**SALT LAKE CITY DEPARTMENT OF AIRPORTS**

**MINUTES OF ADVISORY BOARD MEETING**

15 February 2017

Members Present: J.T. Martin, Chair

Larry Pinnock, Vice – Chair

Igor Best-Devereux

Wade Bitner

Mickey Gallivan

Natalie Gochnour

 Cyndy Miller

 Kim Rolfe

Excused: Sam Granato

 Karen Mayne

Mayor’s Office: Patrick Leary

Department of Airports: Kevin Robins, Executive Director Designee

 Treber Andersen, Operations Superintendent

 John Buckner, Director of Administration & Commercial Services

 Ed Cherry, Chief Information Officer

 LuJean Christensen, Management Support Coordinator

 Eddie Clayson, Director of Maintenance

 Pete Higgins, Director of Operations

 Marco Kunz, Attorney

 Allen McCandless, Director of Planning

 Al Stuart, Operations Superintendent

 Ryan Tesch, Director of Finance

 Craig Vargo, Police Chief

 Mike Williams, TRP Program Director

Chair J.T. Martin called the meeting to order at 8:00 a.m.

AGENDA

1. **Minutes**

The motion was made by Larry Pinnock and seconded by Cyndy Miller to approve the minutes of January 18, 2017 as presented. All votes were affirmative; motion passed.

The motion was made by Cyndy Miller and seconded by Natalie Gochnour to approve the minutes of December 14, 2016 as presented. All votes were affirmative; motion passed.

1. **Director’s Report**

Kevin Robins, Executive Director Designee, updated the Airport Advisory Board regarding current events.

* Robins welcomed Commissioner Wade Bitner and Mayor Kim Rolfe to the meeting, thanking them for their participation on the Board.
* Robins stated that President Trump issued an executive order that affected those coming to the United States from certain countries. Robins reported that here in Salt Lake City the tracking showed that no individuals were detained or affected by the travel ban.
* Robins informed the Board that the Airport has been in the bond market. The Airport has held several meetings with potential investors over the last month. The meetings have taken place in San Francisco, Salt Lake City, Chicago, Boston and New York. The bonds were sold last week and the closing will be on February 22. The ratings were favorable and the basis points were below what had been modeled.
* Robins recognized Ron Malin, Federal Security Director, Transportation Security Administration (TSA), who will be retiring the end of February. Robins recognized Malin for his service and dedication. Malin stated that it has been a privilege and an honor to work at Salt Lake City.

Martin wondered about the news reports that stated there were two hundred individuals protesting the travel ban at the Airport. Craig Vargo stated that there were about two hundred protestors the night the ban was put into effect. Another group came a week later to cheer for the last refugee family allowed in the state after Trumps ban. The protestors were orderly and respectful of the traveling passengers.

Gochnour commented that a $1 billion bond sale does not happen that often in Salt Lake City and it is a big deal. Robins stated that the Airport was very well received in the bond community and the results of the bond sale reflect on how highly regarded the terminal redevelop program is.

Martin asked if it would be advantageous to bond the whole project at one time to ensure a favorable rate. Tesch answered that there are requirements when you issue bonds that you need to spend them in a certain amount of time. The Airport will continue to monitor future year issuances and maximize on good interest rates.

Martin stated that Robert Bergman would be unable to attend to present a Legislative Update. Martin wondered if Patrick Leary would be able to update the Board on the current legislative efforts. Leary responded that there is a good team of lobbyists working with folks on Capitol Hill to tell our story. They make sure that the concerns that may be out in the community are being heard and addressed. If anything is urgent and needs to be shared with Board the team will share it by email.

Martin announced that he and Pinnock met with Delta yesterday. The meeting was positive and Delta was complimentary about the TRP and the Airport. Pinnock thought that it would be helpful to have Delta make a presentation on their involvement with capital projects involving Delta terminals around the nation at a future meeting. Delta was happy with the way things are going with the terminal redevelopment program. It is a compliment to Williams and the TRP team. Williams said that he appreciated the fact the airlines have dedicated Thom Lang’s time to this project. The philosophy is to have an integrated team.

