WARREN COUNTY DPW COMMITTEE MEETING

Tuesday, March 29, 2011
09:30 am

Airport AGENDA

CALL TO ORDER..... Chairman Dan Belden
APPROVAL OF MINUTES..... Chairman Dan Belden
NEW BUSINESS..... Chairman Dan Belden

Travel Requests

- none

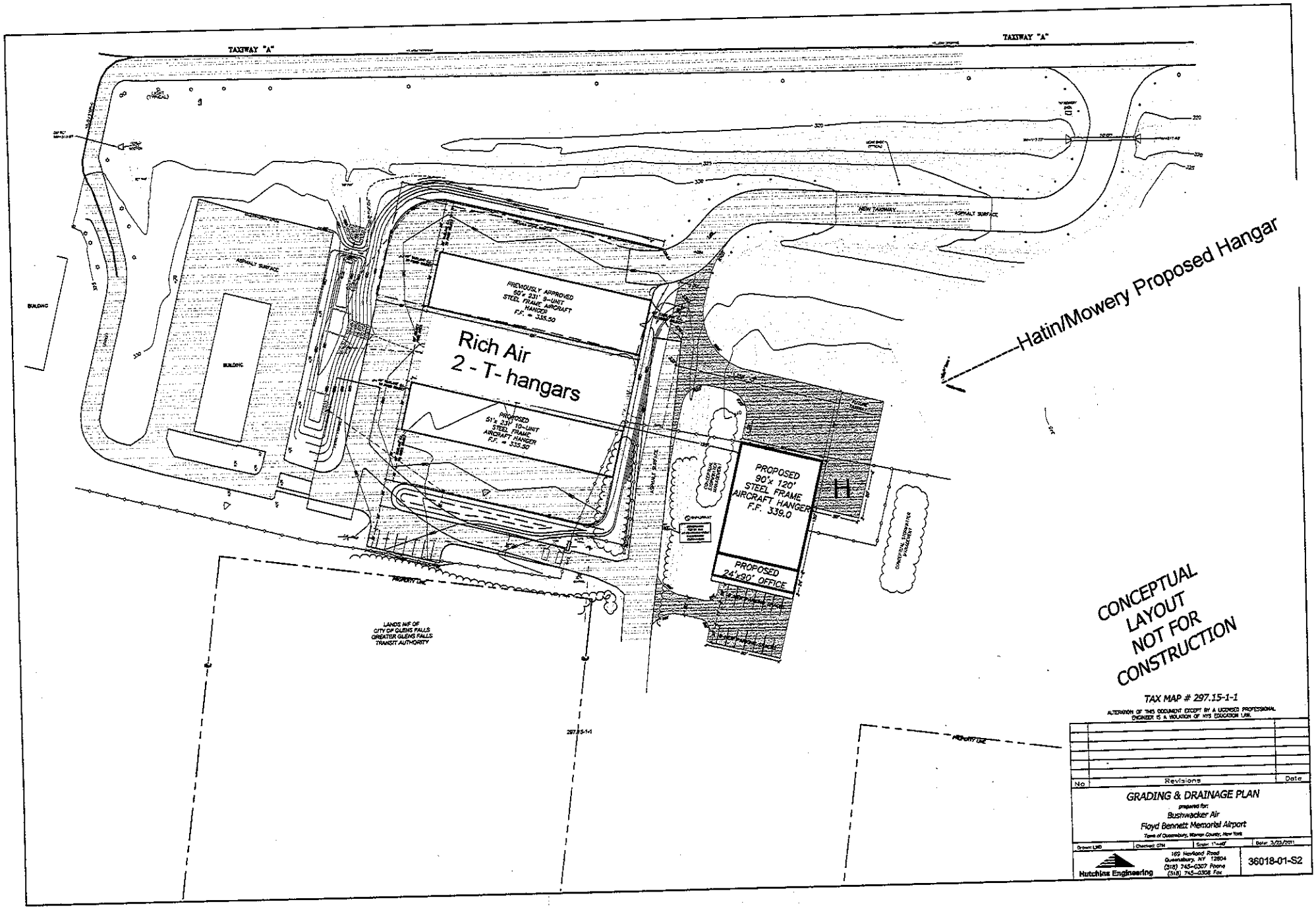
Resolution Request/s

- **1 – RR from March 1, 2011 (continued) - to recommend the county enter into an Airport Real Property Lease with Chris Hatin & Bruce Mowery (establishing an LLC., to be named later), for the construction of a commercial use aircraft hangar building with office space (total size approximately 90'x144' (15,400 sq. ft includes 5 foot buffer)), and to set a public hearing and to commence a SEQR review of the proposed project. Additional information attached. ...Airport Manager Don DeGraw**

Items of Interest:

- **Tree clearing on VMJR companies property adjacent to airport – update (95% complete)**
- **Brian Gereau has been promoted to Airport Senior Facilities Maintenance**

OLD BUSINESS..... Chairman Dan Belden
REFERRALS..... Chairman Dan Belden
PRIVILEGE OF THE FLOOR..... Chairman Dan Belden
ADJOURNMENT..... Chairman Dan Belden



CONCEPTUAL
LAYOUT
NOT FOR
CONSTRUCTION

TAX MAP # 297.15-1-1

No.	Revisions	Date

GRADING & DRAINAGE PLAN

prepared for:
Bushwacker Air
Floyd Bennett Memorial Airport
Town of Queensbury, Warren County, New York

Drawn: LMB | Checked: GTH | Scale: 1"=40' | Date: 3/23/2011

Hutchins Engineering
169 Haviland Road
Queensbury, NY 12804
(518) 745-0307 Phone
(518) 745-0308 Fax

36018-01-S2

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

Please List All Other Requests Not Covered by Previous Resolution Request Forms Here. Please attach any backup information available and be as detailed as possible.

DEPARTMENT NAME: DPW - Airport

DATE: March 25, 2011

(a) Purpose of Request: To recommend the county enter into an Airport Real Property Lease with Chris Hatin & Bruce Mowery (establishing an LLC., to be named later), for the construction of a commercial use aircraft hangar building with office space (total size approximately 90'x144' (15,400 sq. ft includes 5 foot buffer)), and to set a public hearing and to commence a SEQR review of the proposed project.

(b) Details: 1. Payment of annual rent of .50 cents per square foot of real leased property ($7,700 approximate annual rent(includes 5' buffer zone)). 2. Lease term 30 years with additional 10 year option. 3. County retains first option to buy, should the tenant desire to sell. 4. At end of lease the County has right to purchase building for $1.00, and other provisions as determined by actual lease agreement.

(c) Previous Resolution Number: NA

Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

1. Business Plan Summary

- Attached

Proposed Aviation Flight Center Project at KGFL

The Project will consist of the construction of a 90' x 120' x 20' eave height hangar building manufactured by Olympia Steel Buildings of McKees Rock, PA, and will carry a 25 year warranty. A 60' x 18' folding door will provide access to the hangar for most propeller driven aircraft under a 12,500 gross weight. For heating efficiency, radiant heat will be utilized throughout. All colors will be consistent with existing airport structures. The building will be engineered to handle snow loads and other design parameters specific to New York State and Warren County building codes.

