



AIRPORT COMMITTEE MEETING MINUTES February 7, 2022

The scheduled meeting of the Ontario Airport Committee was called to order by Chair Jim Bain at 6:02 p.m. on Monday, February 7, 2022, in the Council Chambers of City Hall. Committee members present were Jim Bain, Gary Taylor, Shawn Coleman and Bill Hager. Ex Officio Members present were Councilmember John Kirby and Ontario City Manager Adam Brown. Justin Zysk, the Airport Manager, was also present.

The meeting was audio recorded, and copies are available at the Airport by request.

OFFICER ELECTIONS

There was one proposed change to the meeting which was to start off with the election of Committee Officers. A brief discussion ensued between Gary Taylor, Adam Brown and Jim Bain about proceeding with officer elections or postponing until more members were present. Gary Taylor moved, Shawn Coleman seconded, **TO POSTPONE THE OFFICER APPOINTMENTS UNTIL THE MARCH 8, 2022 MEETING.** The motion passed with unanimous consent.

AGENDA

This Agenda was posted on February 2, 2022. Copies of the Agenda are available from the Airport Manager and on the city's website www.ontariooregon.org.

Gary Taylor moved, Shawn Coleman seconded, **TO ADOPT THE AGENDA AS PRESENTED.** The motion passed with unanimous consent

PUBLIC COMMENTS

Three members of the public attended the meeting: Toby Epler (Airport Engineer), Brian Rindlisbacher (BLM) and an unknown member of the public.

Toby Epler, stated: I will just give an update. Since we got Justin Zysk on board, we got the Master Plan going again and so we will be ramping that up again over the Spring and Summer so more to come on that. The FAA project this year is a crack, fill and seal coat of the entire airport. Plans and specs have been submitted and approved by the FAA. We are getting the bidding documents lined up and that will go out to public bid in March. We will open bids first of April. FAA funding will probably come later this Summer. Hope to schedule construction for late August or September timeframe. We will work with you guys, and of course Justin and the airport, to make sure that we schedule that to not interfere and give you plenty of lead time. Most likely the runway is going to need to be closed for three days during that project. The project will be near the backend when the SEAT Planes show up. Oh, we did get grants for the state grant, and we got ranked first again which is pretty awesome. Hopefully they will be kicking in 9%, FAA will be 90% and the city will be on the hook for 1%.



Adam Brown, asked: *The notification I got today was “congratulations, your application has been approved by the state for COAR.” Is that just we received the application or is that an award?*

Toby Epler, responded: *I believe I checked and if that is not the award then it’s pretty close, Adam. I think I checked the ranking and I thought we were ranked number 1.*

Adam Brown, stated: *Ya, it says, “please complete the pre-agreement steps by checking the COAR website.”*

Toby Epler, responded: *So that is probably the grant offer, I would assume, which is great news. Any questions or concerns?*

Shawn Coleman, asked: *When you say, Toby, on the crack, seal and fill, will that fill any spots on the edges that are all broken out? Are they going to go in and do any of that kind of thing? When you say crack, seal and fill, I know what that is, but I mean, I am talking about the parts of pavement corners that are sluffed off and broken. Are they going to go in and patch and repair that before they go and seal it over? How does that work?*

Toby Epler, responded: *No, just sealing the existing cracks on the main surface.*

Shawn Coleman, asked: *So, if we have a rolled off spot in a corner or something, they are not required to fix that?*

Toby Epler, answered: *No, they didn’t scope that as far as costs go.*

Jim Bain, asked: *Any other questions for Toby? Ok, thank you sir. Brian, you got anything for us?*

Brian Rindlisbacher stated: *The only thing I have was I went over and looked at the BLM base the other day and noticed that the area we have by the gate where it drains looks like when they were snow plowing, they knocked off that edge or like the hump they put in so that it won’t leak into the gravel area. That was all broken up.*

Justin Zysk, asked: *Where is it at?*

Brian Rindlisbacher, responded: *At the corner of our place.*

Jim Bain, asked: *So, you are talking about the southeast corner?*

Brian Rindlisbacher, responded: *Yes. That would be the southeast corner. The little corner that we have by the gate. So, we will need to make sure that’s fixed before fire season comes. You guys probably know more about what is going on with the base than I do because I am down at the low-level now and it is all done at the high-level. So, I come here to find out what is going on. Right now, we are just hoping for things to get going for us. We are excited for it.*

