

Provo Airport Board Meeting
Wednesday, September 18, 2024
Provo Airport View Lounge
1331 S Sky Way, Provo, UT 84601

Attending:

Board Member (Chair) – Mario Markides

Board Member – Ann Calder

Board Member – Mel Leseberg

Board Member – Wendy Newman

FBO Representative – Jeff Demille

Provo Airport Director – Brian Torgersen

Provo Airport – Donavon Cheff

Provo Airport – Derek Killian

Provo Airport – Suzan Nelson

Provo Airport – Adrienne Jensen

Provo Airport – Casey Neer

Provo Airport – Matt Jensen

Provo Airport – Ashley Suyak

Piedmont/American Airlines – Tennison Hunter

Allegiant – Preston Nielsen

General Aviation – Thomas Freedman

Pilot Makers – Tanner Burrows

UVU – Nicholas Marsh

UVU – Danylo Davydov

Pilot Makers – Tayla Funex

Pilot Makers – Wilde Goodrich

General Aviation – Clay Liston

General Aviation – Gary Winterton

Duncan Aviation – Eric Sorensen

Duncan Aviation – Jesse Bates

UVU – Mike Nielson

PVU ATC – Frank Elsholz

ATP – Rex Duke

Ardurra – Pete Maiman

1. Introductions:

Mel Leseberg – He got his private pilot license on Mike Jensen Pkwy. Some of his roles have been with: Airport Manager, JVIation, Woolpert.

Jeff Demille – General Aviation 24 years, air traffic control at SLC, 11 years as a line manager for TAC Air which is now Signature

2. Approve Minutes: Motion to approve minutes contingent on correction. The vote was unanimously approved.

3. Flight Pattern Discussion by Gary Winterton:

He has been flying at the airport for over 20 years. He has concerns about safety in the air that have increased in the last couple of years. We were asked to move to a right-hand pattern with a glide-to distance. When approaching from the South by the Tower, he will be downwind a couple miles. Most of the time it is flight school traffic that are here that take off and stay here, orbiting the airport. There are new students, young instructors, etc. There are concerns with engine failures over Utah Lake with them turning fatal.

A recommendation is to have flight schools leave Provo Airport when they do their training. There are other airports in Utah that they can fly to and learn mountain flying, etc.

We shouldn't be a couple miles downwind. We need to find a solution so that you aren't waiting in line to leave, especially before the tower is open. Some of the flight schools included are ATP, UVU, transient flight schools, etc. This is putting the tower under a lot of stress. We need to address this issue now.

The flight schools will meet to see what solutions we can come up with. We want to avoid having people over Utah Lake for too long. Spanish Fork Airport aircraft coming into Provo Airport don't always communicate very well. There is a lot of traffic going on. There are 45-minute delays for takeoff on the runway at times.

Flight school representatives' discussion:

UVU has changed their flight training from 45 minutes to 1 hour 30 minutes.

UVU - Michael Nielson (assistant chief pilot at UVU): One year ago, a study was commissioned with use of the airspace with a final report that was just recently delivered to UVU. This report is going to be shared with everyone soon. UVU will be compliant with recommendations. Some of these recommendations include the number of aircraft in the pattern. A suggestion is to add 2-3 more aircraft corridors and the restructuring of practice areas. Publish a website with practice areas, and information for aircraft at Provo Airport. UVU is onboard with finding solutions and is having the same issues and concerns. In a month 1/2 – 2 months, the report will be published. UVU will have a new chief instructor in the next week. The other schools need to be careful about leaving early in the morning prior to the tower opening.

ATP - Rex (new manager with ATP): One of the core principles with ATP is safety. They would like to collaborate with other flight schools with new training areas, etc.

Pilot Makers – Tanner (assistant chief pilot at pilot makers): In Spanish Fork area, it has gotten a lot busier. UT-9 is expanding their runway in October. If that is going to be a viable training area, that could be a good option to use.

Brian – Pete with ARDURRA is going to be the project manager for the master plan. We are working on air space issues and the chaos between Spanish Fork and Provo Airport. We need to get the FAA onboard with our air traffic control solutions. This will include Approach/Departure Air space with Spanish Fork and Provo Airport. We will take more of an active role with finding training areas. We would like to get the UVU report to help find solutions as well. Matt Jensen, our operations manager, will lead a discussion with the flight schools to come up with a solution for air traffic control.

