WRAP MEETING
01-MAR-2010
WELCOME TOM HART

- Discussion about Sooner Pipe
- Access road tabled due to cost ($24 million)
SOONER PIPE

- 23.7 acres
- Upper Area in flood plain
- Lower Area surrounds it
PROCESSING FACILITY

- 100’ x 153’ building
- Used for threading the pipe
- Pipe then trucked out into the field
STACKS OF PIPE

- No more than 10’ high
OFFICE BUILDING

- 3500-3800 sq.ft. office style building
- Brick & Mortar
- South Loyalsock Ave & Airport Rd
TRANSFER BY TRUCK

- Woolover Trucking
SOONER LEASE

- Ten year lease with two five-year extensions
- $175 / acre
- $51K / yr
- could go to $100K/yr if Sooner gets AFSS building
OLD AFSS BUILDING

- 4216 sq.ft. former AFSS building offered to Sooner
- Airport Authority owns that building
- 2200-2400 sq.ft in back, 2 technicians still there
- 2200 sq.ft currently used by Geisinger
HAWBAKER

- Site preparation
- Prepare 2 access roads and driveways, parking lot
- Finish off fill area for upper area
- Putting down a stone surface
Will be building the buildings
KNUCKLE BOOM LOADER

- Max. height 20 feet
DEGOL ACCESS ROAD

- Pipe storage on WEST side of road
NO PERMANENT LIGHTING

- Circling approaches to Rwy 12
- Lights could be distracting
- Lighting would have to be shielded
- No plan for yard lighting
- Majority of operations done during the day
RAIL SIDING

- Either loop
- Or spur with dead head
TRUCK ACTIVITY

- 20-25 trucks daily
TRAFFIC ANALYSIS

- No traffic analysis done yet
ACCESS ROAD

- That project has come up $24 million short
- Airport applied for a Tiger Grant
- but it was denied Feb. 17
- Alternate access points to the airport
New localizer antenna hooked up
Call for flight check originally tomorrow
Before new antenna can be checked, old antenna must be removed
Want to postpone for 2 weeks due to WX, otherwise we could have 2-3 weeks w/o precision approach
GPS OR RNAV APPROACH?

- Maybe by end of 2010 or beginning of 2011
- We’ve been on the list for about 2-1/2 years
- We hope to have a new approach in 14 mos. or so
Lower minima will come with displaced Rwy 27 threshold
CONTROLLING OBSTRUCTION

- Railroad is 23-24’ obstruction
Minima are raised when Tall Ships pass
PASSING TRAIN AT IPT

- We might have a switch on the train track that temporarily raises minima when train is passing
AIRPORT FUNDING

- $1.2 million yearly is not coming on a regular basis
- Continuing Resolution still in effect
$953K operational

Tower cost of $100K is separate

Sooner revenue would be max. 1/9th of authority expenses

FAA dictates airport rental must stay at airport
IPT AFSS

- AFSS personnel used to be considered “controllers on the field”
- FAA penalized IPT, counting those controllers
- There used to be 63 controllers at IPT AFSS!
- There used to be 89 personnel at IPT AFSS
SOONER NOISE / POLLUTION

- Noise? Pollution?
- No worse than Wollover current usage
- Eyesore?
EMPLOYMENT

- 50-70 local jobs
- 2-3 managers will be trained in Crosby TX
DO WHAT PIPER DID!

- Send employees over to take flight lessons!
CORPORATE TRAFFIC

- Dave Fry, Marketing Direction
- Assisted by Jeff Corson, USAir
DESTINATIONS OUT OF IPT

- Dallas now #1
- Orlando now #2
- Houston now #3
PARKING FOR AIRSHOWS

- No current plans
- Airshows are a tough industry
- $300K expense for just a medium size airshow
- It’s not the 1980s any more
2010 at fairgrounds in Hughesville
Authority was considering starting an FBO. There was a grant.

What ended up happening... We had to tell DeGol. DeGol insisted that airport repair their hangar. That’s where the grant money went.

Some grant money remaining. May be used for Textron hangar and future service center.
AIRPORT HISTORY

- There used to be a 9 hold golf course
- Segal Brothers and Heims, Silica Sand, Montour Oil
- Tomb Farm
SELF-SERVE FUEL?

- Fuel farm to be relocated to DeGol side through state grant, scheduled for 2012
- State funding situation may push that to 2013
LACK OF COMPETITION

- AVGAS is about $1 per gallon higher at DeGol
- Aircraft avoid IPT because of higher fuel prices and the ramp fee
COMPARATIVE FUEL PRICES

- $4.95 for 100LL, $4.89 for JET-A at DeGol (IPT)
- $3.95 at Wellsboro
- $3.70 at Northumberland
There is **NO NON-COMPETE** arrangement with DeGol. That would be illegal.
Jim Taylor is doing a great job at SEG
• Altoona still has no FBO
BLIMP

- Blimp used to park on the far side
- Blimp now parks right in the middle
  - Makes it harder for us to taxi
- It’s a security issue
SECRETARY’S REPORT

- It’s on the web
TREASURER’S REPORT

- $917.07 initial
- $31 added
- $948.07 final (end FEB)
MEMBERSHIP REPORT

- Dues are payable in May
- Nothing else to report
- 4-5 new members since Christmas
GRAND OPENING OF AVSPORT

- 1000 SAT 27 MAR
- Catering by Anne-Marie
Concern about loss of Rwy 30 departure safety
RUNWAY PROTECTED ZONE

- Does not exist to protect aircraft
- It exists to protect people on the ground
2010 FLY-OUTS

- Michael handed out the fly-out schedule
- SAT/SUN, breakfast/lunch—no real preference
- People generally willing to fly a longer distance
- If SAT is bad, SUN is our WX Plan B
NEXT: SAT 27 MAR 2010

- Yorktown, then Smoketown, then home
UPCOMING EVENTS

- LHV Movie Nights (free movie!)
  - 1830 on WED 10 MAR & TUE 16 MAR
  - popcorn/soda for donation
- RVL Breakfast, 0800-1100 SAT 13 MAR
- THV-S37 double header, 1045 SAT 27 MAR
- CXY AOPA/ASF Seminar, 1900 TUE 06 APR
- Ten Things Other Pilots Do Wrong
PAYMENTS FOR INSURANCE

- Insurance is paid semi-annually
- APR, OCT
3 ITEMS FOR NEW OPERATION

- Hangaring
- Maintenance
- Fueling