1. **Terminal Redevelopment Program Update**

Mike Williams, Terminal Redevelopment Program (TRP) Director, presented an update on the TRP (presentation on file). Main points included were:

* CGMP #3 – South Parking Lot/Quick Turn-Around/Remote Service Sites current status
* CGMP #4 – Landside and Airside Enabling status
* CGMP #5 – Terminal/South Concourse West/Gateway status
* CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
* CGMP #7 – Baggage Handling System status
* North Concourse Project status
* Overall program construction and paving sequence
* Overall capital program costs

Best-Devereux inquired why under the North Concourse Project the recent milestone achieved stated “initiated contract negotiations with the number one ranked CMAR”, there was not a name associated with that. Best-Devereux wondered if there was a place he could go to find out who the CMAR was. Robins answered that the Airport is still in the procurement process. Williams stated that hopefully by the next Board meeting we will be able to announce who the CMAR is.

Gallivan stated that all the references to light rail indicate the proposed light rail route. Gallivan wondered where currently that issue was at and if there was funding. Williams answered that in the detail design it indicates an elevated light rail that would enter the Gateway. The UTA Board approved 4.3 million for the design piece last summer. The schematic design is due in mid-March and then the first design package is due this summer. UTA needs to come up with construction funds for the project. That’s where we are right now, fully funded design, moving ahead working with UTA, weekly meetings on design, but they need to come up with construction funds to make this happen.

Gochnour stated the policy institute keeps track of permit authorized construction in the state. It was surprising to us that a permit was issued for Salt Lake Airport construction. That usually doesn’t happen, usually school districts, state institutions, don’t permit themselves. Gochnour requested background on the permits. Williams answered that the TRP does get permits and pay fees. The building services does inspect our project and review our plans. Robins stated that we have paid for the bulk of the permits and fees.

Martin wondered if on the website, under the redevelopment portion, a list of all contractors that are involved on the project could be listed. Williams stated that would not be an issue and it could be done.

**D. Airspace Briefing**

Al Stuart, Operations Superintendent, SLCDA, will present an airspace briefing (presentation on file). Main points included were:

* System of airports and the specific purpose for Salt Lake City International Airport, South Valley Regional and Tooele Airport.
* South Valley Airport instrument approach limitations.
* The proximity to the Salt Lake City International Airport.
* South Valley Regional lies beneath the extended runway centerline for SLCIA.
* South Valley Regional lies beneath every SLCIA arriving/departing aircraft.

Kenneth Whitaker, Support Manager, Salt Lake Terminal Radar Approach Control (TRACON); and Mark Durtschi, Traffic Management Supervisor, TRACON, will present an overview of the TRACON operation (presentation on file). Main points included were:

* Overview of the TRACON operations.
* The challenges presented by South Valley Regional operations.
* South Valley Regional specifics and how it fits into the Salt Lake City air traffic picture.
* Because of terrain Salt Lake City can only bring traffic into the Airport from the north, west and south. The traffic departing must either go straight out (in the valley) or to the west.
* South Valley Regional challenges include high Minimum Vectoring Altitude (MVA), missed approach and departure procedure conflict with specific SLC operations, no radar coverage to the ground and no air traffic control tower.

J.T. Martin left the meeting at 8:57 a.m.

Gochnour requested a brief history of why the South Valley Regional Airport was in the current location. Stuart answered that originally it was built as a Utah World War II army airfield training base in the early 1940’s.

Discussion ensued on the complex issue of the problems with airspace due to the proximity of South Valley Airport to Salt Lake City International Airport. Robins stated that this is an issue that the Airport has been struggling with for 20 years. The Airport is in the process of selecting a consultant to help us with the master plan. One of the tasks stated in the RFP for the master plan, is to develop a strategy regarding the system of airports. The general aviation component of the master plan will take approximately 1 year to complete. The presentation given today will help the Airport frame the discussion on how difficult the airspace is that we have.

Best-Devereux asked if the Mayor had a response to the previous motion made that there would be a General Aviation subcommittee formed to be able to assist the Airport staff in the review of the economics of the reliever airports. Leary responded that general aviation is one of the Mayor’s top priorities and to move ahead on forming the subcommittee.

The next Board meeting will be held the March 15, 2017.

Larry Pinnock adjourned the meeting at 9:29 a.m.

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J.T. Martin, Chair Date

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Jacqueline M. Biskupski, Mayor Date