\$ 0.08	\$ 0.02	33%
Total Fuel Fee \$ per Year	\$ 36,000	\$ 48,000	\$ 12,000	33%
Total Rent FBO to County Per Year	\$ 85,761	\$ 116,803	\$ 31,043	36%


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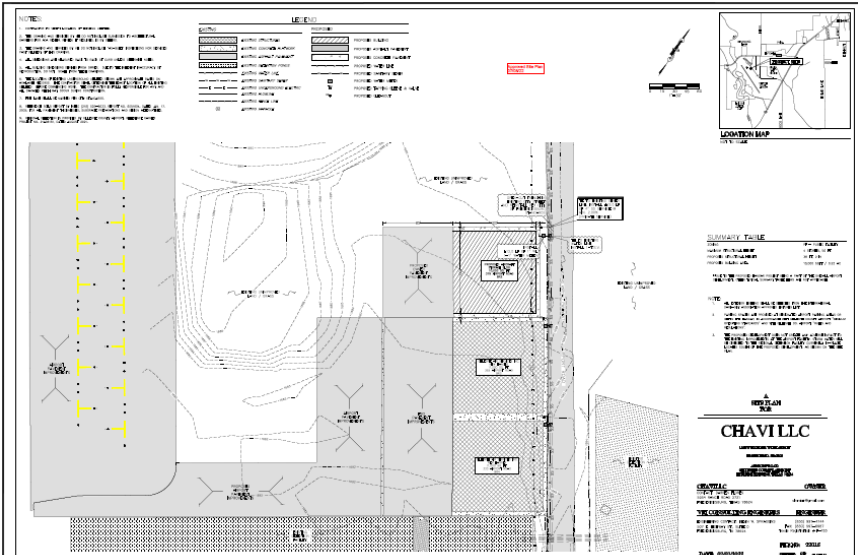
Chavi LLC's Phase II Presentation

New Business

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Chavi LLC's Site Plan



NOTE:

- 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE INTERNATIONAL PLUMBING CODE (IPC).
- 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC) AND THE INTERNATIONAL ELECTRICAL CODE (IEC).
- 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE CODE (IFC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).
- 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL SCHEDULING CODE (ISC) AND THE INTERNATIONAL SCHEDULING CODE (ISC).
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LEGEND:

CONCRETE	ASPH/FLY	WOOD	GLASS
STEEL	BRICK	CMU	EIFS
EIFS	EIFS	EIFS	EIFS
EIFS	EIFS	EIFS	EIFS
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SUMMARY TABLE

NO.	DESCRIPTION	AREA (SQ. FT.)
1	OFFICE BUILDING	10,000
2	WAREHOUSE	20,000
3	PARKING LOT	50,000
4	LANDSCAPING	10,000
5	UTILITY BUILDING	5,000
6	TRUCK WASH	2,000
7	STORAGE YARD	15,000
8	TRUCK TRAILER	1,000
9	TRUCK TRAILER	1,000
10	TRUCK TRAILER	1,000
11	TRUCK TRAILER	1,000
12	TRUCK TRAILER	1,000
13	TRUCK TRAILER	1,000
14	TRUCK TRAILER	1,000
15	TRUCK TRAILER	1,000
16	TRUCK TRAILER	1,000
17	TRUCK TRAILER	1,000
18	TRUCK TRAILER	1,000
19	TRUCK TRAILER	1,000
20	TRUCK TRAILER	1,000

CHAVI LLC

OWNER: CHAVI LLC
DESIGNER: [Firm Name]
DATE: 08/19/2022

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Flores' Phase II Presentation

- The Project Description should address in reasonable detail these general subject areas:
 1. Engineering Issues of Site Preparation and Development
 2. Specs of Building and Aircraft Door
 3. Project Budget
 4. Finance Plan

