



NOTICE AND AGENDA

**BROCKVILLE - 1000
ISLANDS REGIONAL TACKABERRY
AIRPORT COMMISSION MEETING**

Tuesday, December 19, 2017

4:00 PM

BROCKVILLE - 1000 ISLANDS REGIONAL TACKABERRY AIRPORT

1. Minutes of the October 17 Meeting (DRAFT COPY)
2. Disclosure of Interest
3. Brock Air Services October & November 2017 Reports (attached)
4. Summary of November 2017 Air Traffic Movement (attached)
5. Summary of November 2017 Airport Revenue (attached)
6. Summary of November 2017 Airport Fuel Revenue (attached)
7. Action Item Update
 - a. Ogdensburg Instrument Approach Procedure update from Dean Glover
8. New Business
 - a. New Commission Chair Discussion
 - b. Brock Air Contract Extension
 - c. Airport Hunting Discussion
 - d. Hangar Leases Update
 - e. In Camera Discussion



Minutes of Meeting
BROCKVILLE - 1000
ISLANDS REGIONAL TACKABERRY
AIRPORT COMMISSION MEETING

Tuesday, October 17, 2017

MEMBERS PRESENT

Mr. Earl Brayton, Elizabethtown Council Rep.....earlbrayton@bell.net
Mr. Wilsie Hatfield – Chair.....whatfie@myhighspeed.ca
Mr. Brian Williams.....briwilliams401@gmail.com
Mr. Mike Bowen.....mwb@ripnet.com
Mr. Colin Dyke.....cdyke@ripnet.com

MEMBERS ABSENT

Mr. Allan Dunn.....info@1000islandsdocks.com

ALSO PRESENT

Mr. Kent Wharton - Brock Air Services.....kentwharton_brockair@sympatico.ca
Mr. Matthew Locke – City of Brockville.....mlocke@brockville.com

1. Minutes

June Minutes Moved by: Colin Dyke
Seconded by: Earl Brayton
September Minutes Moved by: Colin Dyke
Seconded by: Brian Williams
THAT the minutes of the meeting of May 16, 2017 be approved.
Carried

2. Meeting Disclosure of Interest

No conflicts declared.

3. Brock Air Services October & November 2017 Monthly Report

A copy was attached to the agenda.

4. Summary of November 2017 Air Traffic Movements

A copy was attached to the agenda.

5. Summary of November Airport Revenue

A copy was attached to the agenda.

6. Summary of November 2017 Airport Fuel Revenue

A copy was attached to the agenda.

7. Action Item Update

Ogdensburg Instrument Approach Procedure update from Dean Glover – Dean noted that when discussing a NOTAM with Ogdensburg Airport staff in regard to upcoming gliding activities he asked for the latest approach procedure posting, which he received from FAA staff. Noted that only change is that Brockville Regional Tackaberry Airport (BRTA) is now posted on the document, but that the procedure height was not revised and radio frequency not shown. Dean asked FAA staff why 3000' is not yet shown as the procedure height, and FAA staff noted that this is covered currently by a NOTAM stating that 3000' is mandatory. Dean recommends that he continue to communicate with Ogdensburg Airport staff to push for additional changes to the approach plate. Dean suggests modifying the BRTA frequency to run on same frequency as Ogdensburg. Colin notes need for risk analysis of frequency change; to weigh the risk of having pilots not adjust to the change vs. risk of Ogdensburg bound pilots not hearing pilots above BRTA. Dean suggests setting up a meeting with Ogdensburg Airport staff to discuss possibility of creating an arcing approach. Brian suggests noting this as a safety meeting, and suggests hosting it at either airport.

Reticle Land Use Application Expansion of Range Lands – Matt presented discussion of Reticle application to City of Brockville and Township of Elizabethtown-Kitley to expand range lands to the East, to create an additional firing point. This firing point would impede on the slope area around RWY16 (Grass strip). Matt presented the City suggestion for use of this firing point for discussion with the commission; Reticle informing Brock Air well in advance of use to ensure a NOTAM is issued, white "X" markers placed on the grass strip, and the range officer to act as a spotter for any aircrafts in the area (ensuring the area is clear before giving an order to proceed with shooting). Colin notes that an aircraft approaching NORDO will not be reading a NOTAM, so that precaution will not help with NORDO pilots. Notes that most pilots understand the meaning of the "X" markers, and notes that the airport in Morrisburg marks runway closures with an "X" and it appears to work there. Commission notes that placement of safety devices should be a Reticle responsibility. City to develop a policy to ensure that the shooting instructor / range officer take on spotting duties for any NORDO aircrafts in the area before issuing a command to proceed with shooting. Dean notes that he has not received any response for Transport Canada with his question regarding the placement of "X" markers. Commission notes that there cannot be an assumption of no aircraft landing even with a NOTAM, and that emergency and NORDO flights are a reality with RWY16.

