



PUBLIC NOTICE IS HEREBY GIVEN THAT THE AIRPORT BOARD WILL  
MEET FOR A AIRPORT BOARD REGULAR MEETING IN THE

Grand County Commission Chambers 125 East Center Street, Moab, Utah  
July 6, 2026 - 4:00 PM

**Online**

**Call To Order**

**Citizens To Be Heard**

**General Business - Action Items - Discussion And Consideration Of Approval**

1. **Approve Minutes From June 1, 2026**

**Reports**

2. **Airport Director Report — Steven Gleason**

- a. **Skywest Airlines Schedule**

- b. **CNY Jan-May Numbers**

- c. **June 2026 Airport Reports**

**ARFF — Training/No Incidents**

**Airside - New Apron Opened**

**Landside — Regular Terminal And Grounds Maintenance**

- d. **CNY Entry Road Project**
- 3. **Airport Board Members Report**
- 4. **County Commission — Bill Winfield**
- 5. **City Of Moab — Jason Taylor**
- 6. **Travel Council — Howard Trenholme**
- 7. **Construction Project Reports — Lochner**
- 8. **Other Reports As Needed**

#### **Discussion Items**

- 9. **Airport Leases - Steve Gleason**
- 10. **Airport Entrance Sign — Bill Hawley**
- 11. **Marketing**

#### **Future Considerations**

#### **Closed Session(S) (If Necessary)**

#### **Adjourn**

Those with special needs requests wishing to attend Airport Board meetings are encouraged to contact the County two (2) days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. Requests, questions or comments can be communicated to: (435) 259-1342.

Posted by:  
at the Grand County Commission Chambers \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_



## AGENDA SUMMARY

### Airport Board Meeting

Date: July 6, 2026

Title: Approve Minutes from June 1, 2026

Fiscal Impact:

If this submission is from the general public you will need a commission sponsor, feel free to contact the Commission Administrators Office with any questions [commadmin@grandcountyutah.net](mailto:commadmin@grandcountyutah.net) (435) 259-1342 or contact the Commissioners directly at [commission@grandcountyutah.net](mailto:commission@grandcountyutah.net)

Presenter(s):

Legal Review:

Department: Airport

Approved and  
within budget?

Budget Number:

**Recommended Motion:**

**Background:**

**Attachments:**

1. 6.1.26 AB Minutes DRAFT

## **Canyonlands Regional Airport Board Meeting Minutes**

**Date:** 1 June 2026

**Location:** Grand County Courthouse – Council Chambers

**Time Called to Order:** 3:59 p.m.

**In attendance:** Chairman William Hawley, Rachel Paxman, AJ Throgmorton, Dan Wheeler, Jason Taylor, and Bill Winfield.

**In attendance on Zoom:** Howard Trenholme.

**Staff in attendance:** Airport Director Steven Gleason, and Sarah Johnson.

**Presentations by:** Judd Hill and Thorsen Milton from Lochner, and Alvin Chung from Redtail Aviation.

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### **Citizens to Be Heard**

During the “Citizens to Be Heard” portion of the board meeting, no members of the public came forward to speak.

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### **General Business – Action Items – Discussion and Consideration of Approval**

#### **Approve Airport Board Minutes for May 4, 2026.**

At the meeting, it was noted that the May 4, 2026 meeting minutes had been distributed in the packet and emailed to all Airport Board members.

A motion was made by AJ Throgmorton to approve the May 4<sup>th</sup> meeting minutes, which was seconded by Jason Taylor. The motion carried unanimously.

Randy Martin did not participate in the vote.

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### **Reports**

#### **Airport Director Report – Steven Gleason**

Steve presented the director’s report. Steve reviewed airport activity statistics and reported that staff continue to compare year-over-year operational data across all available categories. Enplanements, which had shown significant growth earlier in the year, have leveled off in recent months and are currently below the same period last year. Fuel flowage fees have followed a similar trend, declining since March despite overall aircraft operations remaining strong. Board members discussed the apparent disconnect between increased aircraft activity and reduced jet fuel sales. The Director noted that sales of 100LL aviation gasoline remain strong, while the airport's current commercial air carrier has reduced its Jet-A fuel purchases by approximately 69 percent year-to-date compared to the previous year. Despite this reduction, overall Jet-A sales remain relatively close to last year's totals, indicating that charter operators and other visiting aircraft continue to contribute significantly to airport fuel sales.

Discussion followed regarding the pending Essential Air Service (EAS) carrier selection. The Director reminded the Board that the U.S. Department of Transportation (DOT), not the County, will make the final decision regarding future airline service. While the County has made a recommendation, either Contour Airlines or Denver Air Connection could still be selected. The Director stated that airport staff monitor the DOT docket daily and continue to await a decision. He emphasized the importance of maintaining positive relationships with all carriers regardless of the outcome and noted that uncertainty surrounding the selection process may be affecting passenger demand and airline activity. Staff expressed concern that delays in the federal decision could begin impacting future bookings as travelers attempt to schedule flights beyond September.

The Director informed the Board that he would be appearing before the County Commission to request authorization to retain approximately \$54,000 in unspent pavement funding from the Taxiway Foxtrot project. The airport originally borrowed \$700,000 from the County to construct Taxiway Foxtrot, with repayment tied to future hangar development through per-linear-foot fees. Due to favorable project outcomes, not all of the allocated funding was required. Rather than returning the unused funds, the airport is requesting permission to apply the remaining balance toward rehabilitation of pavement located in front of the county-owned hangars. The Director explained that completing the work as part of the upcoming pavement rehabilitation project would be considerably more cost-effective than performing the work separately at a later date. He also reported continued progress on hangar development, noting that several leases have been executed or are awaiting final signatures, including development by Skydive Moab.

An update was provided on the ongoing apron reconstruction project. The Director reported that the project continues to experience delays due to recurring concrete failures caused by problems with the concrete mix design. Multiple panels have cracked shortly after placement and have subsequently been removed and replaced because neither the FAA nor airport management would accept the defective work. Nine panels alone were replaced during the previous week. While progress is being made toward resolving the concrete issues, the project remains behind schedule. The Director stated that the new concrete aircraft parking positions will ultimately provide valuable additional parking capacity for larger aircraft and special events; however, the stands will not be available before the next phase of construction because they require additional curing time.

The Board discussed the airport's busy upcoming construction season. The Director outlined several projects that will occur simultaneously, including multiple hangar construction projects, two significant asphalt rehabilitation projects on the front ramp, seal coat and crack sealing work, and reconstruction of the airport entrance road. While acknowledging the challenges associated with coordinating numerous projects, the Director noted that the airport has benefited from several substantial grant awards that have made the improvements possible.

The Director reviewed aircraft operations statistics and reported that total operations continue to exceed last year's numbers, although growth has slowed compared to earlier trends. He confirmed that the statistics represent actual counted operations rather than estimates. Additional data indicate that visiting aircraft account for a significantly larger share of operations than based aircraft, suggesting that the airport functions primarily as a destination airport. Runway utilization patterns were also reviewed, with staff noting that pilot runway selection is influenced by both wind conditions and taxiing convenience.

Board members discussed airline reliability and recent flight delays. While specific on-time performance statistics were not available during the meeting, the Director acknowledged an increase in reports of delays and cancellations. He noted that flights to and from Denver are particularly susceptible to weather

and air traffic congestion, especially during afternoon hours. Airport staff continue to monitor airline performance and communicate delay information to passengers as necessary.

The Director also addressed a recent issue involving airport gate access. During testing related to future construction traffic routing, power was temporarily removed from a gate controller. Unlike other airport gates, the controller did not have battery-backed memory and consequently lost all stored access codes. Airport staff manually re-entered every code into the system after power was restored. The Director indicated that staff are exploring options such as an uninterrupted power supply to prevent similar issues in the future.

The Director reported that the airport recently completed its FAA Part 139 certification inspection with zero findings. He stated that this accomplishment has occurred only twice during his more than 30 years in airport management and commended operations staff, including Mark Marcum, JP, and Alyssa, for their exceptional preparation and professionalism. The inspection included reviews of airfield conditions, lighting systems, training records, aircraft rescue and firefighting response requirements, and numerous regulatory compliance items. The inspection was completed successfully without deficiencies.

Finally, a clarification was provided regarding concession revenue figures included in airport reports. Staff explained that revenue numbers submitted by businesses such as Canyonlands Jeep Rental and Enterprise represent gross sales reported by those businesses and do not reflect rent paid directly to the airport. Future reports will include additional clarification to avoid confusion.

### **Airport Board Member Reports**

There were no additional reports from Airport Board members.

### **County Commission Reports – Bill Winfield**

Bill Winfield with the Grand County Commission provided an update regarding efforts to secure funding for utility infrastructure planning through the Community Impact Board (CIB). Bill reported that he and the Airport Director have been working to advance the CIB planning grant application and are continuing to move the process forward. A scope of work requested by CIB staff has now been received, providing the necessary information to continue the application process. It was noted that the application will not meet the June submission deadline and will instead be considered at a subsequent CIB meeting, potentially in July or August depending on submission timelines. He stated that the primary focus at this time is ensuring the application continues to progress through the review process.

### **City of Moab Reports – Jason Taylor**

Jason Taylor provided an update on City of Moab activities. He reported that city staff are currently focused on budget preparations, reviewing and updating speed limits throughout the city, and beginning the planning process for holiday events scheduled for December. He also explained that the speed limit review is being conducted on a street-by-street basis to evaluate traffic patterns and roadway classifications. The review includes determining which streets function as major traffic corridors and which streets may be appropriate for reduced speed limits without negatively affecting traffic flow. He noted that the city is considering eliminating some of the existing OHV 15-mile-per-hour speed limits and increasing those areas to 20 miles per hour, while major arterial streets would generally remain at 25 miles per hour. The review process remains ongoing and no final decisions have been made. Board members briefly discussed the possibility of seasonal speed limit adjustments based on fluctuations in

visitor traffic, although no action was taken. Jason noted that the speed limit evaluation has required a significant amount of staff time and attention.

### **Travel Council Reports – Howard Trenholme**

Howard Trenholme reported that the Travel Council and County Commission have approved additional marketing expenditures for the summer months of July and August in response to a noticeable decline in visitor bookings. He stated that the Travel Council is closely monitoring tourism trends and is eager to receive the pending Essential Air Service (EAS) decision so that marketing efforts can be coordinated and implemented prior to the launch of future airline service. Discussion followed regarding advertising funds previously allocated by Contour Airlines for marketing purposes. Board members questioned whether all of those funds had been utilized. Trenholme indicated that he was uncertain of the current status of the funding and suggested that airport and county administrative staff coordinate to determine whether any of the allocated funds remain available. Board members agreed that staff should investigate the matter and provide an update, noting that any remaining marketing funds could be valuable in supporting future promotional efforts related to airline service and tourism.