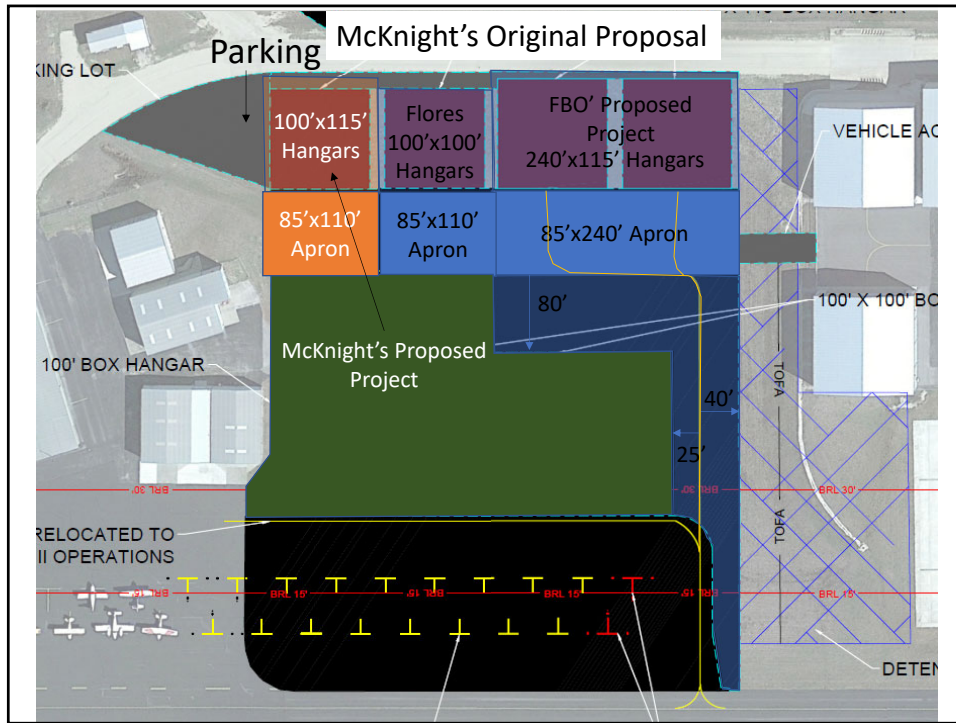
Note: The City/DRC approved the site plan on July 8th

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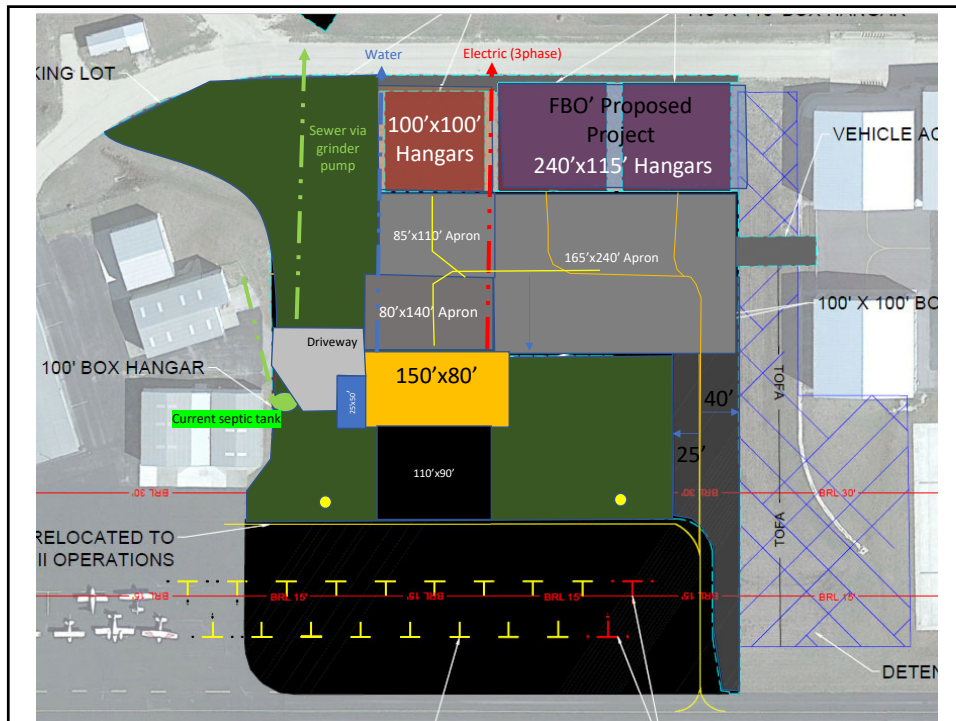


McKnight's Update


14



15



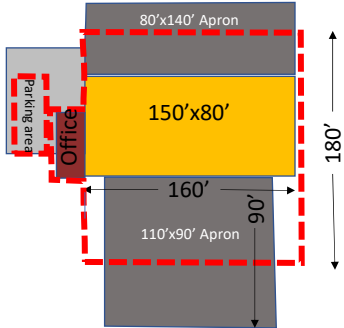
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Proposed Private Hangar (Mid field)

