

DANBURY AVIATION COMMISSION
MEETING MINUTES

Danbury Aviation Commission -- 7:00 p.m.
Danbury City Hall: 155 Deer Hill Ave., Danbury, CT 06810
Third Floor / Room 3C / Tuesday, January 21, 2020

01 Meeting Called to Order by Chairman Ashkar at 7:00 p.m.

02 Roll Call:

Present: Chairman Ashkar, Commissioners Omasta, Tamburri, Zilinek, Oppermann, King

Motion made to accept the meeting minutes of July 16, 2019, by Commissioner Oppermann, seconded by Commissioner Zilinek, and unanimously approved.

03 Liaison Report:

No Liaison Report was submitted.

04 Administrator's Monthly Report:

Michael Safranek, Acting Airport Administrator, for those who don't know, Mr. Estefan retired as of December 31, 2019, and the Mayor has named me as Acting Airport Administrator, pending an outcome of the posting of the job and taking applicants of the job. I don't have anything per se on the agenda but I saw that we hadn't met since July, 2019 and we have a lot going on and wanted to get as much information out to the commission and everybody as possible. I will be doing a slide show presentation and you ever have any questions, please feel free to call me. You can reach me at 203-797-4624.

First thing we completed a pavement analysis that was done about 1-1/2 ago and based on the analysis the FAA decided we needed new pavement for 8/26. There are problems with our 26 approach with the FAA. Because of our approach surface being a 12:1, the FAA would not pay for a full reconstruction full width runway. We negotiated a 30 feet centerline north and south all the way down and everything else was crack filled and clear coated. We negotiated and got \$1.4 million. We also did a pavement analysis at \$40,000 which was mostly paid by grant and came back that we needed new pavement. For those of you who don't know the ratio is 90% Federal, 7-1/2% State, and 2-1/2% City. So over the years the City's share could add up to tens of thousands maybe hundred thousand over the years so this administration has definitely been pro-airport. We have done a lot of projects and have cut a lot of trees down. There is a little bit of lip right around Delta that will be fixed by Waters, the contractor who did the project. We hope to close this project out completely maybe March/April. Another benefit of this project was we repainted the runway surface which saved us about \$20,000. To paint the whole airport is about \$44,000, so about 6 years ago we bought our own machine for about \$6,000 and now we do it ourselves for \$3,000 each cycle. The benefit of doing it ourselves is I can close down a certain section of the airport but when a company comes in the want the whole airport closed for a 24 hour period.

Our traffic counts are up about 4,300 from last year. I can email this chart to anyone who wants to see it. Our position at DXR is that Oxford will be the next Teterboro in the next 5 years and are getting a point of entry where their Global Express will go to and from Japan non-stop and back again through customs in Oxford so the deal is we will take everything from an M2 or Mustang on down; Oxford doesn't want the General Aviation anymore they want the big aircraft. Therefore you will see a lot more smaller aircraft, SR22's and such and if you are paying \$1 million for an aircraft you want it inside so we will be building hangars. I have been working on a deal with BAC for the last 6 months who will be building one of 12,000 square foot hangars on their property soon maybe even more. The FAA has approved a 15,000 sq. ft. hangar at our maintenance building and have the 7460 done. We are now deciding whether we are doing a land lease, whether a developer wants to develop it or if we will build it ourselves and lease it out and be the landlord. Personally I don't believe government is designed to be a landlord, we want a land lease, that will be your job.

Westconn West is acquiring property who will be doing some expansion and the property at Alpha/Bravo the 5 acres which was previously known as SeaHorse Aviation, I'm going to develop that and putting in 20 t-hangars which may take 1-1/2 to 2 years to do but we will be doing it. We are busting at the seams for hangar space and the FBO's all know it. We will put it out as an RFP to see if a developer wants to build it.

Commissioner King questioned Mr. Safranek about the parking lot next to Administration who replied that lease is tied up for another 5-10 years which Weeks Auto leases and was renewed about 3-4 years ago. Mr. Safranek stated it generates about \$17,000 per year.

Question was raised by Mr. Orifici/Westconn Aviation, regarding BAC when that lease ends it goes to renegotiating without going out to RFP you do know the City owns all the structures it doesn't become a \$6,000 per acre lease. Mr. Silvestro has requested to build and hangar and we have granted his request.

