

BRIGHAM CITY CORPORATION

AIRPORT ADVISORY BOARD MINUTES

FOR *Wednesday, April 6, 2016*

Present: Gary Bywater, Chair
Jeff Baugh, Vice Chair
Fred Kluss, Board Member
Boyd Young, Board Member
Ben Jones, Board Member
Jan Ashdown, Board Member
Doug Barker, Rotors over the Rockies

City Staff: Alden Farr, Council Member
Tyler Pugsley, Public Works Director
Jolene Crockett, Administrative Assistant

Approval of Minutes:

A motion was made by Fred Kluss to approve the minutes of February 3, 2016, Second by Boyd Young, motion carried.

Rotors over the Rockies – Doug Barker

Mr. Barker stated he doesn't have a lot to report but what we have done before. It is scheduled for June 7-11, 2016. They would like to rent the main hangar and classroom area and follow what we have done for years. We have declassified it from an event to a fly in to make it simpler and it seems to fit what we are doing. We tried to be everything to everybody which caused a lot more work and more challenges so we scaled back. We have gone back to make this just about rotor craft. He said this is basically a fun flying event. If any of you want a ride in a gyro plane we invite you to take a ride. We have qualified people to take you up. This has become a unique event on the calendar, nationally.

Jeff Baugh made a motion to approve the Rotors over the Rockies June 7-11, 2016, second Jan Ashdown, motion carried.

UAOA Conference Report – Tyler Pugsley

Director Pugsley stated that it was good to attend the Utah Airport Operators Conference this year. He said if you ever have some free time it's a good conference to attend. He appreciates being able to rub shoulders with our counter parts and hear of the challenges that they face. More than anything he looks forward to the joint planning meetings with the FAA, to be able go over where the airport stands and talking about capital improvement projects. It's good that the entities who distribute the funding to the airports actively know what is going on. It is good to be able to speak with them and talk about what the strategies are for our airport, what our concerns are. We were able to speak to them about growth this year. What concerns him about our airport is that we do not have areas that have utilities, taxi ways extended, aprons extended, etc., which can accommodate growth at this time. This was the main topic of conversation, growth.

Director Pugsley stated the other stand out was drones. Everyone is really concerned on the new market and popularity of drones, how the cost is coming down making them affordable to any household. They reviewed some of the precautions that need to be taken into consideration. As most of you are aware, they have required anyone who purchases a drone to register it, with a \$50 fee. For

an airport such as ours, if he understood this correctly, drones cannot be flown within 3 miles of an airport. Another interesting fact, is not above 400 feet in elevation.

Board member Young asked about any discussion about drones, radio controlled airplanes and helicopters with registration. Director Pugsley stated at this time no. But, with the drone market increasing while the radio controlled is not, he thinks they might make it all inclusive. What they should do is address it all inclusive. Board member Young asked what defines a drone. Director Pugsley stated that is something he could bring to the next scheduled meeting. In the meantime if anybody is approached from residents with questions on drones please send them in his direction. Chairman Bywater asked if there were any requirements over the cities with drones. Director Pugsley stated right now our City doesn't have any ordinance or code. But, if it is within three (3) miles of our airport then our residents should not be flying as this is a restricted zone. Board member Baugh stated this is more a federal thing. Director Pugsley agreed and said remember this rule is ever changing. It is being adapted and fitted to special needs. This was a half-day presentation and they talked about how Amazon is looking at door to door delivery with drones. They talked a lot about commercials, whose budgets have gone down, because they can accomplish filming with drones. There are certain permits that some cities are imposing, such as in Las Vegas. They have many hoops and fines if permits are not obtained for filming. They are finding that the filming companies are willing to pay the hefty fines because they still pay less than they did in the past to produce a commercial. Director Pugsley said the technology with drones is just going to increase.

Director Pugsley stated they did give Bruce Leonard an award for years of service. Director Pugsley had the opportunity to speak at this award. He has been with them from the beginning of the UAOA. It was nice to be able to have an opportunity to share my thoughts on him. Chairman Bywater said he is very well know. Director Pugsley agreed and said he doesn't know if he will stay involved now that he is retired. He was glad Mr. Leonard was in attendance to receive this award.

CIP Update:

Director Pugsley said that as he mentioned we meet with the FAA and reviewed our CIP. He said at the last meeting, when Kirk Nelson was here, we went over the CIP's for the next five years and Director Pugsley wanted review this with the group.

