

## Grand Haven Airport Board Meeting Minutes January 28<sup>th</sup>, 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, Mayor Robert Monetza, Louis Lybrook, Roland Ashby, Dana Kollwehr-Asst. City MGR, Brian Urquhart-city planner

### First Call to the audience

- Jennifer Bares, 14981 Briarwood Street  
We have the trunk or treat and the dawn patrol approved by the city. Our current focus is on dawn patrols. We are planning these activities, including breakfast arrangements and organizing silent auction items. If you have any concerns, please contact the Grand Haven Aviation Association or me, and I will gladly assist you. We may collaborate in the future on various projects, such as the trunk or treat event around Christmas.  
The next meeting is scheduled for June 7th and will start at 8:00 AM.

### Minutes:

Acceptance of December 17th, 2024, meeting minutes.

**Motion: To approve 12/17/24 minutes.**

**Motion by Swartout and seconded by Clapp.**

**Motion carried with unanimous support.**

### New business:

- **Shape Corp. Day Care Center**

Shape Corporation is currently exploring the possibility of owning and operating a large day care facility for their employees, which has evolved to include potential partnerships with the Outdoor Discovery Center South and other locations and daycares. They are still in various stages of approval for this potential project. The focus remains on balancing economic development needs with the requirements of existing businesses in the area, including the airport, and supporting these stakeholders effectively.

The Outdoor Discovery Center has applied for several permits they believed were necessary, including those from MDOT and the FAA, to pursue their project. The current concept has undergone minor modifications but has not been submitted to the Planning Commission yet.

It has been noted that building proposals do not necessarily need to include certain levels of noise abatement. The FAA highlights that noise is a significant issue when developing near airports. It is important to limit residential development around the airport to mitigate noise concerns.

Additionally, the plan sets a 1000-foot buffer, aligned with the longest intended runway length. The requirement is based on the proposed 4200 foot runway, whereas the current 3752 foot length requires a 500-foot buffer.

The center's plan includes modifications based on discussions with the fire marshal to ensure adequate access for emergency services.

- **Land Use**

Each contract will be tailored to the lease terms, including hangar size and apron dimensions, which determine leased square footage. We need to establish a price per square footage, reviewed annually within the budget.

Changes to the minimum standards may be required, possibly revising the 60 by 60 standard.

**Motion: To approve the draft documents for the Grand Haven Airport premises license and development agreement.**

**Motion by Swartout and seconded by Ennenga**

**Motion carried with unanimous support.**

- **Say Weather System**

Currently, we propose a budget of \$15,000. Our finances can accommodate this expenditure, and it is recommended to include this amount in the 2025-2026 capital budget for the purchase of a weather system.

There is a concern about Say Weather operating on the same frequency as Unicom traffic, potentially tying up the frequency for 10-15 seconds with weather updates. This minor point aside, the proposed \$15,000 expenditure covers a commercially available weather system, primarily consisting of sensors from Davis. The key component is the communication system.

Regarding the frequency, there is a need to consider whether we require an additional frequency or if we can continue using our standard 122.7 frequency. It is essential to investigate the feasibility of obtaining another frequency before deciding.

Further discussions are required to address concerns about operating on the same Unicom frequency and the calibration costs associated with barometric pressure sensors. There is a potential liability issue if incorrect barometric pressure readings are provided during aircraft landings. Alternative options, such as excluding certain features for a reduced price, should be explored.

The budget for 2025-2026 needs to be submitted to the finance department soon, hence the urgency. The capital budget period starts in mid-2025 (June-July), providing some time for further discussions and decisions.

**Motion: To include \$15,000 for purchase of a weather system in the 2025-2026 capital budget**

**Motion by Swartout, seconded by Harrell on the condition we have further discussion.**

**Motion carried with unanimous support.**

**Old Business:**

**(None)**

**Airport manager report:**

#### Projects

- Hangar doors off track
- Runway 18/36 rehabilitation project, proceeding, work expected to begin this summer.
- 100LL Fuel pump is operational
- Replacement of C Row hangar.

Safety & Security

- No noise complaints, no wildlife reports.
- Replacement orange balls ordered by the BLP, to be installed shortly.
- 1 Notams
- Snow plowing begins at 3 am when needed, crew has radios tuned to Unicom, but cannot hear.

### Airport Operations & Activity

- 105 log entries
- Fuel sales average for this time of year
- Fuel Sales were 121 Gal. 100LL, 80 Gal. Jet A
- 58 Aircraft home based on the field.
- Worked on 0 aircraft, no flight instruction
- Water pipe in the MX hangar froze and burst.
- Hangars are fully occupied
- A few more hangar door roller problems
- 39 people are on the hangar waiting list, but it is estimated 6 to 10 are ready to move in.

### Airport Facilities

(n/a)

### **Airport Liaison Report:**

Accounts receivable over 30 days, good shape.

Prein & Newhof cost \$43,500

Airport Cash balance: \$381,359.19

Receivables look good

Budget looks good. On track.

### **Second Call to audience:**

Roland Ashby, 15003 River Place, Grand Haven.

You can pull weather data for your flight from platforms like Foreflight, even if it is not available. Electronic weather data is accessible through websites, though it costs around \$800 annually. However, we must use official weather information to determine landing conditions according to regulations. The option to turn off the barometer exists, and there is also a \$15,000 version that includes cloud information. I believe this will enhance safety, especially during night landings. Thank you for considering this matter.

**Adjournment 6:45 pm**

**Motion to adjourn, Swartout, Hagenbuch**

**Minutes submitted by board secretary, Richard Clapp**