### **Construction Reports – Lochner**

Judd Hill and Thorsen Milton provided an update on the airport's ongoing construction projects. Hill reported that asphalt work on the current apron project is progressing well and is expected to be completed by the end of the week. He noted that the asphalt portion of the project has proceeded without significant issues. Concrete work is also nearing completion, with crews scheduled to continue pours over the next several nights. Although the project experienced delays earlier in the season due to difficulties achieving the required concrete mix specifications, recent pours have produced favorable results. Weather conditions also contributed to some delays, but the forecast was favorable for upcoming work. Hill reported that concrete strength testing has consistently met or exceeded specifications, and current projections indicate that the new concrete apron areas should be available for use in mid-June following the required curing period.

Additional discussion focused on quality control and quality assurance procedures. Airport staff and Lochner representatives explained that numerous concrete panels had been rejected and removed after failing to meet required specifications. While the contractor's quality control team performs internal testing, an independent third-party quality assurance firm provides testing used to determine final acceptance. Airport management emphasized that all replacement work resulting from failed concrete pours is being performed at the contractor's expense and not at any additional cost to the airport. Representatives noted that several panels were removed and replaced after visible cracking occurred, with contractors eventually recognizing deficiencies and removing failed work before being directed to do so.

The Board received a detailed overview of the upcoming apron rehabilitation project near the fuel facility and Red Tail Aviation hangars. Representatives explained that the project will be completed in phases, beginning with full-depth milling of the project area. By coordinating milling and paving operations into a single mobilization rather than separate phases, the airport was able to reduce costs associated with the locally funded portion of the project. While the revised approach provides cost savings and a more efficient construction schedule, it will also result in greater temporary operational impacts than originally anticipated.

Redtail expressed concern regarding the temporary closure of the self-service fuel facility during construction. Based on previous fuel sales, staff estimated that the airport could experience a significant reduction in self-service fuel revenue while the facility is unavailable. To mitigate confusion, staff

indicated they will work closely with contractors to ensure Notices to Air Missions (NOTAMs) clearly communicate that fuel service remains available through fuel trucks even when self-service fueling is closed. Board members emphasized the importance of accurate messaging to prevent pilots from mistakenly believing that fuel is unavailable at the airport.

Board members also reviewed plans for maintaining access throughout the project. Aircraft maintenance facilities and hangars will remain accessible, although aircraft movements may require towing through designated construction access routes rather than operating under their own power. Alternative passenger loading and unloading locations have been identified, including the use of facilities on the west side of the airport. Additional signage, wayfinding, and traffic management measures will be implemented to help transient pilots, airport users, and visitors navigate the construction area safely. Temporary gate access procedures will also be established to ensure continued access during construction activities.

The discussion then turned to the airport entrance road reconstruction project. Lochner representatives reported that the design is approximately 70 to 80 percent complete and is currently undergoing review by the FAA. The project includes improvements to the terminal drop-off area and circulation patterns, including redesign of the existing turnaround area to better accommodate buses, passenger drop-off traffic, and airport users. Engineers stated that design exhibits should be available for Board review at the next meeting.

Board members discussed the significant challenges that will accompany reconstruction of the airport entrance road. Staff acknowledged that traffic disruptions will be unavoidable because the airport has only a single entrance roadway. While various phasing options are being evaluated to minimize impacts, Lochner representatives emphasized that no construction approach can eliminate disruption entirely. Extensive public outreach, wayfinding signage, website updates, social media notifications, and stakeholder meetings will be utilized to inform airport users and visitors of changing traffic patterns throughout the project.

Representatives reported that local matching funds for the entrance road project have been secured and that the project is currently anticipated to move forward during the fall construction season. Airport users requested early access to project plans and construction schedules to allow adequate preparation for operational impacts. Staff agreed to provide design exhibits and continue stakeholder coordination as the project advances.

The Board also received an update on the upcoming airfield pavement preservation project. The project will require temporary runway closures for crack sealing, seal coating, and pavement preservation work. Staff indicated that construction activities will be scheduled during nighttime hours whenever possible to minimize impacts on airport operations. Airport management committed to coordinating closely with airport tenants and users as project schedules are finalized.

### **Other Reports as Needed**

There were no additional reports.

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## Discussion Items

### Airport Sign, Marketing and Website Design – William Hawley & AJ Throgmorton

AJ Throgmorton provided an update on airport marketing and website development efforts. Steve reported that airport staff have now obtained administrative access to the county's airport website, allowing them to begin making updates and improvements. Planned updates include posting construction project information, highlighting upcoming airport activities, and sharing photographs and news related to airport events and operations. Staff indicated that several recent airport activities have generated quality photographs and content that will be incorporated into the website in an effort to keep information current and engaging.

The Board discussed the airport's social media presence. Staff reported that the airport currently maintains a Facebook page and has also established an Instagram account, although members noted that additional attention may be needed to improve content and increase public awareness of these platforms. Throgmorton encouraged board members, airport tenants, and airport users to share photographs and information that could be used to showcase airport activities and businesses. Staff noted plans to highlight accomplishments by airport tenants and users, including recent achievements by Skydive Moab.

Discussion also focused on improving the airport's online presence and ensuring that all airport businesses are represented on the website. Staff confirmed that the airport owns the domain name moabairport.com, which currently redirects visitors to the airport page on the county website. Board members discussed opportunities to enhance the airport's website by incorporating elements that serve both pilots and visitors. Examples from other airports, including Vernal and Rifle, were reviewed as models. Members noted that some airport websites focus heavily on pilot resources and aviation services, while others emphasize tourism-related information such as airline bookings, lodging, car rentals, and visitor services. Staff indicated that future website improvements may combine elements of both approaches to better serve all airport users.

Board members expressed support for working with local economic development organizations and tourism representatives to improve the airport's online marketing efforts. Volunteers offered assistance with website development and content creation, and staff agreed to continue evaluating options for enhancing the airport's digital presence.

Bill Hawley presented a conceptual proposal for a new airport entrance sign designed to improve the airport's visibility, branding, and marketing opportunities. The concept includes a V-shaped monument sign positioned near the highway entrance to maximize visibility for both northbound and southbound traffic. Hawley explained that the angled design would increase viewing time for motorists and improve the effectiveness of both static and digital messaging.

The proposal included the possibility of installing digital display panels on one or both sides of the sign to provide advertising opportunities, airport information, and promotional messaging. Preliminary estimates indicated that a digital display system could cost approximately \$22,000 per side, with total project costs varying depending on the final design and configuration. Hawley presented financial projections suggesting that advertising revenue could potentially offset operating costs and eventually generate positive revenue for the airport after financing costs are recovered.

Board members discussed the potential value of the sign as both a marketing tool and a gateway feature that would improve the airport's image and visibility within the community. Discussion included possible

funding sources, including tourism-related funding, public partnerships, and future budget allocations. Representatives from the Travel Council indicated that the concept could be discussed with tourism stakeholders as a potential future project.

Several members emphasized the importance of developing a professional, permanent-looking design that reflects the quality and significance of the airport. Suggestions included obtaining professional design assistance, exploring additional architectural features, evaluating dark-sky and environmental considerations, and reviewing examples of successful airport signage projects elsewhere.

No action was taken. Board members generally supported further exploration of the concept and agreed that additional design work, cost estimates, and funding discussions should occur before the project advances. Hawley indicated that he would seek input from professional sign designers and return with additional information, visual renderings, and refined cost estimates for future consideration.

### **New Leases/Hangar Construction**

Steve reported that two new hangar lease agreements are currently under review by a prospective tenant, Laurel Catto. Steve recently met with Catto regarding her proposed hangar developments, and she has expressed interest in moving forward with both projects. The lease documents were provided for review; however, they were not returned in time for consideration at the current meeting. Steve noted that if the leases are completed prior to the next regularly scheduled meeting, a special meeting may be called to avoid delaying the projects and to keep development activity moving forward. Board members expressed support for taking any necessary actions to facilitate timely progress on new hangar construction.

Discussion followed regarding the airport's lease structure and whether the current lease template remains appropriate for all airport users. Steve confirmed that the current lease template, including recently added provisions related to long-term linear footage fees, has been reviewed and approved by legal counsel. Board members expressed interest in evaluating whether different categories of airport users should operate under different lease formats. Specifically, members suggested that personal-use hangars, fixed-base operators (FBOs), and other commercial airport businesses may have different operational needs that warrant separate lease structures. It was emphasized that similar users should be governed by consistent lease agreements while recognizing that different types of airport operations may require distinct lease terms.

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### **Future Considerations**

The Board agreed that a future agenda item should be scheduled to discuss potential lease classifications and the development of standardized lease templates for various categories of airport tenants.

Additional discussion addressed future meeting agendas, with members recommending that marketing and website development be separated into a standalone agenda item rather than being grouped with unrelated discussion topics. Staff noted that agenda requests should be submitted several days in advance of meetings to allow sufficient time for preparation and inclusion in meeting materials.

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**Adjournment:** 5:27 p.m.