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Commission King brought up the Mayor's Task Force where there was a couple of recommendations regarding the old hangar that is next to Westconn that's being used for Maintenance and what are the plans for that. Mr. Safranek stated right now there are no plans for our Maintenance building which we have our vehicles and equipment parked inside. To replace that building we would have to spend \$1 million building a new building. Commissioner King asked why we don't move the Administration offices over there; Mr. Safranek replied that has been talked about but we would have to demo the present Admin building, close it up, and there may be asbestos which could be \$200,000 project possibly. We had looked at it with the FAA to reconfigure Romeo and possibly rent it out to maybe a restaurant. The FAA isn't going to give us money for a new building or to move our offices to renovate the building. Commissioner King asked about building a terminal which was answered not at all in the future. Commissioner Omasta asked where is the city putting up a hangar; an RFP for a land lease will go out to build a hangar where presently the sand/salt pile is.

A Focused Master Plan, which was left out of the Master Plan for whatever reason. When we started the Master Plan 8 years ago this was something that was supposed to be in it but wasn't done. It is for approach surfaces and wind rose data. Currently the FAA says if primary coverage is greater than 95%, then the FAA will not pay for the crosswind runway for rehab or reconstruction. As we use 8/26 96% of the time, which means only 4% of the time 17/35 is used. The problem is they are using 10.5 knots as their primary base and anything over that you can go to the crosswind runway. We are trying to make that argument under the Focused Master Plan study that way FAA will pay 90% of the reconstruction/rehab of 17/35. It will cost about \$2 million and the City will not pay for that on their own.

Regarding the maps you have – Runway 8 penetrations are zero right now – we have cut everything on the penetration we have a 12:1 and we have maintained as 12:1, which cost us almost \$2 million on the 8 approach between land acquisitions, aviation rights, tree cutting. We own all the rights to cut. Runway 17 approach we have two penetrations which are about 1.4 miles out next to the WestConn Observatory which will be cut down. On the 26 approach we have 170 penetrations and then the 35 approach 170. On the 26 approach not only do we have tree penetrations, we have ground penetrations, house penetrations, power line penetrations and highway penetrations. The estimate I received was \$42 million to take the hill, trees, wires down, I-84 down not going to happen. We are going to try and do is make it pre-existing non-conforming and have it stamped on the plates that we maintain 12:1. If we have to move the threshold we would have to expand the runway 1,000 out towards the Dog Park. It was brought to my attention by Mr. Toher/Reliant Air, that our minimums are increasing over the last 5 years. Runway 35 has increased to 802. This is the valley to 35 approach which will cost \$35,000. We will be cutting and dropping and not hauling away.

Chairman Ashkar reminded everyone that this is the Administrator's Report and not Public Speaking. We are going to eliminate Public Speaking because you are asking questions now. When Mr. Safranek is done then we are going to move ahead and finish the Agenda.

Future projects with AIP funds will be the wind rose data to reconstruct 35, rehab Charlie west of Delta, rehab the remaining hazard beacons, loader and low boy for plowing. Mr. Orifici/Westconn Aviation suggested improving radio communication to the west; Mr. Safranek said there's nothing we can do it's the terrain but I will look into it. The current VOR is being decommissioned and are working on other approach surfaces on what's being decommissioned and what's not. We are going to rehab Delta and Bravo. The RFP that will go out when we do the hangar project at Alpha/Bravo if that goes through, the Bravo rehab becomes a priority. We need to go back and do the Minimum Standards and need to add a few things and clean up the flight club section and will make it amenable for everybody. We are doing the budget now and the airport budget is \$590,000/year so when people complain about paying their \$90 registration fee that's what runs the airport. If we didn't have Red Lobster/Olive Garden which brings in about \$260,000 we would be bankrupt and out of business. Discretionary spending for the airport is \$55,000/year which is heat, lights, gates, motors, maintaining the buildings, fixing a roof. Mr. Orifici suggested when Red Lobster lease expires it should be renegotiated – it was said the Council is doing that right now.

The City is looking at taking – Wooster where that garbage pile is on the approach of 26 and then the land adjacent to the airport off of Miry Brook. The problem is the FAA does not pay for land acquisitions in the grant process where they do for construction of buying of equipment so the City has to get the property through eminent domain, clean it up, then apply for a grant and hope the FAA says yes. That could be \$1.2 million. We are in a gray area as to if it is vital to the airport. The problem is on the property at Wooster Heights there are height restrictions. The Miry Brook property has an EIC judgment against it so we would have to take it by eminent domain and clean it up and hope the FAA will say yes.

As a reminder to the FBO's I need the driver training, fuel farm training, and need tie-down lists.

