

**City of Lago Vista  
Airport Advisory Board (AAB)  
Minutes of Special Meeting  
Feb. 3, 2016**

Board Members Present: Don Barthlow (Chair)  
Baron Carter  
Linda Bush Warren (Vice-Chair)  
Mike Hurosky  
Kurt Tessnow

Also Present: Mayor Dale Mitchell  
David Harrell, Development Services Director  
Jason Reimer, O'Malley Strand Engineering  
Ryan Hindman, TXDOT Aviation  
Councilor Rodney Cox, Airport Advisory Board Liaison  
Councilor Ed Tidwell  
Approximately eighteen (18) others from the public

The Chair called the meeting to Order at 7:03 P.M. with a quorum present in the Council Chambers, City Hall, 5803 Thunderbird St., Lago Vista, TX.

**SELECTION OF SECRETARY PRO-TEM (NOT ON AGENDA):**

It was determined that since the Secretary (Kris Dehnel) was absent, a Secretary Pro Tem was needed to record the meeting. The Chair nominated Linda Bush Warren, seconded by Baron Carter, and the Board unanimously elected Linda Bush Warren, Vice Chair, to act as Secretary Pro Tem for this meeting.

**PUBLIC COMMENTS FOR NON-HEARING RELATED ITEMS:**

Questions about the Aviation Code for the Airport being non-commercial were raised by the public. Mayor Dale Mitchell gave a brief history of the coding procedures that took place in 1996 and 1997 by the City, Airport, and the Federal Aviation Administration (FAA) to zone the Airport with a C-4 designation which allows businesses at the Airport. Originally there were ten (10) residences at the Airport and that restriction was subsequently removed by Council. David Harrell was going to find the Section and Code # referencing the restriction and get the information to the Board, and the City will revise, if necessary, the written policy where the conflict resides. Jim Awalt informed all that TXDOT did their own study on the economic impact and it was good for the City to zone the Airport property to C-4.

Brian Carlson questioned the deadlines for submitting the applications to become part of the Airport Board, as there were only two (2) listed at the deadline date. Another number of applications were put into the mix and the City did not take the recommendations of the AAB. David Harrell said the applications were found later, but had been submitted before the deadline and the City would streamline their system so the mix-up does not create confusion again.

**CONSULTANT UPDATE**

*Item #1: Airport Improvements*

The Chair opened the item and introduced Jason Reimer from O'Malley Strand Engineering who is overseeing the Contractor on the improvements to the taxiways and runway. He indicated the Contractor is still on schedule to finish on time, weather permitting, by March 31, with cold sealing by

February 14, 2016. He stated runway lighting will be off while curing. City property is defined as going to the Hangar doors. The numbers on the runway will remain 15 and 33, as the FAA statement about changing the numbers was only a recommended suggestion.

John Bush stated to Mr. Reimer that hangers with external braces would need to be open when the asphalt is being applied. Ryan Hindman and Jason Reimer said they would work on letting hanger owners know so they could be present. They are going to look into the cost being covered as the specs have changed and there will be no covering of existing concrete with cold seal.

Glen Chappie reminded Mr. Reimer that access on the fifteen (15) end of the runway, needs to have the taxiway's done in separate stages leaving the residents at the that end egress and exit as the taxiway is the road into and out of that end of the Airport. Mr. Reimer replied that the Contractor needs five (5) days as the window for curing the asphalt. They will work with the schedule.

Bill Coltharp suggested using the Automated Weather Observing System (AWOS) to update pilots about the condition of the Airport. He will get a code to allow the AWOS to be updated as needed. David Harrell indicated he was not aware the AWOS system could be used in that format but would be willing to contact the necessary manager of the AWOS system at the time he issues a Notice to Airman (NOTAM).

Rex Womble discussed water collection at a low point on the taxiway, which collects grit and blows the dried grit into the propellers of the aircraft and damages the prop. David Harrell suggested the City can deal with that low spot and get a crew up there to correct the issue. Rex thinks it needs two (2) inches of asphalt to take care of the low spot and the item being raised will take care of the problem. A redesign so the water drains into the unused dirt was also suggested by him.

Jim Awalt asked about the lighted windsock. It is in storage and there is no place to put it up that meets specs at this time. There is not enough land to meet requirements. Questions were raised about using some of the existing hangers to get a wind sock mounted. They were going to probably do it themselves on the Airport hangers.

#### **STAFF UPDATE**

##### *Item #1: Obstructions Interrupting Instrument Landing Processes*

The Chair opened this item and turned over to David Harrell who provided an update to the included staff report. He stated this morning, David Maple; the Manager of the Balconies Canyonland Preserve left a voicemail message indicating allowing removal of the three (3) trees still in the path on their land. This included any limbing up as necessary on other trees to move equipment into the area. There are also an additional two (2) trees located on the Penn Ranch property to the north of the runway, David will need to contact for removal. David Harrell noted that all the trees on the Penn Ranch to the left of the runway appear to have been removed along with the entire grove of trees. It was indicated that Jim Awalt and Bill Coltharpe had talked with the Penn Ranch owner and he began removal at their request. David Harrell and the Airport Advisory Board thanked both of them for their efforts.

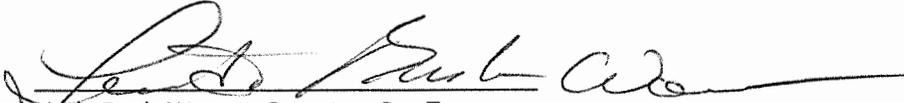
David Harrell stated the tree removal crews could potentially be in place and could move on the project the next day. Money should be in place from the City and the work will be done by the end of Feb. 2016 as the start of nesting season for the birds begins in March. Don Barthlow asked for staff updates on the obstructions. Jim Awalt will get the information to Bill Coltharp. Once trees are removed, David Harrell

will send the letter Albert (Al) Mastello at the Federal Aviation Administration (FAA) to get the vertical glide slope reinstated for published instrument approach for pilots to the Airport.

With no other items on the agenda, Baron Carter motioned that the meeting be adjourned, Kurt Tessnow seconded, with motion approved unanimously. The meeting was adjourned at 7:36 PM.



Don Barthlow, Chair

  
Linda Bush-Warren, Secretary Pro Tem

On a motion by Linda Warren, seconded by W. ANDREW PENNINGTON the above and foregoing instrument was passed and approved this 30<sup>th</sup> day of March, 2016