An exterior office/workshop area will be located on the east exposure consisting of a 90' x 24' area, and will include a main office area with pilot's lounge, (3) 10' x 10' offices, rest room, training room and a conference room. A 35' x 24' workshop area will be located on the northern side of the office area. A design drawing of the office area is attached hereto for your review. The office/workshop area will be compliant with all New York State and Warren County building codes.

A color brochure, as well as engineering drawings of the hangar portion of the project building and its framing construction has been provided to Mr. Degraw for review. Engineered and architectural drawings will be completed upon preliminary approval of the project.

The west exposure of the building will align with the existing fence line as not to disturb the security of the airport property.

A parking area with 10-16 spaces will be located on the east side of the building, with its entrance going south to the Greater Glens Falls Transit access road.

A ramp area on the west exposure of the building of approximately 15,000 sq. ft. will be connected to the existing T-hangar ramp taxiway by a 35' wide access taxiway. A designated touchdown and lift-off area (TLOF) for helicopter operations will be located at the north side of the ramp area. The TLOF will consist of a designated 50' x 50' area, which exceeds standards and recommendations set forth by FAA Advisory Circular 150/5390-2B (Heliport Design) for aircraft as large as the Bell UH-1 "Huey". A copy of those FAA standards and recommendations is attached hereto.

All access to property that may be developed to the north of the project will be fully accessible with right-of-ways for aircraft via the ramp area and for motor vehicles via the parking area.

Hutchins Engineering will provide engineering services for the Project consisting of a Field Survey, Site Plan Document Preparation, and Assistance with Permitting Approvals.

A list of immediate commercial activities to take place, at the project location, are as follows:

- A full-service flight training center for both fixed wing and rotary wing aircraft consisting of the following:
    - Helicopter Pilot Training
    - Single-Engine Private Pilot Training

- Multi-Engine Training
- Sport Pilot Training
- Tailwheel Training (continued)
- Unusual Attitude and Upset Training
- Pilot Ground School Training
- Pilot Supply Sales

- Construction and sales of FAA/ASTM compliant Light Sport Aircraft manufactured by Bushwhacker Aircraft Company, LLC, with required office space, including:
  - New Aircraft Sales
  - Parts and Component Sales
  - Service and Maintenance

- FAA certified Helicopter and Fixed Wing Aircraft repair

- New and Used Helicopter and Fixed Wing Aircraft Sales

- Heated Hangar Aircraft Storage

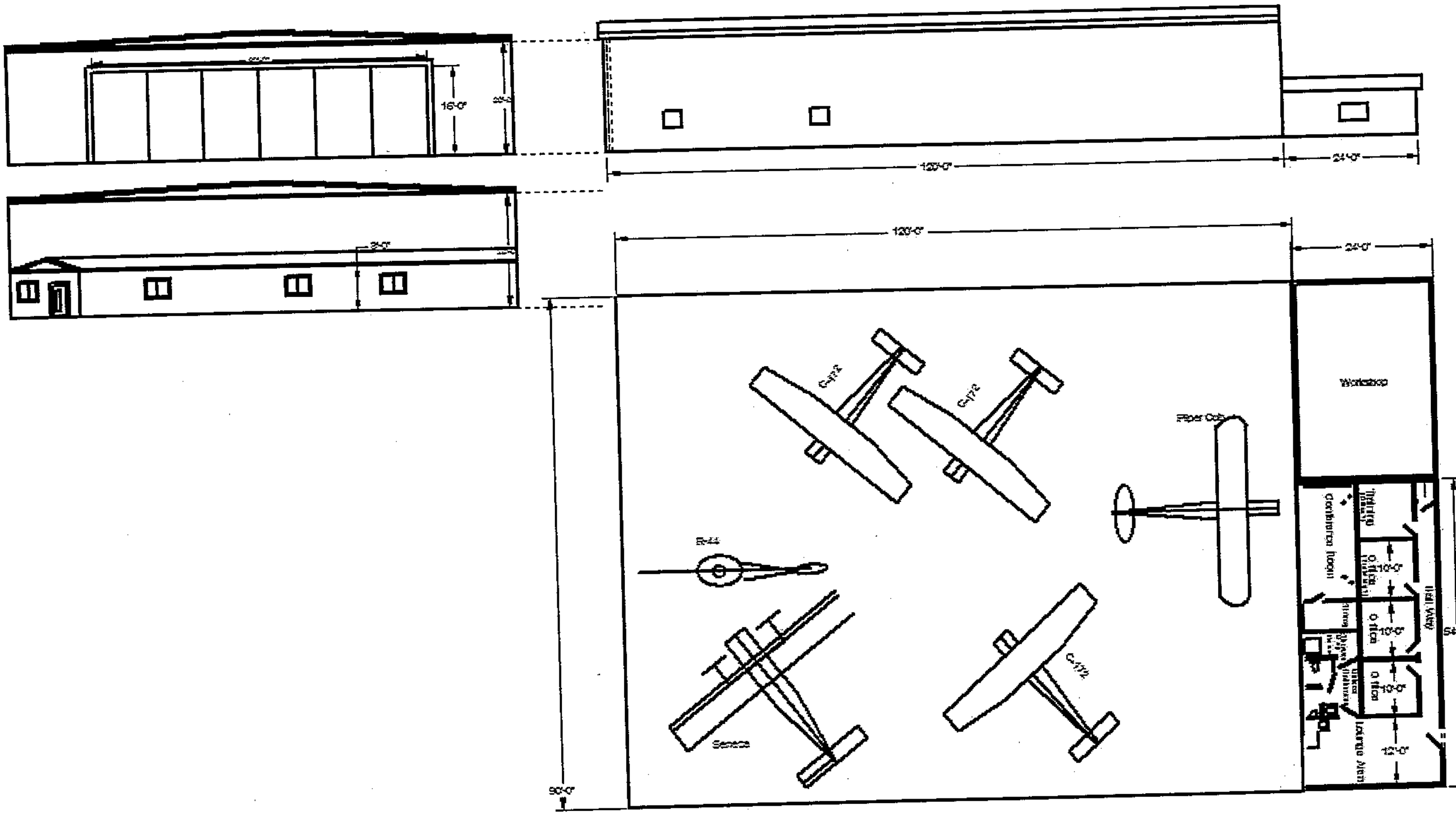
Future commercial activities may consist of the following, based upon approval:

- Avionics Repair and Installation

- Fuel Sales

- Restaurant/Café Dining

As stated in the initial proposal of this project to the Committee, it is the intention of the principles to begin construction on the project immediately and without delay, providing we have met the County's requirements and approval processes. A tentative date of completion and commencement of commercial operations is August 1st, 2011, based on receipt of approvals by the Committee and Board.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120'-0"
24'-0"
90'-0"
54'-0"
12'-0"
10'-0"
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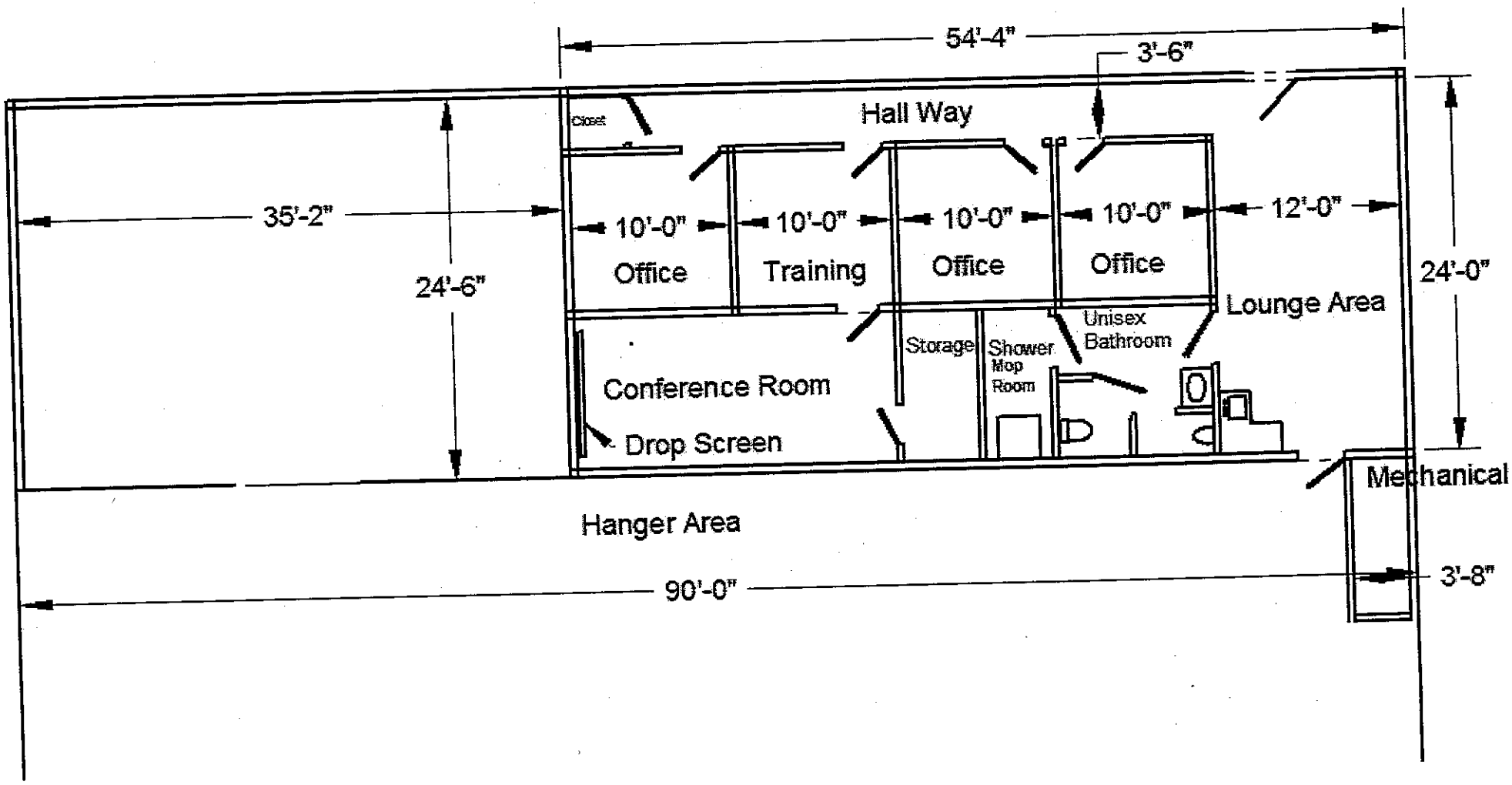
10'-0"
C-172
C-172
C-172
Piper Cub
R-44
Seneca
Workshop
Conference Room
Hall Way
Lounge Area


54'-4"
3'-6"
Closet
Hall Way
35'-2"
24'-6"
10'-0"
Office
10'-0"
Training
10'-0"
Office
10'-0"
Office
12'-0"
24'-0"
Lounge Area
Unisex
Bathroom
Storage
Shower
Mop
Room
Conference Room
Drop Screen
Mechanical
Hanger Area
3'-8"
90'-0"

U.S. Department
of Transportation

Federal Aviation
Administration

Advisory Circular

Subject: HELIPORT DESIGN | Date: 09/30/04 | AC No: 150/5390-2B
Initiated by: AAS-100 | Change:

1. **PURPOSE.** This advisory circular (AC) provides recommendations for heliport design and describes acceptable requirements to develop a heliport. This AC applies to anyone who is proposing to construct, activate or deactivate a heliport.

2. **APPLICABILITY:** This AC is not mandatory and does not constitute a regulation except when Federal funds are specifically dedicated for heliport construction.

3. **EFFECTIVE DATE:**

4. **CANCELLATION.** AC 150/5390-2A, *Heliport Design*, dated January 20, 1994, is canceled.

5. **EXECUTIVE SUMMARY.** The modern helicopter is one of the most versatile transportation vehicles known to man. Typically, a heliport is substantially smaller than an airport providing comparable services. The helicopter has the capability of providing a wide variety of important services to any community that integrates this aircraft into its local transportation system.

a. **Service.** In addition to their service in the transportation of people, helicopters have proven to be useful to their communities in the following ways:

(1). Disaster Relief. Natural disasters often result in the breakdown of ground transportation systems. Helicopters are able both to bring in response teams and supplies and to evacuate injured people during the critical period before ground transportation is restored.

(2). Air Ambulance Services. For an injured or critically ill person, time is life. Helicopters can provide high-speed, point-to-point transportation without being constrained by the limitations of the ground infrastructure.

(3). Police Services. Many municipalities consider their police services helicopters vital force multipliers in carrying out search and rescue, chase, and surveillance.

(4). Moving High-Value Assets. High-value or time-sensitive cargo, such as canceled checks, and people, including the President of the United States, frequently travel on helicopters because this mode of transportation is fast and flexible. Companies use helicopters as an invaluable part of an in-house transportation system to connect the office with various plants, job sites, and the local airport. Utility companies use helicopters to construct and inspect high-voltage electrical lines and to monitor underground gas transmission lines. The petroleum industry uses helicopters to support exploration and production operations. Newspapers and radio/TV stations use helicopters for onsite news gathering, taking photos, and airborne reporting of rush hour traffic conditions.

b. **Facilities.** The most effective way for a community to realize the benefits of helicopter services is by developing or permitting the development of places where helicopters can land and take off. While heliports can be large and elaborate, most are not. The basic elements of a heliport are clear approach/ departure paths, a clear area

CHAPTER 2. GENERAL AVIATION HELIPORTS

200.GENERAL. A General Aviation (GA) heliport accommodates helicopters used by individuals, corporations, and helicopter air taxi services. This chapter contains standards and recommendations for designing such a facility. Figure 2-1 illustrates the essential features of a general aviation heliport.