Chairman Ashkar stated you covered plenty but it is not all Commission items; what we are here for is a Commission meeting not general information which is good to have and glad you did this and you did a great job and thank you. Someone asked what is the role of this commission which Chairman Ashkar replied our role is to do commission business and not listening to what we are going to do on the airport. That's not our job. Our job is to take care of leases if we have problems and take care of problems with the FAA and to be a liaison between the FBOs and the City. We do leases, legal things that is why our lawyer is here most of the time. What we talked about the leases that were done 20 years ago we can't do anything about that. There was a question regarding the flight

clubs on the minimum standards and assurances were made that with the 5190 you are not doing flight training in your aircraft that is the only part we need to assure. Gary from the Flying 20's Club stated we were supposed to set up a meeting to discuss this. Mr. Safranek stated we will be revisiting the Minimum Standards and completing them. Mr. Orifici made the comment he had emailed the FAA as was recommended by the previous Administrator regarding his concerns and it was recommended that email be sent to Administration to be discussed at next meeting. Commissioner King suggested all correspondence regarding Minimum Standards be forwarded to our legal counsel.

Mr. Safranek stated that we are being sued by Persaud regarding the twin that went down and are in the process of doing the interrogatories for the deposition.

Commissioner King requested a copy of the By-laws from 1946 of the Commission as to their role regarding the Airport Administrator which will be looked into. Commissioner Oppermann thanked Mr. Safranek for doing a terrific job in giving us a great overview of what we have and what we can expect. Commissioner Omasta advised that we had a sub-committee report on the Minimum Standards 3 years ago which was never acted upon.

Chairman Ashkar stated when we set up an agenda we are going to stick to it but tonight was an exception. We will stick to items listed on the agenda during public speaking. We will not go into this much depth in these kinds of meetings as we don't really need to. Regarding Minimum Standards Mr. Safranek will meet with Mr. Orifici, the Flying 20's, and Commissioner Omasta.

Steve/Reliant Air stated he was at meeting on behalf of Mr. Toher/Reliant read memo from Mr. Toher:

"Wayne Toher and all of us at Reliant Air would like to welcome Mike Safranek to the position of Airport Administrator and we wish you well. This is a welcome change from our prospective and believe we will work well together. I would like to encourage you all to communicate with me as often as you like. I will start doing the same. I would like to meet with the liaison officer along with Mike to discuss the future. Mike I will be in touch with you about my lease that has been expired for two years. I am sorry that I could not be here tonight."

**Motion made to adjourn by Commissioner Zilinek, seconded by Commissioner Oppermann, and unanimously
Approved at 8:20 p.m.**

Runway 8-26 Project

- Project Cost \$1,485,650
 - Fed share : \$1,333,890 (90%)
 - State share : \$111,157 (7.5 %)
 - Local share : \$37,602 (2.5%)
- 30' N/S of Centerline - full length
- The rest was Crack Filled and Seal Coated

Traffic Counts

2019

	AC	Air Taxi	GA Itnrmt	GA Local	Military	Total	Run #	Ch Month	Chage YR
Jan-19	0	114	1,328	1,492	40	2,974	2,974	82	82
Feb-19	0	121	1,409	1,562	20	3,112	6,086	662	744
Mar-19	0	101	1,784	1,398	10	3,293	9,379	124	868
Apr-19	0	119	1,679	1,370	6	3,174	12,553	-176	692
May-19	0	188	2,327	1,700	2	4,217	16,770	-944	-252
Jun-19	0	218	2,753	2,659	0	5,630	22,400	186	-66
Jul-19	0	250	3,252	2,674	2	6,178	28,578	1,348	1,282
Aug-19	0	287	2,849	1,796	24	4,956	33,534	332	1,614
Sep-19	0	201	2,709	2,326	8	5,244	38,778	1,034	2,648
Oct-19	0	167	2,219	1,726	13	4,125	42,903	669	3,317
Nov-19	0	131	2,133	2,010	22	4,296	47,199	1,098	4,415
Dec-19	0	93	1,480	1,958	13	3,544	50,743	-100	4,315
Total	0	1,990	25,922	22,671	160	50,743			4,315
From 2018	0	-330	1,213	3,402	30	4,315			

Moving Forward

Hangar Projects:

- BAC adding approximately 12,000 square feet
- FAA approval for 15,000 sq feet at the Maintenance Building
- Westconn West acquiring property and Adding Hangar Space
- Property at TWY A and TWY B for 5 acres of additional space

“Focused Master Plan”

- This was left out of the Master Plan , but needed.
- We have a grant to specifically study the
 - Approach Surfaces
 - Wind Rose Data.