**SkyWest Airlines**  
**United DEN and Delta SLC**

| Winter Off Peak |     |    |    |    |    |    |    |     |    |    |    |    |    |    |  |     |    |    |    |    |    |    |     |    |    |    |    |    |    |
|-----------------|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|--|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|
|                 | Jan |    |    |    |    |    |    | Feb |    |    |    |    |    |    |  | Nov |    |    |    |    |    |    | Dec |    |    |    |    |    |    |
|                 | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su |  | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su |
|                 |     |    |    |    |    |    |    |     |    |    |    |    |    |    |  |     |    |    |    |    |    |    |     |    |    |    |    |    |    |
| UA - DEN        | 1   | 1  | 1  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  | 1  |  | 1   | 1  | 1  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  |    |
| DL - SLC        | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0  | 0  | 0  | 0  | 0  | 0  |  | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0  | 0  | 0  | 0  | 0  |    |

| Spring/Fall Peak |     |    |    |    |    |    |    |     |    |    |    |    |    |    |     |    |    |    |    |    |    |  |     |    |    |    |    |    |    |     |    |    |    |    |    |    |
|------------------|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|--|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|
|                  | Mar |    |    |    |    |    |    | Apr |    |    |    |    |    |    | May |    |    |    |    |    |    |  | Sep |    |    |    |    |    |    | Oct |    |    |    |    |    |    |
|                  | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su |  | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su |
| UA - DEN         | 2   | 1  | 1  | 1  | 2  | 2  | 2  | 2   | 1  | 1  | 2  | 2  | 2  | 2  | 2   | 1  | 1  | 2  | 2  | 2  | 2  |  | 2   | 1  | 1  | 1  | 2  | 2  | 2  | 2   | 1  | 1  | 2  | 2  | 2  |    |
| DL - SLC         | 1   | 0  | 0  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  | 1  |  | 1   | 0  | 0  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  |    |

| Summer off Peak |     |    |    |    |    |    |    |     |    |    |    |    |    |    |     |    |    |    |    |    |    |
|-----------------|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|
|                 | Jun |    |    |    |    |    |    | Jul |    |    |    |    |    |    | Aug |    |    |    |    |    |    |
|                 | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su | Mo  | Tu | We | Th | Fr | Sa | Su |
| UA - DEN        | 2   | 1  | 1  | 1  | 2  | 2  | 2  | 1   | 1  | 1  | 1  | 1  | 1  | 1  | 1   | 1  | 1  | 1  | 1  | 1  | 1  |
| DL - SLC        | 1   | 0  | 0  | 1  | 1  | 1  | 1  | 1   | 0  | 0  | 1  | 1  | 1  | 1  | 1   | 0  | 0  | 1  | 1  | 1  | 1  |

**SkyWest Airlines**  
**United DEN and Delta SLC**

| UA - DEN |      |      |      |         |
|----------|------|------|------|---------|
| ORG      | DEST | DEP  | ARR  | DOW     |
| DEN      | CNY  | 1215 | 1335 | 1234567 |
| CNY      | DEN  | 1425 | 1545 | 1234567 |

| ORG | DEST | DEP  | ARR  | DOW     |
|-----|------|------|------|---------|
| DEN | CNY  | 800  | 920  | 1..4567 |
| CNY | DEN  | 1015 | 1135 | 1..4567 |
| DEN | CNY  | 1215 | 1335 | 1234567 |
| CNY | DEN  | 1425 | 1545 | 1234567 |

| ORG | DEST | DEP  | ARR  | DOW     |
|-----|------|------|------|---------|
| DEN | CNY  | 800  | 920  | 1..4567 |
| CNY | DEN  | 1015 | 1135 | 1..4567 |
| DEN | CNY  | 1215 | 1335 | 1234567 |
| CNY | DEN  | 1425 | 1545 | 1234567 |

| DL - SLC |      |     |     |     |
|----------|------|-----|-----|-----|
| ORG      | DEST | DEP | ARR | DOW |
|          |      |     |     |     |
|          |      |     |     |     |

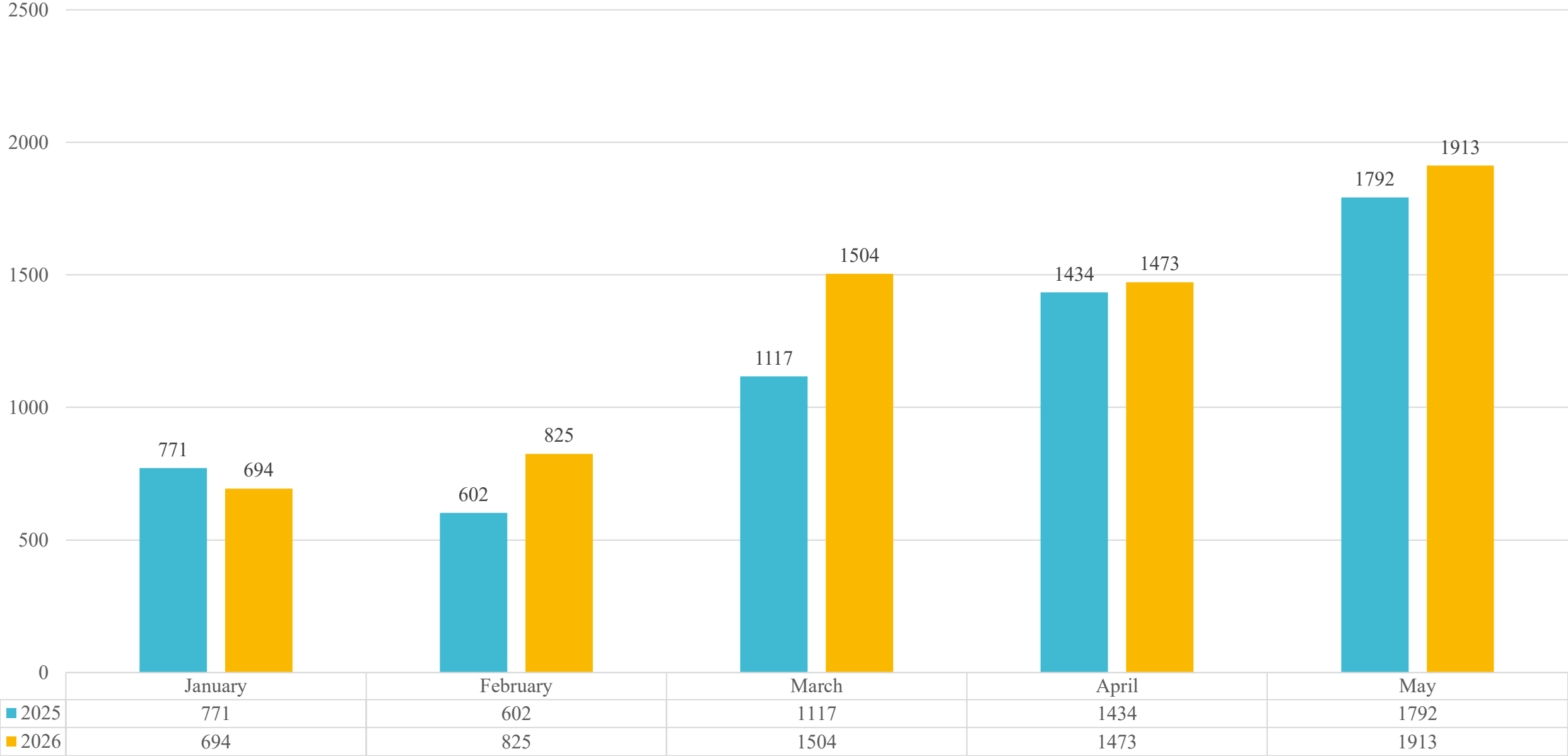
| ORG | DEST | DEP  | ARR  | DOW     |
|-----|------|------|------|---------|
| SLC | CNY  | 1540 | 1650 | 1234567 |
| CNY | SLC  | 1730 | 1840 | 1234567 |

| ORG | DEST | DEP  | ARR  | DOW     |
|-----|------|------|------|---------|
| SLC | CNY  | 1540 | 1650 | 1..4567 |
| CNY | SLC  | 1730 | 1840 | 1..4567 |

|                                       | JAN                                        | FEB        | MAR        | APR        | MAY        | JUN      | JUL      | AUG      | SEP      | OCT      | NOV      | DEC     | TOTAL      |
|---------------------------------------|--------------------------------------------|------------|------------|------------|------------|----------|----------|----------|----------|----------|----------|---------|------------|
| <b>2025 Monthly Report</b>            | <b><u>Canyonlands Regional Airport</u></b> |            |            |            |            |          |          |          |          |          |          |         |            |
|                                       | JAN                                        | FEB        | MAR        | APR        | MAY        | JUN      | JUL      | AUG      | SEP      | OCT      | NOV      | DEC     | TOTAL      |
| <b>100LL - Gallons Used/Sold</b>      |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| <b>2026 Monthly Total</b>             | 2524.00                                    | 2827.00    | 4291.00    | 4586.00    | 3865.00    |          |          |          |          |          |          |         |            |
| 2025 Monthly Total                    | 1641.00                                    | 1688.00    | 2838.00    | 3144.00    | 3482.00    | 2534.00  | 2340.00  | 1929.00  | 4076.00  | 3796.00  | 3742.00  |         |            |
| YOY Percent Change                    | 35%                                        | 40%        | 34%        | 31%        | 10%        | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0! | #DIV/0!    |
| <b>Jet A - Gallons Used/Sold</b>      |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| <b>2026 Monthly Total</b>             | 6674.00                                    | 8776       | 15640.00   | 16862.00   | 23785.00   |          |          |          |          |          |          |         |            |
| 2025 Monthly Total                    | 5675.00                                    | 5044       | 17912.00   | 18983.00   | 31089.00   | 19443.00 | 29345.00 | 21445.00 | 29603.00 | 22659.00 | 27283.00 |         |            |
| YOY Percent Change                    | 15%                                        | 43%        | -15%       | -13%       | -31%       | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0! | #REF!      |
| <b>Fuel Flowage Fee Report</b>        |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| FBO @ .08 gal                         | \$735.84                                   | \$928.24   | \$1,594.48 | \$1,715.84 | \$2,212.00 | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00  | \$7,186.40 |
| <b>ENPLANEMENTS</b>                   |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| Contour Airlines 2026 Deplanements    | 294                                        | 603        | 1386       | 1266       | 1059       |          |          |          |          |          |          |         |            |
| Contour Airlines 2025 Deplanements    | 401                                        | 491        | 738        | 1261       | 1385       | 1131     | 905      | 972      | 1437     | 1476     | 1033     | 324     |            |
| Contour Airlines 2026 Enplanements    | 282                                        | 596        | 1283       | 1297       | 1140       |          |          |          |          |          |          |         |            |
| Contour Airlines 2025 Enplanements    | 413                                        | 469        | 715        | 1321       | 1491       | 1296     | 1021     | 1035     | 1436     | 1583     | 1173     | 374     |            |
| Contour Airlines 2026 PHX             | 0                                          | 280        | 641        | 595        |            |          |          |          |          |          |          |         |            |
| Contour Airlines 2026 DEN             | 282                                        | 316        | 642        | 702        |            |          |          |          |          |          |          |         |            |
| Contour Airlines Feb-Dec/SKW 2024 Jan |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| YOY % Contour Airlines                |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| Redtail Air*                          | 37                                         | 45         | 134        | 123        | 575        |          |          |          |          |          |          |         |            |
| Redtail Helicopters (Part 135)        | 0                                          | 0          | 0          | 0          | 8          |          |          |          |          |          |          |         |            |
| 2025 Enplanements                     | 31                                         | 21         | 167        | 178        | 574        | 383      | 160      | 220      | 498      | 367      | 93       | 55      |            |
| 2024 Enplanements                     |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| 2023 Enplanements                     |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| Total 2026 Monthly Enplanements       | 319                                        | 641        | 1417       | 1420       | 1723       | 0        | 0        |          |          |          |          |         |            |
| Total 2025 Monthly Enplanements       | 444                                        | 490        | 882        | 1499       | 2065       | 1679     | 1181     |          |          |          |          |         |            |
| <b>LANDING FEES \$0.80/1,000 lb</b>   |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| Contour Airlines Actual - ERJ135      | 30                                         | 48         | 62         | 59         | 56         |          |          |          |          |          |          |         |            |
| Contour Airlines Actual- ERJ140       |                                            |            |            |            | 0          |          |          |          |          |          |          |         |            |
| Contour Airlines Actual - ERJ145      |                                            |            |            |            | 0          |          |          |          |          |          |          |         |            |
| Contour Airlines Actual - CRJ200      |                                            |            |            | 1          | 0          |          |          |          |          |          |          |         |            |
| Contour Flights Scheduled             |                                            |            |            |            |            |          |          |          |          |          |          |         |            |
| Contour Landing Fees                  | \$979.20                                   | \$1,566.72 | \$2,023.68 | \$1,963.36 | \$1,827.84 | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00   | \$0.00  |            |

