

Airport Board Meeting Minutes
Tuesday, May 9, 2017, 12:30 p.m.
UVU Hangar B, Classroom C
1185 Mike Jense Parkway, Provo UT

Attending: Bill Prochazka, Board Member
Mark Hathaway, Board Member
Lon Woodard, Board Member
Mario Markides, Board Member
Kris Whitehead, Board Member
Steve Gleason, Provo City
Trent Johnson, Provo City
Donavon Cheff, Provo City
Whitney Booth, Provo City
Corey Norman, Provo City
Dave Decker, Provo City
Gary Winterton, City Council
Gary Lemmons, Provo ATCT
Mel Leseberg, Visitor - Aviation
Jeff DeMille, Visitor - TAC Air
Matthew Burr, Visitor - Mountain West Helicopter
John Witt, Visitor - Mountain West Helicopter
Dustin Dickerson, Visitor - Vivint
Cameron Fugal, Visitor - NFSCO
Matt Fugal, Visitor - NFSCO

Welcome & Approval of Minutes

Mark Hathaway called the meeting to order at 12:30 and welcomed everyone. He asked if there were any changes to the minutes from the February Airport Board Meeting. With no changes, Bill Prochazka motioned and Mario Markides seconded that the minutes be approved as written. Voting was unanimous. Time was turned over to Mr. Gleason to continue with the agenda items.

Allegiant Update

Flying the San Diego route has ramped up flights for Wednesdays and Saturdays. We will be going to seven days a week for flights. Allegiant would like to add two more routes. In our current facility, we can't overlap flights. They will bring their building people up to see what options we have as an interim until we can build a new terminal. We are hoping to build the terminal sooner rather than later. Having that much commercial activity at the middle of the ramp is problematic for private flights coming in as well. From a security standpoint, it is easier to deal with if commercial was separated from private. It would also allow Allegiant to expand or have another carrier come in. We have outgrown our facility after five or six years. We will go over 100,000 enplanements this year. Parking is becoming a critical issue as well.

Allegiant is expanding and would like to take every route they are flying now and do it daily except for Tuesdays, plus add Austin and Denver. They would start at twice a week, then

ramp up quickly to five to six days a week. We can't do it now. The terminal holds 170 people and the current aircraft they are using hold 156 passengers. The 8A320s, the new aircraft they are buying, hold 186 passengers.

Mr. Whitehead said we don't want to do anything permanent for an expansion in our current location. Mr. Gleason agreed and said it would just be a hold room area to get us by until we can build a full terminal. A temporary expansion would create more revenue, though, that would help us build a new terminal. It's the chicken and egg thing - we need a bigger terminal to be able to have more flights, but don't have money to build a new terminal until we get more flights.

The whole terminal could cost about \$700,000 with the FAA funding a lot of it. It is getting harder, however, to fund terminals - the FAA is shying away from it. Every time we think we can use our entitlement for something like this, we have a runway or taxiway fail and ramp work that takes a higher priority. Corey Norman asked how much a terminal with parking would cost us. A good one with a parking lot would be \$6,000,000 - \$10,000,000. Mr. Gleason heard the cost for other terminals was \$50,000,000. We wouldn't go with that one, but we need to start with four gates, two security lines at a minimum with ability to expand, and four 4 spots for rental cars. We would need a 35-40,000 sq ft bldg.

As a comparison, St. George's terminal cost \$8,000,000 minimum. We could possibly build one for less than they did. Theirs had a lot of extra bells and whistles. Mr. Gleason is hoping for it to be less than \$10,000,000. We have been able to build things on the airport for less than others because we did a lot of the work ourselves. We built a \$6,000,000 tower for \$2,000,000. We have some architects looking at ways to build it in phases so we wouldn't have to have the full amount all at once. We would look at a design build and having someone build it without losing all the things that make it better to fly out of Provo, like being able to walk to the terminal from the parking lot without having to ride a shuttle.