8. New Business

Airport Commission Role Question – Earl asks why City of Brockville agreed to a runway closure earlier in 2017 despite a unanimous vote from the airport commission against the closure. Notes that the minutes from the commission meeting noted the dissatisfaction to having Brockville rule against the commission's vote. Colin asks for clarification from Brockville as to how decisions made by the Commission are taken by Brockville staff and council, particularly to ensure that safety concerns are being reasonably assessed by Council and City staff. Matt noted that Brockville will clarify the current policy regarding Commission decisions and votes at the next Commission meeting after reviewing with senior City staff.

Dan Barraclough-Airport Letter of Concern – Matt presented Letter of Concern received from Mr. Barraclough, a resident pilot and hangar owner. Commission discussed specifically the recommendations put forward in the letter surrounding notice given to resident pilots in advance of any runway closures. The Commission agrees to 30 day notices and website & bulletin board (Airport terminal and Flying Club) postings in advance of maintenance related runway closures (as per this summer's asphalt crack sealing work). However, the commission notes that the length of notice given before a runway closure for driver training is not primary concern of the commission. The commission notes that the primary concern to resident pilots is that foreign-object debris (FOD) creates too large a risk to pilots in ultralight aircrafts. Notes that any debris could result in a flat tire which would lead to an accident for a landing aircraft. Notes that this type of accident could result in lawsuits to the airport and City of Brockville, creating unnecessary risk. The commission states their position that driver training on the runway is unsafe and is an inappropriate use of the airport. Commission chooses not to recommend a City usage rate for driver training, as they do not recommend this type of runway use.

Recovery Garden Proposal – Matt presented a letter from a community group requesting free use of land up to 100' by 100' for a Recovery Garden. Commission notes that in theory they would not be opposed to a 1-year trial of this land use. Commission has additional questions regarding how many people would be using the land, the frequency of visitors to the space, how water would be accessed at the garden, etc. The commission requests additional information before weighing in on the proposal.

Next meeting: September 19, 2017 @ 4:00 p.m.
Brockville - 1000 Islands Regional Tackaberry Airport
Meeting adjourned at 5:15 pm

Minutes prepared by: Matthew Locke
Supervisor of Transportation, City of Brockville

BROCKVILLE REGIONAL TACKABERRY AIRPORT

<http://www.brockvilleairport.com>

Our Mission Statement:

"Attract new business to the Brockville region, provide air ambulance/search and rescue facilities while maintaining a public destination facility that reflects well on the local community."

Airport Month End Report for OCTOBER 2017

CURRENT MONTH END AIRCRAFT MOVEMENTS:

(Recorded visually from 07:30 to 16:30 and via Unicom, radio reception playback from 16:31 to 07:29)

Statistics inside brackets refer to the previous year's recorded take-offs and landings.

TRAINING	PRIVATE	BUSINESS	GOVERNMENT	AIR AMBULANCE
2088 (1868)	380 (332)	8 (16)	6 (6)	12 (2)

AIRCRAFT MOVEMENTS TO DATE

TRAINING	PRIVATE	BUSINESS	GOVERNMENT	AIR AMBULANCE
9331 (10080)	3793 (3636)	132 (228)	166 (172)	78 (50)

Effective Jan 1st, 2012: Business aircraft will include Hydro One and pipeline patrol helicopters

Government aircraft will include; OPP, RCMP, MNR, DND and Canadian Coast Guard

The Current Month's Aircraft Movements of Interest

Helicopters: 1 Canadian Coast Guard, 6 ORNGE Air Ambulance, and 2 Bell (RCAF).

Fixed Wing: 1 TBM-800 turboprop (Burnbrae Farms), 1 Pilatus PC-12 (O.P.P.) and 1 Piper Aztec (Fly Kingston).

ITEMS PERTAINING TO AVIATION SAFETY AND AERODROME SECURITY

1. October 7-8 and 14-16, a NOTAM was issued, through NAV CANADA, advising of Air Cadet gliding activities. The Ogdensburg, NY Airport Manager responded to Brock Air's request for a similar NOTAM to be circulated with its' own F.A.A. NOTAMS. The RNAV (GPS) Rwy 9 instrument approach procedure would authorize IFR aircraft, inbound to KOGS, to maneuver in the same airspace being occupied by the Air Cadet gliders.

Cont'd.../2

Aviation Safety & Aerodrome Security cont'd:

2. October 10, a Public Health Inspector tested the airport's well water and verified that advisory signs had been placed in the Airport Terminal washrooms. The City of has been providing a fresh water cooler and drinking cups as a result of previous testing.
3. October 13, an unauthorized vehicle entered onto Runway 04/22. The Airport Manager advised both the City of Brockville and Reticle Ventures Canada of the runway incursion and the dangers associated. Reticle provided further training for its' staff and then set up vehicle barricades in an attempt to prevent a similar runway incursion in the future.
4. October 24, the Airport Manager accepted signed documentation and then authorized two, local hunters, to hunt on the airport property. White tailed deer tend to herd on the airport property during the winter months and their removal is a key component of the airport's wildlife management program. Aircraft have struck deer, in the past, at the Brockville airport. Such collisions can result in substantial damage to an aircraft and serious injury to its' occupants.
5. October 30, the Airport staff noticed that a Reticle Ventures Canada tent had collapsed during a wind storm. The Company was notified of the incident.

