

## **Grand Haven Airport Board Meeting Minutes May 27th, 2025**

Chairperson Ben Ennenga called the meeting to order at 5:30 pm

Roll Call: Richard Clapp

**Members present:** Denny Swartout, Dale Hagenbuch, Richard Clapp, Ben Ennenga, Tricia Harrell

**Others Present:** Earle Bares- Airport Manager, Tom Mandersheid- Airport Liaison

**Guests:** Jennifer Bares, Kevin Jarchow, Roland Ashby

### **Summary:**

The airport board meeting on May 27th, 2025, commenced at 5:30 PM. The secretary called the roll, and all the members were present. The Board covered various topics including the approval of previous meeting minutes, airport projects, safety and security issues, and financial updates

The first item on the agenda was the approval of the regular meeting agenda. There were no questions, changes, or comments regarding the agenda.

Hearing no further issues, the board proceeded with the current agenda. The floor was then opened for audience comments.

### **First Call to the audience:**

Jennifer Bares, 14981 Briarwood Street:

Just a quick update on Dawn Patrol, which is on June 7th at the Grand Haven Airport.

We visited 110 businesses this year, with about 15 to 20% participating. We still need to follow up in person as we rarely hear back otherwise. Everything is going as planned for our June 7th event, which starts at 8:00 AM and runs until noon. Public safety has been informed, and they will touch base again. If you have any concerns or questions, please feel free to reach out to me or Earl. We hope to see everyone there on June 7th from 8:00 AM to noon. Thank you.

Roland Ashby, 15003 River Bluff Place:

The Young Eagles rally will coincide with the open house for insurance logistics. We have 150 kids registered and capped due to limited aircraft, with another 228 on the waitlist. Competing events in Greenville and Battle Creek have limited available pilots. We plan to hold another rally in June to accommodate the waitlisted kids. No new registrations or additions to the waitlist will be accepted today.

### **Minutes:**

- Acceptance of 4/22/2025 meeting minutes:  
Motion by Swartout, seconded by Clapp, motion carried with unanimous support

### **New Business:**

#### **Say Weather:**

Ben Ennenga visited Zeeland to record their announcements. Their system has three and four clicks options: the short version with three clicks and the full version with four clicks. Let me share the recordings with you.

The total duration from activation to completion is around 20 seconds for four clicks. The shorter version includes wind speed and direction, while the full version also includes temperature, dew point, and altimeter settings. This has implications for safety, especially considering aircraft speeds in the traffic pattern. I'd like to know if this system has posed any safety concerns.

Listening to the recordings in the cockpit with headsets enhances clarity. We need an estimate of the yearly calibration cost, which could be around \$1,000 for the altimeter according to NIST standards. If we were to use it for RNAV approaches, it might require specific calibration standards. The advisory would focus on wind data being accurate. Maintenance seems minimal beyond the barometer.

Costs vary significantly; the current weather station costs around \$2,000, but more advanced systems can go up to \$10,000. Some discounts may be available, reducing prices slightly. We have one more meeting before Oshkosh to discuss further questions. Feedback indicates support for purchasing an updated weather system similar to the one installed at other airports.

ATIS, ASOS, and METAR are linked it to major electronic flight boards, with Foreflight and others being displayed on the internet.

Ethan Beswick mentioned that Say Weather is an excellent system and user experience works well. They exhibited next to them at Air Venture 2024, with positive remarks about their team and products. Despite being more expensive, it is refined, useful, and user-friendly. Pete Boone added that having such systems at airports would be beneficial

We can't purchase it yet due to budget allocations for the next fiscal year starting in July. Questions should be emailed. Once the budget is finalized, we might proceed based on consensus.

Regarding runway lights, 3 clicks turn them on to low intensity; they will activate during daytime as well. A 20-second delay for skydive operations may tie up the frequency. Concerns were expressed regarding announcements for entering downwind or midfield left downwind approach.

