

TRIANGLE NORTH EXECUTIVE AIRPORT ADVISORY COUNCIL

Tuesday, February 11, 2020

Minutes

The Triangle North Executive Airport Advisory Council was called to order at 5:30 p.m. by Chairman John Allers on February 11, 2020, in the conference room of the Triangle North Executive Airport.

In attendance were Council Members: John Allers, Phillip Stover, Shelley Dickerson, Frank Donahue, Steve Trubilla and David Bunn. Also, in attendance were Bo Carson (Airport Manager), Angela Harris (County Manager), Todd Huvad (Aircraft Merchants), Ernesto Ibbott (Pilots Association), Rick Pahnke (Plane Design), Greg VanderMolen (Michael Baker Engineering), Pete Tomlinson (Davis, Sturges & Tomlinson) and Carey Johnson (Franklin Times). Absent from the meeting was Council Member Herman Dickens.

The second agenda item was review and approval of minutes from the January 14, 2020 meeting. Council Member Stover motioned that the minutes be approved as read, with Council Member Donahue seconding. The motion passed unanimously.

The third item on the agenda was public comments. Chairman Allers called for comments from the public. There were no public comments at this time.

The fourth item on the agenda was airport update given by Bo Carson.

1. TNEA received a new load of jet fuel over the past few weeks and has lowered its price to \$4.29/gallon. The price of av gas remains at \$4.69/gallon, but we expect a new load within the next few weeks that will hopefully lower the price for the aviation community.
2. Phase 1 of the sewer project is complete. Additional plans for a phase 2 will begin soon that will include decommissioning the current sewer system, manhole and drain field, as well as some aesthetic items. This, as you are aware, will allow future expansion of the apron in the future.
3. AWOS. We have, when possible, left announcements on the AWOS, per the request by Council Member Stover and the airport council, when we are aware of glider and skydiving activities. Please know this requires us to manually do it at the site, not over a computer or phone, due to the technology.
4. TNEA has been addressing maintenance items on the airfield buildings and structures. We will continue to monitor and enhance when problems arise or are foreseen in the future. Thanks again to the County Maintenance Department for assisting us with this approach.

5. We have placed a no trespassing sign on the dirt road as you're going up Bryant Road leading to the Cascine Plantation. We can't really close that road off, even though the State has officially abandoned it. The tobacco warehouse has been purchased by another company and they own half of the road easement, so it's not as simple as putting a gate up because of that ownership right. We are working with Cascine and they are supposed to put up a gate on their end. We encourage our tenants and the public to respect and abide by the sign to protect the future of the airport and business park.

Real Estate:

1. TNEA and the County have continued to engage interested parties in building 70x60 sf hangar space on the south hangar area of the airfield. My hope is for movement in the near future on these areas.
2. TNEA and the County have had discussions with a private real estate company/investors regarding possibly building larger 120x100 hangar spaces at the northern hangar area of the airport. We are excited about this potential.
3. Regarding tie-down spots, we have been informed that Patrick Tobler is leaving TNEA for a hangar spot at Ball Field. No new movement in t-hangar real estate at this time.
4. I am happy to report today that Total Flight Solutions has officially purchased the large hangar on the airfield from AAP Properties. TNEA is happy to see their continued growth and look forward to their future plans.

Marketing:

1. Since our last meeting, Triangle North Executive Airport has been featured on both ABC 11 News and Spectrum News regarding the based location of the Civil Air Patrol aircraft equipped with the FLIR camera. It was positive marketing for our airport. Congrats to CAP for arranging the coverage and glad to assist with the logistics. Please take a look at one of the videos.
2. Also, in January 2020, TNEA and the County of Franklin hosted U.S. Congressman David Price on his visit to Franklin County. He made time to visit TNEA and hear from our businesses and hear the concerns/needs of the airport. He also conducted a tour of Novozymes, with a town hall function for their employees, as well as a meeting with the educational systems of the county, community college and early college. This visit concluded with a town hall forum in Youngsville. We hope that good things will come out of the visit for the airport and county.
3. Lastly, TNEA was invited to participate as one of five local airports in the region for an EAA Chapter 1047 Charity Poker Run. The airport will be one of their location sites for participants to collect the needed items for the event. Please see the flyer in your package.

