

TOWN OF PAYSON
AIRPORT COMMISSION
REGULAR MEETING MINUTES
FEBRUARY 9, 2015

know what the process would be if someone wanted to put one of these hangars over a tie down. Chairman Hunt asked Mr. Garrett what it would take to meet Town requirements. Mr. Garrett responded that a ground lease including the tie down would be required along with the structure meeting Building Department regulations. Another concern would be liability insurance on the building in case it somehow damaged surrounding aircraft. Chairman Hunt stated that he believed that some kind of process/arrangement could be made to allow structures such as this to be constructed. A short discussion continued on other types of hangars and about Hangar One. Chairman Hunt suggested that if more discussion about Hangar One was desired, it should be made as an agenda item for a future Commission meeting.

No actions taken

3. Compass Rose Certification

Mr. Jim DuFriend, owner of Bravo Partners aircraft maintenance business, stated that he would like to see the Compass Rose re-certified for use or removed if it was not going to be certified. He had experienced a delay finishing the certification of a rebuilt aircraft because the Compass Rose was not legal for use to swing the compass on the rebuilt aircraft. He stated that the issue with re-certifying the Compass Rose had gone on for a year and a half now and some resolution should be made.

Compass Rose
Certification

Mr. Jim Garner, asked what made the Compass Rose illegal to use. Chairman Hunt read an excerpt from FAA Advisory Circular 150/5300-13a which stated the requirement to re-certify a Compass Rose every five years or after any construction nearby. Mr. Garner stated that Mr. Garrett had originally surveyed the Compass Rose and that he hoped it could be re-certified also. Chairman Hunt said he would call the USGS to check with them what was required and asked that the Airport Staff call Northstar Surveying to see if they have done such work before. Mr. Garrett said that if Northstar could not survey it, then we could call Armstrong Consultants to see who they recommended. Chairman Hunt also recommended that, to protect the Town and airport, a NOTAM be put in stating that the Compass Rose was not certified for use. Mr. Law agreed and said he would put in the NOTAM.

No actions taken

4. Clarify the term "tampering" in the Payson Town Code 95.07 (J)

Mr. DuFriend returned to the podium and related an incident that had occurred last January when he had a customer that didn't agree with the price being charged for work done on his aircraft. Mr. DuFriend had then put a security chain-type lock on the propeller of a customer's aircraft while the aircraft was in his hangar and then he had his personnel tow the aircraft back to its tie down on Alpha Ramp.

Clarify the term
"tampering" in the
Payson Town Code
95.07 (J)

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Mr. DuFriend stated that he had used this locking procedure at least 10 times in the 22 years he had worked on this airport. The customer had the lock cut off, then complained to Mr. Law, Mr. Garrett, then to Mr. Wright, the Town Attorney. Finally, Mr. DuFriend was charged with a Class 3 Misdemeanor for allegedly tampering with the aircraft against Town Code 95.07 (7). Mr. DuFriend stated that it cost him \$4500 to fight the charge and he did not feel that he was fairly treated by the Town in this matter.

Mr. Garner commented that he had always put any aircraft with similar issues on his leased tie down and then locked it. He felt that the Town Code tampering item should be removed or modified to prevent something like this happening in the future. He suggested perhaps the Town legal department could make some suggestions on it.

Mr. Garrett apologized to Mr. DuFriend that he didn't have the full story on the incident until well after the incident and that once the police became involved he was no longer allowed to be involved unless the attorneys had brought him into it. Mr. Garrett said he regretted the incident and that in the future he would see that such issues were handled differently. He continued by saying that he would work with the Town's legal advisors for input on the Code's wording.

Chairman Hunt suggested that perhaps the Chapter 95 code could be amended to cover commercial operators that want to secure an aircraft as part of a lien. The business could notify the Town of the lien and securing method so it would be aware of the situation and then the commercial operator would be protected. Chairman Hunt felt that it was basically a communications problem that could be improved from both sides.