He said this year is the 2016 calendar year our entitlement of \$150,000 is going to payback borrowed funds for the completion of the SRE building. In the spring of 2017 he built into the budget, that we are getting ready to finalize with the Council, a pavement preservation project for the airport. He said as the Board is well aware we do a substantial project as far as pavement preservation. This spring they will crack seal the apron areas, runway and taxiway as needed. After the crack seal project is completed they will then put a seal coat to all of the asphalt surfaces. This will preserve the life of the pavement, darken it up which helps with the snow melt in the winter time. Then they will come in and repaint everything on runways, taxiways, apron areas and T's.

Board member Young asked if they will strip the existing paint before they crack seal and seal coat. Director Pugsley replied typically they will sandblast the area and then put the cold seal back down. It depends on what tact seal they are using. If they use a cold seal they don't necessarily have to do this. His philosophy on pavement preservation is if you have a certain route you stick to the same application when you are applying it to the pavement because you know it is not going to react negatively. For example, if we are putting a cold seal as we have been and you come in and do a hotter GSB88 or some type of a mix what happens is it can possibly counter react to the top portion of the aggregate we are

resealing and case it to flake. We will stick with the cold seal. There is another option but it is so expensive we get more bang for our buck with cold seal.

Board member Ashdown asked when we will do this. Director Pugsley said before July of 2017. Basically, spring time of next year. He said we will put it out for bid in December. Hopefully the bidding climate will be such that this job will be attractive to companies and we will get a good price. This pavement preservation project is \$250,000.00.

Board member Young asked if this effects the grooving in the runway. Director Pugsley said it absorbs into the asphalt but if it is applied to thick and it runs it can build up in the grooving. However, the application rate is strictly watched and it doesn't run it applies. If they apply too much it will negatively affect the grooving but we keep a pretty good eye on it so this won't happen.

Director Pugsley said one of the big items of discussion we had this year is that our airport is built out as far as what we have developed. He said Board member Ashdown's new hangar was basically his only option without significant costs to him and the City to relocate the hangar elsewhere. We were talking with the FAA on how they can help us to extend the apron areas to attract business, t-hangars in accordance to our airport layout plan. They are thinking positively towards this with funding. The amount of money would be around \$600,000 to \$700,000. What this money will do is put storm water drainage, build up the surface area of the apron areas, and asphalt with utilities. But, there is a certain distance that they will not be able to develop. Once this distance is determined our challenge will be how we develop the rest of the area up to the hanger. We know hangar owners are responsible of 12' around the hangar area but if the FAA comes back and says 40' there will be a void that we will have to decide how to handle in house. Whether that be development has to pay as it comes in or whether the City tries to budget funds out of the general fund. This is how we will have to be creative. He thinks it will need to be development driven.

Chairman Bywater asked if Director Pugsley was able to interact with other airport managers. He replied, yes. He said in years before some airports are not able to use their funds for lack of a project. Did he get any indication that this may be the case this year? That we might be able to get funds that are not being used? Director Pugsley said, yes. He said we did this with the SRE building. This is why we have to pay it back this year. Chairman Bywater said we have gotten funds before when we didn't have to pay it back, didn't we? Director Pugsley said it may have been but he was unaware of it. He provided examples of how this might happen.

SRE Building – One Year – Warranty Final Walkthrough:

Director Pugsley said we had our final warranty walk through inspection. He said it has been exceptional for us to have with our snow equipment. It's been a nice addition to our airport. There have been a couple of issues with the building that the contractor will come back and correct. He said the epoxy coating is coming off of the concrete floor. He said a lot of the areas where we had big equipment that sat, is where it is peeling off. It bubbled up in heavy traffic areas. His guess, as he has applied epoxy coatings at City facilities, is on smooth surfaces it doesn't stick as well. It's so smooth maybe it's not adhering. Board member Jones asked how long they let it cure. Director Pugsley said about 3 weeks. Board member Baugh said they will strip the whole floor? Director Pugsley said that is his stance, we will see.

Director Pugsley said the other issue is the heater was self-radiant and some of the protective housing on the heater has come apart. They will come back in and warranty that. We get a little bit of seepage where the big doors are. One of the doors has a small bit of water. We have thought about more down

pressure on the door, another rubber piece was placed. We will look at a bit more down pressure which we will handle in house. Director Pugsley will report back what occurs with these issues.

Maintenance Update:

Director Pugsley stated we are looking at a way to light up the airport a bit better. He said we know that light poles are not the best option when dealing with aprons, etc. We are looking at upgrading the lighting on hangar #23, using LED. Another area is right to the south of the Flight Shop there is an existing light pole which we might change out and put on directional lights. This is for security and safety. The only other maintenance is we applied the ground sterilant before the rains hit and will hopefully do a better job than last year and helping to reduce man hours.

