

**Airport Board Minutes
August 14, 2018
Provo Airport
UVU Hangar B
12:30 p.m.**

ATTENDING: Mark Hathaway, Board Member
Mario Markides, Board Member
Lon Woodard, Board Member
Carol Walker, Board Member
Keith Rittel, Board Member
Kris Whitehead, Board Member
Steve Gleason, Provo City
Trent Johnson, Provo City
Donavon Cheff, Provo City
Brian Torgersen, Provo City
Dave Decker, Provo City
Gary Winterton, Provo City Council
Gary Lemmons, Provo ATCT
Allison Potter, TSA Visitor
Mel Leseberg, Aviation Visitor
Kirk Nielsen, Aviation Visitor
Brandon Leindl, Atlantic Aviation Visitor
Mike Nawrocki, Atlantic Aviation Visitor
Jeff DeMille, TAC Air Visitor
Jeff Carlson, AE Com Visitor
Tom Bankhead, L&T Construction Visitor
Dave Dennison, L&T Construction Visitor
Scott Poulson, Clyde Companies Visitor
Michael Jude, Experimental Aircraft Association Visitor

Excused: Bill Prochazka, Board Member

Welcome and Approval of Minutes

Mark Hathaway called the meeting to order at 12:30 and welcomed everyone and recognized Gary Winterton as the newly elected City Council Chair. He also welcomed the visitors.

Keith Rittel, new Board member, introduced himself. He is a citizen and consumer who is interested in the airport. He has also been involved with the Provo School District as a Superintendent. Each Board member introduced themselves so Mr. Rittel could meet them.

Mr. Hathaway asked if everyone had had a chance to read the minutes. Kris Whitehead motioned and Carol Walker seconded that they be approved as written. Voting was unanimous.

Mr. Hathaway mentioned how great the new signage and landscaping looks in the entrance and how much activity there is around the airport.

Before Mr. Gleason began the agenda items, he asked everyone else attending to introduce themselves. After introductions, Mr. Gleason started with agenda items.

Construction Update

Duncan Aviation & Alpha North: Since the Airport Board met last, the taxiway entrances at both locations have been paved and are ready to go. The concrete ramp is complete. The final cost was close to \$8,000,000. It was funded through tax increment financing, an Economic Development grant that paid for half of it, and an FAA grant. The Duncan hangars are coming along nicely. Both are up and the outside skins are being put on. They are still scheduled to be completely open by next August. Soft openings will be sooner.

Electrical upgrades on Taxiway South and Taxiway Center portion: Mr. Gleason explained that right now we leave all of the lights on all around the airport all night and some of them are on during the day. Taxiways Charlie, Bravo, and Alpha were all on one circuit so none of them could be turned off without all of them being turned off. This has been fixed. The vault has been moved over by the tower and has new regulators and has been rewired. Taxiway Alpha and Runway 13 are on their own separate circuits so Runway 18, Charlie, Bravo, and Delta can be turned off at night. This should be a huge energy savings to the City. Pilots can click their mics to turn them on when needed. Bulbs are being changed out to LEDs as we do projects which are brighter and cheaper to run. They don't heat up, so there is the chance they will ice up over the winter. Other airports haven't had much problem with this, though, so we will see how it goes without installing heaters.

Signage and Taxiway Changes: Alpha 1, 2, and 3 have been changed to Alpha 1, 2, 3, 4, 5 and new signs have been put in so they are consistent and look the same. Alpha 6 will be coming in the future. December Charting will show new signs. Until then, they are NOTAM'd.

Taxiway Alpha South: We no longer have an angled exit from 13. It is now a 90 degree angle. Radiuses have also been increased, making it easier to turn. The center section is now being worked on along with the crossing of 18. Both will be worked on at the same time. We've got a mess at the center apron and traffic is being detoured through the old route to get to the departure area for 13. We had to move the movement area boundary lines 27' farther east, which took away 25% of the ramp space. Ramp space is at a premium for the next 35 days. We will try to get this work completed as quickly as possible. Alpha shouldn't need to be redone for the next 10 years or so.

Corporate Taxiway/UVU Parking: TAC Air has completed their portion of the taxiway and their hangar. Clyde Companies is taking the rest of the taxiway out to the end. This will start as soon as the UVU parking lot is completed. The parking lot is almost ready to be paved. They are on schedule for their completion date of Aug 25. Mr. Markides noted that the next time we come to Airport Board we will come in from the south. Mr. Torgersen advised that as soon as the parking lot is paved, Aviation Drive will go away.

Clyde Hangar: Clyde Companies is going to build one of the anchor hangars on the east side. Size and layout have already been approved by the Airport Board. Materials and colors were shown. Home block and dark gray panels with a white strip will be the color scheme. It is the same color scheme as the Vivant hangar with a difference being that home block will replace the black granite

that Vivint used. It fits in exactly the same look we are asking everyone to follow with architectural panels and square top. Mr. Bankhead reviewed the size and layout of the hangar. Mario Markides moved to approve the rendering. Lon Woodard seconded. Voting was unanimous. Completion date will probably be March or April of next year.

