



CITY OF RED BLUFF

555 Washington Street Red Bluff, California 96080 (530) 527-2605 Fax (530) 529-6878 www.ci.red-bluff.ca.us

AIRPORT COMMISSION AGENDA

Date of Meeting: April 9, 2008
Place of Meeting: City Council Chambers
Time of Meeting: 5:30 p.m.

This agenda has been posted pursuant to City of Red Bluff Resolution No. 28-1995. The City of Red Bluff welcomes you to their meetings, which are regularly scheduled for the second Wednesday of each month. Your participation and interest are encouraged and appreciated. Meeting notices are available in appropriate alternative formats, upon request of a person with a disability. If accommodations are needed for individuals with disabilities, please contact the Public Works office prior to the day of the meeting.

A. APPROVAL OF MINUTES:

February 13, 2008

ACTION:

AYES:

NOES:

ABSENT OR NOT VOTING:

B. CITIZEN'S COMMENTS:

Citizen comments are a special time for citizens to address the Airport Commission on Airport related items that are not on this meeting's agenda. If your comments concern an item that is on the agenda or noted for public hearing you may address it when the item is discussed or when the hearing is open for public testimony. By law, the Airport Commission cannot make decisions on matters not on the agenda; however, items can be discussed and can be placed on the agenda of the next Airport Commission Meeting. If requested by letter, at least two weeks prior to the Airport Commission Meeting, any subject relative to the operation of the airport will be placed on the next agenda. The Chairperson reserves the right to limit the duration of time per each speaker.

C. CURRENT BUSINESS:

1. FIXED BASE OPERATORS REPORT-PHIL ALGER

2. PAINTING OF AIRPORT BUILDING

Recommendation: Discussion only

3. FAA GRANT

Recommendation: That the Airport Commission support the Red Bluff Municipal Airport, FAA grant application, connector taxiway, taxiway lighting, hold sign, storm drain, runway rejuvenation, VASI relocation project and recommends that the City Council authorize the Airport Manager to prepare the required grant application documentation for submittal to the FAA

4. ULTRA LIGHTS OPERATION

Recommendation: Discussion only

5. AIRPORT EVENTS

Recommendation: Discussion only

D. OLD BUSINESS

ADJOURNMENT: May 14, 2008



CITY OF RED BLUFF

555 Washington Street Red Bluff, California 96080 (530) 527-2605 Fax (530) 529-6878 www.ci.red-bluff.ca.us

April 9, 2008

Airport Commissioners

SUBJECT: RED BLUFF MUNICIPAL AIRPORT, FAA GRANT APPLICATION, CONNECTOR TAXIWAY, TAXIWAY LIGHTS, HOLD SIGN, STORM DRAIN, RUNWAY REJUVINATION, VASI RELOCATION

Commissioners:

One of the projects identified on the ACIP is the rehabilitation of the runway, relocation of Runway 15 threshold, VASI relocation and re-mark the runway surfaces. Project design is complete and the City has received a Categorical Exemption. The FAA is requesting a grant application for this project.

The process for grant approval has recently changed and is as follows;

The grant application is submitted to the FAA for the estimated project cost. The application is received and reviewed by the FAA and if there are no FAA concerns, the application is approved. However, the grant is not awarded until formal bids are received. At that time the grant will be awarded for the amount of the bid if it is within the grant funds available. If the bids exceed the original grant fund application the FAA may fund the project if there are additional FAA funds available or the project may be put off for another year.

Attached is the project estimated cost broken down to construction costs, administration costs, consultant services and inspection costs. The total project is estimated at \$960,526.32 with the FAA funding \$912,500. The City and DOA portion would be \$48,026.32 which is usually split 2.375% DOA funds and 2.675% City funds.

Actual project construction costs are estimated at \$889,695.00. Therefore the City portion of the match would be covered by FAA reimbursement for City Admin. and Inspection costs.

Also attached is a drawing showing the relocation of Runway 15 to the south 271 ft.

This relocation is mandated by the FAA (see attached letters dated 2004 and 2005) in order to bring the RPZ totally onto Airport property.