The heliport consists of a touchdown and lift-off area (TLOF) surrounded by a final approach and takeoff area (FATO). A safety area is provided around the FATO. Table 2-1 shows how the minimum recommended Safety Area width varies as a function of heliport markings.

The relationship of the TLOF to the FATO and the Safety Area is shown in Figure 2-2. A FATO may NOT contain more than one TLOF.

Appropriate approach/ departure airspace to allow safe approaches to and departures from landing sites is required. See Paragraph 204. To the extent feasible, the preferred approach/ departure path should be aligned with the predominate winds.

NOTE: *The design recommendations given in this Chapter are based on the presumption that there will never be more than one helicopter within the FATO and the associated safety area. If there is a need for more than one TLOF at a heliport, each TLOF should be located within its own FATO and within its own Safety Area.*

a. Property Requirements. The property needed for a GA heliport depends upon the volume and types of users and the scope of amenities provided. Property requirements for helicopter operators and for passenger amenities frequently exceed that required for "airside" purposes.

b. Ownership. While GA heliports may be publicly owned, this is not required. Most GA heliports are privately owned.

c. Heliport Site Selection. Public agencies and others planning to develop a GA heliport are encouraged to select a site capable of supporting both instrument operations and future expansion.

d. Prior Permission Required (PPR) Facilities. In a number of places this chapter states that PPR heliports need not meet a particular GA heliport design recommendation. The heliport owner or operator should ensure that all pilots using the facility are thoroughly knowledgeable of any such situations at the heliport and of the alternative means that are being used to ensure the safety and security of the facility.

NOTE: *To the extent that it is feasible and practical to do so, the standards and recommendations in this AC should be used in planning and designing improvements to an existing heliport when significant expansion or reconstruction is undertaken. Furthermore, existing PPR heliports may continue to follow the recommendations and standards applicable at the time of design.*

NOTE: *If tilt rotor operations are contemplated, criteria in AC 150/5390-3, Vertiport Design, are applicable.*

201.TOUCHDOWN AND LIFT-OFF AREA (TLOF).

a. TLOF Location. The TLOF of a GA heliport may be at ground level, on an elevated structure, or at rooftop level. The TLOF is normally centered within the final approach and takeoff area (FATO).

b. TLOF Size.

(1) Ground-level TLOF. For ground-level heliports, the minimum TLOF dimension (length, width, or diameter) should be 1.0 times the rotor diameter (RD) of the design helicopter. At PPR facilities, if only a portion of the TLOF is paved, the minimum length and width of this paved portion should be not less than two times the maximum dimension (length or width) of the undercarriage of the design helicopter. The center of this paved portion of the TLOF should be the center of the TLOF. To avoid the risk of catching a skid, and the potential for a dynamic rollover, there should be no difference in elevation between the paved and unpaved portions of the TLOF.

(2) Elevated General Aviation Heliport. For a rooftop or otherwise elevated heliport, the minimum TLOF dimension should be equivalent to 1.0 RD of the design helicopter. If the FATO outside the TLOF is non-load-bearing, the minimum width,

Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

2. Helicopter Operating Distance Guide

- Attached

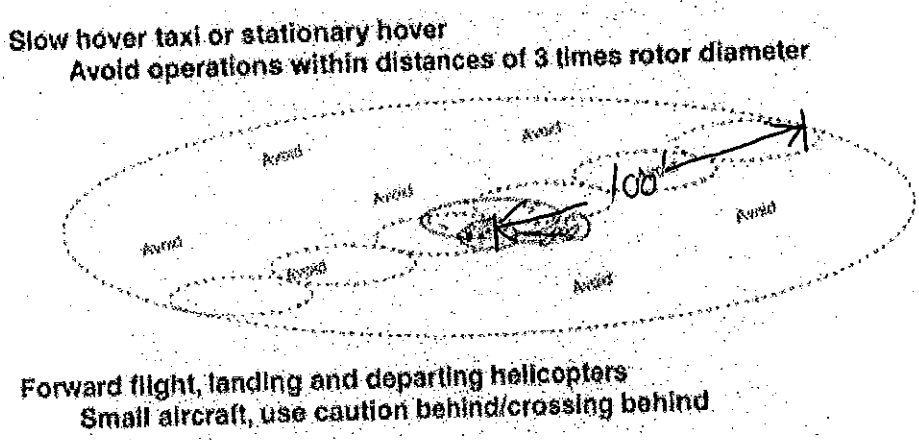
From FAA AIM – ATC operations – Section 7-3-7

7-3-7. Helicopters

In a slow hover taxi or stationary hover near the surface, helicopter main rotor(s) generate downwash producing high velocity outwash vortices to a distance approximately three times the diameter of the rotor. When rotor downwash hits the surface, the resulting outwash vortices have behavioral characteristics similar to wing tip vortices produced by fixed wing aircraft. However, the vortex circulation is outward, upward, around, and away from the main rotor(s) in all directions. Pilots of small aircraft should avoid operating within three rotor diameters of any helicopter in a slow hover taxi or stationary hover. In forward flight, departing or landing helicopters produce a pair of strong, high-speed trailing vortices similar to wing tip vortices of larger fixed wing aircraft. Pilots of small aircraft should use caution when operating behind or crossing behind landing and departing helicopters.

From FAA AC-90-23F

A hovering helicopter generates a downwash from its main rotor(s) similar to the "prop wash" of a conventional aircraft. However, in forward flight this energy is transformed into
a pair of strong, high-speed trailing vortices similar to wing-tip vortices of larger fixed-wing aircraft.
Pilots should avoid helicopter vortices since helicopter forward flight airspeeds are often very low
which generate exceptionally strong wake turbulence



Based ON A "R44" @ 33' Rotor Diameter

33 x 3 = 99'

100' DISTANCE

Recommend <u>100'</u> Distance from Helicopter Operating Area to T-Hangar Operating Area.

FAR AIM 2010

Rules and procedures for General Aviation, Sport Pilots, and Instructors

U.S. Department of Transportation
From Titles 14 and 49 of the Code of Federal Regulations

7-3-7 Helicopters

In a slow hover taxi or stationary hover near the surface, helicopter main rotor(s) generate downwash producing high velocity outwash vortices to a distance approximately three times the diameter of the rotor. When rotor downwash hits the surface, the resulting outwash vortices have behavioral characteristics similar to wing tip vortices produced by fixed wing aircraft. However, the vortex circulation is outward, upward, around, and away from the main rotor(s) in all directions. Pilots

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Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

3. Engineering Proposal

- Attached

Hutchins Engineering

169 Haviland Road
Queensbury, NY 12804
Phone: (518) 745-0307
Fax: (518) 745-0308

March 18, 2011

Mr. Chris Hatin, President
Bushwhacker Aircraft Company, LLC
P.O. Box 4693
Queensbury, NY 12804

Reference: Floyd Bennett Memorial Airport
Proposed Aviation Hanger/Office Project

Dear Mr. Hatin:

Hutchins Engineering is pleased to present this proposal for site engineering services to assist with the implementation for your proposed hanger/office project. We understand this hanger is to be constructed on Warren County property just north of the terminus of the Greater Glens Falls Transit access road.