ITEMS PERTAINING TO AERODROME MAINTENANCE AND EQUIPMENT

1. October 5, heat circulation was interrupted in the Heritage Kitchens leased building, The fault was traced to a bird's nest in the ventilation system. The nest was removed and normal heating resumed. New screens were installed to prevent the birds from entering and nesting in that same area.
2. October 18, the Airport Manager conducted a scheduled, monthly inspection and testing of the Non-Directional Beacon transmitter. No faults were found. Transport Canada is awaiting a decision, from the City of Brockville, with regard to its' plans for the Brockville NonDirectional Beacon and if it wishes to take corrective action to remedy the audit findings from the Transport Canada site inspection conducted on Nov 3, 2016.
3. October 20, the Reticle rifle range was activated. No complaints were received from the airport's neighbours.

Aerodrome Maintenance & Equipment cont'd

4. October 31, rain water was discovered in the Airport Maintenance Garage and also in the Heritage Kitchens building. The Airport Manager advised the City of the occurrence and a follow up investigation was planned. No further water leaking has been noticed.

GENERAL REMARKS

1. October 19, Dean Glover, of Brock Air Services, sent an e-mail to David Carlin, of the F.A.A (as authorized at the Sept A/P Commission meeting) with a further request to have the Ogdensburg, NY Rwy 9 instrument approach procedure reoriented south of the St. Lawrence River. Mr. Carlin response was that the request would have to come from the City of Brockville and provided contact information for the F.A.A.'s design office. His response was then rescinded and Mr. Carlin advised that NAV CANADA would have to initiate the request to the F.A.A. Dean Glover forwarded the responses, to the City, with his own suggestion that since:
 - the Ogdensburg Int'l Airport is an asset of the Ogdensburg Bridge and Port Authority
 - the FAA had installed the procedure as a service to the Ogdensburg airport
 - the procedure had been published without consultation with NAV CANADA
 - our previous requests made through NAV CANADA and Transport Canada had only resulted in "a 10-month long ping pong game" between the City, the FAA, NAV CANADA and Transport Canada that the following, *revised* strategy be considered:
 - the Executive Director of the Ogdensburg Bridge and Port Authority and the Ogdensburg Airport Manager be informed of the hidden dangers pertaining to this instrument approach procedure
 - that they be encouraged to petition the F.A.A directly, with a letter co-signed by officials within the City of Brockville, requesting an immediate, revised IFR approach onto Rwy 9 at KOGS.

The City gave Dean Glover's suggestion due consideration; however, felt that compliance with David Carlin's instructions would be the most effective course of action to take. The City of Brockville advised that it plans to send a memo to NAV CANADA with Brock Air Services being invited to co-sign it.

BROCKVILLE REGIONAL TACKABERRY AIRPORT

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Airport Month End Report for NOVEMBER 2017

CURRENT MONTH END AIRCRAFT MOVEMENTS:

(Recorded visually from 07:30 to 16:30 and via Unicom, radio reception playback from 16:31 to 07:29)

Statistics inside brackets refer to the previous year's recorded take-offs and landings.

TRAINING	PRIVATE	BUSINESS	GOVERNMENT	AIR AMBULANCE
748 (816)	244 (294)	14 (18)	0 (26)	8 (16)

AIRCRAFT MOVEMENTS TO DATE

TRAINING	PRIVATE	BUSINESS	GOVERNMENT	AIR AMBULANCE
10079 (10896)	4037 (3930)	146 (246)	166 (198)	82 (66)

Effective Jan 1st, 2012: Business aircraft will include Hydro One and pipeline patrol helicopters

Government aircraft will include; OPP, RCMP, MNR, DND and Canadian Coast Guard

The Current Month's Aircraft Movements of Interest

Helicopters: 3 Trans Canada Pipelines and 4 ORNGE Air Ambulance

Fixed Wing: 3 Cessna Grand Caravan turboprop (Reticle Ventures Canada), 1 single-engine business (RPR Environmental)

ITEMS PERTAINING TO AVIATION SAFETY AND AERODROME SECURITY

1. November 6, one White Tailed Deer was removed from the property, by local hunters, as part of the airport's Wildlife Management Program.
2. November 7, the Airport Manager received a complaint with regard to trespassing on the airport property. A verbal update will be provided to the Airport Commission.

Cont'd.../2

Aviation Safety & Aerodrome Security cont'd:

3. November 8, the Airport Manager received a request, from an aircraft hangar owner, to paint centre line striping on the taxiways. Such guidance would enhance safety while taxiing and especially during night time operations. The airport staff will present further information, pertaining to Transport Canada approved, Taxiway Edge Retro-reflective Markers. The LOW intensity, taxiway lighting had been removed and was not replaced when MEDIUM intensity apron and runway edge lighting was installed during the lengthening of Rwy 04/22.