Taxiway Alpha Rebuild

Mr. Gleason handed out some maps for Alpha South. It will be rebuilt this summer, and will be done in phases so we can keep everyone open and operating. There will be a displaced threshold, so we will lose a little bit of runway length. Everyone should be able to operate in the 7,000 ft space, unless it is a really hot day and Allegiant uses an MD80. We don't have the timetable on when each phase is going to happen yet, but will try to work around the businesses as much as possible. People may have to taxi off taxilanes to get around the construction, but we will keep the airport open at all times.

We had a total pavement failure on runway 18. We discovered there was only one inch of asphalt in some areas, and that had caused it to ripple and buckle. We dug it out and Provo City put new asphalt on it as a temporary fix. Phase one of taxiway alpha south project will go all the way across the really old stuff. The base material is in good shape, but the asphalt over time has failed.

There is an electrical component so we can start to turn lights up brighter and down again. Right now we can't do that. When we do this part of the project, we will shift to LED bulbs that won't burn out as fast.

The timeline starts with the June 3 bid opening, then when the FAA gives the grant we will get started. There is a possibility we won't get all of it done this year, depending on weather and asphalt availability. We will start as soon as the grant comes through. That will be dependent on when Congress passes the budget. The contractor schedules are getting full already, so their schedules may be a consideration to the timeline.

Once we start, the displaced threshold will last for 14 days. 1600 ft of runway will be lost on one side, but that is unavoidable. We will do that part first so when we are tying it in and redoing the radiuses, the tie-in will be on a two-week schedule. Runway 18 will be open during this time as well, which is shorter than 7,000 ft. The MD80s will be the biggest issue. They can't get out in hot temperatures with that short of a runway. This portion of the project will be done in the fall and hopefully the cooler temperatures will make it so the MD80s can still take off.

Winter Operations Update

Winter operations will hopefully be better next year. Mr. Johnson said we are getting a new high-speed broom that we will be using during the winter. We used a broom this year and it did a really good job to keep people landing. The new one will be better. It is high speed and has a blower.

The RCAN system for pilots' runway condition reporting is done by a number from 6 – 0. 6 is dry, 5 is wet, 4 is poor, and so on down the line. After using it this past winter, it is working better than the old system, but it means we do runway evaluations more often. Mr. Gleason asked the pilots to never report nil if it really isn't. We have to close the runway if a nil is reported. Be careful while reporting braking actions. Two poor ratings (4 on the scale) will also close the airport. Mr. Gleason asked the pilots to be very aware of what they are reporting. He asked them to hit the brakes a couple of times to make sure they just didn't hit a slick spot. If we close, people have to land at Spanish Fork and they are a lot worse than Provo. They don't clear their runway as well as Provo does, and they don't have a reporting system, so you never know what you are going to get there. Allegiant reported poor once when they slipped in one spot at the end of the runway where there was paint, so we had to close the airport. This meant the next flight couldn't take off. The airport staff went out in the truck and did friction tests and the runway was OK so the pilot changed his report a little bit later and we were able to reopen. Mr. Gleason asked the Fugals if they had any problems this last winter. They didn't - all was well.

Corporate Taxilane Construction

We have one corporate taxilane, and it is full. We have been trying to get a second one between UVU and Alpine Air which would open 10 new corporate pads. We have the demand for them, more than for private hangars.

We can't save grant money anymore, so we started looking for creative ways to fund it. We went to UVU and TAC Air because they want more hangar space and asked them to pay for the new taxiway lane. After previous Airport Board approval for negotiations, TAC Air is going to fund half of the new taxilane that will take out UVU parking. UVU will fund the parking lot that will go in the back. According to the agreement, UVU will be able to sell some of the parking to their students to recoup some of that cost, but the parking space next to the hangars will be available for public airport users. TAC Air will front all the money

to build the first half, then the city will reimburse them over 10 years on a no-interest loan. We will start building that soon, then look for ways to build the other half.

On the map Mr. Gleason presented, it showed that parking will be on the back sides of hangars, and access to the new parking lot will come from the east going south then turn to the west to get to the parking lot. The road that goes to UVU now will be taken out.