Specifically, we propose to provide the following services:

1) **Field Survey** – Provide necessary field survey work to clarify property boundary location immediately east of the proposed site and extend existing topographic data to provide field topography over the area of proposed construction and areas immediately adjacent. This will provide the necessary base information to prepare a detailed site grading plan. We will subcontract this work to VanDusen & Steves Land Surveyors at direct cost.

2) **Site Plan Document Preparation** – Prepare site engineering drawing package including Layout & Utility Plan, Grading and Drainage Plan, Stormwater Pollution Prevention Plan (SWPPP), SWPPP Narrative Report, and Site Details. Drawing package shall be sufficient for submission to Warren County for site approval and NYSDEC for Construction Stormwater Permitting. As this project is to be located on County Airport property, there is no local town (Queensbury) approval process necessary.

3) **Assistance with Permitting/Approvals** - Permits and or approvals will be required from Warren County Supervisors, Warren County Airport Manager, NYSDEC, Queensbury Water Department, and Queensbury Sewer Department. We will provide documents and assist with the application process for the approvals listed above. Please note, we anticipate that the NYSDEC Construction Stormwater permit will require a 60-business-day review period (approx. 90 calendar days), as it is likely that some of the standards of the NYS Stormwater Design Manual will not be achievable due to site soils conditions and FAA policies for reducing and preventing hazardous wildlife attraction on airports.

We propose to provide the above described services for the following fees:

1) Field Survey - $2,200 payable upon completion of work.

2) Site Engineering - $4,600 payable monthly in accordance with percentage of work completed.

This proposal is for site engineering services only and does not include any building related engineering including building plans, foundation plans, or site geotechnical evaluation. This proposal is for design-phase engineering services only and does not include construction phase services. Please be advised that NYSDEC Construction Stormwater permit requires weekly site inspections by a qualified inspector which have not been included in this proposal.

I trust this proposal is responsive to your request. Should you wish to discuss this or if require additional information, please contact me.

Best Regards,

G. Thomas Hutchins, P.E.

Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

4. Factory Building Specifications

- Attached

OLYMPIA STEEL BUILDINGS® SYSTEMS

400 Island Avenue, McKees Rocks, PA 15136
Web Site: www.olympiabuildings.com
Toll Free Phone: (888) 449-7756 Fax: (412) 771-4295 Cell: 724-396-8269

FACTORY DIRECT TO YOUR DOOR

Name: Chris Hatin Date: 3/9/11
Address: 9 Pinewood Hollow Rd. Company:
City: Queensbury State: NY Zip: 12804
Phone: 518-796-0732 Fax: County: Warren

YOUR STEEL BUILDING SPECIFICATIONS

Width: 90'	Bay Spacing: 24'		Wall Color:color	Bldg Code: IBC
Length: 120'	Frame Type: H-Beam		Trim Color:color	Wind Load: 90 mph
Eave Ht: 20'	Roof Type: PBR 26 Ga.		Coating on Roof: galvalume	Ground Snow: 70 psf
Roof Pitch: 1:12	Clearance Under Eaves:		Coating On Walls:color	Roof Snow: 42 psf
Left Endwall: ☐ Post & Beam	☐ Rigid FR ½ LD		☒ Full LD	Collateral Load: 3 psf
Right Endwall: ☒ Post & Beam	☐ Rigid FR ½ LD		☐ Full LD	
Bracing: ☒ Cable	☐ Portal	☐ Rod	Base Condition: Angle with base trim	

Framed Openings: 60x17
Building designed to carry the weight of a 60x17 bifold door
6" roof and 6" wall insulation: Add $13,354.00
Gutters and downspouts: Add $2,880.00

ALL BUILDINGS INCLUDE: • **25 YEAR WARRANTY ON 26 GAUGE PBR PANEL AZ55 GALVALUME® ROOF**
• **25 YEAR WARRANTY ON STAINLESS STEEL CAPPED SCREWS *(NO RUST)***
• **40 YEAR WARRANTY AGAINST CRACKING, CHIPPING OR PEELING** ON POLYESTER BAKED PAINT ON SIDEWALLS
• **GALVANIZED Z-GIRTS AND Z-PURLINS** • **WASHERS ON PANELS ON SIDES AND ROOF**
• **26 GAUGE COLOR WALL SHEETING** *(10 AVAILABLE COLORS)*
• **STRUCTURAL STEEL I-BEAMS** • **ENDWALL POSTS** • **RAFTERS** • **NUTS** • **BOLTS** • **X-BRACING** • **COLOR TRIM**
• **1" MASTIC TAPE** FOR SIDE LAPS ON ROOF • **1" DOUBLE BEAD MASTIC** FOR END LAPS ON ROOF
• **CERTIFIED, ENGINEER STAMPED DRAWINGS** TO MEET YOUR STATE AND COUNTY REQUIREMENTS

BUILDING PRICE	***$97,374.00***
DELIVERY	***$ included***
TAX	***$ none***
TOTAL	***$97,374.00***
DEPOSIT	***$24,343.00***
BALANCE ON DELIVERY	***$73,031.00***

Price includes 3 sets of engineer stamped drawings and anchor bolt plans!!!!!

