

CEDAR CITY REGIONAL AIRPORT BOARD MEETING
JUNE 08, 2023

A regular meeting of the Cedar city Regional Airport Board was held on Thursday, June 08, 2023, at 8:00 AM in the Cedar City Regional Airport Conference Room located at 2560 West Aviation Way, Cedar City, Utah.

PRESENT:

Burt Poulsen, Chairman
Vaughn Montgomery, Member
Jyl Shuler, Member
Terri Hartley, Member
Mike Bleak, Member
Mark Leavitt, Member
John Appel, Member
Ryan Marshall, Public Works Director
Tyler Galetka, Airport Manager
Anna Hernandez, PW Executive Assistant

Garth Green - Mayor
Michael Bryant – Airport Ops
Michael Byers – FS/BLM
David Dyches – SUU Aviation
Jon Jackson – AirLife Utah
Gary Oura - TSA
Blaine Nay – AOPA/Pilot
Jeff Frehner - Citizen

ZOOM (Air Methods)

Jessica Andura – T-O Engineers
Kirk McDaniel - Jviation

ABSENT/EXCUSED:

Maria Twitchell, Member

DISCUSSION WITH MAYOR GREEN

Due to concerns with SkyWest, with the service at the airport with flights and the numbers not doing well. The Mayor and Holt attended a Convention (called Routes-360) a year ago in Las Vegas. They had different booths there with different airlines marketing and advertising, as well as having rooms with tables for people to schedule and meet 1:1 for 25 minutes with the different airline reps from Southwest, Alaska, and Allegiant etc.

The mayor proposed to put some funds in the budget, to try and figure out ways to market and improve the air service going in and out of Cedar City. A consultant was considered from St. George with a consulting firm for \$300.00/hour, who can assist with SkyWest. The Mayor and Marshall met with the consultant, who did not provide much advice and now back to the start. The mayor has asked the council to put \$50,000 into the budget to figure out a way to market the airport to SkyWest, essential air service and other carriers who might be interested in making flights into the Cedar. The mayor has expressed some frustration with this subject. The consultant had suggested to the St. George City Council to change the name of their airport from St. George Regional to St. George Zion Regional Airport. To anchor on the 5M people who come to Zion National Park. They chose not to do that.

The mayor purchased 8 domain names, (flyers were passed out to the board of names). The mayor thought if anybody who conducted a search and clicked on a landing page, then that would direct them to a better site.

The mayor suggests several things; 1) Are the domains which the city now owns. 2) Is looking for a leader who wants to take the lead. Create a committee of a few people that would like to work on this. To sign up this week for a convention in Atlanta City called "Take off North America" with the different airlines' carriers attending. To meet with them, consultants and interview them, somebody that can help take this on. In hopes that at the next show we have a consultant who knows the names, the people and gets the job done promoting Cedar City.

Hiring a consultant on a trial basis to monitor the clicks from the destination of interest.

A question was brought up to the mayor on what was the reception the last time he met? Any interest from people?

Yes, they had one company Allegiant that reached back to them.

Continue to use SkyWest as long as the number of flights are within the outline, they provide 12 a week and can go up to 24 a week. 1 a day from another carrier does not knock the airport out of the essential air service.

There was a question about with the EAS (Essential Air Service) that's based on the 50-seat aircraft that are being retired, how is that outlook?

SkyWest is trying to qualify as a charter service so they can take seats out of their aircraft and take them down to 30 seats. While they do that, they have proposed that they go to a 70-seater for a limited amount of time. With 70 seats kicks the airport up to higher security standard, that discussion is currently up in the air. They are doing their applications through FAA right now, there was an email from SkyWest asking if the airport would support it. It is in the process of being reviewed to decide on which way the airport would like to go.

Galetka mentioned that other contracts he has seen the way they propose them it is 12 flights a week for 30 to 50 seats. It would be a choice of what the airport is putting in for it. SkyWest when they put in for this existing contract it does state 50 seats CR 200. Airport does not know what their intentions are there is no clear cut answer with that.

EAS requirements are the same, the only thing with the 30 seats is that it is not considered a 121 operation anymore. It is not technically a commercial air carrier where the airport is held to that standard.