ITEMS PERTAINING TO AERODROME MAINTENANCE AND EQUIPMENT

1. November 10, the Airport Manager conducted a scheduled, monthly inspection and testing of the Non-Directional Beacon transmitter. No faults were found.
2. November 22 & 29, a City of Brockville electrician brought the airport into compliance with regard to items that were noted during an earlier, electrical safety inspection by a third party.

GENERAL REMARKS

1. November 15, 18 and 22, Allegiant Air flights, inbound to Ogdensburg, transmitted their position and intentions on the Brockville Aerodrome Traffic Frequency.
2. November 30, Mr. Marcel Pinon, of NavCanada, e-mailed, to the Airport Operator, a copy of the FAA's draft of a revised RNAV (GPS) RWY 9 instrument approach procedure for the Ogdensburg airport. As a courtesy, Mr. Pinon asked for the Brockville Airport Operator's input on the proposed revision. An update on the ensuing correspondence will be provided. Copies of the draft revision will be presented, to the Airport Commission, for its' own review.

End of the November 2017 Airport Month End Report

*On behalf of the staff at Brock Air Services,
"Compliments of the Season and
Best Wishes for a Happy and Healthy New Year!"*



BROCKVILLE - 1000 ISLANDS REGIONAL TACKABERRY AIRPORT
SUMMARY OF AIR TRAFFIC MOVEMENTS



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Training	7,358	6,019	7,916	5,694	2,944	3,748	7,584	12,251	14,088	14,308	16,488	18,100	16,416	16,824	14,344	10,392	11,232	10,079	89.73%
Private	2,420	2,602	3,576	2,664	2,691	3,110	4,944	4,283	3,987	5,116	5,520	6,176	6,462	6,595	6,571	4,192	4,120	4,037	97.99%
Business	270	322	410	458	432	458	444	484	194	208	248	280	224	254	320	246	254	146	57.48%
Government	746	820	1,004	686	938	1,070	1,194	1,920	2,030	2,704	2,844	1,834	598	892	654	212	200	121	60.50%
Air Ambulance													56	34	62	96	70	82	117.14%
Total	10,794	9,763	12,906	9,502	7,005	8,386	14,166	18,938	20,299	22,336	25,100	26,390	23,756	24,599	21,951	15,138	15,876	14,465	91.11%

2017 Aircraft Movements

	January	February	March	April	May	June	July	August	September	October	November	December	Total YTD
Training	768	480	960	619	912	624	864	816	1,200	2,088	748		10,079
Private	244	323	348	378	338	422	352	384	624	380	244		4,037
Business	8	4	16	10	16	26	14	16	14	8	14		146
Government	12	12	18	26	0	30	5	4	8	6	0		121
Air Ambulance	12	4	2	8	4	6	10	8	8	12	8		82
Total	1,044	823	1,344	1,041	1,270	1,108	1,245	1,228	1,854	2,494	1,014	0	14,465

Notes:

1. In 2001, the events of September 11 had an enormous impact on air movements throughout North America.
2. In 2003, air movements were down as a result of the loss of the flying school and unfavorable weather conditions throughout the summer.
3. In 2004, the airport runway was closed for construction of the extension from September 27, 2004 to November 05, 2004 (6 weeks).
4. In 2005, the airport runway was closed for consturction of the extension from May 16, 2005 to June 03, 2005 (3 weeks).
5. Air traffic movements are only recorded daily between the hours of 7:30 a.m. to 4:30 p.m.
6. Effective Jan 1 2012 OPP, RCMP, MNR, DND and Coast Guard counted government
7. Effective Jan 1 2012 Hydro One and Endbridge counted as business
8. Effective Jan 1 2012 Air Ambulance counted separately



BROCKVILLE - 1000 ISLANDS REGIONAL TACKABERRY AIRPORT

2017 AIRPORT REVENUE

Excluding HST

	January	February	March	April	May	June	July	August	September	October	November	December	Total	2017 Budget
Jet A1 - Fuel	\$925.65	\$832.32	\$5,942.38	\$933.78	\$4,024.26	\$5,501.56	\$4,532.10	\$3,096.24	\$12,105.28	\$9,018.48	\$1,163.88	\$4,399.53	\$52,475.46	
100 LL - Fuel	\$507.99	\$2,016.31	\$832.32	\$1,847.49	\$2,526.38	\$3,801.34	\$4,977.44	\$4,428.31	\$4,741.15	\$4,786.73	\$2,182.31	\$1,118.28	\$33,766.05	\$110,000.00
Landing Fees	\$150.00	\$120.00	\$330.00	\$240.00	\$300.00	\$390.00	\$390.00	\$360.00	\$360.00	\$240.00	\$150.00	\$210.00	\$3,240.00	\$3,300.00
Parking Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8.00	\$0.00	\$8.00	\$0.00	\$16.00	\$500.00
Tie Downs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Call-Outs	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60.00	\$40.00	\$0.00	\$0.00	\$0.00	\$140.00	
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8.00	\$0.00	\$0.00	\$0.00	\$8.00	
Hangar Fees													\$0.00	
Terminal Fee													\$0.00	
Total	\$1,583.64	\$3,008.63	\$7,104.70	\$3,021.27	\$6,850.64	\$9,692.90	\$9,899.54	\$7,944.55	\$17,262.43	\$14,045.21	\$3,504.19	\$5,727.81	\$89,645.51	\$113,800.00