Project work schedule and sequencing: See attached

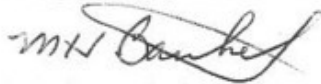
The total time the runway would be closed will be 8 days not all at one time;

1 day temporary threshold relocation
5 days for rejuvenator seal
2 days runway marking

Recommendation:

That the Commission support the Red Bluff Municipal Airport, FAA grant application, connector taxiway, taxiway lighting, hold sign, storm drain, runway rejuvenation, VASI relocation project and recommends that the City Council authorize the Airport Manager to prepare the required grant application documentation for submittal to the FAA.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark Barthel", written over a horizontal line.

Mark Barthel
Airport Manager

RED BLUFF MUNICIPAL AIRPORT AIP 3-06-0193-09

BID SCHEDULE A

Connector Taxiway, Taxiway Lights, Hold Sign, Storm Drain, RWY Rejuvenator, VASI Relocation

3/25/2008

ENGINEER'S ESTIMATE						AIP-09		CITY/DOA	
Item No.	Description	Unit	Estimated Quantity	Unit Cost	Extension	95% Multiplier	Extension	5% Multiplier	Extension
1	Mobilization	LS	1	\$ 42,500.00	\$ 42,500.00	0.95	\$ 40,375.00	0.05	\$ 2,125.00
2	SWPPP Compliance	LS	1	\$ 5,000.00	\$ 5,000.00	0.95	\$ 4,750.00	0.05	\$ 250.00
3	Temporary Threshold Relocation	LS	1	\$ 15,000.00	\$ 15,000.00	0.95	\$ 14,250.00	0.05	\$ 750.00
4	Earthwork, Site Preparation & Demolition	LS	1	\$ 125,000.00	\$ 125,000.00	0.95	\$ 118,750.00	0.05	\$ 6,250.00
5	Pulverize AC	SY	16,850	\$ 6.00	\$ 101,100.00	16007.5	\$ 96,045.00	842.5	\$ 5,055.00
6	Recycled AB Placement	CY	3,000	\$ 25.00	\$ 75,000.00	2850	\$ 71,250.00	150	\$ 3,750.00
7	AC Rejuvenator Seal	SY	62,100	\$ 2.00	\$ 124,200.00	58995	\$ 117,990.00	3105	\$ 6,210.00
8	Bituminous Prime Coat	TON	8.0	\$ 1,000.00	\$ 8,000.00	7.6	\$ 7,600.00	0.4	\$ 400.00
9	Asphalt Concrete Pavement - Caltrans	TON	1,345	\$ 90.00	\$ 121,050.00	1277.75	\$ 114,997.50	67.25	\$ 6,052.50
10	Yellow Paint - Single Coat	SF	4,470	\$ 1.50	\$ 6,705.00	4246.5	\$ 6,369.75	223.5	\$ 335.25
11	White Paint - Double Coat	SF	65,870	\$ 1.50	\$ 98,805.00	62576.5	\$ 93,864.75	3293.5	\$ 4,940.25
12	VASI Relocation	LS	1	\$ 40,000.00	\$ 40,000.00	0.95	\$ 38,000.00	0.05	\$ 2,000.00
13	Medium Intensity Taxiway Lights	EA	32	\$ 750.00	\$ 24,000.00	30.4	\$ 22,800.00	1.6	\$ 1,200.00
14	Threshold Lights	EA	8	\$ 750.00	\$ 6,000.00	7.6	\$ 5,700.00	0.4	\$ 300.00
15	Hold Sign--Lighted	LS	1	\$ 4,500.00	\$ 4,500.00	0.95	\$ 4,275.00	0.05	\$ 225.00
16	Runway End Identifier Lights	LS	1	\$ 15,000.00	\$ 15,000.00	0.95	\$ 14,250.00	0.05	\$ 750.00
17	2" PVC Conduit in Trench (non conc. encased)	LF	2,180	\$ 12.00	\$ 26,160.00	2071	\$ 24,852.00	109	\$ 1,308.00
18	2" PVC Conduit in Trench (conc. encased)	LF	70	\$ 20.00	\$ 1,400.00	66.5	\$ 1,330.00	3.5	\$ 70.00
19	No. 8 L-824C Cable	LF	4,750	\$ 1.50	\$ 7,125.00	4512.5	\$ 6,768.75	237.5	\$ 356.25
20	2' x 3' H-20 Rated Pull Boxes	EA	4	\$ 1,200.00	\$ 4,800.00	3.8	\$ 4,560.00	0.2	\$ 240.00
21	18-Inch RCP Storm Drain	LF	385	\$ 60.00	\$ 23,100.00	365.75	\$ 21,945.00	19.25	\$ 1,155.00
22	2' x 2' Catch Basin	LS	1	\$ 2,000.00	\$ 2,000.00	0.95	\$ 1,900.00	0.05	\$ 100.00
23	Sediment Control Wattles	LF	150	\$ 15.00	\$ 2,250.00	142.5	\$ 2,137.50	7.5	\$ 112.50
24	Hydroseeding	ACRE	5.5	\$ 2,000.00	\$ 11,000.00	5.225	\$ 10,450.00	0.275	\$ 550.00
				BASE BID SCH. A TOTAL=		\$ 889,695.00		\$ 845,210.25	
								\$ 44,484.75	