Runway Justification Update:

1. Mr. Carson said the justification is currently not there for the 1,000 feet. In 2018, the FAA changed all their justifications and where we were probably justified previously, we are not now. (Bo passed out information on the runway length determination analysis.) Greg VanderMolen said the table on the front page has our current need circled, which is based off of traffic in 2018 and our projections for the next 20-year period. The ultimate need we are showing is 6,000, but we've discussed this and decided that this number is what we are going to protect for in the future. Even though it's not justified on our ALP, we can still show something beyond what's justified, as long as it's not shown within our 20-year planning period. We will still protect all of that area through zoning and whatever may need to be done, so that something can't be built there that would eventually restrict going to 6,500 feet. You'll see a table on the bottom of the second page, which is all the traffic the airport had from 2018 and what we are showing for the first half of 2019. The total large aircraft operations is somewhere around 300. What we need to go from the 5,500 feet current need, to jumping up to the 75% fleet at 90%, which is a need of 7,300 feet, would be 500 aircraft that are traveling at least 500 miles from this airport in a year. The airport is at 300 operations, which is landings and departures, so we are a long way from justifying that. If you look at what is the ultimate need, we would have to have 500 operations of aircraft that are in the 100% fleet, which there were three that we have listed that were in the traffic from 2018. We would need 500 landings and departures and we had only had four in one year. So, where can the airport invest to bring in more aircraft that will eventually get you that runway extension? Large hangars can help, but if there's not a tenant that wants to bring a large plane here, that won't do any good. Other things that have helped are new terminals. People who are flying in those large planes want to be treated like executives and they expect to have a nice facility to come in to. Mr. VanderMolen said you currently have the length for them to get in here, but the kicker is really the 500 miles, which is not that far. Somebody could travel the 500 nautical miles from here with the runway length that the airport has now. So, it's more of attracting them to your airport, as opposed to another facility. We were very concerned that the state was going to take the money for the grant, but with the current funding situation at the DOT, they've decided to push all runway extensions (that weren't currently justified) to 2029. It can't be used until 2029, but re-justifications will be opened in 2027. Although they say the money can't be used until 2029, if something should come up and the numbers start going out of control, there are probably ways around that. Council Member Stover said we're going to lose the money for the road extension. Mr. VanderMolen said yes and no. We can still submit for the road relocations under a separate STI grant and he advises that this be done. He doesn't think the money that was allocated for the runway extension, in today's dollars, is enough to get the work done – especially when you look at it in 2029 dollars. Mr. Carson said the original plan didn't account for the relocation of two roads and it costs a lot to move roads. With the safety zones and the cone, Sam Horton Rd. would go away, which was in the original plan, but we would also have to take a portion of M.C. Wilder Rd., and then reconnect down Clifton Pond Rd.

and all the way around. Council Member Stover said our bigger concern is straightening the access road. Mr. Carson said we've looked at the next line of funding and prioritization, and that is #1 on our list to hopefully get future funding for.

MLP Grant Update:

1. Bo Carson said on March 5th, we will convene the task force and those of you that were on the task force previously, will get an invite from him. He has also decided to include the airport council members on that task force, so if you weren't involved before, now that we do have alternatives to look at, which includes self-service gas and where they could potentially locate, if we choose to go that route. The meeting is from noon until 2:00 p.m. in Total Flight Solution's second floor conference room. Following that meeting, from 5:00 p.m. to 6:30 p.m., we are holding a public meeting in the airport's terminal building. We will invite the public, concerned citizens, etc., to come by and provide input. Representatives of the airport and consultant team will be available to provide information and answer questions about the project. A short presentation will be provided at 5:30 p.m. to present study findings to date.