BROCKVILLE - 1000 ISLANDS REGIONAL TACKABERRY AIRPORT

2016 AIRPORT REVENUE

Excluding HST

	January	February	March	April	May	June	July	August	September	October	November	December	Total	2016
Jet A1 - Fuel	\$3,288.89	\$2,867.44	\$4,076.32	\$5,190.94	\$5,357.75	\$11,927.57	\$7,824.96	\$3,746.80	\$8,190.08	\$4,828.98	\$2,959.02	\$922.59	\$61,181.34	
100 LL - Fuel	\$2,066.58	\$385.34	\$557.92	\$2,908.90	\$4,157.50	\$5,375.10	\$4,671.36	\$6,658.61	\$3,935.20	\$5,009.09	\$2,286.79	\$456.94	\$38,469.33	\$110,000.00
Landing Fees	\$270.00	\$270.00	\$360.00	\$390.00	\$480.00	\$690.00	\$331.00	\$360.00	\$420.00	\$300.00	\$270.00	\$180.00	\$4,321.00	\$3,289.00
Parking Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$8.00	\$0.00	\$0.00	\$0.00	\$53.00	\$0.00	\$0.00	\$0.00	\$61.00	\$699.00
Tie Downs	\$0.00	\$0.00	\$0.00	\$15.00	\$0.00	\$15.00	\$45.00	\$15.00	\$0.00	\$0.00	\$0.00	\$0.00	\$90.00	
Call-Outs	\$120.00	\$40.00	\$0.00	\$200.00	\$0.00	\$180.00	\$40.00	\$100.00	\$40.00	\$0.00	\$40.00	\$0.00	\$760.00	
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00	
Hangar Fees													\$0.00	
Terminal Fee													\$0.00	
Total	\$5,745.47	\$3,562.78	\$4,994.24	\$8,704.84	\$10,003.25	\$18,187.67	\$13,012.32	\$10,880.41	\$12,638.28	\$10,138.07	\$5,555.81	\$1,559.53	\$104,982.67	\$113,988.00

2017 Airport Fuel Revenue
(purchase price includes aviation taxes, excludes HST)

Jet A1 Fuel						
	Gross Revenue		Gross Expense		Net Revenue	
	Sale Price/Litre	Revenue	Purchase Price/Litre	Expense		
January	605	\$1.53	\$926	\$0.779	\$471	\$454
February	544	\$1.53	\$832	\$0.779	\$424	\$409
March	3,761	\$1.58	\$5,942	\$0.827	\$3,110	\$2,832
April	591	\$1.58	\$934	\$0.827	\$489	\$445
May	2,547	\$1.58	\$4,024	\$0.827	\$2,106	\$1,918
June	3,482	\$1.58	\$5,502	\$0.827	\$2,880	\$2,622
July	2,892	\$1.52	\$4,396	\$0.766	\$2,215	\$2,181
August	2,037	\$1.52	\$3,096	\$0.766	\$1,560	\$1,536
September	7,964	\$1.52	\$12,105	\$0.766	\$6,100	\$6,005
October	5,672	\$1.59	\$9,018	\$0.837	\$4,747	\$4,271
November	732	\$1.59	\$1,164	\$0.000	\$0	\$1,164
December	0	\$0.00	\$0	\$0.000	\$0	\$0
Sub Total	30,827		\$47,940		\$24,104	\$23,836

100 LL Transient						
	Qty.	Gross Revenue		Gross Expense		Net Revenue
		Price/Litre	Revenue	Price/Litre	Expense	
January	61	\$1.59	\$97	\$1.120	\$68	\$29
February	341	\$1.59	\$542	\$1.120	\$382	\$160
March	144	\$1.61	\$232	\$1.138	\$164	\$68
April	203	\$1.61	\$327	\$1.138	\$231	\$96
May	313	\$1.61	\$504	\$1.138	\$356	\$148
June	2,052	\$1.61	\$3,304	\$1.138	\$2,335	\$969
July	2,202	\$1.57	\$3,457	\$1.102	\$2,427	\$1,031
August	1,738	\$1.57	\$2,729	\$1.102	\$1,915	\$813
September	1,934	\$1.57	\$3,036	\$1.102	\$2,131	\$905
October	1,546	\$1.61	\$2,489	\$1.166	\$1,803	\$686
November	436	\$1.61	\$702	\$0.000	\$0	\$702
December	0	\$0.00	\$0	\$0.000	\$0	\$0
Sub Total	10,970		\$17,419		\$11,812	\$5,606