Bid Schedule A, Alternate 1: Runway 15 VASI Removal & PAPI Install

Item No.	Description	Unit	Estimated Quantity	Unit Cost	Extension	95% Multiplier	Extension	5% Multiplier	Extension
1	Delete Item 12	LS	1	\$ (40,000.00)	\$ (40,000.00)	0.95	\$ (38,000.00)	0.05	\$ (2,000.00)
2	VASI Removal	LS	1	\$ 2,000.00	\$ 2,000.00	0.95	\$ 1,900.00	0.05	\$ 100.00
3	PAPI (4-box) Installation	LS	1	\$ 35,000.00	\$ 35,000.00	0.95	\$ 33,250.00	0.05	\$ 1,750.00
				Bid Alt 1 TOTAL=		\$ (3,000.00)		\$ (2,850.00)	
								\$ (150.00)	

Bid Schedule A, Alternate 2: Runway 15 Crack Clean and Seal

Item No.	Description	Unit	Estimated Quantity	Unit Cost	Extension	95% Multiplier	Extension	5% Multiplier	Extension
1	Crack Cleaning	LF	12,000	\$ 2.00	\$ 24,000.00	11400	\$ 22,800.00	600	\$ 1,200.00
2	Crack Seal	LF	12,000	\$ 1.00	\$ 12,000.00	11400	\$ 11,400.00	600	\$ 600.00
				Bid Alt 2 TOTAL=		\$ 36,000.00		\$ 34,200.00	
								\$ 1,800.00	

BID AWARD OPTIONS

Option 1-Base Bid only	Option 1=	\$889,695.00
Option 2-Base Bid + Alt 1	Option 2=	\$886,695.00
Option 3-Base Bid + Alt 1 + Alt 2	Option 3=	\$925,695.00

RED BLUFF MUNICIPAL AIRPORT AIP 3-06-0193-09

BUDGET SUMMARY				
Project Budget	Status	FAA	City/State	Amounts
Project Budget	pending	\$912,500.00	\$48,026.32	\$ 960,526.32
Expenditures				
Admin Cost	est			\$ (25,000.00)
M & H Const Services	est			\$ (20,000.00)
City Inspection/QA	est			\$ (25,000.00)
Estimated Construction Budget				\$ 890,526.32
Base Bid Cost Estimate				\$ 889,695.00
Difference between Cost & Budget				
BASE BID				\$ 831.32
TOTAL BASE BID + ALT. 1				\$ 3,831.32
TOTAL BASE BID + ALT. 2				\$ (35,168.68)
TOTAL BASE BID + ALL ALTERNATES				\$ (30,506.05)

