

PITTSFIELD MUNICIPAL AIRPORT

FY 2006 ANNUAL REPORT

The Pittsfield Municipal Airport is a regional general aviation airport owned by the City of Pittsfield and is governed by a seven member Pittsfield Municipal Airport Commission (PMAC) appointed by the Mayor. This Commission is empowered by state law and is regulated by the Massachusetts Aeronautics Commission (MAC) and the Federal Aviation Administration (FAA). This Commission oversees one municipal employee, the Airport Manager, who acts as the chief operations officer responsible for the operations and maintenance of the airport facility.

The airport facility is laid out over more than 350 acres. There are two runways; a primary runway which is 5000 feet in length and services all general aviation aircraft and is the primary surface for corporate jet operations. The second crosswind runway is 3,500 feet and is primarily used by smaller general aviation fleet of aircraft. There are approximately 44,000 aircraft operations per year of which 3,000 are corporate jet operations.

The asphalt runways, taxiways, and aircraft apron areas are equivalent to 13 miles of residential streets with drainage all of which have to be maintained and kept clear of snow/ice during the winter. Adjacent to these asphalt areas are over 300 runway lights, navigation aids, and signs that must be kept operational as well as 100 acres of meadow which have to be mowed regularly to help ensure that aircraft have safe unobstructed turf areas if they venture from the asphalt.

Most of this 350 acre airport facility is secured by a 17,000 linear foot (over 3 miles) perimeter security fence that is maintained and cleared of vegetative growth. Facilities inside this secure perimeter fence include a terminal area comprised of aircraft hangars, an apron for aircraft tie downs, fuel farm, terminal building, and maintenance building. Facilities outside of the perimeter fence include an airport access road and public parking areas.

There are a total of 12 buildings on the airport of which 10 are aircraft hangars. Two of these hangars are owned by the City and all of the hangars are operated privately. The Pittsfield Municipal Airport leases land and the airport manager administers them annually (considered ground leases) to individuals or businesses and they in turn build and/or operate hangars for their own use or make space available to rent. The two remaining buildings are, the terminal and an airport maintenance building, which are owned and operated by the City. The airport maintenance building houses equipment for snow removal, grass mowing, tree cutting, light and sign maintenance, and other operations maintenance equipment, tools, and materials necessary to maintain the airport facility.

The terminal building houses the Municipal Airport Managers office, a waiting/viewing area with restrooms for passengers and the public, and a pilot's lounge for transient pilots. The terminal also houses one of the City's tenant and fixed based operator, Lyon Aviation. Lyon Aviation through contractual obligation with the City provides air services such as charter flights, aircraft maintenance, fuel, hangar space, pilot instruction, and aircraft rentals.

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Revenues generated at this municipal facility include lease, fuel flowage, aircraft landing, parking, and tie downs, security badge, and vendor fees. Lease fees include all ground and office spaces leased to individuals or businesses. Fuel flowage fees are derived from gallons of aviation fuel flowage. Landing fees are structured in that the larger the aircraft the greater the landing fee up to \$125. Smaller aircraft under 12,500 pounds are not charged a landing fee. Aircraft parking fees are based on the number of nights and size of a transient aircraft that will be parked on the apron. The PMAC operates an area of the apron for monthly/annual aircraft tie down rentals. The airport is a secure facility that requires users who enter into the aircraft operating area to be badged. A fee is imposed on users to help offset the cost of creating security badges and these fees have been implemented for the 2006 fiscal year. Vendor's fees are generated from a soft drink vendor who is charged a fee based on total sales of soda. All revenues generated at the airport are administered by the Airport Manager and help to offset the expense of operating the facility.

PITTSFIELD MUNICIPAL AIRPORT REVENUES

ITEM	UNIT AMOUNT	FY 2003 AMOUNT	FY 2004 AMOUNT	FY 2005 AMOUNT	FY 2006 AMOUNT
Leases	Annually	\$13,800.25	\$14,131.45	\$14,399.95	\$22,037.60
OTHER REVENUE					
Fuel Flowage Fees	Annually	\$9,515.70	\$8,329.92	\$7,778.74	\$6,311.27
Landing Fees	Annually	\$23,589.01	\$42,691.10	\$65,326.75	\$53,841.25
Parking & Tie Down Fees	Annually	\$1,900.00	\$1,900.00	\$1,630.00	\$1,931.65
Vending Revenue	Annually			\$446.31	\$553.92
Badge Revenue	Annually	NA	NA	NA	\$300.00
TOTAL		\$48,804.96	\$67,052.47	\$89,581.75	\$84,975.69

The airport has a long history and has grown from a single runway of 3,500 feet to include a second longer 5,000 foot main runway. Through planning and implementation, the airport progresses to meet the 21st century demands of safe air travel within the air transportation network. The airport is undergoing a safety, expansion, and terminal area improvements project that will significantly improve safe aircraft operations and efficiency. The project complies with FAA regulated runway safety areas by providing unobstructed space for aircraft missed approaches during landings and aircraft overruns during takeoffs.