	100 LL Resident					
	Qty.	Gross Revenue		Gross Expense		Net Revenue
		Sale Price/Litre	Revenue	Purchase Price/Litre	Expense	
January	300	\$1.37	\$411	\$1.120	\$336	\$75
February	1,076	\$1.37	\$1,474	\$1.120	\$1,205	\$269
March	432	\$1.39	\$600	\$1.138	\$492	\$109
April	1,094	\$1.39	\$1,521	\$1.138	\$1,245	\$276
May	1,455	\$1.39	\$2,022	\$1.138	\$1,656	\$367
June	1,327	\$1.39	\$1,845	\$1.138	\$1,510	\$334
July	2,202	\$1.35	\$2,973	\$1.102	\$2,427	\$546
August	1,259	\$1.35	\$1,700	\$1.102	\$1,387	\$312
September	1,255	\$1.35	\$1,694	\$1.102	\$1,383	\$311
October	1,653	\$1.39	\$2,298	\$1.166	\$1,927	\$370
November	1,065	\$1.39	\$1,480	\$0.000	\$0	\$1,480
December	0	\$0.00	\$0	\$0.000	\$0	\$0
Sub Total	13,118		\$18,018		\$13,568	\$4,450

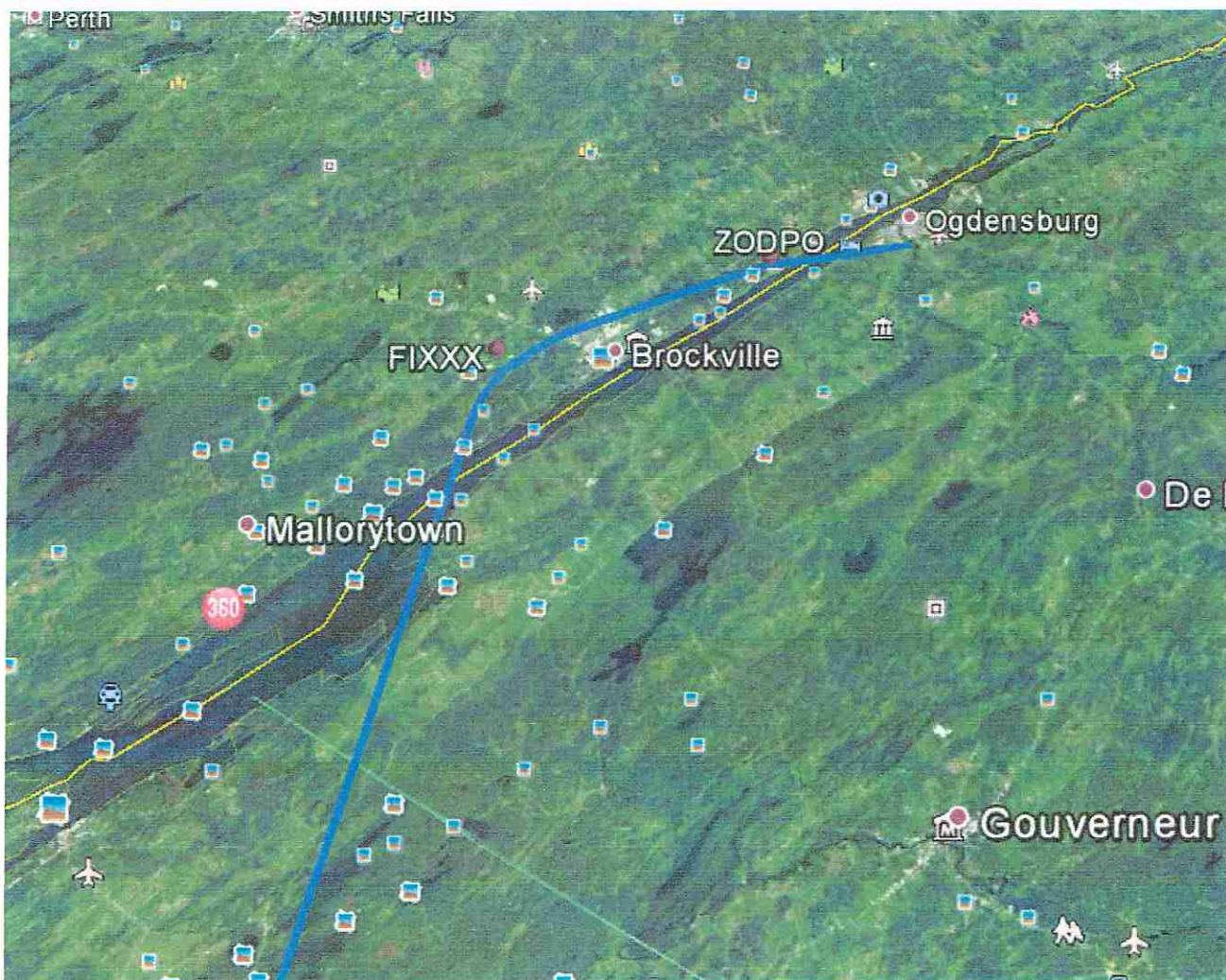
	Gross Revenue	Gross Expense	Net Revenue
Jet A1	\$47,940		\$23,836
100 LL Transient	\$17,419		\$5,606
100 LL Resident	\$18,018		\$4,450
Total	\$83,376	\$49,484	\$33,892