Other Business:

1. A huge congratulations to Total Flight Solutions for receiving their Part 141 certificate to operate out of Triangle North Executive Airport. TFS has huge plans for this accomplishment and we look forward to witnessing them.
2. A second huge congratulations to the Civil Air Patrol Composite Squadron 145 on receiving their 2019 Ground Team of the Year Award from the NC Wing.

In other business:

- Chairman Allers said our last retreat was in 2008, which was when we established our vision statement, goals, etc. With all the information we've been provided today, I feel we need to have another retreat soon. Chairman Allers asked what the consensus was of the council as to when, where, etc. The tentative retreat date will be April 14th at 5:30 p.m. Possible location Johnny Bulls.
- Council Member Trubilla said he'd like to resurface the issue of derelict aircraft. During our August meeting, we talked about what is a derelict aircraft, and he's done some research on this. According to the FAA, "derelict aircraft" means any aircraft that is not in a flyable condition, does not have a current certificate of air worthiness issued by the Federal Aviation Administration, and is not in the process of actively being repaired. He and Mr. Carson had a meeting, and we have come to the consensus that there are six aircraft that are not compliant at TNEA. Mr. Carson noted there are six aircraft that are "potentially" not compliant. We are not 100% sure that they don't have their certificates. Council Member Trubilla said we need to come up with a plan to address this issue. He'd like to make a motion to establish a plan of action, with action dates, to address the current posture of derelict aircraft. He said there was some concern about

not wanting to be discriminating against anyone who had been at the airport for a long time, but if we don't have a structured plan, somebody could say they are being kicked out. Keep in mind, one of these aircraft has been here since 2006. Council Member Donahue said in previous discussions, we said we wanted to encourage people to do something with their aircraft, as opposed to forcing them. There really isn't an enforcement that we can't execute if they are paying for a tie-down or they are doing anything at all with the airplane. However, if they are virtually abandoned, then we can encourage them to do something with the aircraft and we should get some response. He agrees that the policy has to be uninformed, so that it doesn't appear to be discriminatory towards anyone, and it's within the FAA guidelines. Council Member Trubilla said we have aircraft here from 2006, 2012 and 2015. He said if he were looking at this as an inspector, this is long-term storage of a derelict aircraft by definition. Council Member Dickerson asked out of the six aircraft in question, are they just totally abandoned or is somebody working on them? Mr. Carson said they aren't totally abandoned because they actually paid for their tie-down. He hasn't seen anyone working on them, as well. Todd Huvad said when they closed the west ramp at Raleigh-Durham, there were a number of aircraft deemed as derelict. RDU had a process and they gave them a certain finite time they had to move those airplanes. He thinks it would be a good idea to speak with someone at RDU as to how they handled this process. Council Member Trubilla said what is the tax value of an aircraft that's been sitting that long and how are they being taxed? Mr. Carson said we do an inventory and provide a list to the tax office, but it is the responsibility of the owner to submit their aircraft information directly to the tax office. Council Member Stover seconded Council Member Trubilla's motion. Mr. Carson said he would ask that a subcommittee be appointed. The motion passed unanimously. Chairman Allers asked that Council Members Trubilla and Donahue work together on this. Mr. Carson said once this is approved by the Council and the County Commissioners, he'd like for it to go into the airport's Minimum Standards and Regulations.

- Council Member Donahue said Mr. Carson mentioned that the Civil Air Patrol Composite Squadron 145 was recently awarded the 2019 Ground Team of the Year Award. This is a huge accolade and this was their third year in a row receiving this award. They came back today after being on a search in Hertford County for an 80-year old man who was cognitively impaired and missing. They also deployed the FLIR aircraft on this search, as well. This is the second deployment of the FLIR aircraft in support of a county-level search. Also, glider operations restart this Saturday.
- The next meeting will be on March 10, 2020 at 5:30 p.m.

At approximately 6:15 p.m., Council Member Stover made a motion to adjourn, seconded by Council Member Trubilla. The motion passed unanimously.