Cross Wind Runway

Wind Rose Data

- General aviation airports no longer qualify for funding of a crosswind runway if the wind coverage on their primary runway is **>95%**.
- FAA wind rose analysis does not consider any winds that are below **10.5** knots, regardless of direction, which results in high wind coverages

DXR Wind Rose Data

24 Hours (FAA Wind Download)

Runway	10.5
8-26 (4422x150)	96.31%
17-35 (3135x100)	96.27%

24 Hours (NOAA Wind Download)

Runway	10.5
8-26 (4422x150)	94.71%
17-35 (3135x100)	94.59%

Daytime (7am-10pm) (NOAA Wind Dow

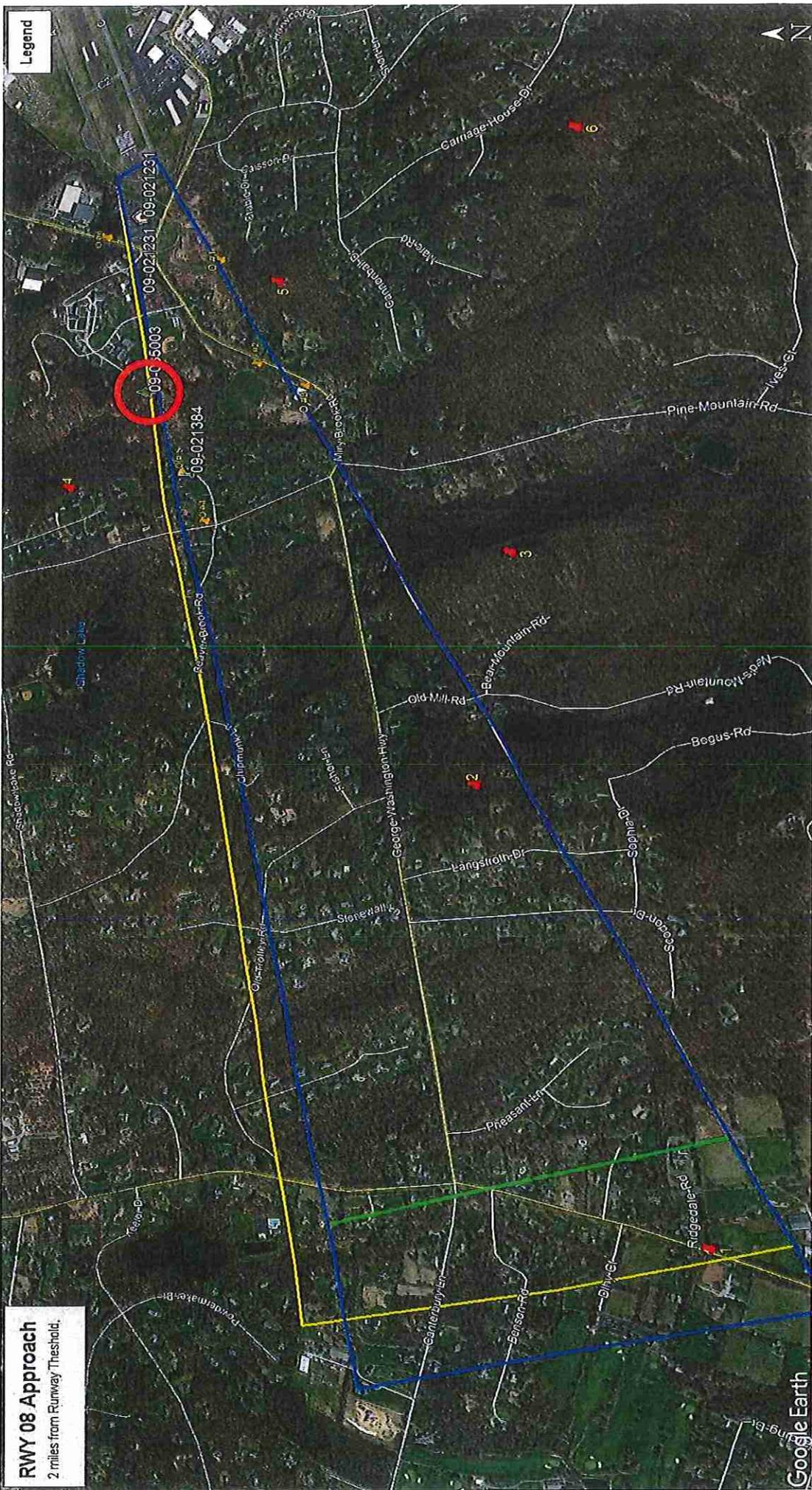
Runway	10.5
8-26 (4422x150)	93.37%
17-35 (3135x100)	93.39%

Wind Rose Data

- I ran a Standard FAA Wind Analysis Runway 17-35 is not eligible for FAA funding. - as Runway 8-26 provide 96% coverage.
- When I used NOAA recorded data, the coverage drops to **95%**,
- When I focused on 7 AM to 10 PM (tower open – most flights) it drops to **93%** and shows that Runway 17-35 covered for AIP funding.