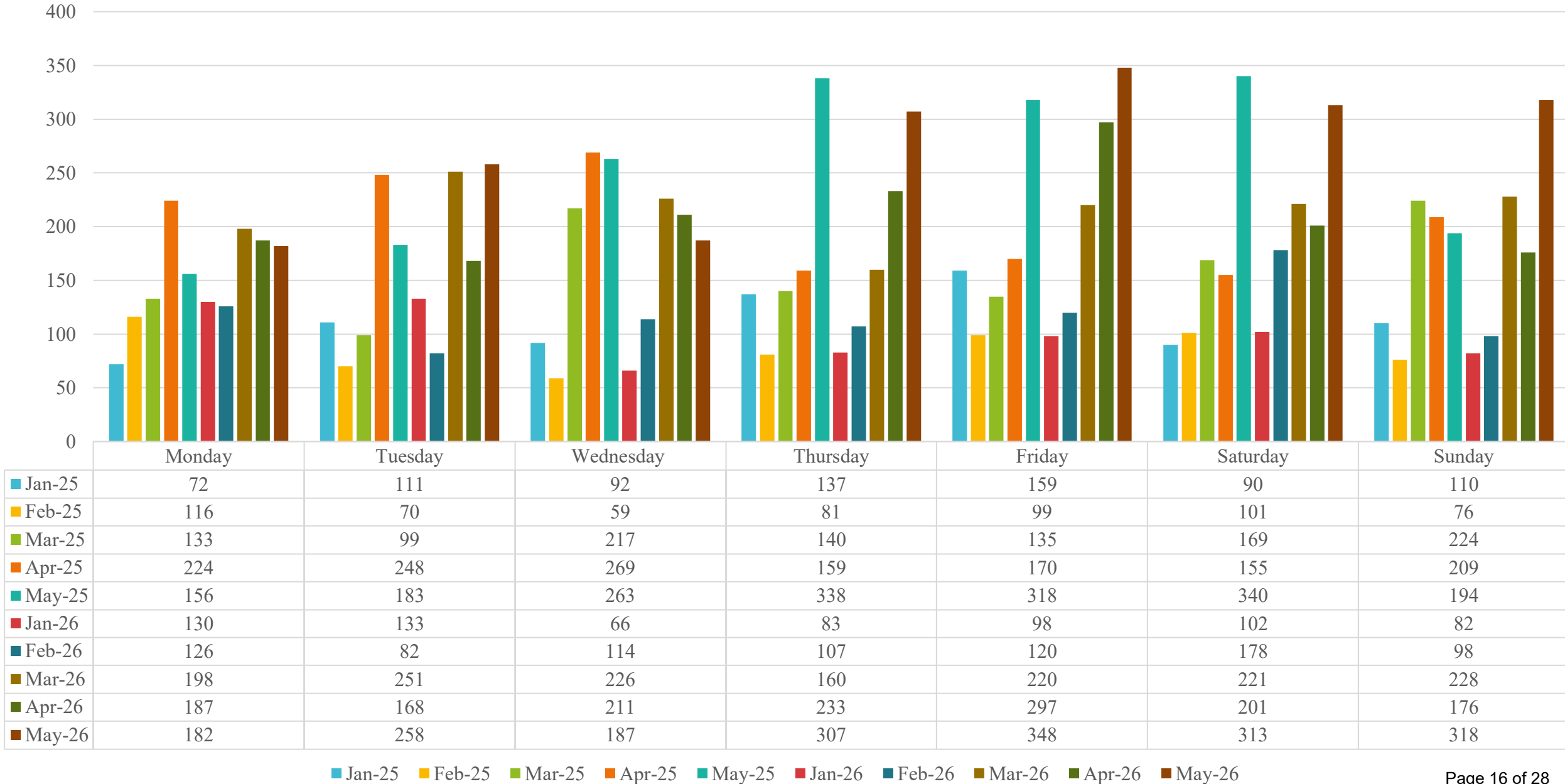
|                                      | JAN                                  | FEB                | MAR                 | APR                 | MAY                 | JUN           | JUL           | AUG           | SEP           | OCT           | NOV           | DEC           | TOTAL               |
|--------------------------------------|--------------------------------------|--------------------|---------------------|---------------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| <b>Redtail Air</b>                   |                                      |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| C-172 @ 2550#                        | 13                                   | 16                 | 16                  | 10                  | 26                  |               |               |               |               |               |               |               |                     |
| C-207 @ 3800#                        | 8                                    | 5                  | 9                   | 24                  | 51                  |               |               |               |               |               |               |               |                     |
| Airvan @ 4000#                       | 2                                    | 1                  | 14                  | 21                  | 55                  |               |               |               |               |               |               |               |                     |
| Waco @ 2650#                         | 0                                    | 0                  | 0                   | 0                   | 0                   |               |               |               |               |               |               |               |                     |
| Kodiak @ 7255#                       | 3                                    | 4                  | 5                   | 7                   | 33                  |               |               |               |               |               |               |               |                     |
| <b>Redtail Total</b>                 | <b>26</b>                            | <b>26</b>          | <b>44</b>           | <b>62</b>           | <b>165</b>          | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>            |
| <b>Redtail Landing Fees</b>          | <b>\$74.65</b>                       | <b>\$74.26</b>     | <b>\$133.82</b>     | <b>\$201.19</b>     | <b>\$575.61</b>     | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> |                     |
| <b>Skydive Moab</b>                  |                                      |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| C-182                                | 0                                    | 0                  | 2                   | 6                   | 3                   |               |               |               |               |               |               |               |                     |
| King Air 350                         | 0                                    | 0                  | 0                   | 0                   | 0                   |               |               |               |               |               |               |               |                     |
| Caravan                              | 0                                    | 0                  | 164                 | 162                 | 224                 |               |               |               |               |               |               |               |                     |
| <b>SKM Monthly Total</b>             | <b>\$0.00</b>                        | <b>\$0.00</b>      | <b>\$927.15</b>     | <b>\$925.20</b>     | <b>\$1,266.98</b>   | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$3,119.33</b>   |
| <b>Redtail Helicopter</b>            | 0                                    | 0                  | 0                   | 0                   | 4                   |               |               |               |               |               |               |               |                     |
| <b>Monthly Total</b>                 | <b>\$0.00</b>                        | <b>\$0.00</b>      | <b>\$0.00</b>       | <b>\$0.00</b>       | <b>\$7.50</b>       | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$7.50</b>       |
| <b>Mo. Land. Fee Total</b>           | <b>\$1,053.85</b>                    | <b>\$1,640.98</b>  | <b>\$3,084.65</b>   | <b>\$3,089.75</b>   | <b>\$3,677.93</b>   | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$12,547.15</b>  |
| <b>REDTAIL Collections</b>           | <u><b>Landing Fees Collected</b></u> |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| Acft Over 6K# @ \$25                 | 1                                    | 4                  | 6                   | 14                  | 14                  |               |               |               |               |               |               |               |                     |
| Acft Over 10k # @ \$65               | 6                                    | 12                 | 25                  | 37                  | 33                  |               |               |               |               |               |               |               |                     |
| Acft Over 25K# @ \$190               | 1                                    | 2                  | 11                  | 21                  | 24                  |               |               |               |               |               |               |               |                     |
| <b>Total Flights</b>                 | <b>8</b>                             | <b>18</b>          | <b>42</b>           | <b>72</b>           | <b>71</b>           | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      |                     |
| <b>Total \$ Collected &amp; Paid</b> | <b>\$605.00</b>                      | <b>\$1,260.00</b>  | <b>\$3,715.00</b>   | <b>\$6,745.00</b>   | <b>\$7,055.00</b>   | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$19,380.00</b>  |
| <b>Section 1 Total</b>               | <b>\$2,394.69</b>                    | <b>\$3,829.22</b>  | <b>\$8,394.13</b>   | <b>\$11,550.59</b>  | <b>\$12,944.93</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$39,113.55</b>  |
| <b>Concessions</b>                   |                                      |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| Vending Machines                     |                                      |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| Parking Revenue                      |                                      |                    |                     |                     |                     |               |               |               |               |               |               |               |                     |
| Enterprise Car Rental                | \$ 1,829.94                          | \$ 2,360.08        | \$ 9,808.87         | \$ 11,333.03        | \$ 11,872.06        |               |               |               |               |               |               |               |                     |
| Canyonlands Car Rental               | \$ 848.00                            | \$ 3,794.00        | \$ 15,911.00        | \$ 8,357.40         | \$ 2,307.00         |               |               |               |               |               |               |               |                     |
| Lyft                                 | \$ -                                 | \$ -               | \$ -                | \$ -                | \$ -                |               |               |               |               |               |               |               |                     |
| Turo                                 | \$ 69.19                             | \$ 105.09          | \$ 582.26           | \$ 793.58           | \$ 712.06           |               |               |               |               |               |               |               |                     |
| <b>TOTAL</b>                         | <b>\$ 2,747.13</b>                   | <b>\$ 6,259.17</b> | <b>\$ 26,302.13</b> | <b>\$ 20,484.01</b> | <b>\$ 14,891.12</b> | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$70,683.56</b>  |
| <b>Section 2 Total</b>               | <b>\$2,747.13</b>                    | <b>\$6,259.17</b>  | <b>\$26,302.13</b>  | <b>\$20,484.01</b>  | <b>\$14,891.12</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$70,683.56</b>  |
| <b>Section 1 Total</b>               | <b>\$2,394.69</b>                    | <b>\$3,829.22</b>  | <b>\$8,394.13</b>   | <b>\$11,550.59</b>  | <b>\$12,944.93</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$39,113.55</b>  |
| <b>Section 2 Total</b>               | <b>\$2,747.13</b>                    | <b>\$6,259.17</b>  | <b>\$26,302.13</b>  | <b>\$20,484.01</b>  | <b>\$14,891.12</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$70,683.56</b>  |
| <b>Total Revenue</b>                 | <b>\$5,141.82</b>                    | <b>\$10,088.39</b> | <b>\$34,696.26</b>  | <b>\$32,034.60</b>  | <b>\$27,836.05</b>  | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$109,797.11</b> |