----- Leased area


- Total Lot – 31,100 sqft
 - Hangar - 150'x80'
 - Aprons – 2x 50'x150'
 - Office – 25'x50' (leased area -25'x60')
 - 5ft on both sides and back
 - Parking area required (~800sqft)
 - Parking area Details...4 spots at 20'x10'
- Est Rent (Tier I (\$.28)) - \$725.67 monthly



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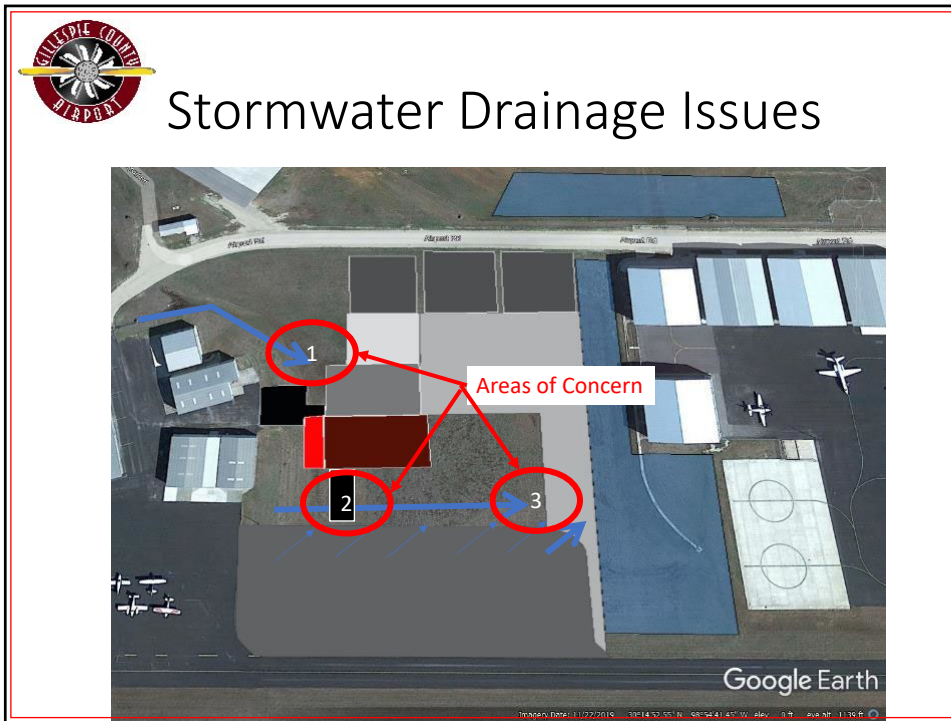


Current Stormwater Drainage



Google Earth

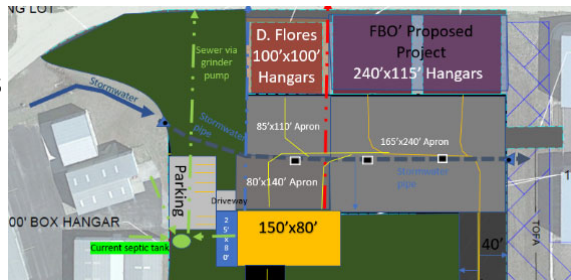
18



19

Issue #1 Cox Commercial Construction Quote

- **Quote:**
 - 18" RCP for \$120/linear foot
 - 3 inlets for \$5500/ea.
 - 2 safety end treatments for \$4000/ea.
- **Project Scope**
 - 450'-500' - \$54K - \$60K
 - 3 inlets - \$16.5K
 - 2 SETs - \$8K
 - Total - \$78K - \$82K

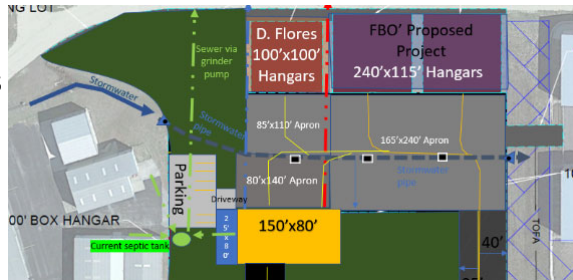


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Issue #1 AKCO Quote

•Quote:

- 24" CMP for \$90/linear foot
- 3 inlets for \$5000/ea.
- 2 safety end treatments for \$7,500/ea.



