M I N U T E S
AIRPORT ADVISORY COMMISSION
May 10, 2016

The Airport Advisory Commission of the City of Farmington met on Tuesday, May 10, 2016, at 4:00 PM, in the Executive Conference Room in the Municipal Building, 800 Municipal Drive, Farmington, New Mexico.

Members Present: Chairman Richard Neely
John Arrington
Steve White
Teresa Pacheco

Members Absent:
Wayne Magnum
Tony Bennett

Staff Present: Julie Baird
Russel Frost
Jody Carman
Mike Lewis

Others Present: Felicia Bekis– Atlantic Aviation
Marieanna Yazzie – Atlantic Aviation
Robert Chavez

Call to Order
The meeting was called to order at 4:00 p.m. by Chairman Neely, there being a quorum present; the following proceedings were duly had and taken.

Approval of the May 10, 2016 Agenda
A motion was made and second to approve the agenda and passed unanimously by a vote of 4-0.

Approval of the Minutes of the April 12, 2016 Regular Meeting of the AAC
A motion was made and seconded to approve the minutes of the Apr 12, 2016 regular meeting of the Airport Advisory Commission and passed unanimously by a vote of 4-0.

Car Rental Agencies Located in the Four Corners Regional Airport Terminal
Airport Manager Mike Lewis reported revenue numbers that indicated the car rental agencies are all performing at far below the revenue threshold that provides the car rental agencies pay the original minimum monthly guarantee of $2,500. In September of 2015, the airport advisory commission recommended and the Farmington City Council approved to half the minimum guarantee to $1,250 until June 30, 2016, or until the revenues increased back to normal historic levels. Since the revenues are currently are not getting higher, or are in some cases decreasing, Mr. Lewis asked the AAC to recommend the to the City Council that we extend the reduced revenue guarantee amendment to their individual agreements for all car rental agencies for one more year at this time. This would mean that the car rental agencies at Four Corners Regional Airport would be required to pay the current reduced rate that would expire on June 30, 2017. A motion to extend the current contract amendment to June 30, 2017 was made by Chairman Neely, was seconded by John Arrington, and was carried unanimously.

It was noted that Mike Lewis had spoken to Mr. Cliff Booten, from Hertz and recommended that he address the commission, he was not present.

Operations
Mike Lewis stated that Great Lakes is waiting for an answer to their request for exemption, they haven't heard anything yet. Mike explained that usually it takes 60-90 days and that window is past. We don't know if their request for exemption is being considered. Great Lakes is also trying to get an amendment to FAA reauthorization bill, trying to change the 1500 hour rule, and of the original. The FAA reauthorization bill has passed the Senate, our Mayor Tommy Roberts recommended and had a conversation with both of our New Mexico Senators Udall and

Heinrich to explain that we needed a little bit of help with the fact that boardings had dropped off, that we need assistance maintaining a part 139 airport. Both Senate offices joined together, to introduce as part of the FAA reauthorization bill, that they continue our 1 million dollar subsidy for the next 2 years. So it's in the bill, not an amendment. It is at the house, just for us and that does us a great favor. Mayor Tommy Roberts pushed it and made the contact to ensure the connections to make it happen. Additionally, we received a letter from Ben Lujan supporting it in house. They should vote this month in the house for the FAA reauthorization bill.

John Arrington suggested we send a letter of support. It should pass, the holdup is privatization of air traffic. It was discussed by the Commission to write a letter once there was more information available.

Jody Carman was introduced as the new administrative assistant. Mike Lewis noted she has a marketing background that will be valuable as a new dimension to update online presence and airport image. Previous administrative assistant Dee Dee Moore has retired and Mike noted that she set up all the files and organization before she left the Airport.

The bill that went through for 2016-17, is currently being funded for 2016, not the million yet. The FAA has no knowledge of this happening. Mike Lewis thinks they will retroactively award the money. Mike notes that we still have 1.3 million left over from last year. They'll give us 150 thousand this year, we'll be able to proceed along with our projects. If the bill passes, we'll be funded for 2016. This money doesn't go away and we have a number of years to use it.

