



**Airport Advisory Board Meeting**

**September 23, 2019 - 3:00 p.m.**

**2nd Floor Conference Room**

Leavenworth City Hall, 100 N.5<sup>th</sup> St., Leavenworth, KS

66048

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**Call to Order**

**Old Business:**

- 1. Approval of Meeting Minutes from October 5, 2017**

**New Business:**

- 2. Discuss Status of Airport Rebuild after Flood**
- 3. Other Items**

**Date for Next Meeting**

**Adjournment**

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**AIRPORT ADVISORY BOARD**  
**Thursday, October 5, 2017**  
**Leavenworth City Hall, 4:00 p.m.**

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The Airport Advisory Board met on Thursday, October 5, 2017 at Leavenworth City Hall, 100 N. 5<sup>th</sup> Street, Leavenworth, Kansas.

**The following board members were present:**

Jerry Frietchen  
Bob Euler  
John Carroll  
William Kidder  
Steve Jack

**Others present were the following:**

Dean Ayres, FBO  
Greg Kaaz  
Paul Kramer, City Manager  
Taylour Tedder, Assistant City Manager  
Carla Williamson, City Clerk  
Billy Sommers (for John McCoy)

**Not present:**

Brandon Johannes  
John McCoy (Billy Sommers was present in his place)

**CALL TO ORDER:**

The meeting was called to order at 4:03.

**OLD BUSINESS:**

**Approval of Meeting Minutes from September 22, 2016**

Jerry Frietchen moved to approve the September 22, 2016 meeting minutes. William Kidder seconded the motion and was unanimously approved.

*It is noted that the September 22, 2016 minutes states that the next meeting was set for November 10, 2016 at 4:00 p.m. No meeting was held on that date as there was no business to discuss.*

**NEW BUSINESS:**

**FBO Report-Dean Ayres**

**“Stink Creek”**

- “Stink Creek” that runs along the road has not been cleaned in about 25 years
- Rains cause flooding

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- In April 2018 the Rail Road will be doing work in that area and will clear the creek at that time

**Parking Lot**

- Jack Walker agrees that the parking lot needs to be repaved and the Army will fund the project
- Would like to start this fall; will depend on the availability of asphalt and how long the asphalt plants stay in production

**Perc Tank**

- Perc tank which is not a septic tank needs to be replaced
- Issues with sewage during rains
- The Perc tank was built in 1947
- Will need to be moved and repaired prior to the new parking lot being paved in the fall of 2017
- Received some estimate; Digger Jim gave an estimate of \$4500.00 including labor
- Mr. Ayres asked about who was responsible for costs; City or Army

**Propane Tank**

- Needs new valves
- Issues with concrete foundation related to water and prior flooding
- Could be replaced with a 500 or 1000 gallon tank

**Air Conditioner**

- Will need new pad to be moved and preplaced after the new parking lot is completed

**Re-stripe/Re-paint lines after new asphalt**

- City would be responsible for cost of taxiway only

**Rail Road Crossing on South end**

- Issues with the gate hours/closing
- New General may authorize opening the gate
- Rail Road needs to clear the foliage

**Water Lines**

- Water Department plans to run new North-South lines
- Would be good if they ran lines prior to the new parking lot

**Electronic Gate**

- Needs repairs

**New Training Room**

- Complete

**Drones**

- Attended a KDOT meeting with discussion on Drones

**Other:**

**Billy Sommers**

- No drones on Military Installations
- Per Garrison Commander no drones on the airfield
- Reviewed a Draft of Maintenance and Repairs and provided a handout (copy of handout attached to minutes for record)
- Trees will be cut on the South end of airfield; must wait until after a freeze so the "long ear bats" leave the trees and will not be disturbed
- In November Army will conduct a grass burning in the area to maintain the wildlife habitat; this will prevent geese from nesting in the area

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- Automated Weather Observing System (AWOS) – there are grants and state funding available for this system; Federal/Military is not able to request the funding but the City could

**Paul Kramer, City Manager**

- Mr. Kramer will have Hal Burdette, the City's Chief Inspector take a look at the perc tank
- If the City pays for the repairs it will have to follow the City Purchasing Policy with regards to bids

Next meeting to be determined as needed

**Adjourn:**

William Kidder moved to adjourn. Bob Euler seconded the motion and motion carried.