Marshall stated it would be dependent if they get the charter service certification, then it would be up to the state whether they are going to change EAS contract with them. They will hold them to the airport's current contract until it is done then re-write or however they are going to do it.

There are some advantages to the 135 vs 121 both from a pilot standpoint and security and other issues.

The airport's approach would not have a problem with less seats as long as they provide more flights to compensate. That would be the approach the airport would probably take with them.

Galetka mentioned that with Moab their EAS contract was due a couple of months ago. The SkyWest charter company was trying to propose 12 flights a week with a 30-seater. So, they did not increase the number of flights proposing it is the same amount.

Mayor Green reiterated that he would like someone to take the lead and attend the conference in August, the 13th through the 15th. He would like 2 to 4 people to attend.

Marshall mentioned that they are going to start looking at consultants, they have already started to get names and numbers of other consultants that may offer that kind of service. Marshall has not given up on the consultant in St. George, he had a conflict of interest between bringing new services in between Cedar and St. George airport. Last time they spoke he was still willing to work on a better schedule with SkyWest. There is still hope the consultant will come back to the table with that information.

In the meantime, they're looking for another consultant that can help by attending the shows and attract some interest. With the Mayor and the understanding is that he wants a service to go along with SkyWest service, he is not looking on replacing SkyWest service. That is what this other consultant will do is help the airport bring in one of the destination-type services and bring that in and not endanger the airport's EAS service.

Bleak asked a question about enplanements and if that's what other airlines services will be looking at and if the current enplanements are down is that going to hurt us?

Marshall stated that they will not be looking at the enplanements, instead they will look at the data that is out there showing whose flying into Vegas, whose flying into St. George and Salt Lake. Where they are coming from and where their final destination is going. They will look at that data and pull that and say ok there is the opportunity to steal those from there and bring them in to Cedar. Proximity to the assets.

Galetka mentioned with the Terminal expansion, the hold room should be up to 200 next year. The runway with the reconstruction project the environmental was not done, so the landing-weight numbers listed on the airport master record are still low, so waivers for larger planes like the air tankers are still required. However, it is built around for that size of aircraft the minimum standards.

Marshall also mentioned that as far as the terminal building is concerned, the airport has gotten the independent fee estimate back to the consultants. They are now pushing through FAA to try to get all of the documentation approved. Airport is hoping within a month to 2 months to go out to bid for the expansion of the terminal building.

With the terminal expansion it will be pushing the current baggage claim area out, there will be extra seating, the restrooms will have multiple stalls and the screening area will be expanded as well just a couple of feet for more space. It will be able to accommodate 200 people vs 50. It went from a couple of years ago from \$600,000 now up to 4.5M within the last 6 months to expand due to cost of materials of what they are seeing in other projects which keeps going up.

Discussion about committee - Shuler mentioned that with forming the new committee, M. Twitchell will need to be involved. To promote marketing.

Marshall stated that as far as the consultant and the marketing and trying to get additional flights to the airport that will be taken care of.

The point that the mayor was making with the committee is deciding to change the name of the airport and if so, the board needs to get together and look at that and decide if that is the way to go and make a proposal as to what the board would change it to. See if it makes sense to do that.

As for Clicks, if the board has a good marketing strategy and wants to pay someone to manage the clicks. That way if people search Bryce Canyon or Zion just in general then the Cedar airport will pop up.

Twitchell would be a good driver to help guide the board in the right direction. First is to try to find someone who is interested to market that.

This will be added as an agenda item for discussion at the next meeting.

The expectation is to have a consultant before the next convention in Atlanta city in August. As a representative of the airport, would be someone from the board or the mayor himself.

APPROVAL OF MINUTES

Shuler moved motion to approve, Hartley seconded, and all were in favor, that the minutes from the April 6 and May 11, 2023, meetings be approved.