Jim Bain, asked: *Sure, I think the timeline on it is a couple years out, isn’t it?*

Adam Brown, responded: *J.U.B. is writing up the application for design services right now from my understanding. So, as soon as we get the proposal from them for the design services then we can make an award and get that under way. But ya, it is not a quick design since it is a federal project. Toby might have a better idea of how long it might be.*

Toby Epler, responded: *Ya, we should have that here shortly. We had some clarifications that we needed from BLM so they got back to us and so we are just putting the final touches on it and then we will get that over to the city and*



then the city will give it to the BLM. That is kind of the go between. And then I guess the BLM has to bless the fees and the city has to bless the fees and then it will come back to us.

Jim Bain, asked: Alright. Sir (unnamed member of the public), do you have anything for us?

Unnamed Public Member, answered: *I don't. Just here to listen.*

Jim Bain, stated: *You are the only other member of the public that I see here so I wanted to extend the opportunity to speak. Moving on to the presentation of the January 2022 recap.*

PRESENTATION

Justin Zysk, Airport Manager, presented

Justin Zysk, asked: *Any questions?*

Gary Talor, commented: *Ya, I'd like to just make a comment. I am not sure if you are familiar or not, but with Silverhawk taking over, we want to make sure, especially if we don't have a signed lease agreement, that they understand that it still needs to be an FBO. Not that I'm concerned about it. I am not upset about it by any means, but there have been some concerns on whether fuel is available. I just want to make sure that we are covering those bases because there are definitions of an FBO. They have been modified over the years, but we need to make sure we are on the same page as a committee and what we would like to see. So, before they sign that, I would like to have access to the lease, and I am sure the rest of the board would like to have access to the lease as well to review it.*

Justin Zysk, responded: *I fully intend to do that. My intentions were to have Jeremy draft up the lease, have myself and Adam Brown review it, bring it to the committee for review and comments, and then bring it to Council for their approval.*

Gary Taylor, continued: *It is not to be controlling because we are not that but just so that we cover all our bases and that they understand all the ramifications because they are at a prime location, prime ramp space and if we lose them as an FBO and just end up as a flight school then we are behind and I just don't want to see that happen.*

Justin Zysk, replied: *Yes, so the fuel is one of several issues that I am addressing. I have had a couple meetings with them, mainly about the fuel issues. So hopefully in the future it is better.*

Gary Taylor, stated: *We all know that we need some place for people to come whether it be corporate or general aviation, we need to be able to have an FBO that provides some sort of service to the public to earn their business basically. Anyways, that's all I got. Does anyone else have any comments towards that?*

DISCUSSION ITEMS

Jim Bain, asked: *Ok. We're talking about the grass runway too, are we?*

Justin Zysk, answered: *Yes, so we are going to go into the markings first. In the back of your packet, you'll have some pictures. So, I spoke to John Freeburg and maybe Bill Hager you were there too, but certainly John and Brianna are on board with this. So, this is something that you see in Arizona on some of the smaller publicly owned*



airports. A painted airport identifier that goes on the taxiway, and some places they do it on the runway, where from an overhead view you can quickly identify that airport by name. Some will have elevation and most of them will have the UNICOM/CTAF frequency for quick reference. So, this is something that I kind of briefly spoke to Toby about, but I just wanted to bring it to your attention as a discussion item to see if you are all on board with it before devoting the time to price it out and plan it.

Jim Bain, asked: So, you are looking for comment?

Justin Zysk, replied: Correct.

Bill Hager, commented: The keypads having the current code is a bit unusual because some other areas have the UNICOM code.

Justin Zysk, responded: I am waiting for the new keypads to be installed. As soon as that is completed, I will be changing all the gate codes back to the UNICOM and will post the change on the website and notify as many people as I can so the public is aware.

Jim Bain, asked: Any other comments about the airport markings Justin is asking about?

Shawn Coleman, asked: This kind of goes to Toby as far as what the FAA thinks about it being on a taxiway. What is their thought as far as that goes?

