



PROVO MUNICIPAL COUNCIL

Joint Meeting with the Airport Board Minutes

12:00 PM, Tuesday, August 21, 2018

Room 310, City Conference Room

351 West Center Street, Provo, UT 84601

Roll call (0:00:00)

The following elected officials, Airport Board members, and Public Works staff were present:

Council Chair Gary Winterton, conducting

Council Vice-Chair David Harding

Councilor David Sewell

Councilor Kay Van Buren

Councilor George Stewart

Councilor George Handley

Councilor David Knecht

Mayor Michelle Kaufusi

Dave Decker, Public Works Director

Brian Torgersen, Public Services Div. Director

Steve Gleason, Airport Manager

Donavan Cheff, Airport Maintenance Specialist

Trent Johnson, Airport Operations Coordinator

Kris Whitehead, TAC Air, Airport Board

Mario Markides, UVU Aviation Science, Airport Board

Keith Rittel, Provo School District, Airport Board

Bill Prochazka, Duncan Aviation, Airport Board

The prayer was given by Brian Torgersen, Public Services Division Director.

Agenda

1. A presentation on current Airport projects ([0:17:53](#))

Steve Gleason, Airport Manager, outlined current Airport projects and the status of each, noting projects currently underway and those which would be coming up:

- UVU airport parking lot
 - Expanded parking in collaboration with UVU
 - Airport Access Road and related infrastructure upgrades (sewer, water, power, and communication lines to site of future hangars)
- Corporate Taxi-lane
 - Partnership with TacAir and Clyde Companies
 - TacAir and Clyde Companies' investments will be repaid by fees from leases of hangar space along taxiway (rate per linear foot; one-time charge for reserving hangar space).
- Taxiway A south & center
 - Taxiway A South is complete, which corrected airport geometry issues.
 - The taxiway was also strengthened to accommodate Airbus 320, the airport's most common commercial aircraft at present.
 - The taxiway has been restriped to comply with a commercial standard.
 - The A Center taxiway is underway. Two years ago, the taxiway failed, and this portion would be rebuilt to a higher grade.
- Electrical system upgrade
 - Tower- and pilot-controlled lighting upgrades, which will provide enhanced safety and access for controlling the runway lights. The lights will also be upgraded to LEDs as they are gradually replaced. This system will also permit more efficient energy usage by allowing greater control and flexibility of the lighting controls and intensity.

- A North Ramp
 - 10 acres of concrete with two new asphalt connections
 - This ramp is complete, lighted, and ready for use.
- Duncan Aviation
 - 280,000 square feet of hangar space (Mr. Gleason noted 220,000 square feet was a typo), including two paint hangars and two maintenance hangars
 - During phase one, Duncan Aviation would employ up to approximately 500 employees.
 - The project was currently ahead of schedule. Every trade except for the steel workers are from local markets; the steel market has been difficult and only one bid was returned, resulting in a contractor being selected from Colorado Springs for the steel portion.
- Master Plan 2018 Update (*see agenda item 2*)

2. An update on the Airport Master Plan ([0:30:16](#))

Mr. Gleason provided an update on the Airport Master Plan. The airport layout plan was still in process, but Mr. Gleason highlighted changes which would be coming. Namely, as demand continued to increase for box and corporate hangars at the Provo Airport, the airport intended to move away from building T-hangars (which can accommodate smaller aircraft in nestled T-shapes with fewer amenities than traditional commercial hangars) and to build more box hangars. Mr. Gleason explained that a box hangar is typically a standalone building. The individual would own the hangar building and lease the ground from the Airport. Improvements typically include electrical, sewer, power, water, and heating facilities. Mr. Gleason explained that everything at the airport was being built in the intent to accommodate expansion; the Provo Airport has shifted much more toward a corporate and commercial airline market.

Mr. Gleason indicated that annual passenger enplanement counts continued to increase and Allegiant Air just announced a new route to Tucson, Arizona, which would likely begin in November. In response to a question from Councilor Gary Winterton, Mr. Gleason explained that Allegiant had to discontinue their San Diego route, as it proved to cannibalize their Los Angeles market and flights. They hoped to explore adding more frequency to the Los Angeles route. The return flights from Oakland to Provo were not able to compete at a profitable level with larger commercial airlines; the route from Provo to Oakland was highly successful, but Allegiant needed to wait for the market to stabilize before reopening the Provo-Oakland routes at the Provo Airport.

Mr. Gleason highlighted considerations for the master plan. There is great potential for corporate and commercial growth, including a commercial corridor along Lakeview Parkway with I-15 and the Airport as major anchors, but it was a matter of forecasting how the airport would adjust to future changes in the area and airline industry. Mr. Gleason emphasized the importance of public input during the decision process and highlighted that the airport wants to be a good neighbor to surrounding property owners. Mr. Gleason expected that they would be preparing for public meetings to receive feedback on the master plan within the next few months.

3. An update on the progress of Duncan Aviation (*see agenda item 1: [0:28:28](#)*)

4. Other discussion or questions ([0:55:41](#))

Councilors asked questions of Mr. Gleason, Airport staff, and Airport Board members. The Airport staff are tremendously dedicated and work around the clock to ensure that the Airport operations run smoothly. They were prepared for coming changes and expressed their thanks for the support of the Council, the Airport Board members with their expertise and talent, Mr. Torgersen, and Mr. Decker.

In response to a question from Mr. Winterton, Mr. Gleason felt that with over 100,000 annual enplanements, one of the largest flight schools in the country, and two of the most reputable aviation companies in the country, it was unlikely that Provo would lose a tower.

Mr. Decker stressed that the City needs to be acting now to make critical decisions regarding another airport terminal. The City would likely receive FAA funding in 2020, and it required a great deal of time to design and finance a new terminal. A second gate is imperative to attract another airline to the Provo Airport, but particularly critical to the continued success of Allegiant's operations in Provo.

In response to a question from Councilor George Handley about birds, wetlands, and wildland restoration, Mr. Gleason outlined several critical concerns of the Airport with regard to the Provo River Delta Restoration project and wetland locations. Mr. Gleason expressed that Public Works meets frequently with the Provo River Delta Restoration group. Mitigation of these impacts at the Airport is critical and necessary to safe airport operations.

Bill Prochazka, Duncan Aviation, expressed that the Provo Airport is ideally situated with its buffer of industrial areas and farmland. The Airport Protection Zone does not limit the surrounding area to airport-only uses, rather it indicates the area where airport-compatible uses (such as farmland, certain commercial uses, parks, and industrial areas) would be preferred.

Mr. Winterton thanked the Board members for joining the Council for the joint meeting. *Presentation only.*

Adjournment

Adjourned by unanimous consent.