

A Special Meeting on Tuesday, May 15, 2007 at 5:20 PM at the Public Services Building Training Room, 900 S. Marshall, Marshall, MI. Chairperson Tom Woods called the Marshall Airport Board meeting to order.

Present: Jase Bolger, Charles Dobbins, Mike Hindenach, Mike Olson, and Tom Woods
Absent: Jeff Begg, Bill Ross, Ron Goodwin, Council Liaison
Others: Mitch Price, Airport Manager; Chris Olson, City Manager; Paul Beardslee, City Attorney; Barry Smith, GLAS; Steve Sayer, Mercer; Steve Buller; Fred Grooms, Pilot; Rob Williams, Pilot; Stan Lathrop, SkyDive, Michigan

The meeting was held for discussion on short- and long-term options for fuel delivery and the fixed-base operator contract at Brooks Field.

The following options were reviewed and discussed:

Option 1: Repair/replace existing pump and equipment

Option 2: Repair/replace existing pump and equipment (inspect tanks, install cathodic system; DEQ requirements), upgrade pump for fleet fueling (credit card reader) and construct a new fuel island

Option 3: Install a new above-ground system

Note: In 2008 the underground tanks (3,000 and 10,000 gallon) are scheduled for a mandatory inspection as required by the DEQ.

Steve Sayer, Mercer commented on the underground tanks;
The two underground 'used' tanks were installed in 1978.

- * In August 1998 the tanks were lined (required by the DEQ). It's unknown if the tanks were 100% lined.
- * Approximately 25% of the tanks inspected fail. If the tanks fail, they must be removed.
- * Approximate cost of the 2008 tank inspection is \$16,000.
- * Approximate cost to remove the tanks should they fail the inspection is \$14,000 and an additional amount for environmental clean-up.

Upon board member review of the comments by Steve Sayer re the underground tanks, fuel delivery options and quotes presented for an above ground system –

Board members discussed the fuel delivery system and possible impact on the prospective fixed-base operator contract with Great Lakes Aviation Service.

Hindenach, supported by Bolger; pending an acceptable outcome on the line-to-tank test, move to replace one pump and repair necessary equipment to enable fuel delivery through the spring and summer and by September 2007 implement a long-term plan for fuel delivery at Brooks Field; on a voice vote; motion approved unanimously.

Barry Smith, Great Lakes Aviation Service (GLAS), commented:

- * Most community-owned fuel farms operate as a service.
- * Recommends the city have a long-term plan for fuel delivery in order to compete with other airports in surrounding communities.
- * GLAS is still interested in becoming the Brooks Field fixed-base operator

Marshall Airport Board, Special Meeting

Tuesday May 15, 2007

Steve Buller, pilot, is willing to discuss the possibility of taking over the fuel farm at Brooks Field.

Dobbins, supported by Bolger - as a long-term plan for fuel delivery at Brooks Field, the Board recommends the removal of the existing underground tanks prior to the 2008 inspection and the purchase of a new above-ground fueling system that includes a card reader to provide fuel service 24/7. The Board also recommends the installation of the above-ground fuel system to coincide with the runway rehabilitation project currently scheduled for the fall of 2007; on a voice vote; motion approved unanimously.

Hindenach, supported by Dobbins; the Board recommends the approval of the Fixed-Base Operator Contract between the City of Marshall and Great Lakes Aviation Service; (including the changes to Section 4 of the contract); on a voice vote; motion approved unanimously.

Recommendations are to be presented to the Marshall City Council at the regular council meeting on Monday, May 21, 2007

Adjournment

Meeting adjourned at 6:55 pm.

Respectfully submitted,

Cris Roberts