We also need a communication plan with General Aviation so that they can comply with the rules that flight schools are creating. This way, everyone will be on the same page. We can have a page on our new PVU website that will be published in January. We want to avoid fatalities. We think the tower is doing a great job, but we also don't want to overwork the tower.

Jeff – how much is Spanish Fork flight schools impacting the air traffic.

Michael – Spanish Fork traffic. The boundaries of the air space where we are transitioning out and where Spanish fork is transitioning in.

We have traffic from Spanish Fork and traffic from West Mountain. We need to suggest another marker to use. Everyone that spoke today needs to get your information to Matt Jensen so that we will include you in the upcoming discussions with Air Traffic.

Anything under 12,500 lbs. isn't charged for touch and goes at most airports. Heber charges for touch and goes for \$5 per touch and go. We have rules and we want to be good neighbors to people living nearby.

Matt will report a status update at the next meeting.

4. Provo Control Tower Update –

Frank and his staff put in so much time at the Tower. Aircraft have been extended up to 10 miles out and we are pushing into SLC airspace. Frank has told controllers to not use more than 4 aircraft in the pattern. We run about 9,000 operations (touch and go only) per month when the tower is open. In July there were 18,000 operations in one month with the tower. American Airlines coming will increase operations. When you are looking to the east, all the traffic is behind you. UVU departures go out east of the Creek. Next month on the 6th or 7th there will be a CFI meeting with ATP, UVU, Pilot Makers and helicopters. If there is anything that the Tower can do to help the flight schools, let Frank know. The limit for the tower is 4 in a pattern. There is a new controller in training currently with another new controller starting at the end of this month. When you are holding outside in the air, sometimes it is hard for pilots to know which direction to hold.

There have been a lot of calls about noise late at night from nearby neighborhoods. Try using the east side for holding. After 9 PM, try to use the left-hand pattern. If you don't have to fly over the city at night, then don't. We need to have consideration to change the traffic pattern. The East Bay approach into the pattern is what we try to use. Now that there is a lot of traffic, it is dangerous for people trying to approach from your back side. If you are asked to leave the pattern and re-enter, make sure you climb enough and not stay at 1,000 feet. In safety meetings, we have Tower attend. We want to get other CFI's to come to the safety meetings.

We need to evolve over time as the Airport grows. We want to support the community and the airport and maintain safety in the air. There have been accidents with mountainous terrain nearby. It's sad that we are asking students to go fly in the sticks when the area around the Airport is safe.

5. ARDURRA – Master Plan – Pete Maiman

Project team – Pete Maiman is the project manager with ARDURRA. RSNH was the last project Pete was over with the master plan.

Stephanie Crabby – Deputy project manager with ARDURRA. She has 17 years of aviation experience. She has helicopter, flying experience and general aviation airport experience.

Jeremy Mccalister – engineering lead with ARDURRA.

The last master plan that concluded in 2019 was a very different place. With a master plan, you forecast for 20 years. Previously, the plan was to be at the levels we are currently at in 20 years.

The 2025 operations projection was 130,000. This is very unusual and exciting. We have already hit the 2025 operation projections in 2024. Airspace analysis and integration with Spanish Fork. Aviatrix Communications – provide material and graphics.

Master Plan usually lasts 18-24 months. First, we have an existing conditions/inventory of what is currently happening at the airport. We will also work on the aviation forecast. FAA reviews and approves the forecast and the airport layout plan. After that we dig into facility requirements. Enplanements of terminal and operations in the airfield. The alternative space is how to fix problems and how to pay for it. Final documentation happens after that. There is also an environmental overview with a drone to look at new buildings to add to the airport layout plan. There will be 9 meetings with the Airport Board throughout the master plan.

Technical Advisory and Community advisory boards will be formed with 3 meetings throughout the project. There will be 3 open houses with boards, and people from the community to look at the plans. Commercial passenger forecast with a baseline. The FAA is unsure of what is happening and doesn't know when growth will stop, and it will plateau.

General Aviation forecast – operations and based aircraft. The way a secondary runway will be used will be paramount. We will have to see if a secondary runway will work. We will look at how many based aircraft we will have. We will look at secondary parallel and levy impact.

Flood plan mapping with the levy. There is a lot of information out there. We need to document the levy and flood insurance with the airport and where it all sits. There will be a class 1 survey. There will be an opportunity to dig at certain parts of the airport to see if we will need to do a culture study on it.

They will be looking at Provo and Spanish Fork and the secondary runway. There will be a Land-use study. They will look at the noise and height of buildings. Runway 1836 was decided to not be used due to wind. There is a lot of usable land where the mote was filled in that can be used for non-aeronautical functions. Spaces where we could add a restaurant, have improvements and help to fund the airport.

