



City of Findlay

Pete Sehnert, Mayor

FINDLAY AIRPORT

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Findlay City Airport Annual Report – 2010

Findlay Airport, a general aviation airport located in Findlay, Ohio, is owned and operated by the City of Findlay. Major facilities at the airport include a 6,500 foot primary runway (18-36) with a full parallel taxiway and a 5,883 foot long crosswind runway (7/25). Other facilities include the City of Findlay as fixed base operator, aircraft storage, and fuel (Jet A and Avgas). Findlay Airport supports all types of corporate/executive and private use general aviation activities.

Firms operating at the airport include Northwest Ohio Flight Training Center and aircraft rental and SAK Ventures, LLC aircraft maintenance shop which provides annuals, pre-buy inspections, oil changes and oxygen servicing. The Airport supports recreational flying, corporate operations, aerial inspections, aerial photography and air cargo. It also serves as a gateway for recreational visitors. Also a new company is in the startup phase of developing a LSA aircraft to have final assembly at the airport in the near future.

The daily responsibilities of safely operating and maintaining a first class general aviation airport included: airport lighting checks and maintenance, winter operations snow and ice control, issuing runway condition NOTAMS, airfield mowing and safety compliance maintenance, general hangar and building maintenance, bird and animal control, overseeing farming operations, the parking and refueling of all types of aircraft, hangar rental and leases, maintenance of inventory items and billing, collecting and processing of payments, and overseeing all of the maintenance and construction projects on the airport. Airport staff consisted of four full-time employees and one part-time clerk.

We started 2010 by hosting a meeting put on by the NATCA and presented by Alex Caldwell. The meeting was to provide information to pilots in our area about the possibility of losing Air Traffic Control based at Toledo and the local knowledge of our area to satellite airports in this region. The FAA is in the process of consolidating Air Traffic Control Stations across the country.

The first three months of 2010 kept us busy with 18 plus inches of snow, along with the 6 plus inches prior to Jan 1, creating some huge piles of snow scattered around the airport. Also in January and February we had an extra tenant operating a Beech 1900 aircraft doing some testing on deicing equipment onboard the aircraft. This provided us with some extra fuel sales and hangar rental. Along with a snowy and cold start to 2010, we had an unusually large number of Canada Geese flying in the vicinity of the airport. This was do in part to the river, reservoir and ponds being frozen over for most of the winter and leaving the quarry to our east with open water and a place for the geese to land. The Dept. of Natural Recourses was contacted about different techniques to try that would not disturb the surrounding residential and office facilities. In March we had a survey crew working on the field doing the layout work for the installation of four new sets of PAPI lights that would be installed as soon as the weather would permit.

With the arrival of spring, both contractors from our 09 project still had some punch list items to complete to close out last year's project. Most of the work involved dirt or grading issues. The weather did not cooperate as they would have hoped, one finishing in June and the other in July. Our 2009 entitlement grant project was bid late in 09 but not started until spring of 2010. This project was our PAPI light replacement project. PAPI light installation for runways 18,36,7 and 25 began in April getting rained out several times during the duration of the project. The new PAPI lights were completed and flight checked by the FAA June 8th leaving only some site cleanup and seeding finishing our construction projects for 2010. Towards the end of July we had a citation jet hit several doves while landing. After a close inspection of the plane, it was found not to have been damaged.

Activities for the third quarter included the unanticipated three to four freight operations a week around the clock requiring the services of our forklift, extra fuel sales and additional callouts for our linemen. These extra freight operations added to our jet fuel sales for the year. August 31, we had a final walk through inspection of the 09 taxiway relocation and ramp expansion project by the FAA, everything looked good. Our 2010 entitlement grant was used to purchase a new piece of snow removal equipment, replacing a 1978 model front-end loader on its last leg. The new loaders list price was over \$200,000. After discounts and our trade in the final price was \$139, 869.56 with the city's share being \$6,993.00. The new loader is quiet and warm. The improvements made in thirty two years are amazing. In September we held our annual Fire Department tours of the airport inside and out familiarizing all shifts with the different hangars, driving on taxiways and runways and talking about a variety of different and possible emergency scenarios. At the start of the fourth quarter the Police Department held two days of defensive driver training at the airport. Closing out the fourth quarter was business as usual -- the cleaning and repairing of summer equipment to prepare for storage, and the mounting of plows making sure winter equipment was ready to go. December kept us busy clearing runways of snowfalls of one to three inches.

City of Findlay Airport - 2010 Fuel Sales/Landing Fees

MONTH	JET A GALLONS	100 OCTANE GALLONS	LANDING FEES
January	10,708.00	627.80	9
February	18,602.00	671.00	4
March	13,171.00	2,380.50	8
April	8,390.00	1,978.70	7
May	12,937.00	1,954.10	14
June	13,280.00	2,421.80	9
July	14,655.00	3,430.00	25
August	19,105.00	2,746.30	37
September	17,953.00	1,678.40	39
October	19,110.00	2,024.10	19
November	11,011.00	1,525.70	8
December	7,059.00	521.20	3
TOTAL	165,981.00	21,959.60	182



Respectfully submitted,

Bob Johnston
Bob Johnston
Airport Manager