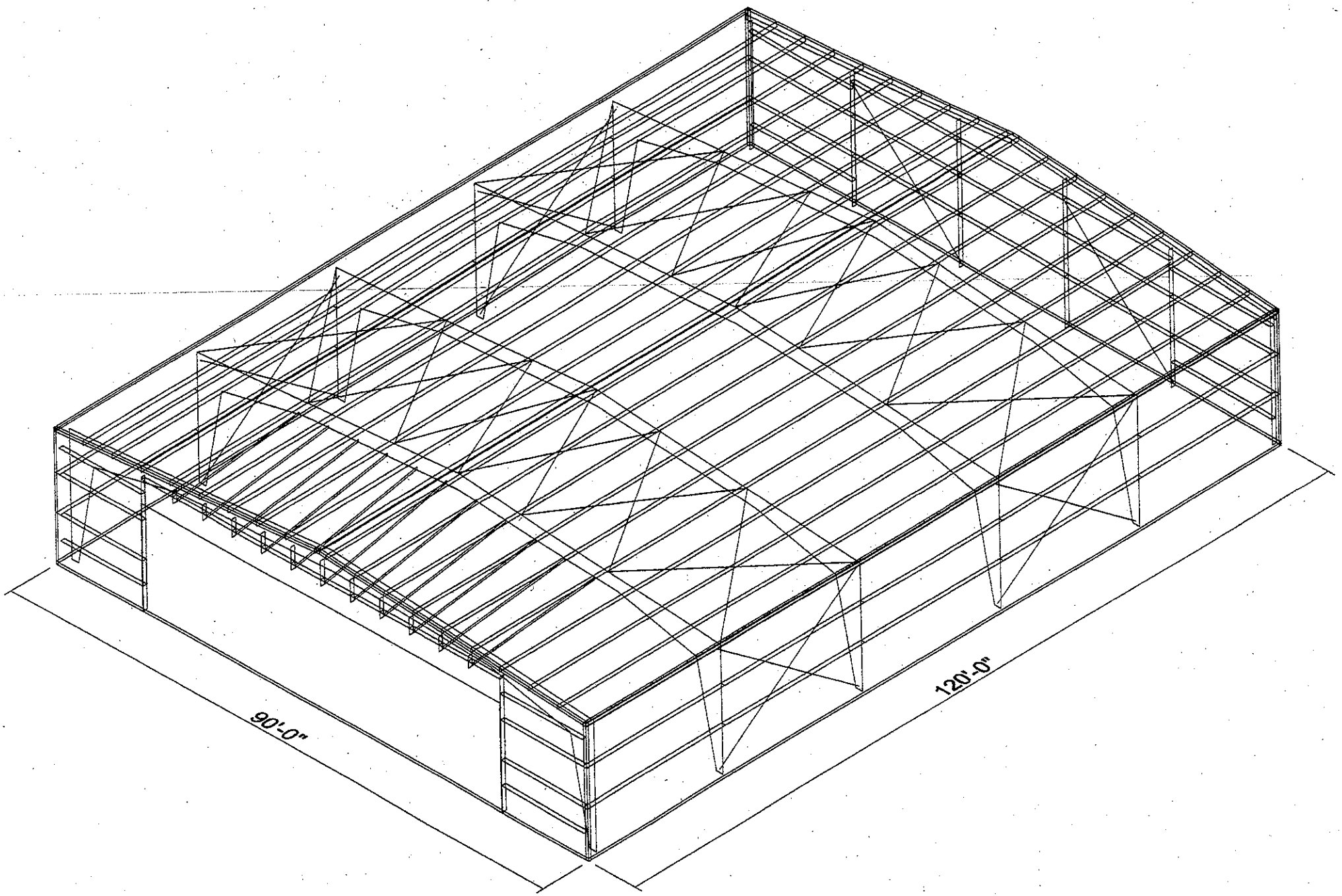
Price Quote is valid until this Date: *3/31/11*

SINCERELY,

Jill Leonello

PHONE# (888) 449-7756 *Ext.* 257

25 YEAR FACTORY WARRANTY

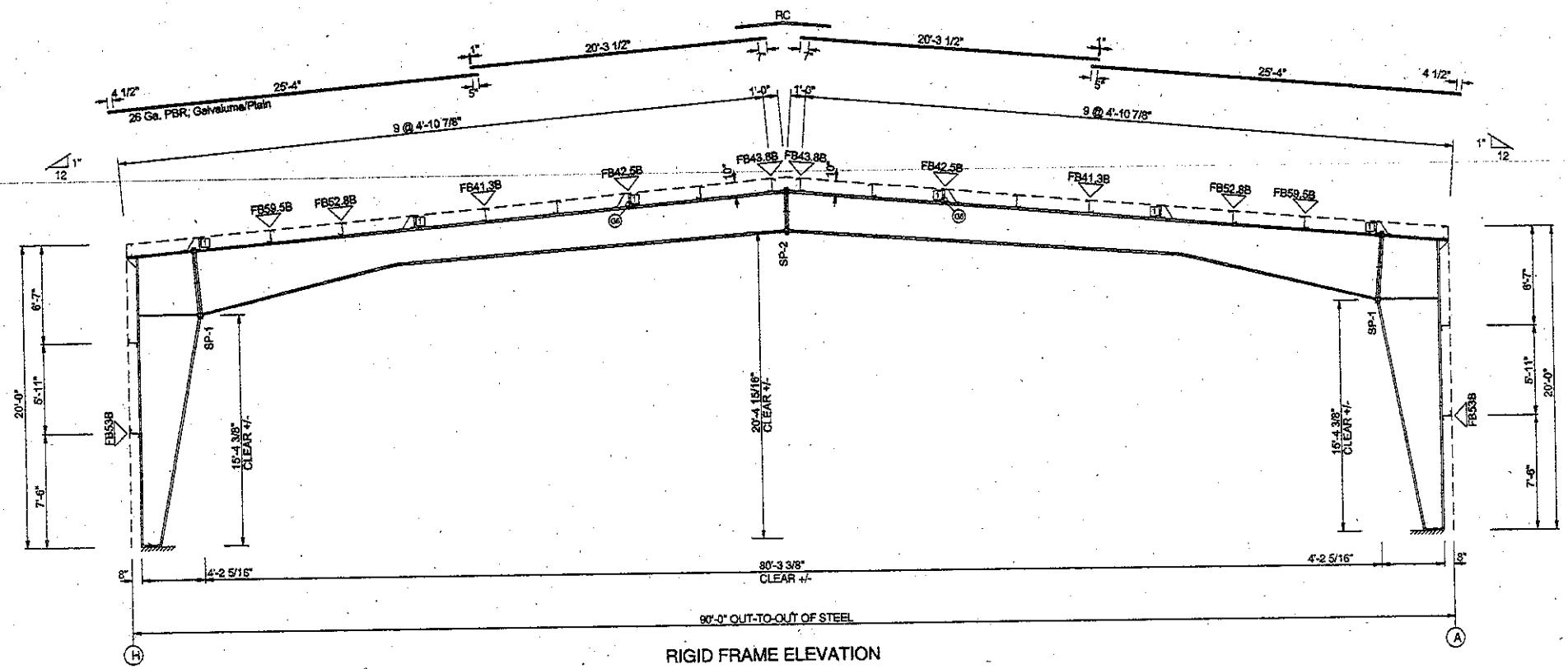

90'-0"
120'-0"

SPLICE BOLTS						
Splice Mark	Quan Top/	Bot/	Int	Bolt— Type	Dia	Length
SP-1	4	4	2	A325	1.000	3.25
SP-2	4	4	2	A325	0.875	3.00

MEMBER SIZE TABLE	
MARK	MEMBER

CONNECTION PLATES	
ID	MARK/PART
1	CL156

FLANGE BRACES: Both Sides(U.N.)
FBxxB(1): xx=length(in), (1)=one side
B - L2X2X10G



RIGID FRAME ELEVATION

FOR FRAME LINE 2 3 4 5

GENERAL NOTES:

MINOR FIELD WORK OF STRUCTURAL, SECONDARY AND PANEL/TRIM ITEMS MAY BE NECESSARY TO ENSURE PROPER FIT. SUCH WORK IS CONSIDERED A NORMAL PART OF METAL BUILDING ERECTION. WE WILL NOT HONOR BACKCHARGES FOR MINOR FIELD WORK.