Ramp Space

2020 Ramp project: Because we lost 25% of our ramp space, it has become more and more necessary to use the FAA grant we currently have to build a terminal apron at the south end of the airfield. We have lost a lot of tie-downs because of losing ramp space. This new ramp space will be used for the new terminal and passenger facility.

Commercial Service update

Mr. Gleason went to a recruiting conference in June where he talked to Alaska, American, United, and Southwest. Right now the pilot shortage is still an issue for a lot of airlines. We are still on a list for potential destinations. Mr. Gleason explained that we are not really pressing hard right now to bring in more airlines because we don't have anywhere to put them until we get more ramp space. We are still pushing hard for the 2020 timeframe for new recruits.

We have the option of putting a potential second gate at the current location. To do that would be quite difficult with the ramp and secure area we have. It is a really tight fit. We will make it work, though, if any airlines want to come in before 2020.

Mr. Rittel asked if it would be the smaller affiliates of these airlines that would come to Provo. Southwest would do it themselves. Others would be Skywest for United and American. United has shown interest in going to Denver, and American would go to Los Angeles. The MTC is looking for this service and would be a substantial user of these flights. Alaska would be welcome as well, and they cover both of these markets. Southwest and Delta are unlikely to be our first because they are such a heavy presence at SLC. They usually request to meet with us just to find out what we are doing.

Allegiant has a new market that hasn't been announced yet. It is a new destination they have never been to before. They may still be negotiating with the other airport, and that may be what the delay is in announcing it. They are also dealing with aircraft issues. Most of the time we are getting newer 320s, and they are trying to replace their entire older fleet with new planes. Oakland was successful from the Provo end. As soon as Alaska and Delta quit battling over the Bay area, we may get that one back.

Master Plan update

The master plan is progressing. Inventory, terminal layout and design are being worked on. Public meetings will be next month so citizens can weigh in. Airport Board will be invited.

Manager's Report

Flight Schools: At the last meeting the Airport Board approved Cornerstone. We stated quite clearly they would be the last flight school to be approved at the airport, and we are sticking to that. Bountiful Flight, who came in and brought a bunch of people to the last Board meeting, is still not operating. They are paying rent to TAC Air, but there is no aircraft or real movement yet. Mr. Whitehead has heard that they should be starting operations any day.

Cornerstone is looking for a location. They want to be very large and need a large location to do that. There isn't that much ramp space. They are still looking at options of building a hangar or trying to buy one that is already here. Cameron Fugal talked to Steve to voice his extreme concern about Cornerstone's business plan. He was just at an airport where they are bringing in Chinese students. No one can understand what the Chinese students are saying. English proficiency would be a tower issue. We need to be careful and make sure everyone is proficient in English before turning them loose in the airspace. Although Cornerstone requires them to be proficient in English, levels of proficiency varies and Mr. Gleason isn't sure how to control it. Mr. Gleason and Mr. Lemmons will talk about it and try to figure something out.

Mr. Woodard asked if Pilot Makers is here and operating? They are operating out of TAC Air's building. It is a very small operation. They have only one aircraft and a couple of instructors. They would like to grow if possible.

Provo River Delta Restoration: They are still attempting to build a swamp over by the new high school. This will bring birds. They have been counting birds and where they fly, and have people here doing that for a year. They will be having a conference call meeting this Thursday to discuss their findings.

Security: With what recently happened in Seattle and Spanish Fork with stolen aircraft, we are all remembering that we do need to be vigilant. This could happen here. We are more secure than Spanish Fork, but we need to pay attention and keep an eye out for unusual activity. Both hijackings in Utah (Spanish Fork and St. George) were by qualified pilots. Both could have easily been badged pilots at this airport who were just having a bad day. Mr. Gleason encouraged everyone to make sure to follow security rules. Stop at gates, look around and see what is going on around us. TSA will react and give new rules. Expect them. Mr. Markides commented on an article talking about 393 suicide airplane deaths between pilots and associated deaths. It is a very serious topic. Remind people that the airport can be a deadly environment.

Adjourn

Mr. Gleason asked if anyone had any questions. With none, Mr. Hathaway reminded the Board of the meeting with the City Council on the 21st. We will send out notifications of the next Board meeting.

Mr. Gleason asked if there are any specific topics the Board would like covered in meeting with the City Council. He plans on talking about constructions projects, the terminal, the ramp for the terminal, commercial service, and the new corporate taxiway. Mrs. Walker suggested he talk about the new signage at the entrance. Mr. Hathaway suggested they visit the airport so they can see what is going on. Mr. Decker suggested a video, or pictures at a minimum. Duncan Aviation's new area is accessed through a completely different entrance now. Mr. Gleason will put together a slideshow. Mr. Leseberg asked if Steve has Sunroc's photos. He will use those and Duncan's pictures. Some were taken by a drone and are very interesting.

Carol Walker moved and Keith Rittel seconded for adjournment at 1:05 p.m.. Voting was unanimous.

Next Board Meeting: TBD – It will be held in November or December, closer to the holidays.