# Operations (Takeoffs & Landings) 2025 vs 2026

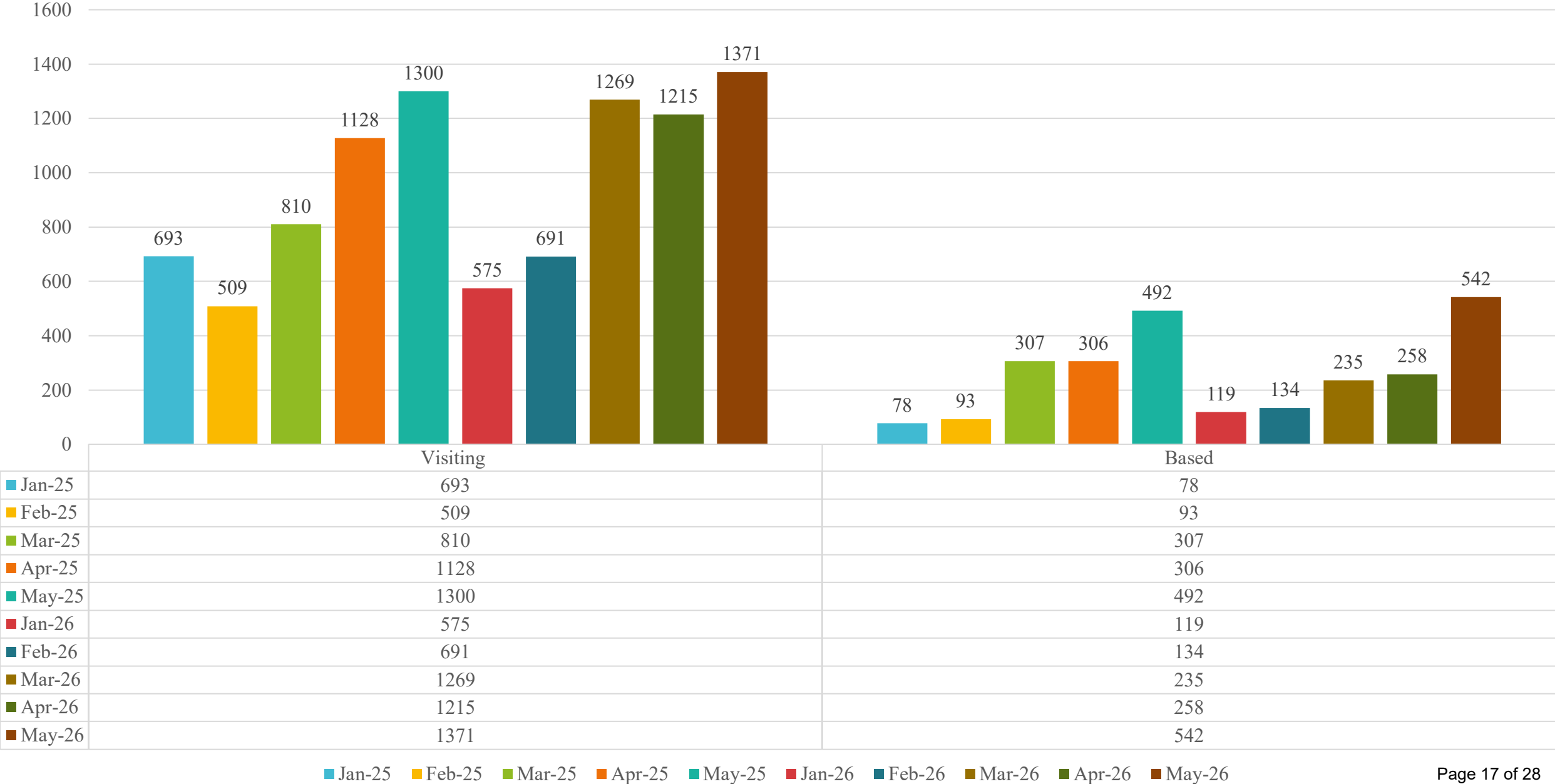


# Operations by Day of Week

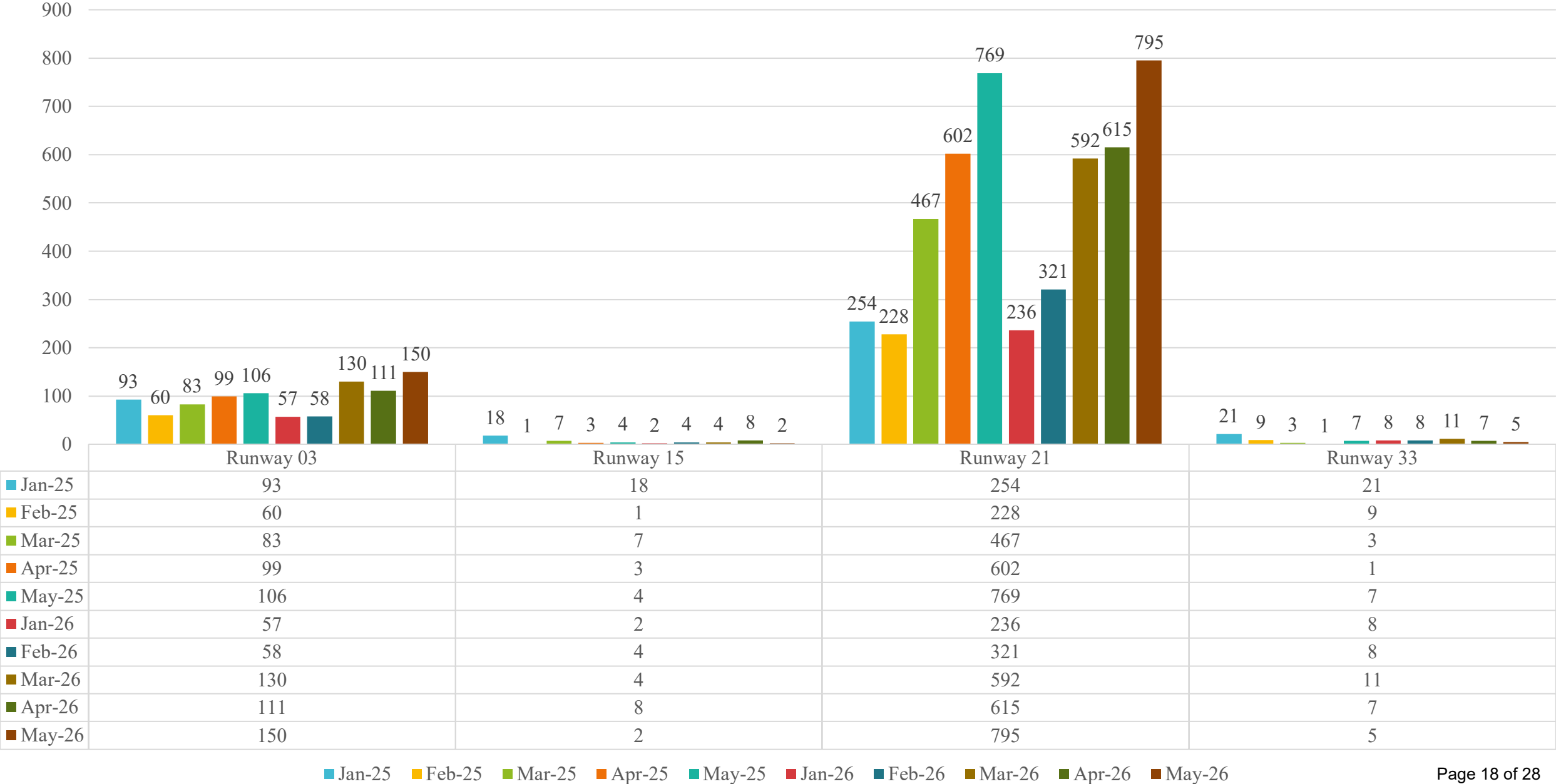
## 2025 vs 2026



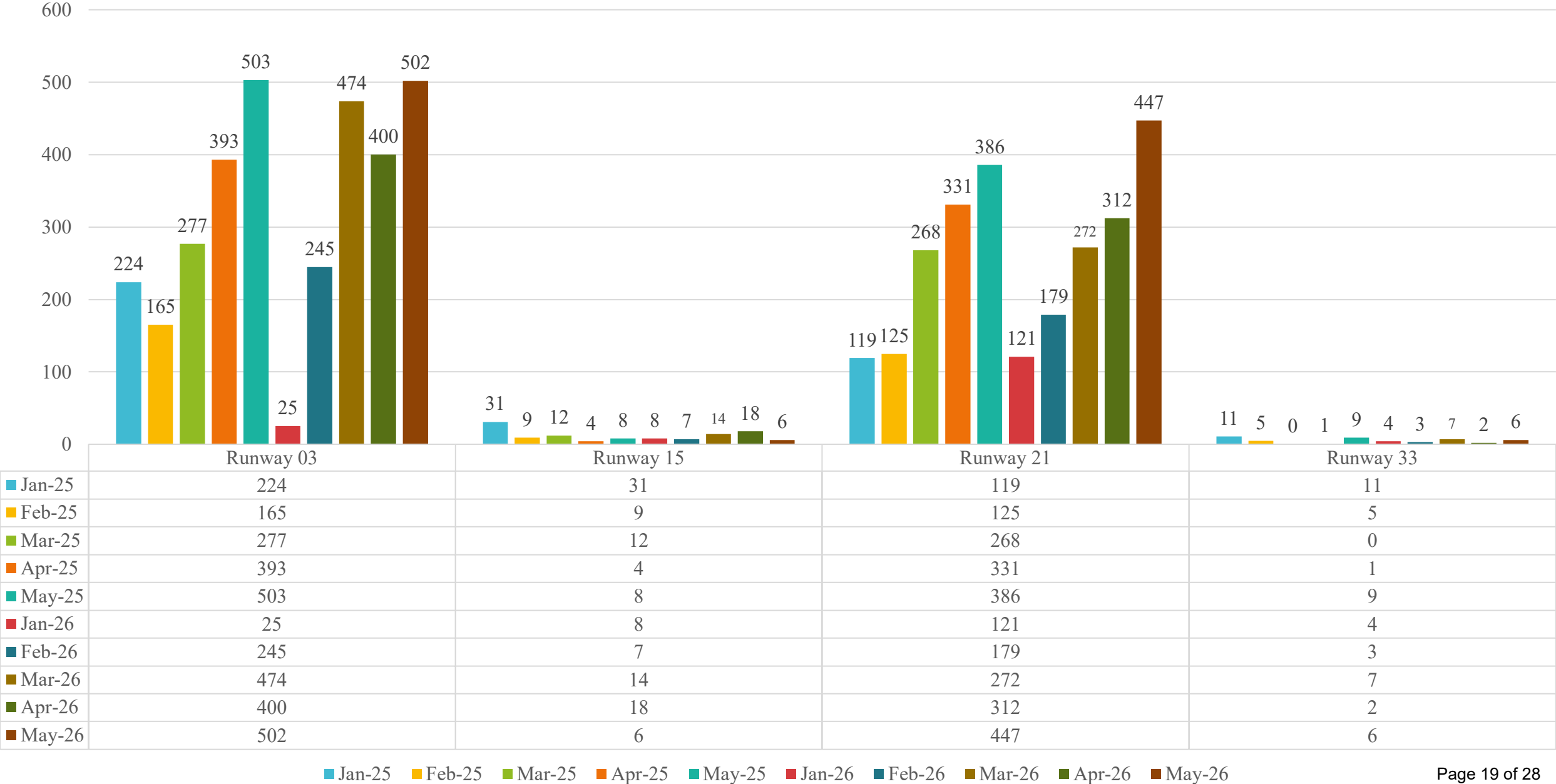
# Operations Visiting vs Based 2025 vs 2026