2016 = \$40,242

Value of Fuel in the Tanks as of the End of February 2017

	Litres of Fuel		* Fuel Value	
	in Tanks	last purchase	in Tanks	
Jet A1	14,434	\$0.846	\$12,211	
100 LL	14,068	\$1.146	\$16,121	
Total			\$28,333	

* value of fuel in tanks based on cost/litre of last purchase



Thank You,
 Jeffrey Haavisto
 Airspace and Procedures Support Specialist
 Boston ARTCC
 (603)-879-6678

From: Haavisto, Jeffrey H (FAA)
Sent: Thursday, November 30, 2017 8:20 AM
To: Pinon, Marcel <PinonM@navcanada.ca>; Taylor, Nick <nick.taylor@tc.gc.ca>
Cc: O'Reilly, Mary (FAA) <mary.o'reilly@faa.gov>
Subject: CNL3 and OGS

Marcel and Nick,

A while back an issue was raised with the RNAV (GPS) RWY9 approach into OGS and how close it is to CNL3. You both were involved in the conversation. We are now pursuing another solution. Attached is an email and a very rough draft of an amended approach that would keep the procedure further away from CNL3. (Disregard the notes that say N/A AT NIGHT. That's computer generated, just look at the flight track.)

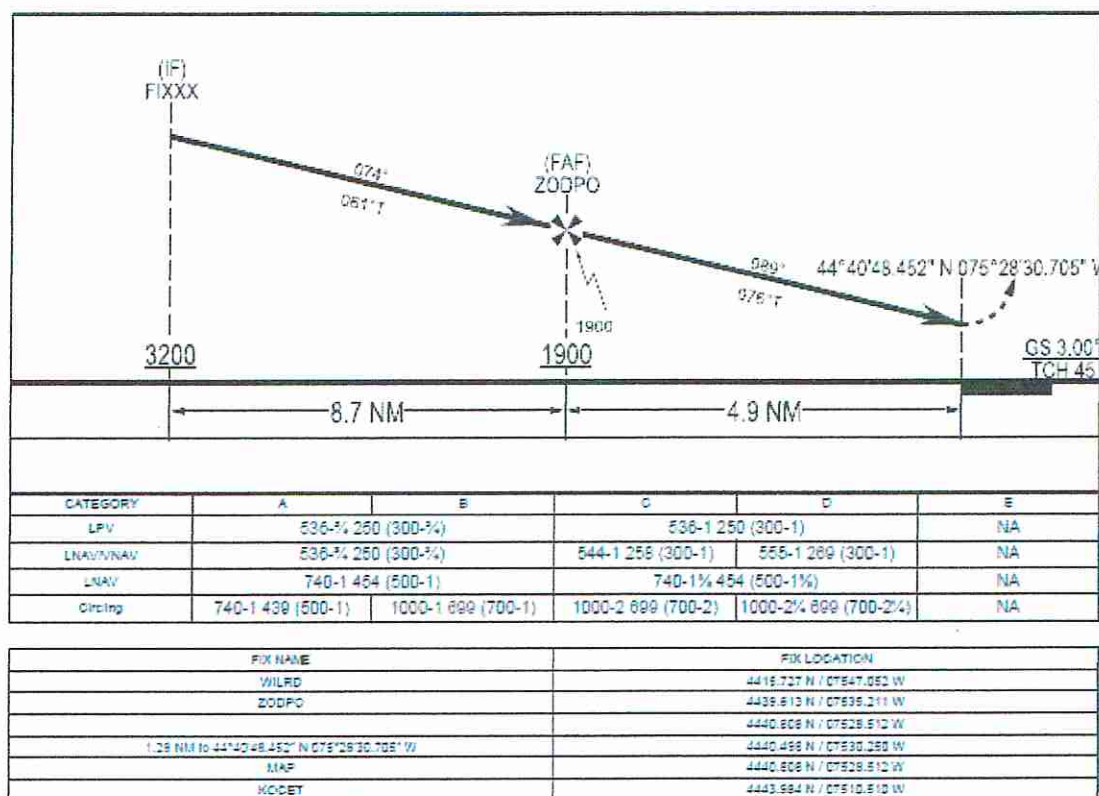
Please respond with your thoughts.