• Project Scope


- 500' - \$45K
- 3 inlets – \$15K
- 2 SETs - \$15K
- Total - \$75K

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Aug 2022

Airport Service Business Lease Review

22



Name
Allen (BLUE SKY HANGARS, LLC)
Gillespie Air Services
Luftplatz (Falcon Aero)
Luftplatz (Hangar)
Luftplatz (Hotel)
Rhett Hawk
PippenYork

23




Allen (BLUE SKY HANGARS, LLC)
(Tac Aero A&P Shop)




- Leased Details:
 - Ground lease area: 12,000 sqft
 - 30/10 Lease
 - Start date: 11/1/2015
- Topic of discussions:
 - 25ft apron
 - No parking leased
 - Septic and leach field not leased
 - 3% Sublease clause

(Blue is leased area)

24




Gillespie Air Services




(Blue is leased area)

- Leased Details:
 - Ground lease area: 179,447 sqft
 - 30/20 Lease
 - Renewed/combined in 2017
 - Fuel flow fee increased (\$.06 per gal)
 - New lease rate applied
- Topic of discussions:
 - ASB's - ground lease versus 3%

25




Falcon Aero




(Blue is leased area)

- Leased Details:
 - Lease area: 7,150sqft
 - Building rent (County owns the building)- \$25 per sqft monthly
 - 5-year Lease
 - Start date: 5/1/2022
- Topic of discussions:
 - No access to taxiways/runway/apron

26


 Luftplatz (Hangar)




(Blue is leased area)

- Leased Details:
 - Ground lease area: 84,163.5 sqft
 - 30/20 Lease
 - Start Date: 9/1/2001
- Topic of discussions:
 - Renewal - "The same terms and conditions as the initial lease term shall apply to the renewal term, except lease rate (based on Market Value Appraisal)"

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 Luftplatz (Hotel)




(Blue is leased area)

- Leased Details:
 - Ground lease area: 52,430 sqft
 - 30/20 Lease
 - Start Date: 9/1/2001
- Topic of discussions:
 - Renewal - "The same terms and conditions as the initial lease term shall apply to the renewal term, except lease rate (based on Market Value Appraisal)"

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Rhett Hawk




- Leased Details:
 - Ground lease area: 53,602 sqft
 - 30/20 Lease
 - Start Date: 3/1/2017
- Topic of discussions:
 - Apron in front of door not leased, except on south side
 - 3% annual revenue sublease clause
 - Restrictions on A&P shop
 - "Sublease for Airframe & Powerplant (A&P) activities shall be limited to aircraft of Rhett Hawk LLC enterprises or turbine helicopter contract work."
 - Renewal - "The same terms and conditions as the initial lease term shall apply to the renewal term, except lease rate (based on Market Value Appraisal)"

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Pippen&York



- Leased Details:
 - Ground lease area: 13,357 sqft
 - 30-year Lease
 - Start date: 11/1/1997
- Topic of discussions:
 - No apron
 - No parking
 - Septic and leach field not leased

(Blue is leased area)

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Objectives of Review

- We want to identify any problems, issues or discrepancies by lease agreement in terms of FAA Grant Assurances and/or the principles of governance of the County of Gillespie and recommend to our Commissioners Court offers to lessees of amendments to correct any such problems.
- These lease agreements are contracts; we can offer amendments, but we cannot unilaterally change terms. As a general statement, our recommended amendments should be the minimum required to correct the problem.

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Comments by Lease

- **Luftplatz (Hotel) and Luftplatz (Diner and Conference Center)** leases are identical, aside from differences of business purposes and leased land. These agreements are more detailed and more complicated than our standard agreements, but there are no problems in them.
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Comments by Lease

- The **Rhett Hawk** lease terms in general mirror those of the Luftplatz leases, but there are differences that are problems. First, there is a limitation on Airframe & Power Plant (A&P) activity in the business. Second, there is a charge of 3% of Gross Rental Revenue on sub-leases of office and hangar space, in addition to basic land rental rate.
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33