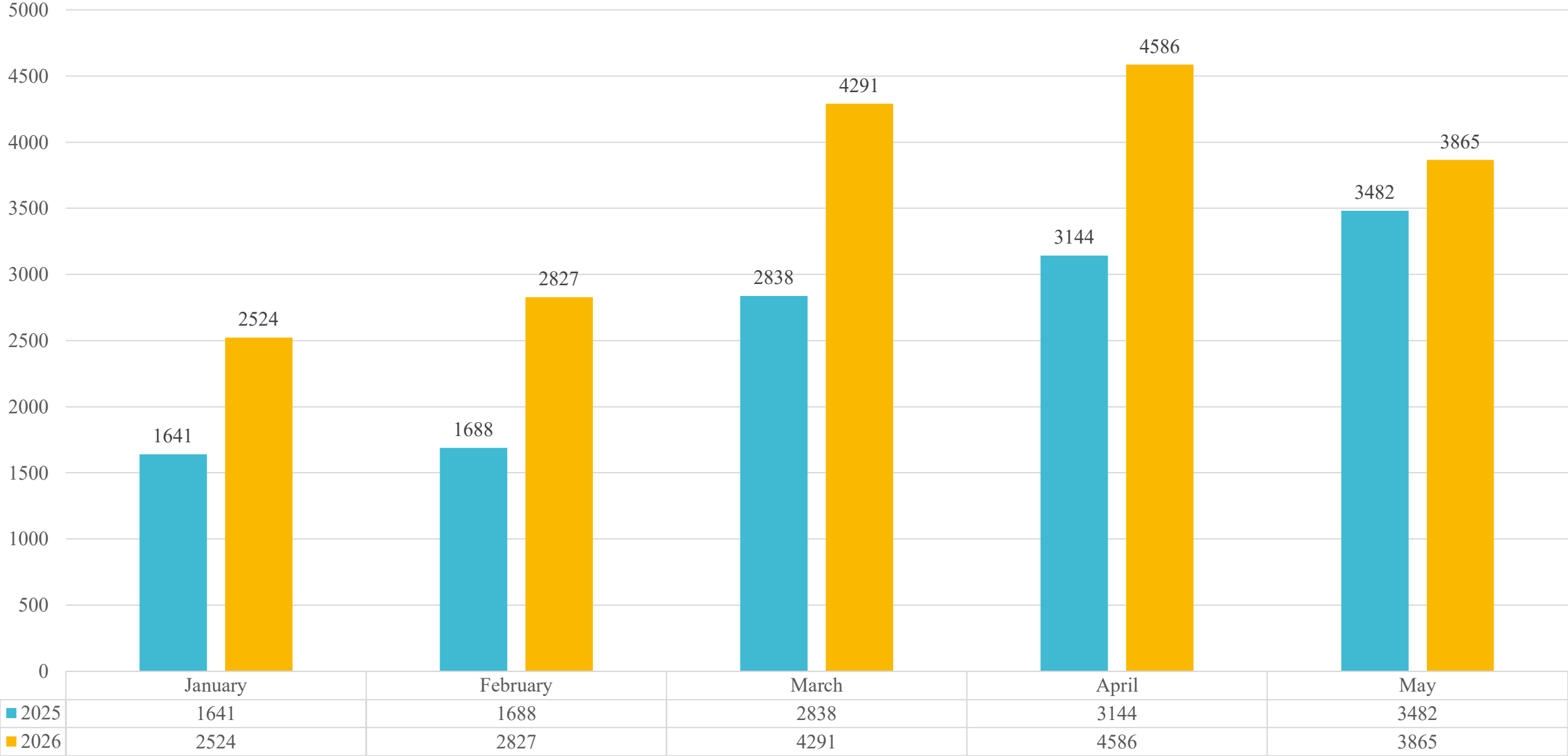
# Takeoffs per Runway 2025 vs 2026



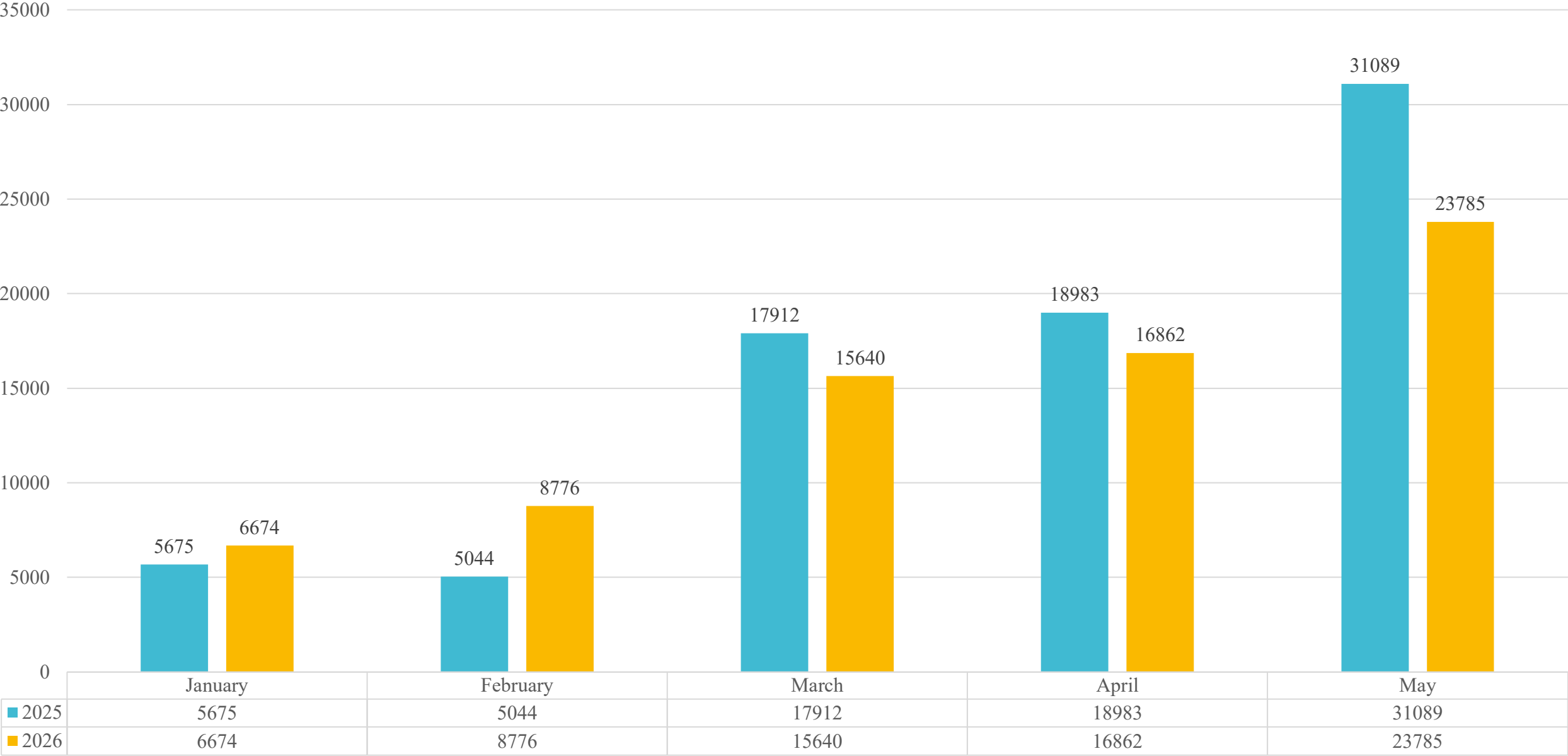
Landings per Runway  
2025 vs 2026



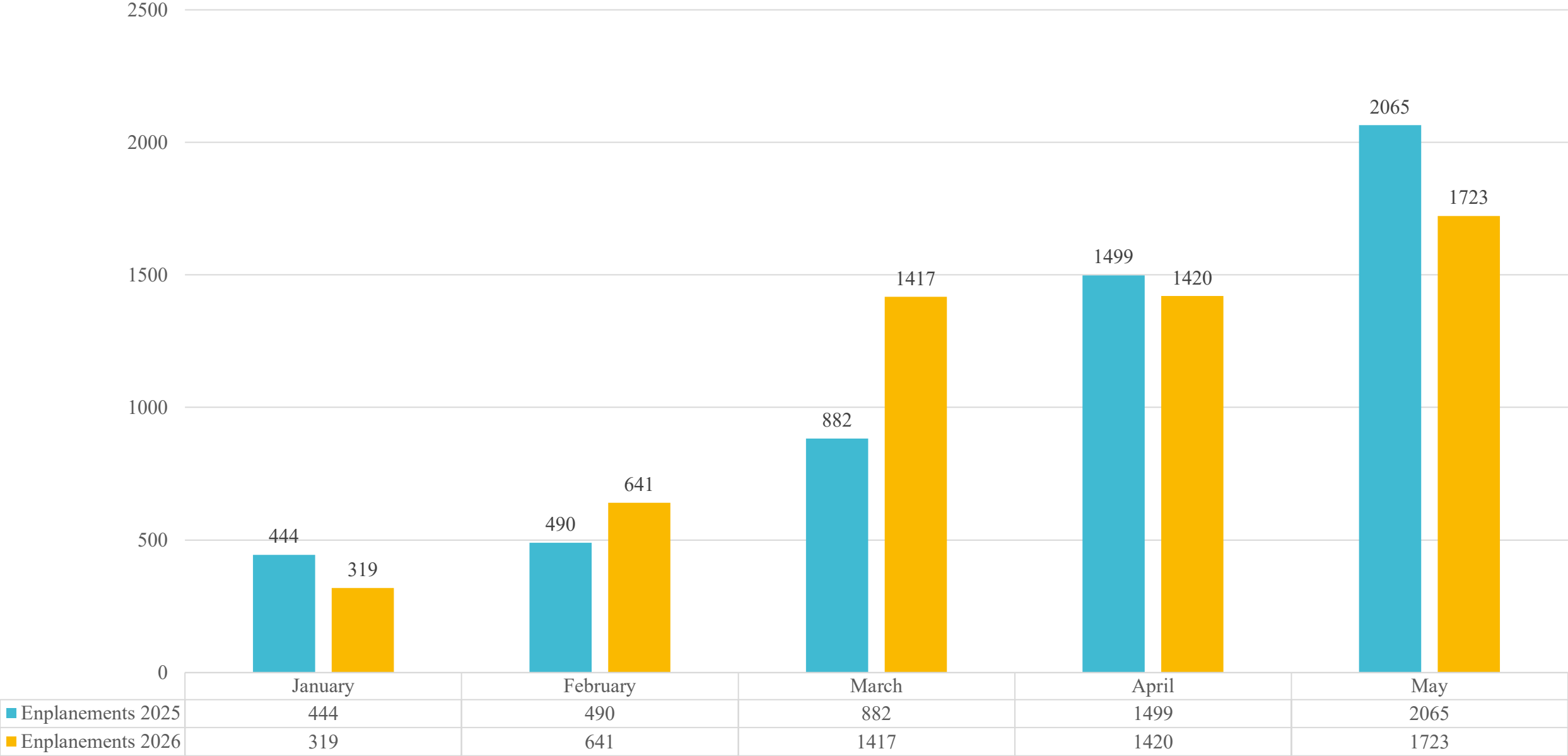
Fuel Flowage 100LL  
2025 vs 2026



Fuel Flowage Jet A  
2025 vs 2026



# Enplanements 2025 vs 2026



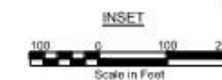
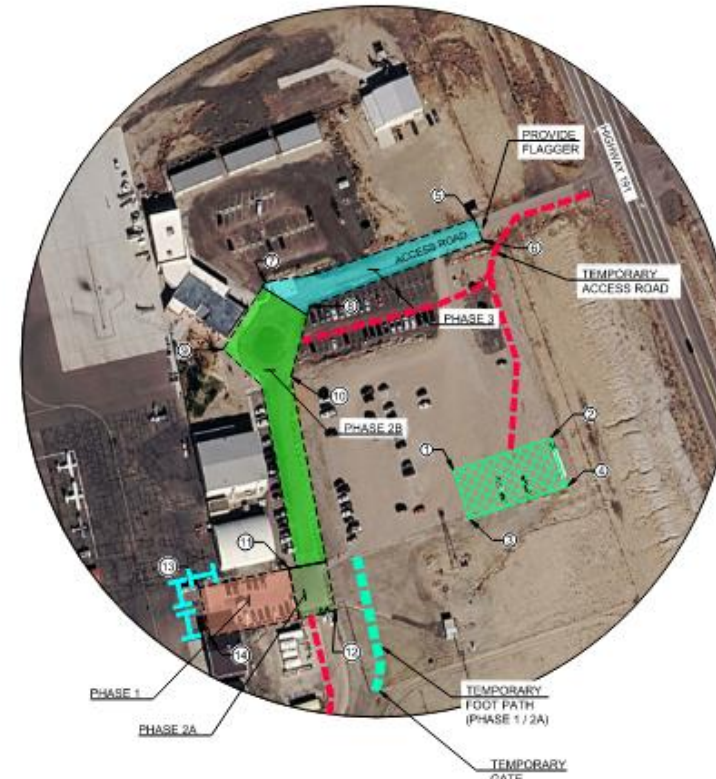
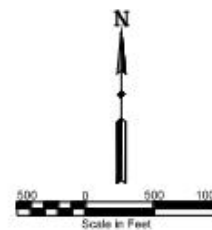


| CONSTRUCTION LIMITS |                |                |                      |                     |                        |                     |
|---------------------|----------------|----------------|----------------------|---------------------|------------------------|---------------------|
| POINT               | LATITUDE       | LONGITUDE      | SITE ELEVATION (FT.) | OBJECT HEIGHT (FT.) | OBJECT ELEVATION (FT.) | DESCRIPTION         |
| 1                   | N038°45'36.36" | W109°44'36.89" | 4565                 | 25                  | 4593                   | STAGING AREA        |
| 2                   | N038°45'36.60" | W109°44'35.03" | 4563                 | 25                  | 4566                   | STAGING AREA        |
| 3                   | N038°45'37.68" | W109°44'36.61" | 4569                 | 25                  | 4594                   | STAGING AREA        |
| 4                   | N038°45'36.09" | W109°44'34.60" | 4563                 | 25                  | 4566                   | STAGING AREA        |
| 5                   | N038°45'41.59" | W109°44'36.41" | 4555                 | 25                  | 4580                   | CONSTRUCTION LIMITS |
| 6                   | N038°45'41.67" | W109°44'36.27" | 4556                 | 25                  | 4581                   | CONSTRUCTION LIMITS |
| 7                   | N038°45'41.13" | W109°44'40.30" | 4560                 | 25                  | 4585                   | CONSTRUCTION LIMITS |
| 8                   | N038°45'40.77" | W109°44'39.48" | 4560                 | 25                  | 4585                   | CONSTRUCTION LIMITS |
| 9                   | N038°45'40.17" | W109°44'41.10" | 4563                 | 25                  | 4586                   | CONSTRUCTION LIMITS |
| 10                  | N038°45'39.76" | W109°44'39.96" | 4562                 | 25                  | 4587                   | CONSTRUCTION LIMITS |
| 11                  | N038°45'36.98" | W109°44'39.97" | 4567                 | 25                  | 4592                   | CONSTRUCTION LIMITS |
| 12                  | N038°45'36.36" | W109°44'39.12" | 4566                 | 25                  | 4593                   | CONSTRUCTION LIMITS |