Mike Lewis updated the commission about Guidance Aviation out of Prescott Arizona. The Guidance Aviation helicopter school executives, including president and senior staff, looked over old Great Lakes facility. They are excited to find that our facility fit with their idea to operate a helicopter school with San Juan College (SJC). The group went to a meeting at SJC, and found they were moving closer to the possibility of using our space with simulators, helicopter overhaul, and a possible charter operation. One issue is that no more that 85% percent of their students can be VA funded, remaining 15% has to be outside the VA funded. They were ready to go forward last year in Ohio, and a congressman introduced a bill, and reimbursement from the VA went away. Additionally they have been able to do a little bit of research on independent funding sources outside the VA. They are moving forward and everyone is saying yes. Guidance Aviation would like to start operations here in September, however it looks like a January start, more realistically. They will be a contractor for San Juan College and that means they need to go to their board to get approval, do the RFP, can't get it all done. Mike is excited that the airport piece is in place. Our willingness has opened their mind to do more than just the helicopter school.

The Commission agreed that this time frame will give the Airport and the City until January to work with the public and roll the program out, work with college, deal with the noise issues, etc. Mike Lewis explained it is quieter on mesa, the aircraft are noise sensitive, will spiral and go south, and away from populated area. Guidance Aviation will be using R44s, the R22s too small and don't have quite enough power. More can be accomplished with the R44s.

John Arrington spoke about his trip to Prescott and was surprised by the activity of helicopters at the airport there. When things go forward in Prescott, there will be changes up here. Prescott is the same elevation as we are. They chose us for our location of above 5000 ft. John Arrington mentioned that it is our job, responsibility, and challenge to educate people. Conversation continued about the feasibility of a flight school here in Farmington. Bob Campbell, at the last meeting suggested giving them a break. We should consider giving them a rental abatement and get the hangar spruced up. The Airport will end up with the benefit of all that, as the rent is $2,600 a month. With this guidance company will bring more jobs and activities in town.

Mike Lewis made note that Eagle Air Med has been communicating with him about bringing some maintenance here to Farmington. That was also brought up to the Guidance staff when they were here. Conversation ensued about the possibility of bringing the two companies here.

Mike Lewis presented a construction update. He stated that on the west end slope needs erosion control, there are wires to the ILS system dangling under drains. Refill needs to be put in the culvert with rocks for containment. Mike explained that the Airport has divided the next project into two parts, repair on the EFG taxiway and widen foxtrot. Foxtrot is just under legality width. Unfortunately that was the way it was built. Construction also includes updating the geometry on the end of those taxiways and not square off the angles so that bigger aircraft can turn. John Arrington asked about lights. Mike explained we will not add any lights to what we have. That will not be a part of the EFG project.

Mike Lewis also noted that underlayment under pavement is bad, we will need to go deep and reset base, and repave. Contractor is finishing up where 725 was overhauled, included in that project was to paint mandatories, the big white numbers in the red boxes when you approach the runway. Contractor is most likely minutes away from fixing it. Chopped up all paint, swept, and repainted at no cost. If they hadn't agreed to do it, we would have gone to state and FAA.

It was presented by Mike that slope stabilization should be sent to FAA in a week to bid. Once we get funded, we can start working on it. The problem of it is that the runway will need to be closed for 21 days. That is the worst case scenario. Once the contractor is selected, we will tell them we are not closing runway for 21 days. There should be options to close runway for portion of day, or in adverse winds we can open up. Discussion about the dynamics of this project. Option to close partially. Look at this project to minimize it. We are looking at certain closure. FAA will be here in a week. A few months to bid, looks like it will start in July or August. We will let you know when we know more. Dallas FAA office that disperses funds is the slowest in nation.