Comments by Lease

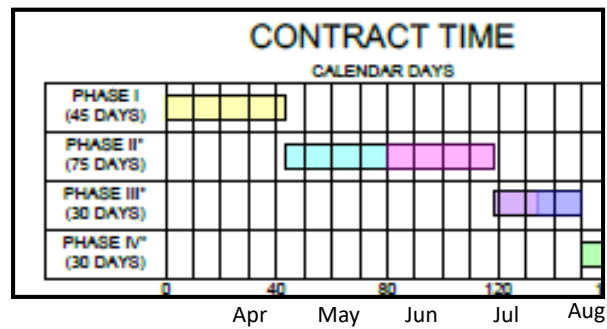
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34



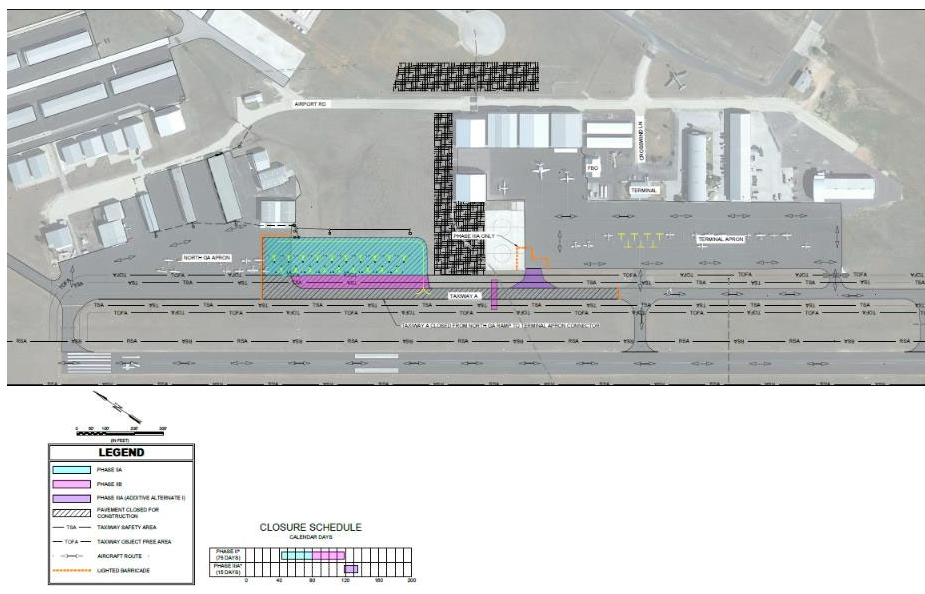
AAB

- Old Business:
 - Capital Improvement Projects (CIP)
 - Phase II update T82

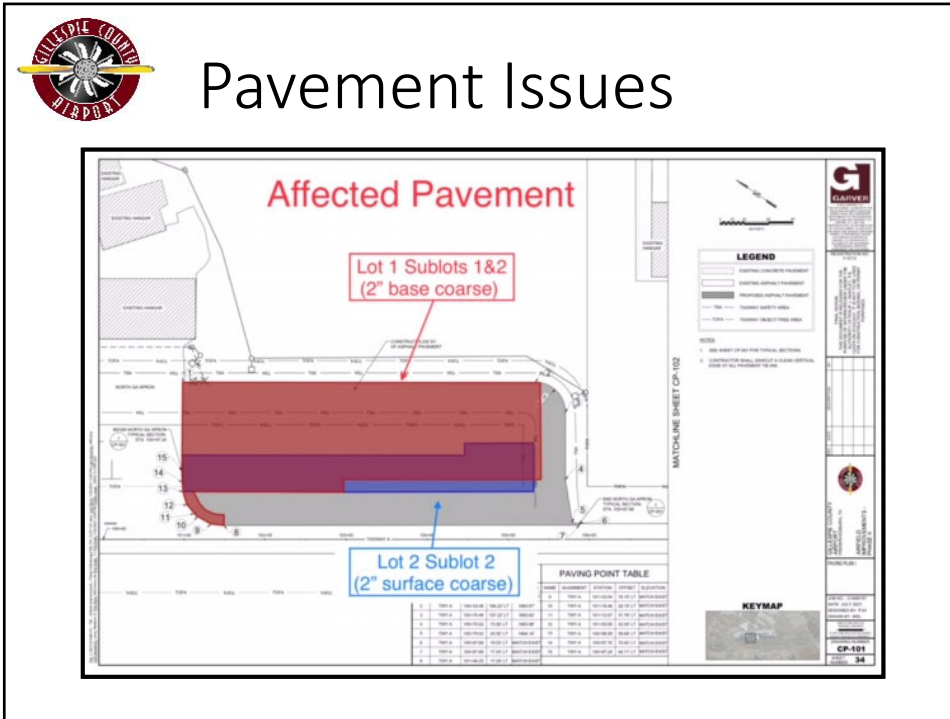


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Project Update



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37

AAB

- Old Business:
 - Capital Improvement Projects (CIP)
 - Planning Study Update – Waiting to schedule Comm Court presentation
 - Update of Airport Leases Review project