BID SCHEDULE B-CITY FUNDED
Schedule B - Fire Protection Waterline Extension

Item No.	Description	Unit	Estimated Quantity	Unit Cost	Extension	FAA	Extension	City	Extension
1	Site Preparation	LS	1	\$ 6,000.00	\$ 6,000.00	0	\$ -	1	\$ 6,000.00
2	8-inch C-900 Water Pipe	LF	1,535	\$ 50.00	\$ 76,750.00	0	\$ -	1,535	\$ 76,750.00
3	6-inch C-900 Water Pipe	LF	26	\$ 40.00	\$ 1,040.00	0	\$ -	26	\$ 1,040.00
4	Fire Hydrants-Dry Barrel	EA	3	\$ 3,500.00	\$ 10,500.00	0	\$ -	3	\$ 10,500.00
5	8-inch Gate Valves	EA	4	\$ 1,200.00	\$ 4,800.00	0	\$ -	4	\$ 4,800.00
6	6-inch Gate Valves	EA	3	\$ 1,000.00	\$ 3,000.00	0	\$ -	3	\$ 3,000.00
7	Trench Patch Pavement - Caltrans AC	SF	1,215	\$ 10.00	\$ 12,150.00	0	\$ -	1,215	\$ 12,150.00
SCHEDULE B TOTAL=						\$ 114,240.00	0		\$ 114,240.00

TOTAL BASE BID SCH. A + SCH. B = \$ 1,003,935.00
TOTAL BASE BID SCH. A + SCH. B + ALL ALTERNATES = \$ 1,036,935.00

**CITY OF RED BLUFF
RED BLUFF MUNICIPAL AIRPORT**

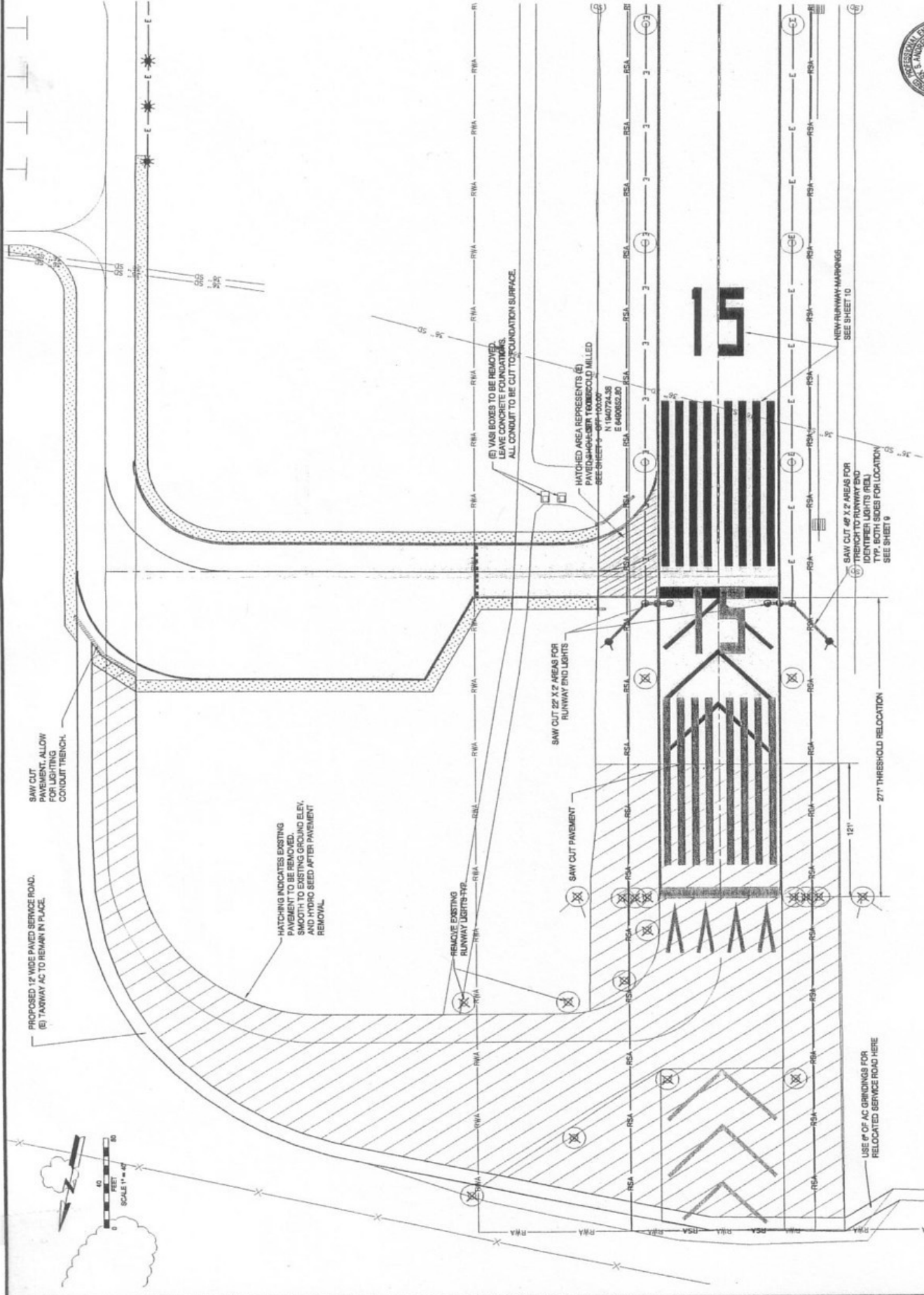
555 WASHINGTON STREET
RED BLUFF, CALIFORNIA

