



SAN ANGELO REGIONAL AIRPORT

AIRPORT ADVISORY BOARD – OFFICIAL MINUTES

For a meeting held Thursday, March 1, 2018 in the City Council Chambers located at the McNease Convention Center at 501 Rio Concho Drive San Angelo, TX 76903, at 1:30 PM.

Board Members Present

Patrick Nuytten Robert Frank

William Pritchard

Board Members Not Present

Fred Key Col. Charlie Powell

Elizabeth Grindstaff Teresa Special

Others Present

Luis Elguezabal Mitch Sprunger Molly Waller

Janice Crimm Lindsey Janzen

ORDER OF BUSINESS

PLEDGE

Patrick Nuytten leads the meeting with the pledge of allegiance.

OPEN SESSION

Mr. Patrick Nuytten opens suggesting approval of the minutes from the last Airport Board Meeting from November 15, 2017. Mr. William Pritchard entertains a motion, with Mr. Robert Frank moving the motion to approve the minutes. Mr. Nuytten asks if there is a second motion, where Mr. William Pritchard seconds. The minutes are approved unanimously.

PUBLIC COMMENT

There was no public comment and the meeting was turned over to Mr. Mitch Sprunger, Deputy Airport Director, to review the progress on the Taxiway Reconfiguration Project.

TAXIWAY RECONFIGURATION PROJECT

Mr. Mitch Sprunger explains the update on the Taxiway Reconfiguration Project, including to date: 46 days, or 21.9%, of time used with a remaining balance of 164 days. The original budget of \$3,299,700.04 still stands and a total of \$338,708.54 has been billed. The total retainage held to date is \$16,935.43 leaving a total of \$321,773.11, or 10.25%, paid.

Mr. Sprunger goes on to provide on-the-job photos of the project which include milling, trenching, and drainage. Lastly, Mr. Sprunger says that the project is on schedule, which leads to the expectation of having a full service runway in April.

Mr. Pritchard asks if the project remains on schedule due to rain and inquires if there has been any pushback. Mr. Sprunger explains that yes, the project is on schedule and other than initial pushback from tenants, there has been no further pushback.

T-HANGAR STORAGE UNIT LEASE

Ms. Lindsey Janzen states the current T-Hangar Lease has been updated to justify the T-Hangar Storage Unit lease. She goes on to say that the T-Hangar Lease has been updated to state the storage of items and has removed the storage of aircrafts. Additionally, there is to be no commercial use such as working on aircrafts to be conducted. Lastly, the insurance requirements have been changed for use of storage materials, rather than aircraft.

Mr. Pritchard questions the minutes from the November 15, 2017 meeting from the Rates and Charges update. He mentions that the following airports were surveyed: Abilene, Addison, Grand Prairie, Killeen, Lubbock Preston Smith International, Roswell, Spinks, and Stillwater Regional. However, Mr. Pritchard would like to see in the future a list of the information taken from each airport in order to conduct further research. Ms. Janzen responds with in the future, this can be provided.

PAVEMENT PRIORITIZATION PLAN

Ms. Molly Waller with KSA introduces the land use development alternatives that result from the closure of runway 9-27. The closure of runway 9-27 opens up space, which is currently occupied by a runway protection zone, for development. The development is along the existing flight line and extending to the entrance of the airport. There are 3 land use alternatives which include new roads throughout the property and provide access to various sized lots. The lots in alternative 1 can be used for the following: Offices, self-storage, hotel, gas station, additional aircraft storage hangars, taxiways, apron areas, vehicular parking, and expansion of government use. An example of the expansion of government use would be Corpus Christi International Airport, which recently had the Coast Guard build a large office facility on airport property along with hangars for helicopters. The second alternative provides a larger governmental footprint by removing the corporate hangar and would still include the area for offices and other industrial parks. Lastly, alternative 3 provided additional area for the governmental footprint to expand.

Mr. Elguezabal explains that there is an additional study that is to be done, which includes completing a new master plan for the airport due to all the potential changes at the airport. During this process, the discussion of these alternatives will be in more detail on both aeronautical and nonaeronautical use. Mr. Nuytten asks when runway 9-27 will be officially closed. Mr. Elguezabal responds with it depends on the pavement. The Pavement Condition Index (PCI) weighs heavily on the closure and it will depend on how harsh the winter is on the pavement. Right now it is currently open, but if the winter has freezing temperatures it could be anywhere from 2 to 3 years. Mr. Key inquires about the airport property and if it will remain property of the City of San Angelo. Mr. Elguezabal states that yes, it will remain property of the City. Ms. Waller goes on to clarify that due to the grant encumbrance, airports are unable to sell

land without approval from the FAA. Mr. Pritchard questions if the money is considered AIP money, or AIP projects. Ms. Waller replies saying some of the projects are, aside from the hangars. Mr. Pritchard asks if AIP restricts the sale, where Ms. Waller and Mr. Elguezabal concur that yes, there are restrictions as there are grant assurances. Mr. Key inquires about how much of the real estate is encumbered by grant process. Ms. Waller reminds the board that all the real estate is encumbered. Mr. Nuytten asks about the paint hangars and if they would be eliminated by any of the changes. Ms. Waller clarifies that the paint hangar will not be eliminated, however as the Custom and Border Protection grows the alternatives provide more area for the Custom and Border Protection to expand should they want to. Mr. Elguezabal adds that it provides the airport the opportunity to meet with MROs and other entities and show the potential and market the airport. Mr. Key inquires about the land east of the runway. Mr. Elguezabal states that everything between the runways and up to the housing development are available for development. Additionally, that information will be shown in the Master Plan, which will be placed out for bid to hire a planner based on the direction by the FAA. Mr. Key asks if any bigger changes are to come. Mr. Elguezabal conveys that the largest change was the ineligibility of the 3rd runway at San Angelo Regional Airport, which was already approved at the last meeting. Mr. Elguezabal goes on to state that the funding will be 90% FAA and 10% will be PFC funding for the Master Plan. Ms. Waller adds that the Master Plan will justify projects for AIP funding assistance for the entire airport. Mr. Key asks if it would be practical to keep runway 9-27 open as a taxiway. Mr. Elguezabal replies that the FAA requires a parallel taxiway, which is more beneficial. Mr. Elguezabal adds that throughout the Master Planning process there will be input from the public, to include a Master Planning Committee, in which the mayor has already shown interest in being a part of.

COMMENTS

Mr. Elguezabal asks if there are additional questions, which there is not.

DIRECTOR'S REPORT - Statistics

2016 vs. 2017

Air Traffic is up 9.4%.

Fuel Flowage down 0.4%

Passenger Enplanements are down 6.3%

Load Factor is up 8.5%.

Rental Cars are up 3.3%

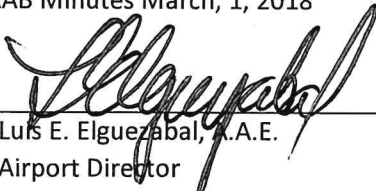
Future Agenda Items

Mr. Pritchard recommends a debrief of the Air Service Committee.

Mr. Pritchard recommends gathering ideas on communication and calendar events.

Mr. Nuytten adjourns the meeting at 1:54 PM.

AAB Minutes March, 1, 2018



Luis E. Elguezabal, A.A.E.
Airport Director



Charles E. Powell
Airport Advisory Board Chairman