Toby Epler, replied: I guess it would be qualified as non-standard but it is not prohibited. The FAA won't pay for it. But now is the time to do it if you are interested in doing it. I am familiar with one other airport in the Pacific Northwest that has it. I know you go to the very northern tip of Idaho there's an airport that has it on their apron. You see it every once and a while but if you are interested, the timing is right because we will paint the whole thing black and so now is the time to paint it. You guys would have to pay for the install and maintenance.

Justin Zysk, commented: I do know that the Ninety-Nines had a whole slew of volunteers that came out to do a compass rose so I can certainly coordinate with them to see how they got that many volunteers to come out and complete that job in one day. We can certainly cut down on costs if we can find enough volunteers to do something like this.

Jim Bain, commented: Years ago, probably in the fifties, they would paint airway markers on the rooftops of buildings. So just my two cents, I am not opposed to the idea but were not in the fifties anymore. We have a lot of digital navigation and it's all on a screen and everyone has their heads stuck in the cockpit now anyways. So, for the expense, I wouldn't support it, but I am not opposed to it.

Gary Taylor, commented: I think that would be my comment too. It would depend on if we are hiring to have it done out of pocket or on a volunteer basis and maybe Shawn with his experience with DOT could come up with the reflective tape. We could look at it that way. I feel like that the Ontario Airport has so many projects that we need to find out the cost, but I am not opposed.

Shawn Coleman, commented: On that note, they do have a burn in epoxy where they lay the letters out take a torch over it and basically burn it in. That would be one of the ways to do that. So, I don't know but that is fairly expensive, but we could get the product from the state at cost rate and just couple of people with torches could go install it. Just a thought but I would not be opposed if we got the stuff at a reasonable price and had volunteers help.

Justin Zysk, stated: I appreciate the feedback and if there is no other comment on that, then we will move to the grass runway. Just a quick discussion on that. I know Adam and I have talked about pushing the STOL event to this year. In order for that to happen, the grass runway is going to need a lot of attention. My question to you guys



would be do you know of anybody who has equipment if Gus Bezates is not an option. I know I have spoken to Alexander Heap and he said he would offer his time/manpower if we could get a roller. So maybe we could coordinate that somehow.

Shawn Coleman, asked: *The city used to own a roller for asphalt and maybe it's contracted out now but is there still a roller?*

Adam Brown, responded: *Ya, all the equipment is owned by the city.*

Shawn Coleman, commented: *So, my thought is if we sprinkle that down with water in the next month or two, we can then bring the asphalt roller out and roll it down. That would roll out all your humps and you are back to relatively level. We would need to keep in mind where the sprinklers are of course.*

Justin Zysk, responded: *And I think that would be something Alexander would be ok with. He said he would come out if I got the equipment. I think if I could commandeer the roller, then that would solve our problem. I have heard stories from pilots that have attempted to land and so I would not allow an event of that caliber (STOL) to happen until we fixed the grass runway.*

Bill Hager, commented: *If it were smoothed out, we could actually use it more. We could use it for the glider operations. We could use a right-hand pattern on the north end and a left-hand pattern on the south and stay out of the regular pattern of the other piloted aircraft. That would be a safety improvement. I don't know what it would take to do that.*

Toby Epler, commented: *It's a tough deal because it isn't a runway and doesn't exist in the eyes of the FAA. You are just choosing to land off of the runway so there could be no established pattern.*

Jim Bain, commented: *Improving it for the glider operations would really help some separation between power and nonpower operations. Because they need some time on the runway and some area to be to get staged and to recover and doing that when you got powered aircraft coming and going all the time creates a traffic jam. That was the original reason why we built the grass strip four years ago; that way the glider operations could be over there. That has not been the case as much as I think it could be.*

Bill Hager, commented: *I have used it a few times and it has some really rough spots.*

Shawn Coleman, commented: *And along that, if we are going to roll the runway, we will need to backfill some of the low spots like near the windsock because otherwise that is a pretty nice lake at times.*

Justin Zysk, stated: *I will work with Adam and Shawn to gain access to the roller. I definitely want to do the STOL event. I want to bring events out here; I just don't want to be premature on it. I want to make sure it is safe and ready, especially with the upfront cost of said events.*

Jim Bain, commented: *The amount of money we have invested in it already, we need to keep moving forward with it and not just let it go.*

Justin Zysk, stated: *That is all I have for you guys.*

COMMITTEE MEMBER COMMENTS

Jim Bain, asked: *Ok. Moving on then. I guess we are going to committee member comments. Do any of the committee members have any comments, or anybody else?*



Shawn Coleman, asked: Just a thought. Do we still have Bezates for a contract for taking care of the grass and mowing the grass for the upcoming season?