PROJECT NO. 3-06-0152-0607
DATE: 09-08-2007
PROJECT: RED BLUFF MUNICIPAL AIRPORT
DESIGNED BY: MSA
CHECKED BY: MSA
APPROVED BY: MSA
SCALE: AS SHOWN
SHEET NO. 4 of 17



PRELIMINARY

C-051



US Department
of Transportation
Federal Aviation
Administration

JAN 12 2005

San Francisco Airports District Office
831 Mitten Road; Room 210
Burlingame, California 94010-1303

January 5, 2004

City of Red Bluff
555 Washington Street
Red Bluff, California 96080

Airport: Red Bluff Municipal;
Location: Red Bluff, CA;
AIP Project No. 3-06-0193-06;
Avigation Easement for Runway
Protection Zone (RPZ)

In response to your letter, dated December 17, 2004, we do not oppose to the City acquiring avigation easements for Runway 15 RPZ, which is consistent with AIP-06. Although, as mentioned in your letter, the avigation easements would effectively restrict the use and development of the land within the Runway 15 RPZ, these easements would not meet the RPZ requirements stated in Advisory Circular 150/5300-13, Airport Design, which specifically prohibits residences and places of public assembly to be located within the RPZ.

Upon review of your approved ALP, dated August 21, 1998, and your most recently submitted ALP, we found the depicted RPZ to be inconsistent with the requirements stated in Advisory Circular 150/5300-13. First, the approved ALP did not depict the Runway 15 RPZ at the proper location. Second, your most recently submitted ALP did not depict the correct RPZ dimensions. For B-II ARC with visual approach and not less than 1-mile visibility, the RPZ dimensions should be 500' by 700' by 1,000' and 200' from the threshold. The dimensionally correct RPZ would require the Runway 15 Threshold be relocated approximately 200' to clear the incompatible structures. Relocating the threshold should be incorporated as a part of AIP-07.

We have also determined your most recently submitted ALP to be unacceptable. Please depict the appropriate RPZ for B-II ARC with visual approach and not less than 1-mile visibility and redefine the critical aircraft. The critical aircraft should be of a specific type consistent with your current fleet mix. Your revisions to the ALP should also be consistent with the enclosed San Francisco Airports District Office Airport Layout Plan Checklist.

If you have any questions, do not hesitate to contact me at (650) 876-2778 ext. 625 or via email at tj.chen@faa.gov.

Sincerely,

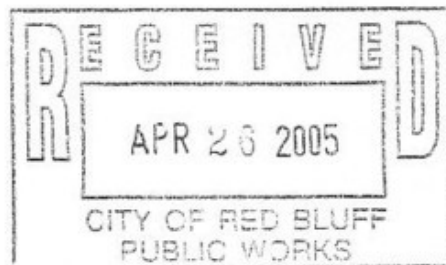


T.J. Chen, P.E.
Program Manager/Civil Engineer
Safety and Standards Section

Enclosure



U.S. Department
of Transportation
Federal Aviation
Administration



San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010-1303

April 15, 2005

555 Washington Street
P.O. Box 400
Red Bluff, California 96080

**FAA Determination with regard to Red Bluff Airport's
Nonstandard Runway Protection Zone (RPZ)**

This determination letter is in response to your email to the Airports District Office (ADO), dated 04/15/2005, regarding the existing Nonstandard RPZ for Runway 15 End.