To coincide with this safety improvement is an extension to the primary runway, 8-26, that will significantly improve all weather aircraft operations by providing additional runway length and navigational aids. These improvements will allow the current fleet and type of business jet aircraft to safely use the aspects of their performance envelopes that can not be used without additional runway length. Without the runway extension,

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aircraft operations will continue to be limited by the existing airport infrastructure. This will have a direct correlation relative to retaining and attracting business, cultural, and tourism in a four season Berkshire environment.

The Airport Safety and Capacity Improvements Project are funded primarily by the FAA with participation from the MAC and City. The PMAC hired a professional firm to provide aviation consulting and engineering services from planning to project completion. The Airport Manager administers, oversees, and supervises this consultant and all work related to the Improvements Project.

Proposed Improvement Project Schedule and Cost For Next 3 Years

2006	Description of Items	Unit Price	Quantity	TOTAL	FAA	MAC	Local
	1. Land Acquisition			\$3,843,000	\$3,650,850	\$ 96,075	\$ 96,075
	2. Final Permitting	L.S.		\$ 50,000	\$ 47,500	\$ 1,250	\$ 1,250
	3. Install Rotating Beacon	L.S.	1	\$ 111,000	\$ 105,450	\$ 2,775	\$ 2,775
	Sub Total			\$4,004,000	\$3,803,800	\$ 100,100	\$ 100,100
2007	4. Aerial Mapping/Topo Survey/Obst. Study.	L.S.		\$ 172,500	\$ 163,875	\$ 4,313	\$ 4,313
	5. Geotech. Analysis and Pre. Design	L.S.		\$ 200,000	\$ 190,000	\$ 5,000	\$ 5,000
	6. Tree Removal (on-airport)	\$ 2,500	73	\$ 209,875	\$ 199,381	\$ 5,247	\$ 5,247
	Sub Total			\$ 582,375	\$ 553,256	\$ 14,559	\$ 14,559
2008	7. Phase I Runway/RSA/Taxiway Improv.	L.S.		\$7,184,500	\$3,341,941	\$3,666,667	\$175,892
	Sub Total			\$7,184,500	\$3,341,941	\$3,666,667	\$175,892
	Total			\$11,770,875	\$7,698,997	\$3,781,326	\$290,551

Below is a list of Airport 2006 fiscal year accomplishments:

- The Airport received a \$105,450 Federal Aviation Administration grant to replace the airport rotating beacon and wind cone. To be eligible, the City matched this grant with 2.5% or \$2,775 for contribution as the local share. A MAC grant of \$2,775 was successfully appropriated for the states share of this project.
- The PMAC successfully lobbied for appropriations to create and implement a part time operations maintenance position.
- As part of the Airport Improvement Project, a key 20 acre parcel was purchased for \$153,000 by the PMAC in a mutually amenable buyer/seller process of acquisition. Approximately 90% (\$137,700) of the cost of this acquisition was provided by the FAA, 7% (\$10,710) by the MAC and 3% (\$4,590) by the City.

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- Working with the Department of Environmental Protection, the PMAC successfully negotiated with an airport property abutter to place monitoring wells in areas identified as project wetland replication sites for the purpose of establishing soil composition and below grade water levels.
- Runway crack and drainage structure repairs were conducted as part of an operational maintenance improvement to enhance safe operations while helping to increase the life of runway asphalt.
- To help market the airport a Chamber of Commerce “Chamber Night” event was coordinated and held at the airport with over 200 Chamber members in attendance.
- The airport meets demand as aircraft owners continue to inquire about the facility and base their aircraft here. An additional aircraft has been added to the based aircraft list bringing the total based aircraft in Pittsfield to 38.

The Pittsfield Municipal Airport is an essential cog in the wheel of the regional transportation infrastructure and the national air transportation system. As such, the airport is used for recreation and business. Though regional, the airport is owned and operated by the City of Pittsfield, which serves as the center of commerce for this region. The City is undergoing significant revitalization. The Airport through the Airport Safety and Capacity Improvements Project will provide a safer aircraft operating environment and will allow capacity for all weather operations significantly enhancing the use and ability of the facility to meet aviation demands.