| 13                  | N038°45'36.77" | W109°44'41.63" | 4567                 | 25                  | 4593                   | CONSTRUCTION LIMITS |
| 14                  | N038°45'36.02" | W109°44'41.45" | 4567                 | 25                  | 4592                   | CONSTRUCTION LIMITS |



#### GENERAL PHASING NOTES:

- CONSTRUCTION PERSONNEL AND EQUIPMENT WILL NOT BE ALLOWED WITHIN AREAS OPEN TO AIRCRAFT OPERATIONS OR THE AIRPORT OPERATIONS AREA (AOA) UNTIL THE AREA HAS BEEN CLOSED TO AIRCRAFT AND NOTAMS HAVE BEEN ISSUED. CONTRACTOR MUST CONFIRM A NOTAM IS IN PLACE PRIOR TO ENTERING AOA.
- THE CONTRACTOR SHALL SUPPLY PORTABLE HAND-HELD RADIOS TO EACH SUPERVISOR. THE CONTRACTOR SHALL MONITOR UNICOM FREQUENCY 122.800 AT ALL TIMES DURING CONSTRUCTION AND SHALL RESPOND TO ANY INSTRUCTIONS FROM THE ENGINEER, AIRPORT PERSONNEL AND/OR EMERGENCY PERSONNEL IMMEDIATELY.
- CONTRACTOR SHALL ROUTE ALL VEHICLES OFF THE EDGES OF EXISTING PAVEMENT DURING DRY CONDITIONS TO LIMIT WEAR OF EXISTING PAVEMENTS.
- TEMPORARY EROSION CONTROL DEVICES SHALL BE INSTALLED IN THE AREA OF CONSTRUCTION PRIOR TO SOIL DISTURBING ACTIVITIES IN THAT PHASE. TEMPORARY EROSION CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ANY RUTTING OR DAMAGE TO PAVEMENTS TO REMAIN CAUSED BY CONTRACTOR'S VEHICLE OR EQUIPMENT OPERATIONS SHALL BE CORRECTED BY THE END OF THE PROJECT BY THE CONTRACTOR AT THEIR OWN EXPENSE.
- CONTRACTOR SHALL INSTALL SURVEY LATH, AT A MINIMUM, AT EACH CORNER OF THE CONSTRUCTION LIMITS. IF CONTRACTOR'S EMPLOYEES, SUBCONTRACTORS, OR SUPPLIERS ARE NOTED TO CROSS INTO ACTIVE PAVEMENT, ADDITIONAL LATH WILL BE REQUIRED TO BE INSTALLED.



#### LEGEND

- TEMPORARY FOOT PATH
- CONTRACTOR HAUL ROUTE
- LOW PROFILE BARRICADES (SYMBOL DOES NOT DENOTE THE NUMBER OF BARRICADES REQUIRED)
- CONTRACTOR STAGING AREA
- PHASE 1 CONSTRUCTION LIMITS
- PHASE 2A / 2B CONSTRUCTION LIMITS
- PHASE 3 CONSTRUCTION LIMITS
- RSA
- ROFZ
- ROFA
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE ZONE
- RUNWAY OBJECT FREE AREA

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.



715 HORIZON DR. STE 225  
GRAND JUNCTION, CO 81506  
P 970.242.0151  
WWW.HVLOCHNER.COM

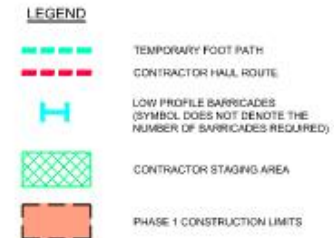
CANYONLANDS REGIONAL  
AIRPORT  
MOAB, UTAH  
AIRSPONSOR NUMBER

PROJECT NO: 258R05  
DESIGNED BY: JCS  
CHECKED BY: CTE  
APPROVED BY: [Signature]  
REVISIONS: [Table with 2 columns: NO, DATE]

CONSTRUCTION SAFETY & PHASING PLAN



PHASE 1



PHASE 1 NOTES:

PHASE 1 NOTES:

**SUMMARY OF PHASE CONSTRUCTION** - Demolition of existing pavement from airfield gate to approximately 135' East. Remediation of subgrade settlement area and full depth reconstruction of subgrade, base course and asphalt surface.