Board member Ashdown asked if there are any thoughts at the gates regarding security. Possibly having well concealed video cameras with motion sensor lights so if incidents occur it can be videoed. Director Pugsley said one of the problems is that we don't have UTOPIA services to the airport. We have had good discussions on installing conduits to help accomplish this and to help the FBO's and hangar owners that want this type of service.

Airplane Accident Report:

Director Pugsley said at about 2PM on Saturday, March 12, 2016 he received a phone call from the Mayor asking him if he was listening to what was going on at the airport. He said he didn't know. The Mayor told him there was an airplane circling the airport that was going to crash. As he didn't know any particulars he jumped in his car and pulled up just as the airplane had come down and flipped on the 17 approach.

Director Pugsley stated that a pilot came in with a cross wind for a landing, hit hard, nose down, and bent the props up. The tubing on his landing gear had bent and was folded underneath him. He panicked and powered out of it and took off. When he took off Wayne Larsen was flying and radioed him what he saw as the front landing gear was bent up. Wayne told him he to wait until he could get emergency onsite before he touched down again. This is exactly what happened. He circled around, touched back down on 17 approach, perfectly but out of habit he hit the break at high speed. As he hit the break it pulled him off the runway, and was in the safety area and the ground gets soft, which dug in the plane and flipped it over on his top. His shoulder was hurting, so ER personnel took him to the hospital, he was released shortly after. Director Pugsley called in a NOTAM, called FAA NTSB and emailed them a picture. With Wayne Larsen's help they flipped the plane back over and the runway was closed for 2 hours. He spoke with the pilot, obtained some additional information, made his report, tried to go home and then the phone rang off the hook with news people.

Chairman Bywater said it sounds like it was handled very well with emergency personnel on site. Things were handled well but it could have been handled differently, as calling him. If he hadn't gotten the Mayor's phone call he wouldn't have known for several minutes later. We have dispersed the airport emergency manual to new directors and the new fire chief so they will understand the procedures during an incident at the airport.