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AAB

This is NOT a turf runway or an Alternate Operating Area (AOA)

•FAA Acknowledgment of Turf Options

FAA AC 150/5300-13B...2.10.6 Aircraft Operations in the Unpaved Runway Safety Area (RSA).

“The primary function of a standard RSA is to enhance the safety of aircraft that undershoot, overrun, or veer off the runway. Pilots of certain aircraft (such as ultralights, powered-parachutes, helicopters, gliders, agricultural aircraft, tailwheels, aircraft with large balloon type “tundra” tires, etc.) occasionally use the unpaved portion of the RSA adjacent to a runway for takeoffs, landings, or other operations (e.g., banner towing). While aircraft operations from the unpaved portion of an RSA are not inherently unsafe, such operations have the potential to introduce various hazards and risks to the pilot, as well as other aircraft, vehicles, individuals, and facilities on the airport.”

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More info on Turf Operations

- Key risk factors to consider include:
 - The separation standards do not consider landing and takeoff operations from the RSA adjacent to the paved runway surface.
 - Aeronautical studies do not cover operations to and from the RSA adjacent to the paved runway.
- From an airport design perspective, the optimum approach for an airport with a demonstrated need for operations from a turf surface is the development of a **standard turf runway**, per paragraph 3.20. Runway justification conditions and regular-use criteria apply if the airport desires Federal assistance with development of a turf runway.
- AIP Airport Sponsor Grant Assurance 19 requires the owner of an airport developed with Federal grant assistance to operate its airport at all times in a safe and serviceable condition. Refer to AC 150/5000-17. An airport with operations in the RSA adjacent to the runway pavement may need to assess the operational safety implications, with assistance from the FAA, to ensure an acceptable level of safety.

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AAB

- The FAA responded Aug 8th (Jessica L. Bryan, Texas Airports District Office (TXADO))


*“Flight Standards has completed a safety assessment of your proposal to operate in the Unpaved Runway Safety Area (RSA) and has determined that this would be a **low risk with no mitigations**. In addition, we encourage you to review your obligations under the FAA Airport Sponsor Grant Assurances, particularly Paragraph 19, to operate and maintain the airport in a safe manner.”*

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 The proposed landing area
And RSA



The proposed landing area within the Unpaved Runway Safety Area (RSA) is consider part of Runway 14/32, so therefore no takeoff or landing operation can occur on the paved surface and the grass area.

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 Operations within the RSA
(IAW FAA AC 150/5300-13B)



B Taxiway C Taxiway

500' 500'


2000'x75'

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Operations within the RSA

(IAW FAA AC 150/5300-13B)

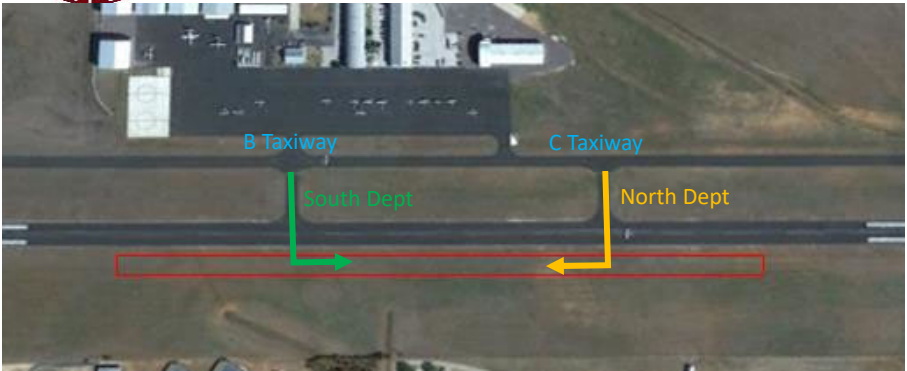


Key Obstacles

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Ops within the RSA Procedures




The AWOS recording will give limited information on the grass area west of the runway

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.”