		Customer:	
City:	State:	City:	State:
Designer:	Date: 3/ 9/11	Drafter:	Date: 3/ 9/11
Detailer:	Date: 3/ 9/11	Office:	Job No.: chat
Checker:	Date: 3/ 9/11	Office:	
RIGID FRAME ELEVATION			Sht. of 10

Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

5. Estimated Cost to Construct

- Attached

Applicant will provide a "letter of credit" after the DPW committee approves the project.

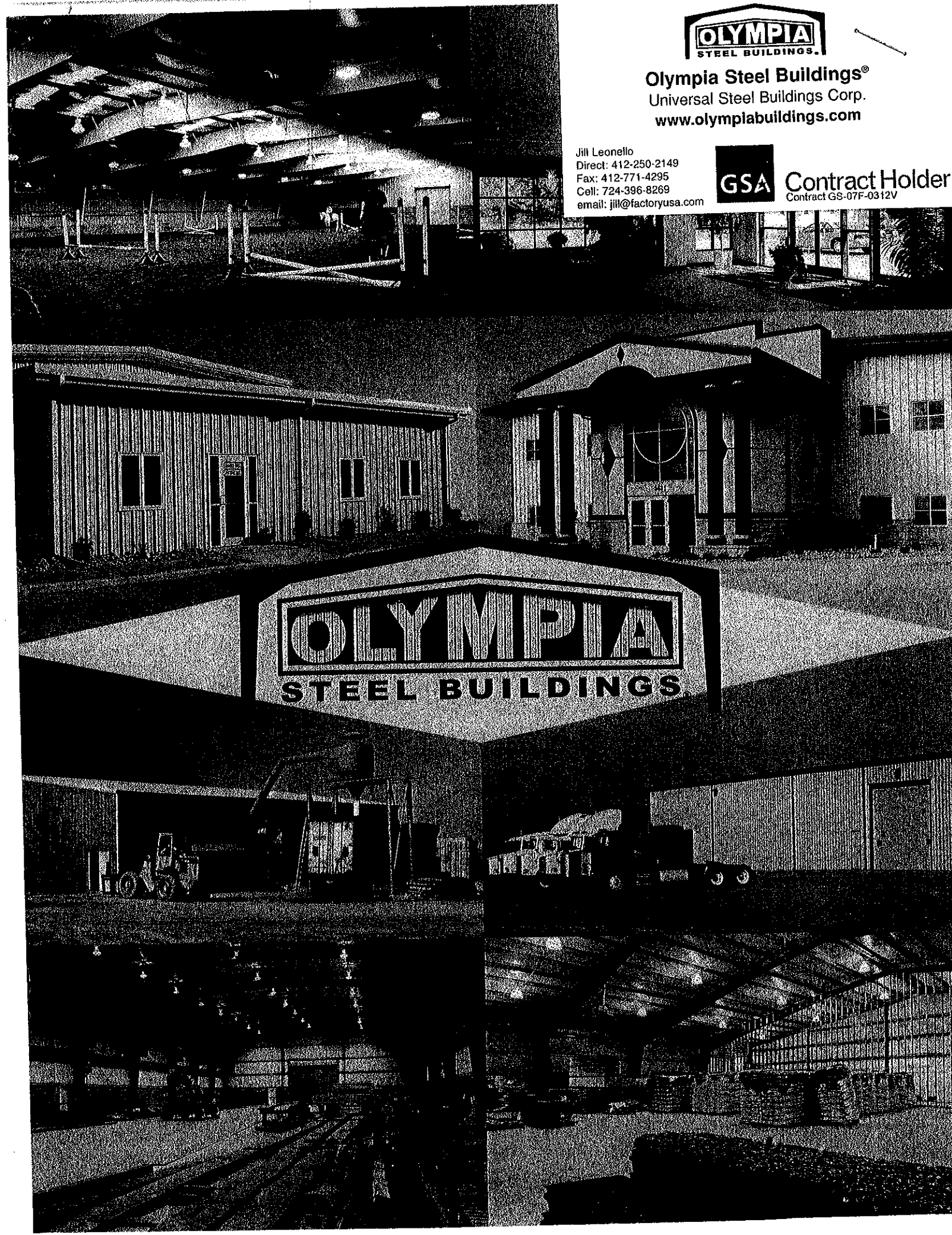
Project Estimate

Description	Cost
Building with Insulation, Engineering - 90 x 120	$110,728.00
Fire Sprinkler/Alarm Materials and Installation	$30,000.00
Site Work/Excavation/SWPPP Implementation*	$25,000.00
Fencing	$5,000.00
Landscaping*	$2,500.00
Geotechnical/Soil Testing	$5,000.00
Site Plan Engineering/Field Survey/Permitting Assistance	$6,800.00
Utilities (Sewer/Water/Elect.) Hookup*	$5,000.00
Doors, Windows*	$5,000.00
Labor Costs for Erecting Building	$35,000.00
Concrete - 4000lb fiber reinforced - includes office - ≈ 615 yards	$50,000.00
Labor Costs for Concrete Work	$10,000.00
Hangar Door - 60 X 18 Folding Cool-Air - with Urathane Insulation	$12,000.00
500 gallon Propane Tank/Installation	$3,000.00
12000' 3/4" PEX Radiant Heat Tubing	$5,500.00
400,000 BTU Natural Gas Boiler	$4,000.00
Radiant Heat 6 port Manifold, Hardware, Tanks, Pumps	$3,200.00
Labor Costs for Heat Install	$8,000.00
Electric - Wire, Boxes, Lights, Switches	$10,000.00
Labor Costs for Electrical Installation	$6,000.00
Office/Rest Room/Lounge/Garage materials	$38,000.00
VAC/3 ton Air Unit/Air Handler for Office/Garage/Installation	$4,688.00
Labor Plumbing/Sheetrock/Electric*	$5,000.00
Cable/Telephone/Internet Connection	$500.00
Pavement Ramp/Heli-Pad/Apron/Park Lot Installation	$68,000.00
Items marked * are owner/owner assisted labor	
Sub Total	$457,916.00
7% Tax	$32,054.12
Total	$489,970.12

Airport Committee
March 29, 2011
Hatin/Mowery Hangar Project Proposal Information