Meeting Adjourned at 4:49 p.m.

Minutes taken by City Clerk, Carla K. Williamson

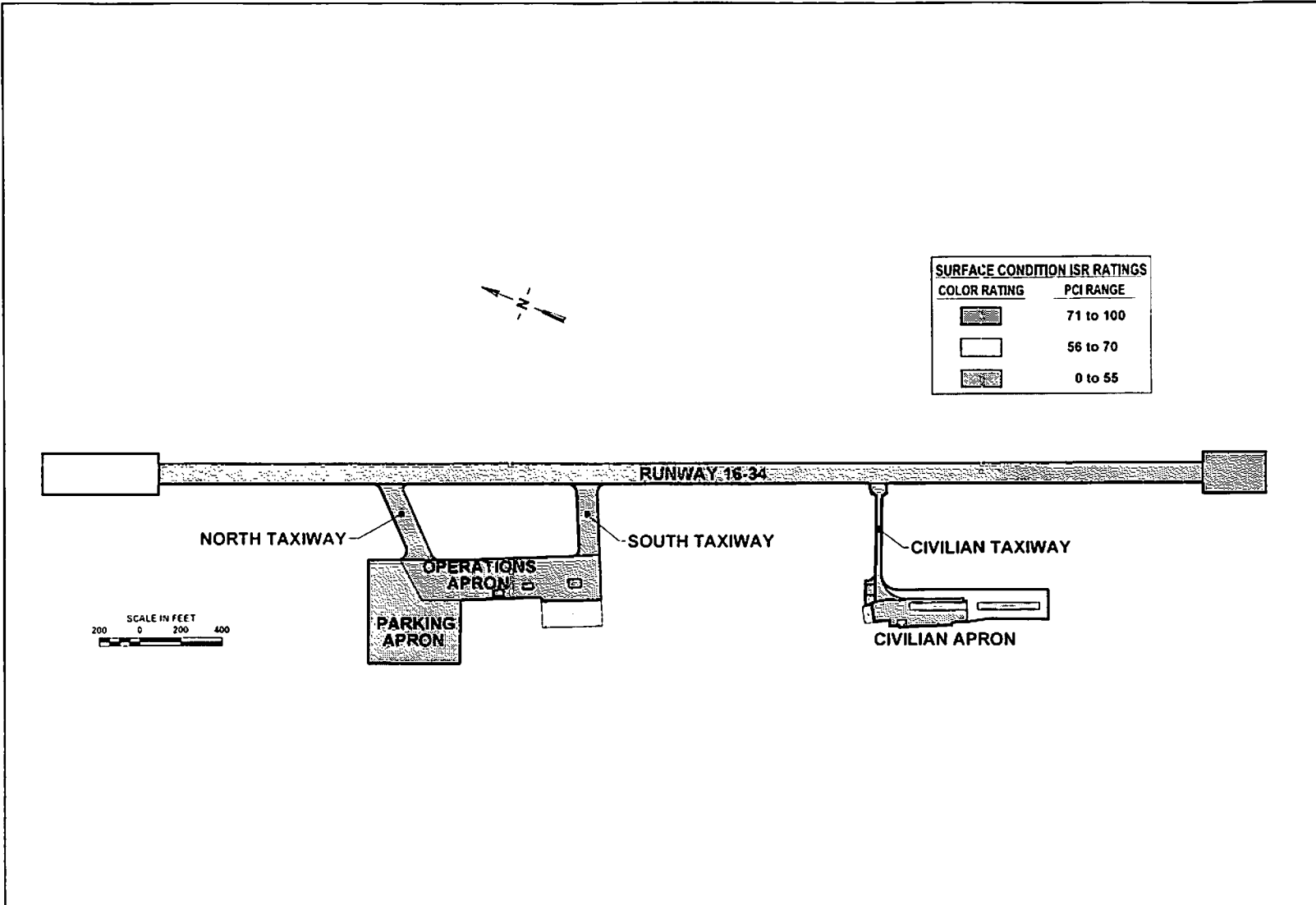


Illustration 3. Installation Status Report (ISR) ratings based on surface condition.

