

**LAKEWAY AIRPARK, INC.**  
115 Flying Scot, Lakeway, TX 78734

**BOARD MEETING**  
Sept 9, 2000

This meeting was called to order at 9:30 a.m. Board members present, Wagner, Bunten, Debower, Cauley, Bain, Ragan, and Thompson. Guests: Mark Mims, Randy Rossi, Erik Mulloy, Rusty Allman, and Bill Schleifer. .

**Secretary's Report** Minutes of the Aug 12, 2000 meeting were read and approved, Ragan motion, Debower 2<sup>nd</sup> with all in favor..

**Treasurer's Report** Treasurer Cauley reported August fuel sales of 3100+ gallons with a profit of \$1808. Cash on hand of \$23,688 and value of fuel inventory of \$9,644 gives an asset value of \$33,332 which represents an increase of \$3,707 over July. Ragan move to accept the report with Wagner 2<sup>nd</sup> and all in favor.

**Reports** Membership: No change.

Facilities: The termite eradication project is to be started soon.

Wheeler paving has suggested that we wait a while on the runway surface questions, perhaps to allow the material to cure an additional amount, with re-evaluation later.

Correction. Emmet Teague is in fact still cutting the airpark grass.

Lawsuit status: No report.

Search for airpark council: The visit of Rusty Allman to the meeting (an attorney specializing in aviation matters) was an informal introduction to the board. Rusty did have some input to matters in discussion as will be mentioned in new business.

Communications: Mark Mims indicated that the preferred means of input to the airpark newsletter will be electronic and that the newsletter will be posted on the web site in addition to the black and white hard copies to be mailed. JPEG format for photo prints is encouraged.

**Business:** The status of the instrument approaches to the airpark was discussed at length. President Bunten and Ken Debower have had discussions with the FAA airports division in Ft.Worth regarding the situation. ( It was reported that Rick Skinner was, in fact, the individual that had contacted the FAA and initiated the complaint, using the Texas DOT report as a basis). Reinstatement of instrument approaches to Lakeway Airpark may be possible if the FAA might consider a type of "cloud buster" approach, which uses a "point in space" that is not the runway threshold as a final approach fix with 800' and 2 mi. minima. Visual standards would be different for this type of approach since we cannot easily accommodate the 20:1 approach plane clearance without excessive displacement of our runway thresholds. The issue of runway striping must also be resolved in 60 days in

order that we may prevent an “unsafe airport” condition. It was the recommendation of Rusty Allman that we consider an appeal to the FAA for a grandfather status of our previous approaches as a start, a plan of action for which we will need to gather information on the history of the airport and the development and implementation of the existing approaches.

Discussion occurred that there is the possibility that airpark members might conceivably need to be assessed in the future to establish an emergency fund for legal and operational expenses.

President Bunten indicated the need for changes in the Lakeway Airpark entry in the Airport/ Facility directory.

The airpark pancake breakfast has been scheduled for Nov.11. Since this is a normal workday, we will have to complete any clean up and preparations the day before.

Meeting adjourned 11:44 a.m. Respectively Submitted, Wayne Wagner.