The city of Red Bluff's proposal to maintain the existing RPZ by providing aviation easements for houses within the Runway Protection Zone (RPZ) only impacts over-flights with relation to aircraft noise and disturbance. Be advised, aviation easements do not address actual safety, nor do they address utility and efficiency of the airport.

The purpose of FAA's RPZ Standard is to enhance the protection of people and property on the ground. This is achieved via the Airport Sponsor's "control" over the property within the RPZ. Such control includes clearing RPZ areas of incompatible objects and activities. FAA Advisory Circular (AC) 150/5300-13, Airport Design, Para 212, 2b states: *"Land uses prohibited from the RPZ are residences and places of public assembly."* Accordingly, the current R1 zoned house within the existing RPZ, and potential additional structures: "...opportunity to construct barns or sheds necessary to meet their individual needs," as stated in your email, are deemed incompatible by the FAA.

Airport Sponsor control is preferably exercised through the acquisition of property in the RPZ, if this is not feasible, then the appropriate action is to relocate of the Runway End Threshold to a point where the RPZ no longer overlies a populated area. Threshold relocation is perfectly feasible, given the 5,864 foot length of Runway 15/33.

The ADO advises the City of Red Bluff as to its federal obligations, as prescribed in FAA Order 5190.6A, Airport Compliance Requirements, Chapter 4, Obligations of Airport Owners, Section 3, Approach Protection and Compatible Land Area.

The Airport Sponsor is required to take appropriate action to assure that the approach is adequately cleared and protected. The Airport Sponsor is required to abide by Airport Grant Assurances by preventing the establishing or creation of future airport hazards.

Having houses with permanent assembly of people, along with potential additional structures located within the RPZ, adversely affects the safety, utility and efficiency of the airport. The Sponsor is in violation of Grant Assurance No. 20 (Hazard Removal and Mitigation), Grant Assurance No. 21 (Compatible Land Use), Grant Assurance No. 29 (Airport Layout Plan). As such, the Sponsor is required to eliminate such adverse effects.

In conclusion, due to the time and costs associated with acquiring houses located in the RPZ, the immediately feasible corrective action is best achieved via the relocation of the Runway 15 End Threshold. The FAA may consider future funding for a project for the recapturing of the lost pavement, by extending the runway on the opposite end.

Accordingly, please submit an Updated Airport Layout Plan (ALP) reflecting the relocation of the Threshold and RPZ.

Should you have any questions, please contact Mr. T.J. Chen, FAA Project Manager, at 650 876-2748, ext 625.

Regards,

Andrew M. Richards
ADO Manager

Cc Fernando Yanez, FAA Airport Planner

Subject: Re: RPZ
To: mbarthel@ci.red-bluff.ca.us
From: T.J.Chen@faa.gov
Date sent: Mon, 31 Mar 2008 14:51:15 -0700

Mark,

FAA Advisory Circular recommends an airport sponsor to have full control of the RPZ and does not allow congregation of people in the RPZ. Your existing RPZ encompasses both a public road and a church. Additionally, a portion of the existing RPZ is outside of the airport property line, and there's a significant drop off Runway 15. Relocating Runway 15 threshold will allow the entire RPZ to be located within the airport property, allow for additional space off Runway 15, and improve safety at Red Bluff Airport. We fully support this project and appreciate the opportunity to partner with City of Red Bluff to made Red Bluff Municipal Airport a safer facility for the flying public.

T.J. Chen, P.E.
Program Manager
San Francisco Airports District Office
Federal Aviation Administration
(650) 876-2778 ext 625
(650) 876-2733 fax

1-1.1 WORK SCHEDULE AND SEQUENCING.

- A. General.** Within 10 working days after the award of the CONTRACT, the CONTRACTOR shall submit to the ENGINEER a work plan and schedule for accomplishment of all work called for by the CONTRACT. The schedule shall clearly show the CONTRACTOR's method of compliance with the time limitations specified in Section 1.7 below, within the framework of the general sequencing of the work as outlined herein. The CONTRACTOR shall sequence the work to minimize disruption of airport operations.

The CITY shall have final approval authority on the CONTRACTOR's schedule and sequencing. The CONTRACTOR shall provide the CITY with an updated schedule weekly. The CITY will use the updated schedule to issue Notices to Airmen and coordinate construction activity with airfield users. No direct payment shall be made for scheduling and sequencing required in this section. All costs associated therewith shall be included in the various CONTRACT items and no additional compensation will be made.