No actions taken

5. Large Birds at the Airport

Mr. Law gave an update to his research on the bird issue. He reminded the Commissioners that a few months ago Margie Oldenkamp had reported a number of large birds circling off the approach end of runway 24. Mr. Paul Pitkin had also reported that he had witnessed a large column of birds circling as high as pattern altitude. Mr. Law reported that he had contacted the Game and Fish Department about which birds are protected and what their advice might be. They told him that the Ravens were protected and that crows were not. Since the Ravens were protected, they could not be harmed in any way. Mr. Law stated that he had contacted Prescott, Flagstaff, Show Low, and Buckeye airports to see what they used as a deterrent to keep the birds away. None of them used any of the electronic deterrents. Most used either a loud air horn or pyrotechnic noise makers. Mr. Law had handed out a few example pages of the pyrotechnic shells and launchers for the Commissioners to review. He

Large Birds at the Airport

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stated that some of the largest launchers and shells required an ATF (Alcohol, Tobacco, and Firearms) permit and had to have special storage requirements. Member Pearson asked if there had ever been bird strike here. Mr. Garrett and Mr. Law both stated that neither had ever been notified about one. Mr. DuFriend commented that the bird population had increased since the Waste Management transfer station was built in the industrial park. He felt that it drew birds to the area. Mr. DuFriend also had not heard about a bird strike at Payson. Chairman Hunt inquired if the birds were being a problem in the infield. Mr. Law responded that there had been quite a few this winter that have gathered there. He stated that he had occasionally made advisory calls to aircraft about the birds, but the birds seemed to leave the area before the aircraft came close. Chairman Hunt stated that the grass length can have an effect on whether the birds would gather. Member Nyhus asked about how the pyrotechnic shells worked, whether the noise came from them being fired by the launcher or if they exploded at altitude. Mr. Law stated that he believed the shells exploded a few hundred feet after being fired. Chairman Hunt asked that when Mr. Law or Mr. Dueker saw birds at the airport that they try to evaluate whether a pyrotechnic device could be used to disperse the birds at that time. The general consensus was that the birds really haven't been a problem so far. Mr. Garner commented that he felt that the birds on the infield were worse during wet winter years.

No actions taken

G Management Report and Discussion

Management Report

Mr. Law gave a review of significant events since the last meeting. These events included:

1. Construction was completed on the Echo Ramp Expansion. New chains have also been installed on the eight new tie downs there.
2. Construction was also completed for the Safety Area Grading on the north shoulder of the runway.
3. The picnic ramada for the campground that is being donated and built by Eagle Scout James Nebrig and his father, Ken Nebrig is still in progress and should be finished next weekend.
4. The annual contract for AWOS maintenance was awarded to All Weather, Inc.
5. The rotating beacon motor went out in October, so the beacon and tower were taken down and the motor and bulb were replaced. The tower was also repainted at that time.
6. One of the drive wheels on Bravo gate had a broken. Luckily, we had one on hand, so Member Barber, Mr. Dueker and Mr. Law worked on repairing it. Member Barber also reseated the circuit cards and connector and since then the gate has been working well most of the time.
7. The campground wood supply has been replenished.

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8. The two grinder pumps at the airport office area were both replaced with rebuilt ones.

9. Mr. Law is working on creating a Storm Water Pollution Prevention Program for the airport. This is to meet the state Environmental Quality requirements.

10. Finally, Mr. Roger Kreimeyer is working to get volunteers to help landscape areas on the airport.

H **Schedule of Future Meetings and Requests to Staff for the Placement of Items on Future Commission Agendas – No Discussion Permitted**

Future Meetings and Agenda Items

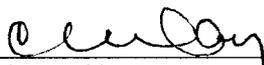
The Commission agreed that the next meeting would be held at 6:30 pm on Monday, May 11, 2015. Chairman Hunt requested that the Compass Rose re-certification be placed on the agenda and Mr. Law requested that the broad topic of hangars on the airport also be placed on the next agenda. There were no other items requested.

I **Adjournment**

Adjourn

Chairman Hunt adjourned the meeting at 7:35 pm.

Approved:



Chairman Hunt
Vice Chair Bill Day

Date: 5-11-15

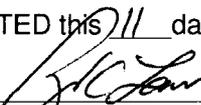
ATTEST:


Ray Law, Airport Coordinator

Certification

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Airport Commission of the Town of Payson held on the ~~8th day of September, 2014~~ ^{FEBRUARY 9, 2015} further certify that the meeting was duly called and held and that a quorum was present.

DATED this 11 day of MAY, 2015.



Ray Law, Airport Coordinator

Affix Town Seal
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