BRIGHAM CITY REGIONAL AIRPORT

2017 CONSTRUCTION PROJECTS





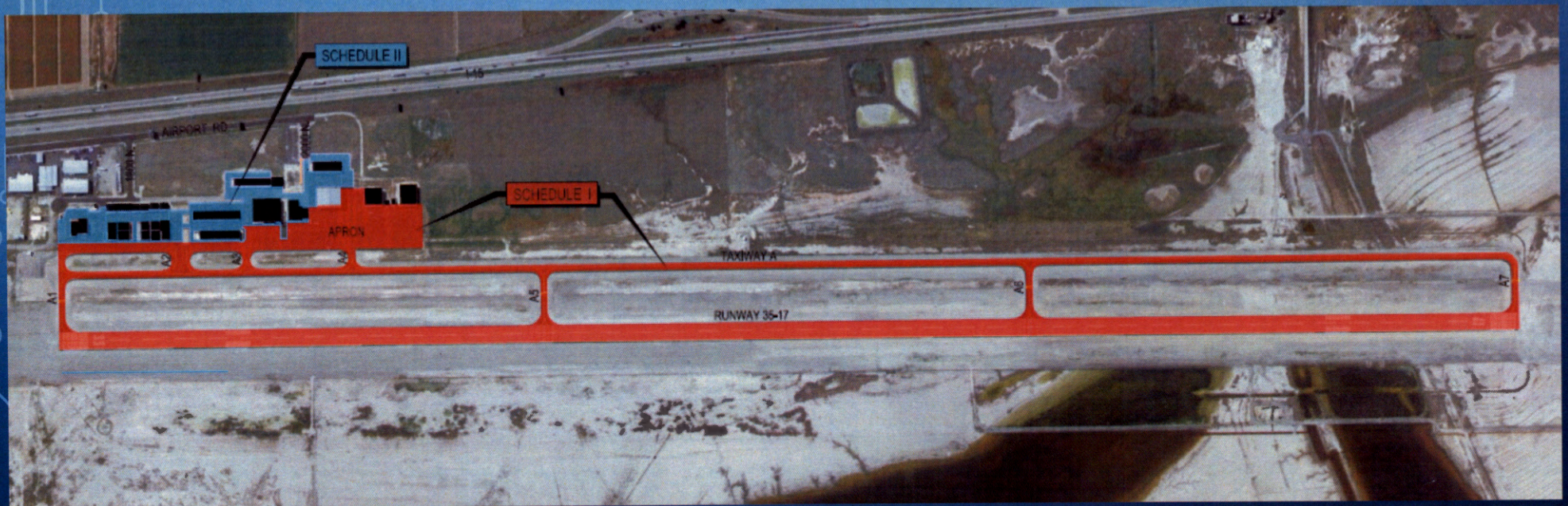
PAVEMENT PRESERVATION

90% STATE FUNDING; 10% LOCAL FUNDING

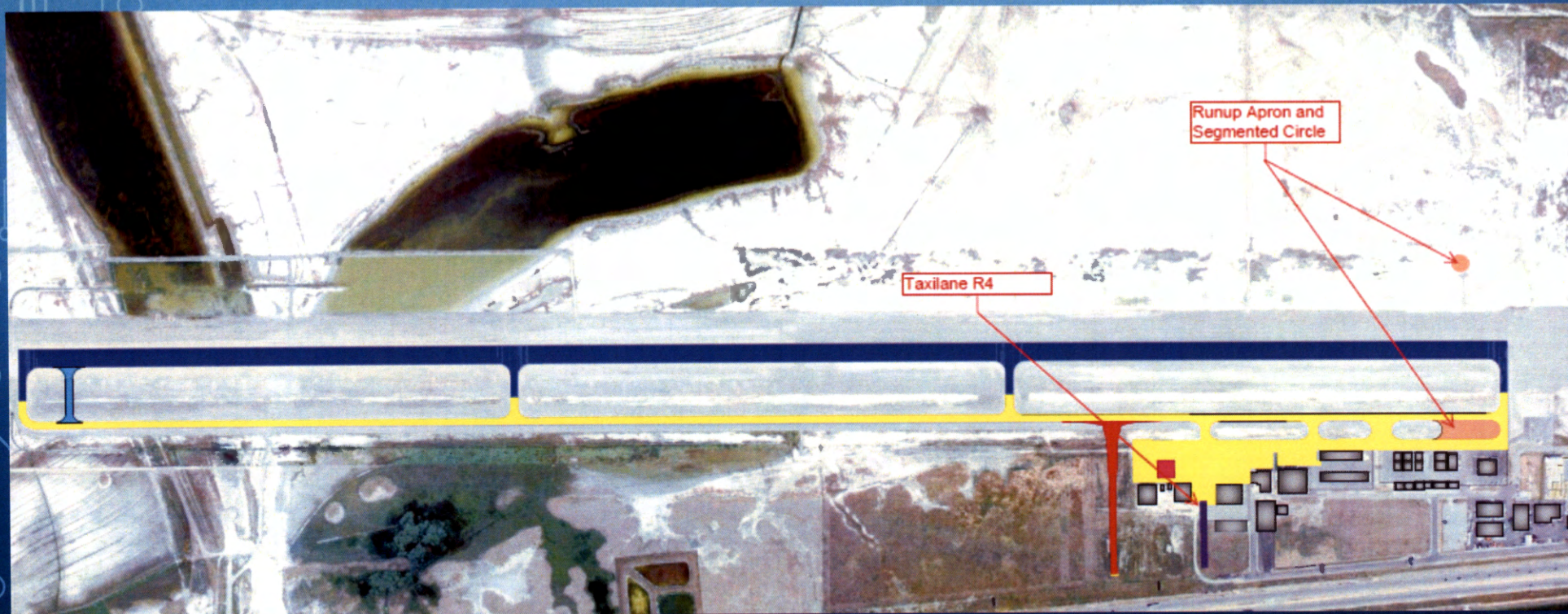
CONSTRUCT TAXILANE R4, RUNUP APRON, AND SEGMENTED CIRCLE

90% FEDERAL FUNDING; 4.685% STATE FUNDING; 4.685% LOCAL FUNDING

CRACK SEAL, FOG SEAL, AND PAINT



CONSTRUCT TAXILANE R4, RUNUP APRON, AND SEGMENTED CIRCLE





PROJECT COSTS - PAVEMENT PRESERVATION

ESTIMATED TOTAL COST: \$321,081

SCHEDULE I - TOTAL COST: \$288,777

STATE (90%): \$259,899

LOCAL (10%): \$28,878

SCHEDULE II – TOTAL COST

LOCAL (100%): \$32,304



PROJECT COSTS - CONSTRUCT TAXILANE R4, RUNUP APRON, AND SEGMENTED CIRCLE

TOTAL PROJECT COST: \$799,361.38

FEDERAL (90.63%): \$724,461

STATE (4.685%): \$37,450

LOCAL (4.685%): \$37,450