Adam Brown, replied: Yes

Shawn Coleman, asked: Are they still going to do gopher control? Are we going to use trapping or poison?

Justin Zysk, responded: I can reach out and find out.

Shawn Coleman, stated: Last year I came in and landed on the grass (there was an X but it was small) so I didn't see it and so I came in and landed. We had a whole bunch of four-foot-high steel stakes all over and I had a pretty tough time getting out of there. So, my thought was if we are going to put out traps, if we could do something that is aircraft friendly because if I would have hit one of those stakes, it would have been my mistake, but I would have been done. Just a thought on how we do that in the future.

John Kirby, asked: Just a couple questions. When they put the grass runway in, they put the sprinkler system in. Is that buried?

Shawn Coleman, replied: Yes

John Kirby, continued: Ok. If you compact that, you could run the possibility of breaking the pipe. Also, when you compact ground, oxygen is one of the things you need to grow any crop, grass included. It was alkali land to begin with so you could possibly do it. I realize you have to get it level and rolling is a good way of doing it by getting it wet, but you might have to scarify if afterwards or aerate it so you provide a good medium for grass to grow.

Jim Bain, asked: What I understood Shawn to say is an asphalt roller like a double drum roller, something that would be nonvibratory, or not as vibratory?

Shawn Coleman, responded: Well, depends on how you run it. You can turn the vibrations on or off depending on how much you want to move the ground. My experience with running a roller on grass with sprinklers, I have done it at my place and never had a problem. I think our sprinklers are buried at least a couple feet in the ground.

John Kirby, responded: I don't know how much the roller weighs. That is the issue.

Shawn Coleman, replied: Typically, a few tons but it's never been an issue in things I have done in the past. Not saying what you are talking about isn't possible, but usually those pipes are underground enough and not enough movement on PVC to be a problem.

John Kirby, asked: So, I am assuming those are one and a half or two-inch irrigation lines?

Shawn Coleman, asked: To the sprinkler themselves?

John Kirby, replied: Yes

Shawn Coleman, commented: If I understand, they were put in with a flex pipe. You have the main line and a flex pipe coming off that with the sprinkler.

John Kirby, commented: You probably still have a branch line that connects off the end of that. So, I would think you have one inch branch lines, but I don't think they would be any smaller

Shawn Coleman, responded: Correct

Gary Taylor, asked: So, I don't remember but are those just down the center or down the sides? They don't cross over, do they?



Shawn Coleman, replied: *They are off center, not down the center, but down right around the twenty-foot left and right from center.*

Gary Taylor, asked: *They are basically straight line so you wouldn't be crossing. You would just be able to parallel the pipe is what you are saying?*

Shawn Coleman, responded: *Yes.*

Gary Taylor, commented: *Ok, that helps too.*

John Kirby, asked: *I was just curious.*

Jim Bain, asked: *Any other comments?*

Unnamed Public Member, asked: *Just a question regarding the runway and leveling. Have you considered talking to people who run golf courses and ask them the best way to do this?*

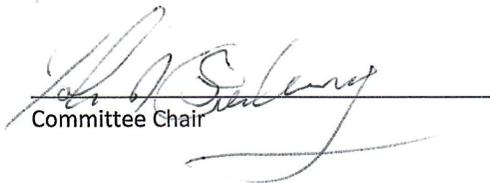
Justin Zysk, replied: *I did have a conversation earlier today with one of TVCC's flight instructors. He has some friends who own grass runways and so he is going to reach out to them and see what the best practices are and how they address it. He will get me their contact information and I will have a conversation with them and see what they would suggest. It obviously needs to be addressed but we need to go about it the right way and make sure we are not breaking things that are expensive.*

ADJOURNMENT

Jim Bain, stated: *I will look for a motion to adjourn.*

Shawn Coleman moved, Bill Hagar seconded, **THAT THE MEETING BE ADJOURNED.** The motion passed with unanimous consent.

ACCEPTED:



Committee Chair

