

**COBB COUNTY AIRPORT - MCCOLLUM FIELD**  
**FBO/SASO/SAFETY MEETING**  
**MINUTES**  
**October 6th, 2008 1:30 P.M.**  
**CONTROL TOWER CONFERENCE ROOM**

Attendance:

Karl Von Hagel	Cobb County Airport
Mike Padgett	Air Traffic Control Tower
Joe Gravalec	Superior Flight School
Rick Young	FlightWorks
Bob Kitner	Superior Flight School
Daniel Christman	Aero Atlanta Flight School
Andy Zimmerman	FAA Designated Safety Counselor

**1. Control Tower**

**a. Operations**

Von Hagel reported that the Traffic count for September was 6,864. Take off and landings were 34% below last September. The Traffic year to date is 65,812, which is 25% below the previous year to date. Touch and Go traffic experienced a 50% decline while transient traffic experienced a 21% decrease from the previous year's September. Fuel prices, the economy, and the loss of Silver State Helicopters are considered significant factors in the decline of training and local flying.

**b. ATC Manager's Report**

Padgett was not available for the meeting but Von Hagel shared that the tower is still short controllers so ground and local positions may be combined more than the air traffic manager would normally like.

**2. Airport Capital Projects**

**a. Runway Improvement Project**

Von Hagel reported that night-time grading operations continue. The contractor is working 6 nights per week, Monday thru Saturday from 8pm to 6am. The contract time is through October 31. Sunday nights have not been closed but the contractor does have the right to work on a Sunday night if necessary, such as to make up time for bad weather. The contractor will provide notice to the County as soon as it knows whether a runway will not be closed for a particular night and will endeavor to provide three day notice when a Sunday night closure will be necessary.

The 21 day closure for the paving of the runway will begin on November 10<sup>th</sup>.

Taxiway A will be used as a temporary runway during daytime VFR weather conditions only during the 21 day runway closure. Aircraft will be limited to local small aircraft weighing less than 12,500 pounds and no jet operations. Flight training operations are to be conducted by an instructor and the instructor must perform all take off and landings. Touch and Go operations are not permitted. The airport will work to make the temporary runway available as much as possible, but the contractor will have the right to close the

temporary runway as work requires. Specifically Taxiways A1-A6 require repaving and grading and the temporary runway will not be available during work on some of these connectors. The airport will endeavor to provide as much notice as possible in advance of impacts to the temporary runway.

#### **b. Control Tower Equipment**

Von Hagel reported that funding was not received for this project. Congress has authorized a new limited grant program that expires on March 30<sup>th</sup> and the air traffic control tower equipment bid is eligible to compete for funding. Discussions will be held with the appropriate Agencies to determine whether to rebid the project.

#### **c. State of Georgia becomes Block Grant State**

Von Hagel reported that the State of Georgia has become a Block State Grant, meaning that the State of Georgia Division of Aviation will be responsible for distributing Federal Airport Grant Funds and will be responsible for Airport issues related to grant funding.

### **3. FAA Projects**

#### **a. New ILS Approach Procedures for new Runway**

Von Hagel reported that the FAA has scheduled the flightcheck for the new ILS approach to the new runway centerline during the first week of December. A new ILS approach procedure is required because the runway centerline shifts 12.5' and the pavement will be raised 8". Flightcheck must approve the new approach by the January 10<sup>th</sup> flightcheck deadline to make the March 12<sup>th</sup> approach procedure publication. If the relocated localizer passes flightcheck by January 10<sup>th</sup> the new approach will be published in the March 12<sup>th</sup> approach publication.

#### **b. New Non-Precision Approach Procedures for new Runway**

Von Hagel reported he has received word from the FAA that the RNAV approaches are expected to be available immediately following the 1<sup>st</sup> week of December flightcheck . The FAA has not been able to provide a definitive answer regarding the availability of the VOR approach.

### **4. Old Business**

#### **a. First Class Airport Program**

Von Hagel reported that he is developing a Plan that will combine many facets of the airport: including infrastructure, service and image, into one plan with the goal of improving any areas that do not meet the County's desire of providing a "first class airport". Von Hagel announced that he would be interested in anyone sharing their suggestions or comments.

**b. Northside Aviation Hangar Development**

Von Hagel reported that the redevelopment of the portable T-Hangar area along McCollum Parkway is progressing. Many of the portable T-hangars are relocating to Calhoun's Airport.

**c. Airport Advisory Board**

Von Hagel announced that Board of Commissioners appointed Francis DeJoseph as the pilot member to the Airport Advisory Board. Mr. DeJoseph received substantial support as a write-in candidate and is presently the operation manager and pilot for Asheville Jet Charter and Management and Southern Jet Management. He is an aviation consultant and holds an ATP Certificate with about 10,000 hours of flying. The 9 member board will meet at least quarterly. The first meeting was held on October 6<sup>th</sup>, 2008.

**5. New Business**

**a. New Airport Maintenance Pole Barn**

Von Hagel reported that a new maintenance pole barn is being constructed in the southeast corner of the airport. This area is being constructed to house airport maintenance equipment such as tractors and mowers and remove them from the view of the public areas.

**6. Safety**

**7. Open Discussion**

**8. Tentative Next Meeting (Check next agenda to confirm time and place)**