6. Engineers Drawing of project & Color Brochure

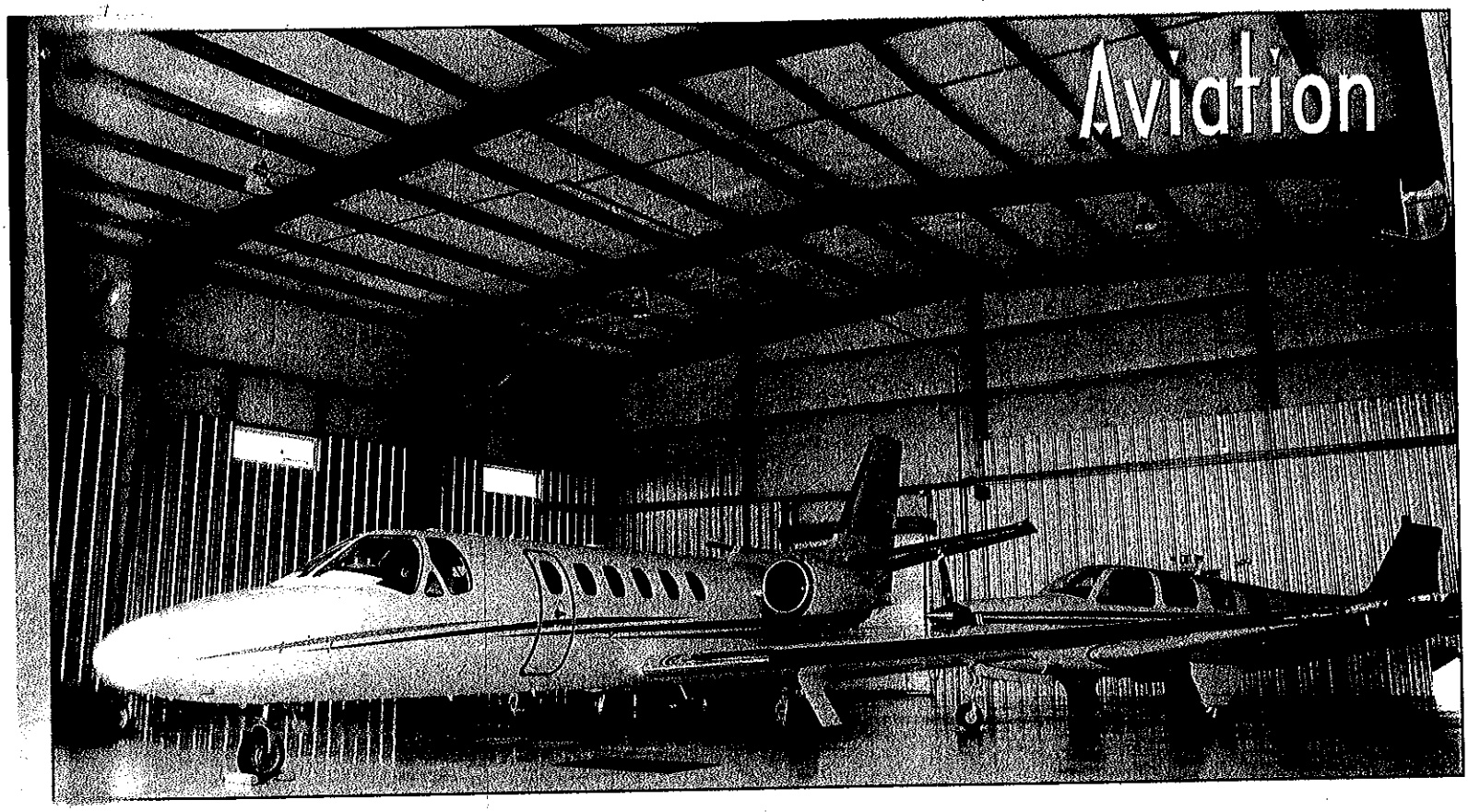
Loose on table.

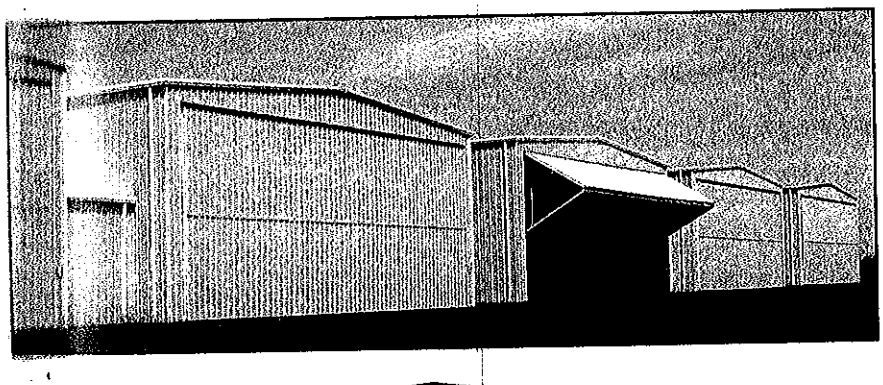


Olympia Steel Buildings®
Universal Steel Buildings Corp.
www.olympiabuildings.com

Jill Leonello
Direct: 412-250-2149
Fax: 412-771-4295
Cell: 724-396-8269
email: jill@factoryusa.com

GSA Contract Holder
Contract GS-07F-0312V



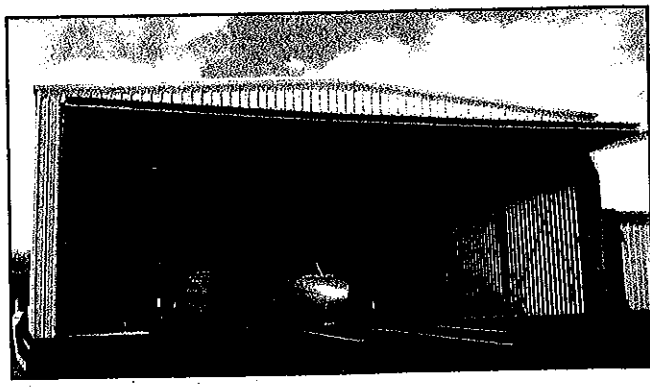


No need to clip your wings after you've earned them! The factory's engineers can design your new hangar with column-free interiors up to 200 feet wide with unlimited lengths.

Combined with easy construction, extreme durability and the ability to expand your building any time, Olympia buildings can make your wild blue yonders brighter than ever before.

AS SEEN ON TV

25 year warranty



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REFERRALS - APRIL 2011

AIRPORT:

1) Committee authorized further studies relating to the benefits of procuring an easement on the Forest Enterprises parcel, as well as to consider the possibility of an exchange of properties. Messrs. Dusek and DeGraw to meet with property owners on the matter in March/April of 2011 and will provide an update to the Committee at a future meeting. (03.01.11)

2) Committee to further discuss the possibility of instituting parking fees for the Balloon Festival event to cover associated overtime costs. (03.01.11)

3) Mr. DeGraw to contact appropriate property owner relative to securing a ROW to introduce another access road to the Airport property. (03.01.11)

4) Committee authorized Mr. Tennyson/DeGraw to proceed with further review of the T-hangar lease proposal presented by Chris Hatan/Bruce Mowery to determine any issues or concerns and to commence the SEQRA review, then return to the Committee for further discussion. (03.01.11)

5) June meeting to be scheduled at the Airport (*for the Airport portion of the meeting only*) to allow a tour of the area proposed for a new access road. (03.01.11)

Referrals April 2011
1. Next meeting to be June 17, after VMJR properties submitts plans to the Town of Queensbury in April
2. Next meeting is schedule for April 26th ?
3. Mr. White is open to offers from the county.
4. ---