We have just started the kickoff for the project. We will start categorizing the spaces of interior spaces. We will look at Flight schools, FBO's, future needs and wish lists.

There will be a drone survey done with the leaves still on trees. There will be a permit from the park on the north side of the airport. We will figure out who will be on the technical and advisory committees.

6. Casey Neer – Hangar Inspection Update

We appreciate everyone who has participated in the hangar inspection this year. There are 100 hangars total. With 52 ground lease hangars, 48 city owned hangars. There is an 86% completion for 2024 so far. This year there have been 35 violations so far with a 35% violation rate with an 11% increase from last year. Violations include Propane, gas tanks, missing or expired fire extinguishers, suppression systems. There are 30 days to fix the issue after receiving the violation. We want to have 40% or below for violations with hangar inspections done by September 1st in 2025. For the city owned hangars, can we submit a request for maintenance? There is a google doc form where you schedule the inspections and submit maintenance requests. There are no hangar door inspections.

Gas cans in hangars are not allowed. If anyone sees gas cans in hangars, be proactive and let us know. A plastic gas can is not acceptable. For those that choose to fuel themselves, they need to use the correct gas cans and not keep them in hangars. We will start looking at self-fueling gas permits. Hangar owners need to help with lighting. During daily inspections and hangar inspections, we will make sure the parking by hangars is clear. Casey has documentation for hangar inspections. Our operations staff needs to investigate hangars with open hangar doors. There are formal hangar inspections once a year. The airport has taken great measures. We are continuing to resolve problems with some of the hangars by doing the inspections.

7. Airport Director Update – Brian

Our current projection is to have 400,000 enplanements by 2035. In the last 2 years we have doubled passenger enplanements. We are close to capacity especially during peak flight times. The 2023 enplanement data for everyone in the country. Provo Airport has the fastest growing commercial service in the country. We are #9. Guam international airport is #1 with some others with 1 additional enplanement per week. We are looking at Denver with a carrier such as Southwest or United. Breeze added their Dulles Washington flight and have already been selling a lot of tickets. American Airlines will be having their first flight out of Provo Airport on October 7th with a party that you are all welcome to attend.

The Construction for the American office is complete. The remainder of the badging office will be done in November. The SRE building is under construction. Two months ago, there

was a mote and now there is a storm drain. There are city crews and Airport crews doing a lot of that work. We have selected Westland Construction for that project. WE will get the rest of the mote done and will have dirt delivered. We will let the dirt settle for about 1 year.

Airport improvements – hangar development, SRE, filling in of the mote.

Updates:

The north gate project- they are finishing filling in the last piece of concrete at the north gate today. The single 25 ft gate has been replaced by 2 gates for coming in and going out.

There is a hangar that was connected to a septic tank. Pilot makers were forced to connect to sewer there.

Dave Fagoaga sold some of his property. We will be working with Dave to get his boats and trailers moved/sold so we can clean up that area.

We are hoping to finish the south apron.

Terminal expansion phases. Phase 1 – ticket and baggage screening areas.

Best case scenario for new gates – we design over the next 9-12 months and start construction within 1 year. We have \$40,000 committed. We have a proposal of where that money will come from, but we need to have that conversation. We will move forward with baggage.

There are questions on why there isn't more food at the terminal. With the expansion, we are hoping to have more areas for concessions. We will be looking at some other amenities with that expansion. The city and airport are working with several developers with interest. The city's economic development and Mayor's office are working to get something to happen. With the opening of the Regional Sports park, there are 2 tournaments with soccer teams this fall. After filling in the mote, we will first do the employee lot parking expansion starting in the Spring 2025. We will also work on paving the long-term parking lot after that. There isn't a need to have a parking stall # in long term parking. The North pedestrian gate with power is supposed to be functioning. You must have access to the north pedestrian gate and need to request access to that gate. For the vehicle gate, will there be sensors in the ground? Yes, there will be sensors in the ground so that the vehicle gate doesn't close before you are out.

Next Meeting on December 4, 2024. We will have lunch. The only agenda item at that meeting will be the update from Matt Jensen on the training area. Reach out to Matt, board members, or Brian if there are any other urgent matters that come up.

Thank you all for caring and being here. There is also a user tenant meeting monthly that you are welcome to attend. The second Tuesday of every month at 10 AM.

Motion to Adjourn with all in favor. Meeting adjourned at 10:40 AM.