

City of Lago Vista Airport Advisory Board

Meeting Minutes

Wednesday, July 21, 2010

A meeting of the Lago Vista Airport Advisory Board was held in accordance with the published announcement on Wednesday, July 21, 2010 commencing at 7:04 p.m. in the City Council Chambers of City Hall at 5803 Thunderbird Lane in Lago Vista, Texas.

In attendance at this meeting were Board Members Chairman Bill Coltharp, Member Baron Carter, Member Jim Orr and Alternate Jim Wood. Also present were Councilwoman D'Ann Gloris and Assistant City Manager Frank Robbins, two representatives of the Texas Department of Transportation (TX DOT) Megan Caffall and Greg Miller, as well as Bob Eckert, a property owner of a number of lots just east of Rolling Hills Trail.

1. Reading of the Minutes. In accordance with the published agenda of this meeting, the minutes of the May 26, 2010 meeting were read by Chairman/Secretary Coltharp, a motion was made by Jim Wood to approve the minutes as read and seconded by Baron Carter, and a vote to approve was unanimous.
2. Staff Update. Staff Update was presented by Assistant City Manager Frank Robbins assisted by two representatives of the Texas Department of Transportation Megan Caffall and Greg Miller. The Assistant City Manager explained that the City of Lago Vista City Council has voted to withdraw the City of Lago Vista from the National Plan of Integrated Airport Systems (NPIAS) which is the mechanism for the City to receive Federal funding and will instead rely upon TX DOT grants for airport funding.
3. POA Update. There was no report by a POA member.
4. Discussion of Airport clearance requirements, future improvements, possible land acquisitions and TX DOT's Aviation grant program. This discussion centered around the ultimate fate of Lots 22-24 at the extreme southwest corner of the airport area, as well as consideration of those residential lots directly off the south end of the runway on the other side of Rawhide Trail. Those lots along the east and west edge of the airport property which have not been developed and Lot 21 at the southeast corner as well as consideration of plans for the residential lots located to the east of Rolling Hills Trails.

A lengthy discussion was also conducted concerning the various aspects of airport clearance requirements which could affect the use and the nature of structures erected on lots directly adjacent to the airport property and at distances from the runway.

The results of these discussions can be summarized by saying that there are a number of agencies who must review construction permits for aircraft hangars in the vicinity of the airport, the requirements are many, their interpretation is uncertain, and that these requirements are likely to change with time. It can only be concluded that anyone desiring to

improve any of the lots in the airport vicinity should seek approval through the City Building Department and the filing of FAA Form 7460-1 "Notice of Proposed Construction or Alteration" before making commitments for lot improvement.

A discussion was conducted about possible land acquisitions. The representatives of TX DOT expressed their agency's desire to acquire Lots 22-24 in the southwest corner of the airport property as well as Lot 21 and to dedicate these lots as part of the airport property under the condition of no future development being permitted. It is also the desire of TX DOT to acquire lots directly south of the runway with the same intent as to make these lots part of the airport property and restricted to no development.

There was an additional discussion that concluded that it was likely that hangar construction would be allowed on those undeveloped lots adjacent to the runway along both the east and west sides where there are existing structures on either side, but with the same caveat as described above that is subject to government approval (i.e.: approval of Form 7460-1) would be required prior to construction.

There was then a discussion of the interest on the part of both the City and TX DOT to acquire the residential lots between Rolling Hills Trail and Ranger for possible development as City-owned T-Hangars generating revenue for the City. This plan would require the permanent closing of at least a section of Rolling Hills Trails with traffic normally gaining access through Rolling Hills Trail being directed down Ranger instead.

This entire discussion was summarized by Chairman Coltharp by the following three points.

- 1) TX DOT is interested in acquiring property, specifically three of lots, Lots 22-24 at the southwest corner of the airport property. Lot 21, the south most on the east side and the lots to the south of the runway end past Rawhide Trail;
- 2) The City and TX DOT are interested in developing the residential lots between Ranger and Rolling Hills Trail as a possible site for City-owned T-Hangars which would involve closing at least a portion of Rolling Hills Trail; and
- 3) The approval process required for construction on any of the lots in the airport environment is sufficiently complex as to not be subject to easy summary.

5. Agenda Items. The discussions resulted in several agenda items for the next meeting.

- 1) An Agenda item to discuss recommendations to the City Council concerning the need to properly inform potential property purchasers of the unique restrictions and requirements of some of the airport environment lots before construction can be approved.
- 2) An Agenda item to discuss the possible need for City Ordinance requiring payment for parking on Lot 51 and the Transient Ramp. This would include an exploration of the City Ordinances to determine if such Ordinances already exist.

- 3) An Agenda item for the Airport Advisory Board to discuss the subject of aircraft parking, whether aircraft are subject, at this time, to City Ordinance and the observation that at this time aircraft are permanently parked on an unimproved lot owned by a Mrs. Schaeffer directly north of the transient ramp.
 - 4) An Agenda item for the Airport Advisory Board to discuss if the City should allow parking on the City-owned taxiways. The need for this discussion arose out of observation that one aircraft has been semi-permanently parked on a City-owned taxiway for some time now.
 - 5) An Agenda item for the Airport Advisory Board to discuss Section 4.9.2.4 of the City Ordinances, which addresses parking requirements to determine if the Airport Advisory Board recommends to the City Council that this section be reworded.
 - 6) An Agenda item for the Airport Advisory Board to discuss recommendations for the City-owned, unpaved automobile parking lot, Lot 52.
 - 7) An Agenda Item to discuss parking fees for both automobiles and aircraft.
6. Date of the Next AAB Meeting. The date of the next Airport Advisory Board Meeting as selected as September 29, 2010.
 7. Adjournment. A motion was made by Chairman Coltharp that the meeting be adjourned and was seconded by Baron Carter. The committee meeting was adjourned at 8:47 p.m.

End of Minutes.