INFORMATIONAL ITEMS

- SkyWest – No representation.
- T-O Engineers – Jessica
No updates. The forecast is still in review by FAA and the work on the facility requirement analysis is still on-going.
- TSA – Gary
Had nothing to report. Just present to try to figure out what is going on with the airport.
- BLM – Michael Byers
New, replaced Coates in forestry. No updates. The Board welcomed.
- FBO – No representation
- SUU – Dyches
First, Dyches wanted to thank Bleak for taking the call from his hotel room so there could be a quorum to approve the temporary canopy. SUU is getting bids for that and should have it up and operational within the next month or so. Second, a big thank you to Tyler and the airport ops team for resurfacing project for designing the way they did, it allowed them to continue operations and has made a difference.

Galetka mentioned that they still have to do permanent painting they have to complete for the markings out there and not to interfere with their operations.

- Aviation – McDaniel
Straight Stripe will be coming in and finishing up the project with the seal coat. The last couple of weeks there have been a lot of work they have been doing, with 3 bid openings in the past two weeks. The first one being the taxiway maintenance as well as the relocation of the fence with one bidder on that "Taylor Made". There was the OST release, which means the FAA is getting to be able to write the grant for the relocation of the fence. They also bid out the ARFF vehicle, where they had two bidders on that and working through that and the equipment that goes with the ARFF truck.

There has been discussion on the terminal, so they are moving forward with the design and getting the fees on that.

- USDA – No representation.
- Airlife Utah – Jackson
No updates.

AIRPORT MANAGER'S REPORT

- Galetka welcomed everyone to his official first board meeting as the new Airport Manager. He is grateful to be in this role and is excited about the opportunity.
- Project Report
 - FAA Flight Service Station Fire Alarm Upgrade – That has been completed. The original fire alarm system in the building was still in use but not being inspected or checked. It has been upgraded and it was awarded to Tytan Security who have installed that and will be monitored. Waiting for final invoice and final inspection passed. The FAA requirement was to have it monitored.
 - Terminal Parking Maintenance – In the east parking lot of the terminal, there is a road sign and a couple of signs on the door for the crack seal, seal coat and restriping of the east parking lot first scheduled on the 16th and 17th. There are cones out to show people what side it's on. Both sides of the parking lots will be done, but it takes time to clear parking lots. Airport will have to leave one lot open at the time. Next month they are anticipating doing the west side and closing that lot down.

There was a question, what about the cars that are left?

Galetka mentioned that they will have them towed to the other side. Airport has already coordinated that with the towing company that the city already has under a blanket contract.

- Terminal Stain – Chris who was not present, he has been looking at the terminal building. It is due for more staining on the wood, to treat it. Airport has not received the bid back; they came out on Tuesday to evaluate, and they are waiting on the email bid. Airport wants to spend the last of the budget before year end in July, to take care of the building and parking lot both.

- Weed Abatement – Last month it was discussed about the New Holland tractor, the large one with the wing deck mower. That is used to mow most of the weeds on the airport in the spring. There is a crack in the transmission case, it is being sent up to Richfield for repair. It will be going out tomorrow, and probably will not have it back for another month or so. They are still waiting for the parts to come in. The minimum will be \$6,000 for repair, so airport will be without a tractor for the summer.

A couple of things the airport has done to maintain the weeds around the airport. They still have their smaller tractor which has a new mower to help minimize the weeds and do the touch up around the airport. It is still not big enough, so the airport is renting a tractor/mower for a week which is limited to 30 hours. The weeds are really bad this year, they are doing their best to try to minimize that before fireworks. The south area looks bad, especially where Mike Phillips shoots his fireworks at, the airport will try to keep the vegetation down to prevent fires and also have it look good for the airport.

They are also trying a new weed spray along the runway and alpha that they have had good success with. While they have this tractor, they're hoping to spend time to finish cleaning up around taxi ways and keep safety areas clear and dealing with thistles every day.

Galetka appreciates feedback from the board and city council and is open for feedback. The city council usually gives a lot of recommendations. If anyone sees areas that they see have problems, contact him and the airport will try their best to knock it out.