The advisory system ties into services like Weather Underground, costing \$700 annually, but calibration needs exploration. Reliability case studies and mitigating interference with lights are essential considerations. Tony, the only commercial operator, might have a neutral stance, but interruptions during skydive reports are notable. Say Weather Pro Plus connects via Ethernet or Wi-Fi, enabling features like text alerts, web pages, and cameras.

Once initiated, the process will continue uninterrupted until completion, whether it takes 10, 12, or 20 seconds. Ben has questions about setting up weather advisories. The weather station gathers data and converts it to audio information using a 'magic box' and a handheld radio. This system announces wind direction, temperature, altimeter, and density altitude. It is not the \$10,000 system but a more simplified version without complex wiring.

People can access the weather through Foreflight internet services for \$709 a year after the first six months. However, live flight updates require ADS-B setup, which they are currently working on.

#### Land Lease Discussion:

It is understood that there is a contract approved by the city attorney and endorsed by the City Council and mayor. The revisions to the minimum standards include requirements for privately built hangars on the airport, leasing land, and building one's own hangar. However, there is no resolution from the city authorizing the start of land leasing. Tom is expected to draft a document to be presented before the City Council next month to finalize this matter.

Regarding the lease rate, we had previously agreed on \$0.35 per square foot, which would result in an additional annual income of approximately 3000 dollars. This rate will be reviewed yearly, and there are contract provisions for adjustments.

The parcel size for a 60 by 60 building includes a 60 by 60 apron and five-foot margins around three sides, resulting in a total parcel size of approximately 125 by 70 feet.

It is important to ensure the price is right before moving forward. The concern about increasing lease rates beyond reasonable limits is addressed within the contract provisions, allowing adjustments based on the Consumer Price Index (CPI).

There are considerations regarding property tax increases capped at 3% annually, which may affect the overall cost. The contract allows for yearly increases based on the cost of living. This provides stability for leaseholders while considering changes over time.

Transparency is crucial, and posting the contract on the city website could provide clarity. Any future negotiations will consider these factors, ensuring fairness for all parties involved.

Further discussions on this topic are ongoing, and once applications start, specific questions and concerns will be addressed.

#### **Old Business:**

(None)

#### **Airport Manager's Report:**

Summary: Activity at the airport last month was unusual for this time of year as summer maintenance has begun, including mowing 119 acres of land. Recent storms caused several hangar doors to come off their guides due to heavy winds, but they have since been repaired.

Jennifer mentioned the annual Dawn Patrol on June 7th, where car parking will be east of the arrow hangers and along the north side of the airport. Volunteers will park between the drive and the swing-set area. Efforts will be made to keep taxiways and taxi lanes open, though the North taxiway to runway 18 may be used by skydive operations, subject to runway usage and wind conditions. Measures will be taken to ensure access to hangars from both east and west sides

**Funding and Projects:** Major projects include reconstruction and rehabilitation of runway, awaiting state funding. Sealed bids for Jet A and 100LL fuel are due tomorrow, with a minimum of three expected. The bid process requires actual costs rather than estimates. Current bids are anticipated to be below original estimates. MDOT is processing payment based on initial bid amounts.

- **Crack Sealing:** Crack sealing and pavement remarking are being coordinated with the city. The status is pending.

- **Land Leases and Hangars:** Progress made on land leases and hangar projects; awaiting City Council approval for land lease changes. The maintenance of airport facilities is ongoing.
- **Wildlife and Noise:** No wildlife reports; no noise complaints.
- **Hangar Demand:** Strong interest in hangar space with over 40 individuals on the list. Maintenance items such as repairing runway lights are underway.
- **System Performance:** Temporary downtime for fuel system due to credit card processing issues. Continuous monitoring ensures quick issue resolution.
- **Fuel Prices:** Fuel prices have decreased compared to last year.