The Airport Board voted on the basics of this deal two Airport Board meetings ago so we could start negotiations, but Mr. Gleason suggested they vote on it again now that they know the details and make sure they understand it.

Cameron Fugal asked how close the road and parking will be to their hangar. Mr. Gleason said the design hasn't been completely determined yet. We want to be able to maximize the parking, but make sure people aren't parking up next to the glass on their building. We also need to take care of the water pipe near there that keeps breaking. Flight Line Drive will keep the same name.

Mr. Hathaway asked for a motion regarding the taxilane. Mr. Markides asked if we have enough Board members to split the vote so those involved can abstain. There are five in attendance, so that would work. Bill Prochazka motioned and Lon Woodard seconded to approve Mr. Gleason to accept TAC Air's portion for half the taxilane. Voting showed four in favor with one abstention (Kris Whitehead). Bill Prochazka motioned and Lon Woodard seconded to approve the parking lot adjacent to the taxilane. Three voted in favor with two abstentions (Kris Whitehead and Mario Markides). We should get moving on this pretty quickly.

Other hangar projects in the works: There are a few other people who would like to build on the north end. The old corrugated aluminum hangars that have been determined as historic need to stay there. People are lined up to build on spots available right now. They are waiting for the Historic Preservation Office (SHPO) to tell us we are good to go. They have to say when they are finished doing whatever they are doing with the historic buildings.

Eric Patton/Openshaw parcel status - They tend to just do enough to show they are doing something. If they don't make significant movement very quickly, we will turn that parcel over to someone else. It's been long enough since Mark Openshaw's tragedy that they should be moving forward with it.

Corporate taxilane timetable: UVU needs to move the parking first, then we will build the taxilane. It should be complete (first half) before the snow flies. If Mr. Gleason can find anyone else on that row who would be willing to fund it, we could build the whole thing. Hangars on this row will be 115 x 115 w/20' in between. The impact fee for any new builders that help fund the taxilane would be waived.

Duncan Update

Mr. Prochazka said they are finished with the pre-load for the footprint and the dirt is settling. They are sticking with January to be safe. They do an employee appreciation

cookout every year. The Airport Board is invited. They will put up a tent in June/July out on the dirt where the building will be built for this event.

Manager's report

The TSA inspection went very, very well. Tell Suzan thanks if you see her. Trent and Donavon - thanks for being the Airport Security Coordinators. They get rave reviews for the way they handle airport security. We need to change the ASP (Airport Security Program) a little bit. We have to change some of the fencing plan for the Duncan project and new taxilane and have it approved through TSA.

We are changing the way we do law enforcement coverage on the flights. It is a little more complicated than when we started having commercial flights. When we started with two flights per week it wasn't so bad, but now that we are doing 14 flights a week, it is a full-time job for a police officer to be there all day, as well as Fire being there all day.

Our FAA part 139 inspection is coming up. We will let those affected know ahead of time.

The tabletop emergency response exercise is coming up. We are required to do this every year. Every third year we have to do a full-scale emergency event. Last year we did a crash that was a full exercise. This year our tabletop discussion will be based around a bomb threat to test Police a little more. Next year will be a full-scale event and will be an additional bomb threat. We will plant a bomb somewhere and let the dogs find it. If anyone wants to be involved in the tabletop, let Mr. Gleason know so he can notify you of the schedule.

Mr. Markides asked what was going on with the trees in the entry way. The bulb willows were pulled out. Lakeview Parkway money for the airport is allowing us to re-do the entry. Those trees are hard to mow around. We were going to plant autumn purple ash trees, but the rumor is that next year there is a beetle that will come through and kill the ash trees. If anyone has recommendations of what to plant, let Mr. Gleason know. The sprinkler system is also being redone for grass areas.

With no other questions or business, Lon Woodard motioned and Bill Prochazka seconded to adjourn at 1:12 p.m. Voting was unanimous.

Next Meeting: August 15, 2017