Approach Surface Penetrations

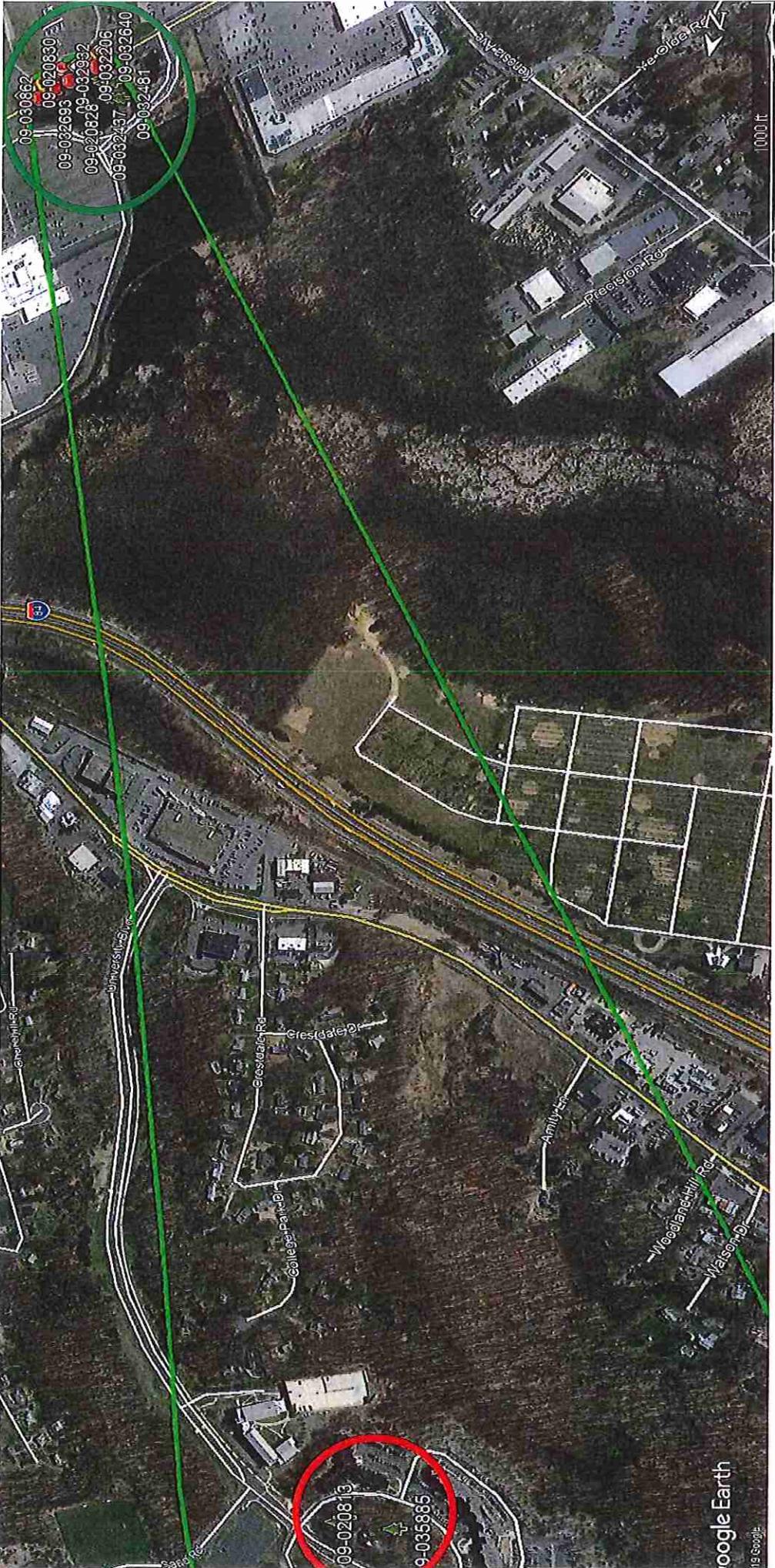
- Approach Surface - Runway 8: Penetrations = 0
- Approach Surface - Runway 17: Penetrations = 2
- Approach Surface - Runway 26: Penetrations = 170
- Approach Surface - Runway 35: Penetrations = 170



RWY 08 Approach
2 miles from Runway Threshold.

