

City of Findlay

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FINDLAY AIRPORT

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Safety- Service Director

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Findlay City Airport Annual Report – 2011

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.

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.

Beyond the daily activities and operations at the Findlay Airport, these are the highlights for the first quarter in 2011. They include a high volume of snow, a wildlife hazard, PAPI light outages, VOR usage, disabled aircraft and the announcement of retirement from an airport employee.

- * We had above normal snowfall in January, February and March. The 28 inches of snow that fell kept the airport crew busy throughout the first quarter.
- * In the evening of January 7, during a snow storm, we received a call that an aircraft had landed on runway 36 and was disabled on the runway with a flat tire. We placed a dolly under the damaged wheel and towed it clear of the runway to a hangar.
- * January also continued discussions between the airport manager and the owner of the quarry to try to mitigate the geese issue generated by the open water of the quarry during the winter months. In March, we scheduled a meeting to be held in April with the owner of the quarry, the Sandusky office of the Division of Wildlife and the corporate based tenants at the Findlay Airport in an attempt to try and resolve the ongoing geese problem generated by the open water at the quarry. We held the meeting but the owner of the quarry declined to participate. The owner of the quarry has concerns over liability issues. This continues to be the roadblock that prohibits the city from attempting to mitigate the geese issue by placing eight "AWAY WITH GEESE" lights on the quarry. Discussions between the City of Findlay's attorney and the attorney for the quarry have produced no results.
- * In January we began experiencing random outages with some of the PAPI lights that required the contractor to come back and replace several circuit boards under warranty.

* With the change to GPS technology used in navigation today we started surveying pilots in regards to the usefulness of the MAH-VOR with the possibility of decommission of the VOR.

* At the end of March, we were notified of retirement plans of one of the airport's employees.

Beyond the daily activities and operations at the Findlay Airport, these are the highlights for the second quarter in 2011. The highlights include the interview process for the new hire, ODOT Conference, and the wildlife hazard.

* After numerous interviews, we hired our new employee to begin June 6, 2011 and the training began with regards to all aspects of our airport duties and responsibilities.

* The ODOT Aviation Conference that was held in Columbus OH was attended by Bob Johnston.

* Continued correspondence and discussion between the City of Findlay's attorney and the attorney and representative for the quarry provided no results with the mitigation of the geese issue.

Beyond the daily activities and operations at the Findlay Airport, these are the highlights for the third quarter in 2011. The highlights include multiple lightning strikes, CPR Training, closure of Northwest Flight School, decommission of the VOR, hangar maintenance and the wildlife hazard.

* Starting in the third quarter came two separate lightning strikes almost exactly one week apart. The first strike hit in the area of A-2 turnoff taking out thirty taxiway lights and one light transformer knocking out all of the north-south taxiway lights. The bad transformer was found and replaced with the lights put back in service the next day. The second strike hit in almost the same location with repairs being made that day. The third lightning strike came on August 19th which knocked out the power transformer to the MAH-VOR and also the obstruction lights on the blast fence at runway 25.

* Barb Wilhelm came to the airport to train all the employees in CPR.

* Received notice from Northwest Flight School that they would be closing and moving out of hangar A-4.

* The timing of the third lightning strike on August 19th prompted us to look at our survey results started earlier in the year. After reviewing the survey results, the find was that 95% of the pilots flying into the airport were not using the VOR. After talking with the FAA, it was decided to shut the VOR down. This resulted in a savings for the airport through VOR maintenance tech fees as well as the need to purchase a replacement transformer only half the size. To power the obstruction lights, transformer replacement and repairs were performed by Vaughn Electric.

* Power washing and painting the metal T hangar roof was completed by Freed Painting.

* Continued correspondence and discussion between the City of Findlay's attorney and the attorney and representative for the quarry, as well as the airport manager, provided no results with the mitigation of the geese issue.

* Dennis Bishop moved into Hangar A-4 starting a flight club.

Beyond the daily activities and operations at the Findlay Airport, these are the highlights for the fourth quarter in 2011. The highlights include defective capacitors, aircraft emergencies, 2011-2012 snow season and the wildlife hazard.

* An aircraft taxied off a taxiway early one morning and got one of his wheels off the pavement and into the soft ground. He was stuck for several hours until the work crew was able to pull him back onto the pavement without damage to the aircraft and continue his flight.

* The PAPI light manufacturer called and reported that they found defective capacitors on their circuit boards. They will be replacing all sixteen boards currently in the lights at the airport.

* We plowed our first snow of the 2011 – 2012 season on December 9th.

- * A light sport aircraft that had taken off from Findlay airport on Dec. 23rd had to return to the airport soon after takeoff. The door came partially unlatched ripping half of the door open in air. The plane landed safely and was put in a hangar until a new door was installed on December 30th.
- * Continued correspondence and discussion between the City of Findlay's attorney and the quarry's attorney, as well as the airport manager, and the quarry's representative provided no results with the mitigation of the geese issue. The quarry still wants the city to obtain liability insurance and include the surrounding property owners as co-insured. Airport Manager attended a December City council meeting at the request of Councilman Schedel to discuss the seriousness of the issue to council and to bring it to the attention of the media. No action was taken by the media.

City of Findlay Airport - 2011 Fuel Sales/Landing Fees

MONTH	JET A GALLONS	100 OCTANE GALLONS	LANDING FEES
January	5,931.00	959.50	13
February	10,282.00	610.10	4
March	4,743.00	1,576.20	17
April	14,328.00	1,715.40	2
May	13,901.00	3,147.80	17
June	13,461.00	2,128.60	12
July	15,104.00	3,161.10	5
August	12,529.00	3,622.30	9
September	5,641.00	2,345.60	15
October	16,087.00	2,955.50	9
November	8,165.00	1,516.80	6
December	6,882.00	765.90	24
TOTAL	127,054.00	24,504.80	133

Respectfully submitted,

Bob Johnston
Airport Manager