- Lighting Vault HVAC – Airport has had a lighting vault out by Sphere one aviation. There are 5 lighting regulators in there for the whole airport. It gets really hot in the summer; it does not have heating or cooling and only has 1 vent fan. There is very expensive equipment in there where it gets over 100° due to the heat generated by all the lights. The airport is looking into getting heating and cooling for that building to help keep the longevity of the equipment, keeping it from getting damaged from the heat or cold. They are looking at just a simple mini split a/c heater system. Have it installed as soon as it arrives.
- AIP 44 – Asphalt Maintenance Project – Kirk and David talked about this project that's the seal coat and painting out at the aprons taxi way Charlie. They will be finishing the seal coat; the portion is a couple hundred feet just in front of the FBO. Galetka

will anticipate closing it for a couple of hours for the rest of day and do their best to minimize traffic issues on the airport. Bravo one will be closed as well for seal coat.

There was a question on when will they finish with the project?

Galetka stated the following morning, it will be just a small section. The last portion of the project will be remarking of the taxi way markings which will be next month sometime. The contractor has a minimum of 30 days after seal coat. The airport is not just doing the basic yellow restriping they are also doing the black border to every marking to help that longevity. FAA requires that once the asphalt fades to a lighter color it has to have the black border around the markings. They will have that all for the terminal and all the center line markings from Alpha two to Charlie one. For the project next year, out to bid, the black border and centerline will go all the way to Alpha one from Runway 8/26.

- AIP 046/047/048 Project Bids – All three bids, Galetka was hoping to get that to city council the night before. Airport was not available to do the AIP 048 ARFF truck but did take the fence project and asphalt maintenance project to council and probably hear back next Wednesday.
- Traffic Pattern Elevation Requested Change – No real updates on this, just waiting to hear back from FAA. The airport was informed to bring up to standard and anticipate 1000 feet.

Hartley asked a question about the people around the monte/buena vista area, if they have contacted the airport about SUU and their complaints? They state at night and Sunday mornings that the traffic patterns are going over their homes and flying too low and what not.

Dyches stated there seems to be one person and that they do not fly on Sundays. Chris Cox the director spoke to someone. Dyches mentioned that they have not changed their flight pattern, but they are attempting to cut closer to Hwy 56 with fixed wing aircraft. They have gone to a 5-day schedule and at times fly on Saturday toward the end of the semester to make it up, but usually do not fly Saturdays or Sunday.

Hartley mentioned that they contact Galetka because he would have access to the flight schedules on the tracking program. In which Galetka has not been contacted by the individual.

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- Tanker Base & SUU – Galetka met with them, where they meet once a year. The discussion was about having air tankers here and a flight school. Working with SUU and tanker base, they are happy to accommodate tankers. There were some issues in the past with the fix and run ups. Over the years they have been deciding what to do, for runs in the aircraft. When tanker base is active, they will have to respond quickly. It could be a 10-minute notice and they can have aircraft moving out. It was agreed that June 1st through August 31st SUU fix wing will do their run up area on the east apron then taxi out to alpha one for departure. It will be a great way to minimize any impact to the air tankers and SUU in those areas. It's where taxiway bravo used to be on the edge. It could potentially cause conflicts with aircraft moving back and forth. There is room for them to travel back and forth there.
- Shuler brought up the Cedar City Railroad Centennial Event (brochures were passed out) for all to attend. Shuler mentioned that they will be re-creating President Harding's address to the people of which there were over 6,000 people who came to Cedar City for that day with only 30 days to put it together. There was a big celebration afterwards for the residents with Cedar City. Shuler gave a bit of history and background and what kind of activities will take place at next week's event. She also mentioned that there was a grant awarded from the State of Utah for Heritage of Culture, for this to go on a year long tour around the state. Barrels will be placed on the far-right shoulder alongside Main Street for the train rides that will be provided for free to kids and adults. The brochures have schedules for the week with dates and times for those who would like to attend.
- Poulsen mentioned that he had received a text message after the last meeting from someone who had some advice for the council to vote on. There was a request that, if possible, to add to the agenda before action items are discussed, to open up for any comments from the public, limiting the comments to 3 minutes. The Board decided this was a good idea and move forward to be added to the meeting agenda as an item before the Airport Updates, for those who would like to attend.

As there was nothing further, the meeting adjourned at 9:20 AM.