RESTRICTED WORK AREA (RWA)

- B. Runway Closures.** Runway closure is required whenever construction activities are necessary within the RWA of the runway, unless otherwise approved, in accordance with Division IV, Section 2. Runway Closure is limited to the following work phases and durations:

1. **Temporary Threshold Relocation Closure Work Phase.** This work phase is to be scheduled as soon as practical after mobilization. The duration of this phase is 24 hrs, beginning on a Monday morning at 9am, and ending on 9am the following Tuesday. Night construction activities shall be scheduled as necessary to complete the minimum required work within the time allowed. Minimum scope for this work phase, within the RWA from temporary threshold location extending 590-feet north (see plans) includes: disabling edge light circuits, removing pavement markings, applying temporary markings, and installing temporary threshold lights.

Work within the RWA of the runway, north of the temporary RWA limit will not be allowed until the temporary threshold has been established.

2. **Runway Rejuvenator Seal Work Phase.** This work phase shall not be scheduled until the all work within the RWA limits north of the temporary RWA is substantially complete and accepted. The duration of this phase of work is 5 working days, beginning on a Monday at 9am, and ending on the following Friday at 5pm. Night construction activities shall be scheduled as necessary to complete the minimum required work within the time allowed. Minimum scope for this work phase includes: surface preparation, rejuvenator seal application, 1st coat of pavement markings, and necessary clean-up.
3. **Second Application of Runway Marking Work Phase.** This phase shall

be scheduled between 30-40 calendar days after the application of rejuvenator seal. The duration of this phase is two working days and one night, beginning on a Tuesday or Wednesday morning at 8am and ending the next day at 5pm. Night construction activities shall be scheduled as necessary to complete the minimum required work within the time allowed.

C. Parallel Taxiway Closure, Connector Taxiway Work Phase. This work phase is to be scheduled as soon as practical after the temporary threshold is established. The duration of this phase is 20 working days.

D. Waterline Installation Work (Bid Schedule B). If Bid Schedule B is awarded, the work shall be sequenced and performed concurrently with Bid Schedule A work. The duration of this phase is 20 working days.

1-1.2 TIME LIMITATIONS. The overall time of completion for the project is 40 working days, including Bid Schedule B work (if award), to be performed concurrent with Bid Schedule A work. Should this time schedule not be met, liquidated damages will be assessed as provided for in Section 1-1.8 below. Additionally, the following limitations shall apply:

A. Mobilization. The Notice to Proceed with Mobilization shall be given immediately after award of contract. All work included in mobilization shall be completed within 10 working days. Within this time limitation the CONTRACTOR shall be allowed 4, off-peak, short duration closure periods for preparatory work within the RWA. All closure period durations are subject to City approval.

B. Base Bid. The Notice to Proceed with the base bid work shall be issued, at the City's sole discretion, within 10 working days after the start of Mobilization. All work included in the Base Bid shall be completed within 30 working days.

C. Bid Alternate 1. If Bid Alternate 1 is awarded, no additional working days will be added to the contract. The work is to be performed concurrently with base bid work.

D. Bid Alternate 2. If Bid Alternate 2 is awarded, no additional working days will be added to the contract. The work is to be performed concurrently with base bid work.

1-1.3 LIQUIDATED DAMAGES. Should the overall time limitation for the project, or the individual time limitation for any phase of work not be met, liquidated damages of \$1,000.00 per calendar day will be assessed. Additionally, if the runway is not reopened at the scheduled time following each closure period, liquidated damages of \$1,000.00 per hour will be assessed for each hour or portion of an hour until the runway is opened to aircraft. At the City's sole discretion, additional time may be allowed for delays caused by phasing requirements contained herein that are influenced by factors beyond the CONTRACTOR's control.



CITY OF RED BLUFF

555 Washington Street Red Bluff, California 96080 (530) 527-2605 Fax (530) 529-6878 www.ci.red-bluff.ca.us

RED BLUFF AIRPORT COMMISSION

MINUTES

Date of Meeting: February 13, 2008
Time of Meeting: 5:30 p.m.
Place of Meeting: Council Chambers, City Hall

The agenda for this meeting was posted pursuant to Resolution No. 28-1995.