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Local Rules of Engagement (ROEs)

- The Airport Manager (AM) will inspect it daily/weekly
- The AM will monitor for FOD issues
- The AM will record updates on AWOS concerning the proposed grass landing area
- The AM will post/maintain Ops within the RSA procedures on the airport website
- AM will give a presentation at the local EAA meeting

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Operations within the RSA

(IAW FAA AC 150/5300-13B)

Procedures

Disclaimer: Utilizing the grass area west of the runway (within the Runway safety area (RSA)) 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 RSA. The status of grass area is not checked daily.

The following rules govern the operations within the RSA at Gillespie County Airport (T82). The "Operations within the RSA" has been designed 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 "Operations within the RSA" 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 "Operations within the RSA" portion of Runway 14/32.

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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 "Operations within the RSA" 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 RSA.
- Pilots with radios must declare their intention to land off the runway within the RSA. Landings may occur west of the runway within the RSA 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 west of the runway within the RSA must exit the area as soon as safely possible, including crossing the paved runway.

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Departure Procedures

- Prior to taxi, aircraft with radios shall declare intentions to use the grass area west of the runway 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.

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AAB

- EAA report/update/comments
- Comments-FBO, EDC, and Board Members

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FBO Fuel Sales

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Total
AvGas - Gals													
Gillespie Air Services @ Retail	8,665	9,337	11,915	12,850	12,676	9,721	10,296						
Net Total Jet A Market T22	8,665	9,337	11,915	13,800	12,679	9,721	10,296						
Total Market - Same Month Prior Yr	9,303	9,851	9,839	11,614	9,856	11,648	9,384	9,949	14,720	13,413	10,574	10,411	126,208
Percent Growth (Decline)	-7%	-54%	21%	8%	44%	-18%	10%						
Cumulative YTD - This Year	8,665	17,972	29,887	42,737	55,416	65,137	75,424						
Last Year	9,323	15,374	25,213	37,127	46,983	57,782	67,196	77,084	91,811	105,224	115,797	126,208	
Percent Growth (Decline)	-7%	32%	19%	13%	21%	13%	12%						
% Total by Month	23.8%	25.7%	20.4%	26.1%	23.6%	16.4%	17.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Jet A - Gals													
Gillespie Air Services @ Retail	27,390	26,870	46,538	36,290	40,675	49,596	49,754						
Net Total Jet A Market T22	27,390	26,870	46,538	38,200	40,675	49,596	49,754						
Total Market - Same Month Prior Yr	28,532	10,431	11,518	51,346	26,600	45,464	31,347	29,860	35,221	44,624	43,315	34,306	403,868
Percent Growth (Decline)	-3%	38%	49%	22%	53%	9%	59%						
Cumulative YTD - This Year	27,390	54,660	101,198	139,488	180,163	229,759	279,493						
Last Year	28,532	47,953	70,381	110,460	131,016	182,710	214,057	242,549	278,220	322,244	385,000	403,868	
Percent Growth (Decline)	-3%	14%	28%	26%	31%	26%	31%						
% Total by Month	76.2%	74.3%	29.6%	74.9%	16.2%	83.6%	82.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Total Fuels													
Total Fuels Market T22 - Gals	36,456	36,177	58,453	51,140	63,354	59,287	60,051						
Total Market - Same Month Prior Yr	37,655	20,481	11,008	42,200	35,350	57,042	45,731	36,811	49,997	57,437	50,899	48,720	520,077
Percent Growth (Decline)	-4%	42%	43%	18%	53%	3%	30%						
Cumulative YTD - This Year	36,456	72,632	111,085	162,225	224,579	284,866	344,917						
Last Year	37,652	52,335	104,334	147,084	182,950	240,492	291,223	320,034	370,031	427,468	481,357	530,077	
Percent Growth (Decline)	-3%	35%	26%	23%	29%	23%	25%						
Market Change by Quarter													
Market by Quarter			1st		2nd		3rd		4th	YTD Totals			
Percent Change 2021 to 2022			28%		39%								
Year 2022 Total Fuels by Quarter			151,085		163,781								294,866
Year 2021 Total Fuels by Quarter			104,334		136,098			129,039					150,046

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