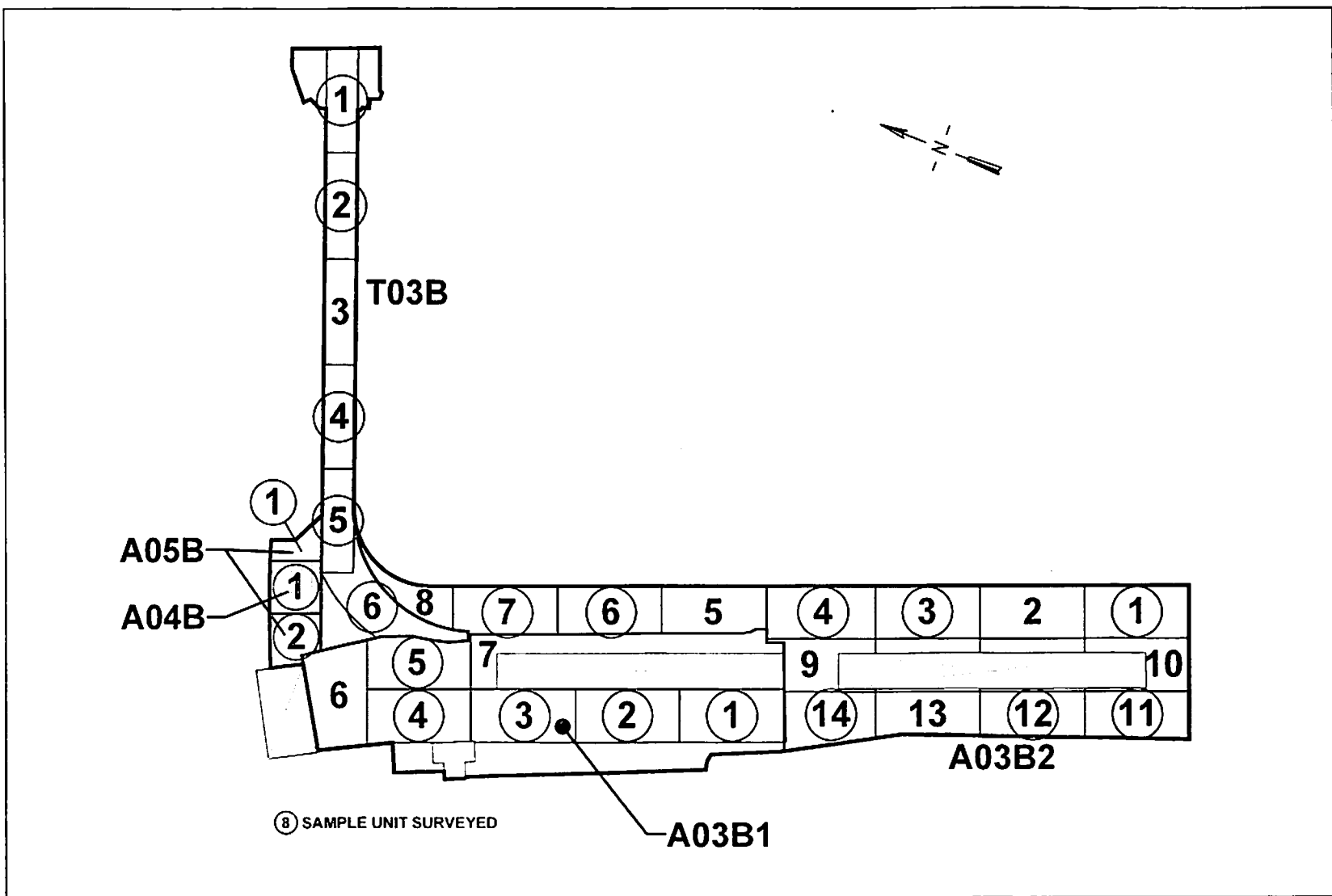


Figure C-4. Sample unit layout, Civilian Taxiway (T03B), and the Civilian Apron (A03B1, A03B2, A04B, and A05B).

Table 3-2. Summary of maintenance and repair recommendations.