Legend

Google Earth



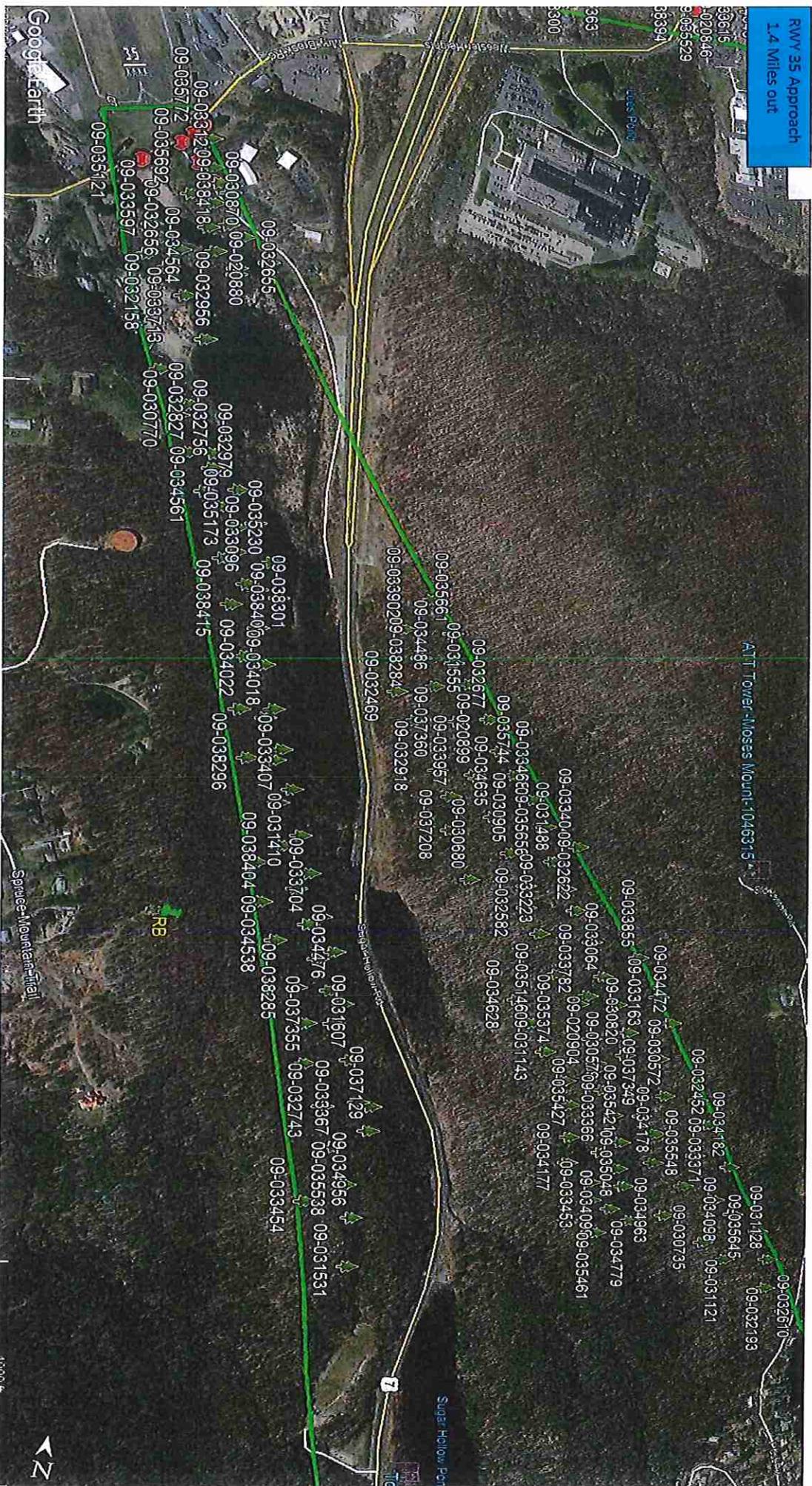
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Google Earth
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1000 ft

RWY 35 Approach
1.4 Miles out



Google Earth

1000 ft