Commissioners Present: Donald Ferreira, Chairperson
Lynn Chamblin
Donald Kinser

Commissioners Absent: Robert Schmid, Vice Chairperson
Wanda Schuler

Staff Present: Mark Barthel, Public Works Director
Dawn Arnett, Administrative Assistant

CALL TO ORDER & CITIZENS COMMENTS

Chairperson, Donald Ferreira, called the regular meeting of the Airport Commission to order at 5:30 p.m. on February 13, 2008.

A. APPROVAL OF MINUTES

M/S/C Kinser/Chamblin, to approve the minutes of November 14, 2007.

AYES: Commissioners: Kinser, Chamblin and Ferreira
NOES: None
ABSENT OR NOT VOTING: Schmid and Schuler

B. CITIZEN'S COMMENTS

Chairperson Ferreira stated that the Airport Commission Meetings have not been very formal in the past and would like to see them become a little more formal in the future by Citizens addressing the Commission and the Commission will then address Mark Barthel, Public Works Director. Irwin Fust, Hangar Owner and Member of TCAA wanted to reiterate the value and potential of the Red Bluff Municipal Airport. Mr. Fust passed out a list of business that are located at the airport and felt that there is great potential for future businesses because of the growth in Red Bluff. Mr. Fust stated that during the last meeting lighting at the airport had been discussed and asked of the status. Mark Barthel stated that he had adjusted the two lights closest to the beacon and two of the lights out on the perimeter. Mr. Fust inquired as to the status of painting and upgrading the buildings at the airport. Mark Barthel state

that the Building Department was looking into whether new stucco was needed or sandblasting would be required. Mark Barthel stated he would let the Commission know prior to going to City Council. Mr. Fust stated that he would like to talk to the City Manager about the future of the Red Bluff Municipal Airport. Mr. Barthel stated that he felt it would be a good idea to speak to the City Manager. Eldon Henry, FBO, stated that Pete Taylor flies over the airport every day and would be a good source to ask about the lighting and whether the problem has been fixed.

C. CURRENT BUSINESS

1. FIXED BASE OPERATORS REPORT – PHIL ALGER

Phil Alger reported a 62% decline in the purchase of fuel at the airport and 68% decline in the use of the airport. Mr. Alger state that his other FBO fuel purchases are down 22%. Mr. Alger stated that he has purchased and implemented a new POS machine and if used by aircraft owners, will save 10% on their fuel purchase. Chairperson Ferreira asked Mr. Alger why the fuel was more expensive in Red Bluff than in Corning. Mr. Alger stated that the fuel is trucked in and the farther it has to be transported the more expensive the fuel. Eldon Henry stated that AV Jet insures their fuel when others do not and the cost of that insurance needs to be recovered. Commissioner Chamblin asked Mr. Alger if there are other factors for the higher prices in Red Bluff. Mr. Alger stated that it was the cost of fuel and that some airports such as Auburn are commuter airports where Red Bluff is more of a pleasure airport.

2. UPCOMING AIRPORT EVENTS FOR 2008

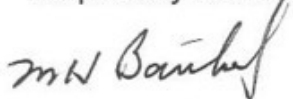
Mark Barthel stated that he needs to know in advance of any upcoming events at the airport so that he can provide the needed paper work and authorization to the event planner. Irwin Fust stated that he would like to have the Wings and Wheels event to happen again and passed out a draft of the flyer for the event. Mr. Fust stated that he would also like a Fly Mart at the Wings and Wheels event. Mark Barthel stated that a three month notice of an event would be plenty of notice. Eldon Henry stated he did not know of any other events in the works.

3. MODIFICATION OF THE AIRPORT COMMISSION AGENDA

Chairperson Ferreira agreed that the Citizen's Comment section of the Airport Commission Agenda should have the sentence "Matters of immediate concern should be addressed to the Airport Manager" removed because it causes confusion for the Citizens to the formality of the Airport Commission Meeting. Chairperson Ferreira also agreed that the one week should be changed to two weeks prior to Airport Commission Meeting, the submittal of agenda items.

There being no other business, the meeting was adjourned at 6:05 p.m.

Respectfully submitted,



Mark Barthel
Public Works Director