Branch	Section	Area, ft <sup>2</sup>	Maintenance and Repair Alternatives for Existing Surfaces <sup>a,d</sup>
<b>Runway 16-34</b>			
RW1634	R01A <sup>b</sup>	113,200	The PCI (60) of this section is below the minimum requirement for runways. It is recommended to repair the medium-severity depressions with full depth patching and monitor the oil spills for deterioration and repair with partial-depth patches as needed. These recommended repairs will not bring the PCI above the minimum required for runways, DA PAM 420-1-3. Cold mill and replacement should be considered if this section is routinely used for aircraft operations.
	R02A	503,300	The PCI (100) of this section is above the minimum acceptable level for runways. No M&R is required at this time.
	R03A <sup>b</sup>	60,600	The PCI (100) of this section is above the minimum acceptable level for runways. No M&R is required at this time.
<b>North Taxiway</b>			
TWNORTH	T01A	41,872	The PCI (100) of this section is above the minimum acceptable level for primary taxiways. No M&R is required at this time.
<b>South Taxiway</b>			
TWSOUTH	T02A	35,696	The PCI (100) of this section is above the minimum acceptable level for primary taxiways. No M&R is required at this time.
<b>Civilian Taxiway</b>			
TWCIVIL	T03B <sup>c</sup>	23,500	The PCI (76) of this section is above the minimum acceptable level for secondary taxiways and all of the distresses are low severity; therefore, no M&R is required at this time.
<b>Parking Apron</b>			
PAPARK	A01B <sup>b</sup>	176,249	The PCI (43) is below the requirement for aprons. Therefore, it is recommended that all medium- and high-severity cracks be cleaned and sealed with a high-quality sealant <sup>b</sup> .
<b>Operations Apron</b>			
PAOPER	A02B1 <sup>b</sup>	179,204	The PCI (98) of this section is above the minimum acceptable level for aprons. No M&R is required at this time. However, it is recommended to monitor the oil spills for deterioration and repair with partial-depth patches as needed.
	A02B2 <sup>b</sup>	3,000	The PCI (88) of this section is above the minimum acceptable level for aprons. However, it is recommended to remove and replaced the medium-severity damaged joint seal with a high-quality sealant.
	A02B3 <sup>b</sup>	2,520	The PCI (35) of this section is below the minimum acceptable level for primary aprons and below 40. Major M&R of this section is recommended. Remove and replace the medium- and high-severity damaged joint seal with a high-quality sealant. Repair the medium-severity spalls with partial-depth patching. Repair the high-severity large patches with full-depth patching. Structural improvements are required to support mission traffic.
<i>(Sheet 1 of 2)</i>			

Branch	Section	Area, ft <sup>2</sup>	Maintenance and Repair Alternatives for Existing Surfaces <sup>a,d</sup>
<b>Civilian Apron</b>			
PACIVIL	A03B1 <sup>c</sup>	45,169	The PCI (45) of this section is below the minimum requirement for aprons. Localized repairs are recommended to extend the life of the pavement and prevent additional damage. It is recommended to clean and seal the medium- and high-severity cracks with a high-quality sealer. Repair the medium-severity depressions with full-depth patching. Repair the medium-severity alligator cracks with partial-depth patching. Monitor the oil spills for deterioration and repair with partial-depth patches as needed.
PACIVIL	A03B2 <sup>c</sup>	62,314	The PCI (62) of this section is above the minimum requirement for aprons. However, localized repairs are recommended to extend the life of the pavement and prevent additional damage. It is recommended to clean and seal the medium- and high-severity cracks with a high-quality sealer. Repair the medium-severity depressions with full-depth patching.
	A04B <sup>c</sup>	2,448	The PCI (88) of this section is above the minimum acceptable level for aprons. However, it is recommended to remove and replace the high-severity damaged joint seal with a high-quality sealant.
	A05B <sup>c</sup>	3,822	The PCI (46) of this section is below the minimum requirement for aprons. Localized repairs are recommended to extend the life of the pavement and prevent additional damage. It is recommended to clean and seal the medium-severity cracks with a high-quality sealer.

*(Sheet 2 of 2)*

<sup>a</sup> See UFC 3-270-01, -02, -03, and -04 for AC and PCC repair guidance

<sup>b</sup> UFC 3-260-02 (Headquarters, Departments of the Army, Navy, and the Air Force 2001) requires that the surface be concrete.

<sup>c</sup> Not evaluated for load-carrying capacity.

<sup>d</sup> If funding for reconstruction is not immediately available, it is recommended to complete Major M&R or recommended Localized M&R activities given in Table F-1 to promote safe operations until reconstruction can be completed. If funding for Major M&R is not immediately available, complete recommended Localized M&R activities to promote safe operations until recommended work can be completed.