30/11/2017

—NEW YORK

FAA

RNAV (GPS) RWY 09 OGDENSBURG INTL (KOGG)



—NEW YORK

OGDENSBURG INTL (KOGG)

RNAV (GPS) RWY 09

Orig: 08 Nov 2017 12:15:14 DRAFT

44°41' N - 75°28' W

APPROACH	Rev Log	---
69°	1032E	282
	Alt Elev	302

FAA

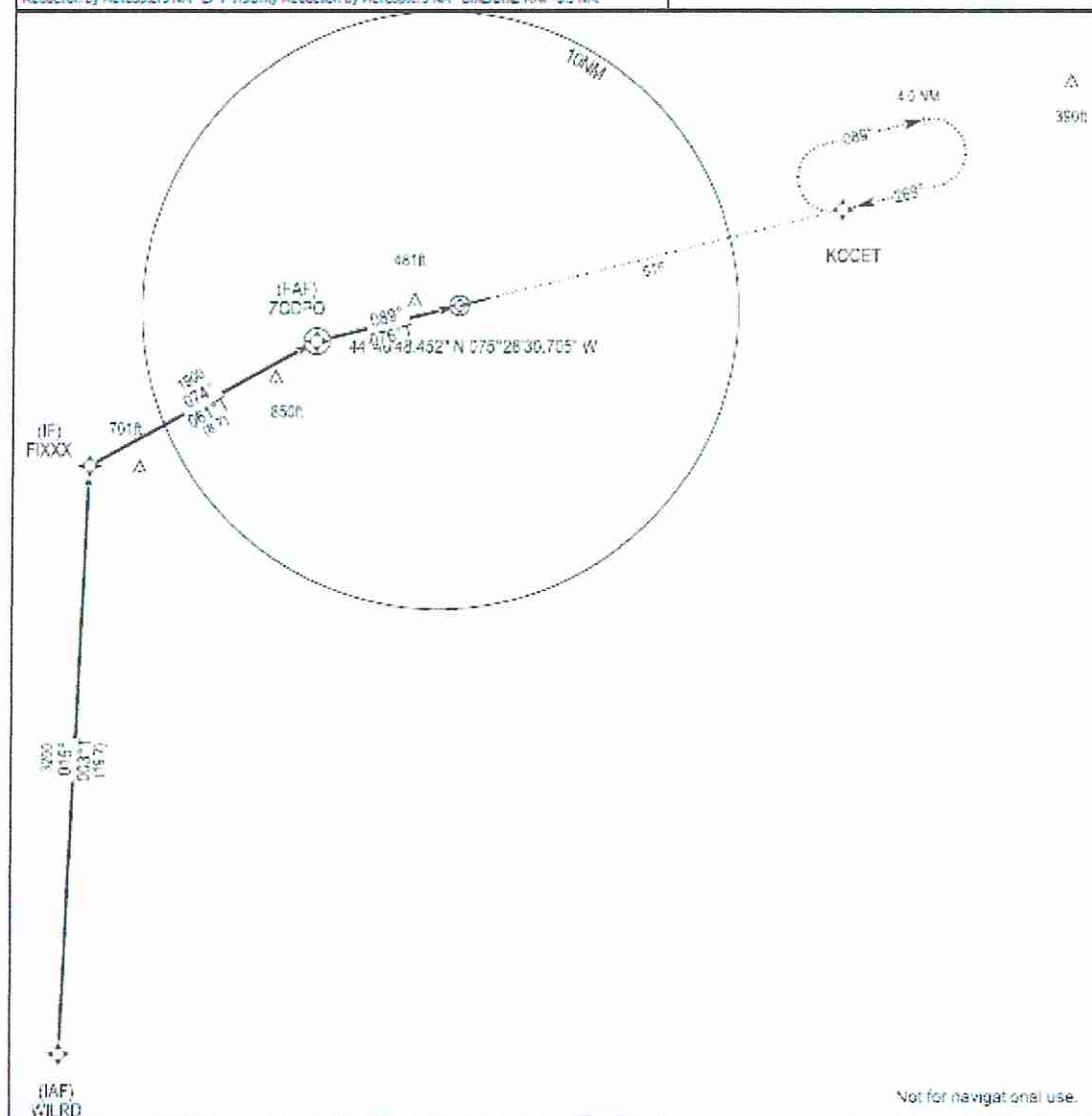
RNAV (GPS) RWY 09

OGDENSBURG INTL (KOGG)

NA

LNAV/VNAV CAT C/D Straight-in minimums NA at night. LNAV Straight-in minimums NA at night. LPV CAT C/D Straight-in minimums NA at night. For uncoordinated Baro-VNAV systems, procedure NA below 15° (41°) or above 42° (107°). LNAV/VNAV Visibility Reduction by Helicopters NA. LNAV Visibility Reduction by Helicopters NA. LPV Visibility Reduction by Helicopters NA. ONE/ONE RNP-0.3 NA.

MODED APPROACH: Climb to 1400 to KOCET and hold



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OGDENSBURG INTL (KOGG)

RNAV (GPS) RWY 09

Orig 05 Nov 2017 12:15:14 DRAFT

44°41'N - 75°28'W