Mike Lewis announced Tuesday, May 17, FAA inspections will start at 1:00 p.m. with an in brief. They will look at the airfield and do a night inspection. Inspections will be all day Wednesday, with an out brief on Thursday, at 9:00 a.m. We don't anticipate any issues, however Mike advised that they will most likely write something up, they always do.

Mike explained that there is a work order in place to repave the pavement on runway by gate 1 in front of the fire station. It's starting to "alligator crack", the pavement is in pieces. There have been complaints from pilots. He went on to explain that the State just completed the end of their 2 year pavement study, they sent crews up with no cost to us to improve runways, taxiways last year. This year they did all the ramps. That allows the State to develop a re-pavement plan for the entire state of New Mexico. That gave us free engineering work courtesy of the State.

Mike mentioned that there is a company in Albuquerque that builds eclipse jets, the instructors have fallen in love with Farmington and they are up here quite a bit. They like to bring their students up to eat and then fly home.

Mike is putting together a letter to wing commanders and unit commanders in the surrounding area, welcoming them to the airport and the restaurant. No Worries has agreed to give a 25% discount to service people in uniform. Mike will let them know that Atlantic Aviation will have their BBQ on May 27. We'll invite them, Airforce primarily, to the BBQ and watch all the aircraft come out.

Mike Lewis reported that No Worries had their car show last Saturday, it was unfortunately bad weather so they didn't have quite the attendance they normally have.

Teresa Pacheco asked about notems being non-standard and what did that mean, since the issue was that the painted numbers on the runway peeled up. Mike explained you can't document the words chipped or pealed, you have to "note" non-standard. He explained that back in September when they painted it was most likely too cold, or the paint had gotten cold and congealed. The numbers look good now and Mike thinks that they used thinner paint.

Chairman Richard Neely expressed concern for Great Lakes flights during the month of May went down to only 8 flights. Mike explained that if they don't get the exemption they will be out of business here. They can't possibly break even in a non-subsidized market.

Chairman Neely asked about Boutique. Mike explained that they are very interested in Farmington. They are currently putting resources in essential air service market and take no risk. They tell us that there will be a day when they can take the risk. Mike has encouraged them to make Farmington a maintenance base. Farmington would be the origination point to Phoenix, Albuquerque, and Denver. There are a number of reasons why this could work. They don't seem to have the foresight to make that move at this time.

Mike Lewis heard from a company up in Denver, Key Lime, they have 37 passenger jets. We could possibly support Denver. They asked if the City would give us a million and a half a year and then we can talk. Mike did due diligence and asked for a letter to take to City Hall to see what they say. Mike has yet to hear from them. The subsidy from an airline business is not something he thinks the community really wants at this time.

Mike Lewis went through the numbers with commissioners, he usually does this first. Enplanement put on more than March. No planes because no maintenance. Flight cancellations are specifically related to pilot. That throws monkey wrench into schedule. Post pre-cancelled. Air traffic operations is up 17 ½ % at airport. It was up 3% last month. That is up 12% first 4 months of the year. We would like to see more planes on the ramp. Atlantic is

up 20% selling more gas. We will keep trying to boost that up. John Arrington noted his business is also up 20%, so Atlantic is indeed selling more gas.

Commission discussed that the fuel flowage is always involved with delivery schedule. Down 20,000 in April due to no AV gas delivery. Mike explained the delivery schedule. Atlantic (FBO) pays 6 cents once the fuel is received, it's a percentage.

Business from the Chairman:
There was no business from the Chairman.

Business from the Floor:
There was no business from the Floor.

Business from the Staff:
Chairman Richard Neely asked if there were any questions for staff. Julie answered that she is learning lots.

Business from the Commissioners:
Chairman Richard Neely asked John Arrington to comment. John commended Mike for cleaning up the Great Lakes hangars and getting them in great shape.

Adjournment:
There being no further business to come before the Commission, the meeting was adjourned at 4:44 p.m.

Richard Neely - Chairman

Jody Carman – Administrative Aide