**PHASE DURATION** - 25 Days

**CONTRACTOR ACCESS** - Contractors will access the work area via designated haul routes on existing roads. Staging area will be located in SE corner of Gravel Parking Lot.

- 1) Pedestrian closures and alternate access - Pedestrians accessing ARFF/SRE facilities and General Aviation hangars will be directed to a temporary gate south east of SRE facility. Contractor shall provide durable surface and signage to direct personnel to ARFF/SRE/ GA access point/ temp gate.
- 2) Vehicle closures and alternate routes - apron access gate (does this gate have a designation?) will be closed during this phase. Vehicles will be directed south past the fuel farm then west during construction. Contractor will provide Type III barricades and detour signs to direct traffic to alternate gate/ apron access point.
- 3) Fuel truck - Fuel truck access to fuel farm will be via alternate vehicle access point south of SRE building.
- 4) ARFF - No impact to airside operations. Personnel shall use alternate pedestrian access and remain clear of construction area.
- 5) FBO - No impact to airside operations. Employees and customers shall use alternate pedestrian access and remain clear of construction area.
- 6) GA - No impact to GA flight operations. Pilot and passengers shall use alternate vehicle or pedestrian access routes.
- 7) Commercial Ops - No impact to commercial airline operations or passenger movement.
- 8) Parking -
  - a) 15 Parking Spaces NE of the ARFF building will be demo'd. Use alternate parking in Gravel Lot east of work location.
  - b) SE corner of Gravel Parking lot will Construction Staging Area and will be closed to public and employees.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

**Lochner**  
ENGINEERS

715 HORIZON DR. STE. 225  
GRAND JUNCTION, CO 81504  
P 970.242.0181  
WWW.HVLOCHNER.COM

CANYONLANDS REGIONAL  
AIRPORT  
MOAB, UTAH  
AIRSPONSOR NUMBER

|             |          |
|-------------|----------|
| PROJECT NO. | 258105   |
| DRAWN BY    | JDT      |
| CHECKED BY  | 06/20/20 |
| DATE        | 06/20/20 |
| APPROVED BY | 06/20/20 |
| DATE        | 06/20/20 |

CONSTRUCTION SAFETY &  
PHASING PLAN





PHASE 3

- LEGEND**
- TEMPORARY FOOT PATH
  - CONTRACTOR HAUL ROUTE
  - CONTRACTOR STAGING AREA
  - PHASE 3 CONSTRUCTION LIMITS

PHASE 3 NOTES:

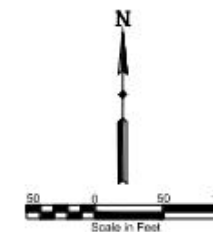
PHASE 3 NOTES

SUMMARY OF PHASE CONSTRUCTION - Removal and replacement of asphalt pavement from terminal roundabout to east extent of work area.

PHASE DURATION - 10 Days

CONTRACTOR ACCESS - Contractors will access the work area via designated haul routes on existing roads. Staging area will be located in SE corner of Gravel Parking Lot.

- 1) Pedestrian closures and alternate access - Pedestrians accessing Terminal shall use indicated path from parking.
- 2) Vehicle closures and alternate routes - apron access gate (does this gate have a designation?) will be closed during this phase. Vehicles will be directed around const. area via temporary access route. Contractor will provide Type III barricades and detour signs to direct traffic to apron access point.
- 3) Fuel truck - Fuel truck access to fuel farm will be via alternate vehicle access route.
- 4) ARFF - No impact to airside operations. Personnel shall use alternate pedestrian access and remain clear of construction area.
- 4a) EMS access - EMS access to Apron will be via alternate vehicle access route.
- 5) FBO - No impact to airside operations. Employees and customers shall use alternate vehicle and pedestrian access routes and remain clear of construction area.
- 6) GA - No impact to GA flight operations. Pilot and passengers shall use alternate vehicle or pedestrian access routes and remain clear of construction area.
- 7) Commercial Ops - No impact to commercial airline operations or passenger movement.
- 8) Parking -
  - a) Parking south of entrance road closed to deconflict construction traffic during Ph 2 & 3. Alternate parking in North and Gravel lot.



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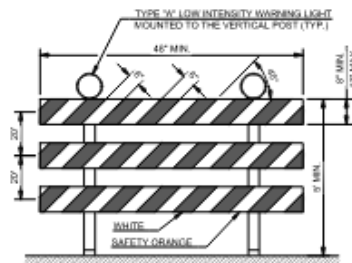


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CANYONLANDS REGIONAL  
AIRPORT  
MOAB, UTAH  
AIRSPACE NUMBER

|             |          |
|-------------|----------|
| PROJECT NO. | 258105   |
| DESIGNED BY | JOS      |
| DATE        | 06/20/20 |
| CHECKED BY  | CTB      |
| DATE        | 06/20/20 |
| APPROVED BY | WHL      |
| DATE        | 06/20/20 |
| REVISIONS   |          |

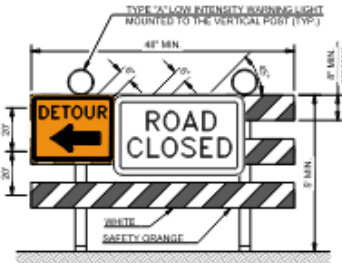
CONSTRUCTION SAFETY & PHASING PLAN



1 TYPE III BARRICADE DETAIL  
NO SCALE

**NOTES:**

1. THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE II SHEETING.
2. THE STRIPES SHALL SLOPE DOWNWARD TO THE SIDE TRAFFIC IS TO PROCEED OR TOWARD THE CENTER OF THE ROADWAY AT ROAD CLOSURES.
3. APPROVED SIGNS MOUNTED ON TYPE III BARRICADES SHALL NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.
4. WHEN BARRICADES ARE PLACED END-TO-END OR STAGGERED, A TYPE "A" LOW INTENSITY WARNING LIGHT SHALL BE MOUNTED TO THE VERTICAL POST NEAR EACH OUTSIDE CORNER OF THE END BARRICADES.



2 TYPE M4-9L: ALUMINIUM DETOUR (LEFT ARROW) SIGN

NO SCALE  
DIMENSIONS: 30" X 24" @ 0.000 GAUGE

**NOTES:**

1. 5052-H36 ALLOYED ALUMINIUM FOR DURABILITY AND CORROSION RESISTANCE.
2. THE ALUMINIUM DETOUR SIGN FEATURES TWO TOP AND BOTTOM CENTERED, 3/8" PRE-PUNCHED MOUNTING HOLES AND CAN BE EASILY INSTALLED ON A POST, WALL, OR FENCE.
3. STANDARD RADIUS CORNERS MEET FEDERAL REQUIREMENTS.
4. MUTCD IDENTIFIER M4-9L.
5. WITH STANDARD FEDERAL RADIUS CORNERS AND 3M<sup>TM</sup> REFLECTIVE SHEETING.

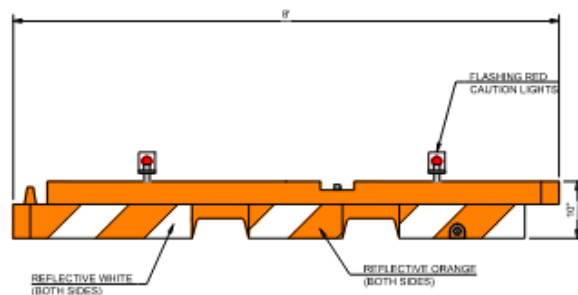


3 TYPE R11-2: ROAD CLOSED SIGN

NO SCALE  
DIMENSIONS: 48" X 30" @ 0.000 GAUGE

**NOTES:**

1. THE R11-2 ROAD CLOSED SIGN IS A MUTCD-REGULATORY SIGN USED TO INDICATE A FULL ROADWAY CLOSURE. USE THIS ROAD CLOSED SIGN TO KEEP VEHICLES OUT OF HAZARDOUS AREAS DURING CONSTRUCTION, FLOODING, OR EMERGENCY INCIDENTS.
2. THIS R11-2 SIGN FEATURES A WHITE BACKGROUND, BOLD BLACK "ROAD CLOSED" LEGEND, AND A HORIZONTAL RECTANGULAR LAYOUT FOR MAXIMUM LEGIBILITY. IT IS COMMONLY MOUNTED ON TYPE III BARRICADES TO COMPLETELY BLOCK LANES, STREETS, OR HIGHWAY APPROACHES.
3. EACH R11-2 SIGN IS MANUFACTURED FROM .060 GAUGE ALUMINIUM THAT RESISTS RUST, IMPACTS, AND HARSH WEATHER. THE STANDARD 48" X 30" SIZE PROVIDES CLEAR READABILITY ACROSS FULL ROADWAYS AND MULTI-LANE BARRICADES.



5 TYPE G2345-R1L: ALUMINIUM CONSTRUCTION KEEP OUT SIGN

NO SCALE  
DIMENSIONS: 30" X 24" @ 0.000" WHITE RUST-FREE ALUMINIUM

**NOTES:**

1. RUST-FREE ALUMINIUM FOR DURABILITY AND CORROSION RESISTANCE.
2. THE ALUMINIUM SIGN FEATURES TWO TOP AND BOTTOM CENTERED, 1/4" PRE-PUNCHED MOUNTING HOLES AND CAN BE EASILY INSTALLED ON A POST, WALL, OR FENCE.
3. STANDARD RADIUS CORNERS MEET FEDERAL REQUIREMENTS.



6 CORTINA TRAILBOSS CHANNELIZER DRUM W/ REFLECTIVE STRIPES - 03-780-VAR

NO SCALE  
DIMENSIONS: 18.5" X 24.5" X 41.2"

**NOTES:**

1. REFLECTIVE STRIPE HEIGHT 4" TO 6"
2. ACCEPTS BARREL BARRICADE LIGHT: YES
3. BARREL MATERIAL: HDPE
4. STRIPE COLORS ARE ORANGE AND WHITE UP TO NCHRP-250 AND MUTCD STANDARDS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

**Lochner**  
ENGINEERS

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CANYONLANDS REGIONAL  
AIRPORT  
MOAB, UTAH  
AIR SPONSOR NUMBER

PROJECT NO. 258005  
DESIGNED BY JAP 10/18  
CHECKED BY CTE 05/20/20  
APPROVED BY 10/18  
REVISIONS DATE

CSPD DETAILS

2.5