### Projects

- Construction of new hangars and future airport-funded projects are ongoing, with quotes received for painting of the A row hangers.
- Runway 18/36 rehabilitation project: Still waiting on the grant (BIL funding) paperwork. The approval and funding for this project was made at the March meeting of the Michigan Aeronautics Commission. Work expected to begin late this summer.
- Crack sealing, pavement and repainting, (not inclusive of runway 18/36), 41,000 feet of crack seal; 26,000 square feet of white paint, 21,000 square feet of yellow paint, and 500 square feet of black paint. Note: We will have to make up a project and work plan for this and perhaps go out for a bid - this will not be handled by MDOT in the usual way, it will be on an individual basis - but the crack seal company may honor their cost agreement with MDOT.
- Jet A and 100LL fuel pump replacement project: To be funded by the state of Michigan. We will replace the existing pumps and install two new pump dispensers, update all systems/components, and install emergency shutoff valves. The interface will be designed by QT pod. Fuel pump replacement involves interfacing new systems with existing ones.

### Safety & Security

- No noise complaints, no wildlife complaints
- 2 Powerline Orange balls not installed by BLP. Additional markings on power lines are needed for safety compliance.
- 3 Notams

### Airport Operations & Activity

- 175 Log Entries
- Fuel sales were less than last year

- Fuel Sales were 958 Gal. 100LL, 178 Gal. Jet A
- 58 Aircraft home based on the field.
- Worked on 3-4 aircraft, no flight instruction
- Hangars are fully occupied

#### Airport Facilities

- EAA Hangar roof repaired
- Several hangar door rollers may need to be repaired

#### **Airport Liaison Report:**

##### Summary:

The current cash balance is \$408,000, with an increase to \$412,000 as of this morning. Petty cash stands at \$200, and the Community Foundation provided \$615. Interest income exceeded budget expectations due to investment of funds. Expenses are under control with adjustments planned for over-budget items like maintenance materials and electricity costs.

Discussions about supplementary heating in the maintenance hangar continue, noting that electric heaters may need to be supplemented due to heat pump limitations. Historical use of heaters is recognized, and the need to address current issues is acknowledged.

The last electrical budget was reviewed three months ago, and it's costing \$1000 a month as of July 1st. Therefore, we need to review the bills for the past few months to make sense of the current budget situation. The annual budget allocated is \$12,000, and the natural gas bill has been quite reasonable at \$1500 for a year, currently standing at \$1253.

The upcoming MAP meeting is scheduled for June 10th. Those interested in attending need to confirm travel arrangements. The city's assistant or manager might also attend along with the planner who was included in the email. The meeting starts at 10 AM in Lansing and should conclude by 3 PM.

Bid openings for the gas pumps are scheduled for tomorrow at 10 AM, with two bids already submitted by Sparling and Northern Pump.

Prein & Neuhoff's hangar design contract for the six T-hangars is under review for \$63,000. A letter of acceptance is needed to ensure the amount charged is reasonable. John mentioned potentially handling this in two separate contracts if it results in a better overall price.

Additionally MDOT has not yet received the BIL grant money.

Accounts receivable over 30 days: \$5473

Airport Cash balance: \$412,000

**Second Call to audience:**

Summit Professional Business Services located at 201 S Beacon Blvd., Grand Haven, MI. - Summit Professional Business Services owns an aircraft in hangar H11. We receive our invoice from the city for our hangar rent every six months and we are charged the non-resident fee. We request that the board address this with the treasurer to see if we can get the \$30 non-resident fee waived or removed because the company is located within the city of Grand Haven and pays taxes to the city of Grand Haven. We were charged \$30.00 or \$10 per month, which we believe should not apply as the aircraft is owned by the company and the company's address is in the city. The aircraft resides in the city. We have always been told that one must be a resident to qualify.

**Motion to adjourn, seconded: Clapp, Harrell****Adjournment 6:52 pm****Minutes submitted by board secretary, Richard Clapp**