MINUTES OF MEETING
JOPLIN AIRPORT BOARD MEETING
June 15, 2017

The Airport Board met on the Second Floor in the Conference Room at the Joplin Regional Airport Terminal Building. The meeting was brought to order at 7:00 A.M.

Item 1:

Roll Call and Approval of Minutes from last meeting.

Board members in attendance included Bill Harding, Mel Walbridge, Maurice Clark, Kelli Norris and Richard Russell. Mike Bentley attended via phone and Tim Forker was absent. Staff in attendance included Melissa Hunter and Steve Stockam.
Guests in attendance included Michael Mead of the ATCT, Alex Gandy of MSSU Career Services, Ben Kerr of Arvest Bank and Brett Hail of Leadership Joplin.

As the meeting began, Mr. Stockam introduced two new members to the board. Mr. Mike Bentley piloting for Tamko and Mr. Richard Russell previous Mayor of Joplin. Each member took a few moments to tell a bit about themselves.

Approval of Minutes:

Mr. Walbridge moved to approve the minutes from May's meeting. Mr. Harding seconded. All were in favor.

Item 2: Old Business

Mr. Stockam addressed the board regarding the capital projects schedule for the **C & F taxiways**. Mr. Stockam stated that the project has gotten started and the base layer is down for the first section of Bravo taxiway. A section of 523 was milled out, removed and the base was constructed. There will be four lifts and the first one is done. We plan to pave a day, off a day, pave a day off a day etc. Mr. Stockam hopes to be done with this section by next Friday. We have closed Bravo because asphalt trucks posing a risk of loose gravel to planes. We have also been working on our retention pond. It has been drained to be a detention pond rather than a retention pond according to Mr. Stockam. Most of the pipe has been installed and they are reshaping the area to keep it from being a wildlife attractant. Mr. Stockam added that the retention pond has been there for several years. We must get the muck out of the bottom and bring in dirt to re-stabilize it for easier maintenance and mowing. Another area being cleaned up is the marsh on the other side of the airport. We are reshaping and installing drainage to take away wildlife attractants there as well. It is a multiphase project. Additionally, the threshold is displaced on 36 and we would like to move on to phase three of that project by mid-July. At that time, we will close 13/31 to remove the rest of pavements and do a full crack seal. Pavement conditions are something we are very concerned about according to Mr. Stockam. He stated that he recently met with the FAA to evaluate the issue. We have done work over the years to protect the runway. Airport Ops has stepped up their inspections and FOD checks, but the surface is 45 years old. Life expectancy is 25 years. We have extended life as long as we can. We plan to fill the cracks with sand, then seal to extend its usefulness for several years.

Next Mr. Stockam addressed the board regarding the **American Airlines plane switch over.** American Airlines has changed from a CRJ700, then a CRJ900 and just let us know with the summer fall schedule there will be an ERJ175. The ERJ175 is a nice dual class cabin craft with 76 seats. We are looking at changes we will need to make as far as our equipment is concerned Mr. Stockam said. The way the ERJ175 door opens you must use a boarding bridge with self-leveling as the aircraft height changes as passengers enplane and deplane. Our boarding bridges have self-leveling but we have never used that function and we need to make sure it is operational. American Airlines has asked us to get the other bridge fully operational for both the ERJ175 and the CRJ700. Mr. Stockam asked the board to look at the monthly report. The report shows we boarded 2000 more passengers in April this year than we did in April of 2016. Also, we boarded 2200 more passengers in May this year than we did in May of 2016. American Airlines looks at how well we fill the first-class seats and who is occupying them. That is a big deal to them according to Mr. Stockam. We are filling the first-class seats and that indicates a solid service with 80% load factors. Ms. Norris asked if the Saturday afternoon flight will be dropped. Mr. Stockam answered that American Airlines has given their summer schedule and the Saturday afternoon flight is still running. They do airplane maintenance in the fall so we may see it change at that time. The new airplanes weigh more than 100,000 lbs. and the runway was not made for that capacity. We had 19 passenger prop planes in 1997 and now we have moved up to large jets. Now we need more capacity rather than the extension we were previously looking towards. The ERJ will become our new critical aircraft. Pavement condition reports are in good to fair condition but the FAA tells us their life cycle will be 4 months per their calculations. We will need to bring the overlay/strengthening project sooner at an expense of 12 to 14 million. The runway is on a 10" base with 5" asphalt. Mr. Stockam stated that some of the worse things you can do is overload a taxiway. It will be a three-year project because of phasing with the best-case scenario. Financially you need 3-4 million dollars each year and the federal budget is tight. This project wasn't on the five-year scope for the FAA. Mr. Stockam had a discussion with the ATC and Airport Ops to try to use 13/31 sometimes rather than 18/36. We have the foresight to understand we could get to bad conditions. Sometimes funding won't happen until the runway is almost unusable. It is based on priorities and how money gets divided with other airports. Mr. Stockam stated that we will need to adjust the master plan.

Mr. Stockam told the board about opening the RFQ for the GA terminal space. We received bids on Monday this week. Alpha Air Center was the winning bidder and we will begin negotiations with them for that space. We would like to retain a meeting room space for pilot organizations, CAPS, FAA and safety meetings. Mr. Russell asked about the Civil Air Patrol requesting part of the available space. Mr. Stockam replied that the Civil Air Patrol was requesting the space for free. We make a meeting room available to them for their Tuesday evening meetings but we must generate revenue. Mr. Stockam added that we simply can't turnover leasable space for free, it is not fair to other entities who pay rent. Alpha Air Center has things in the works that will benefit the airport. There are more students on the airport than we've had in a long time. The $2000 worth of revenue will help with the airport budget. Alpha Air has requested we make the building ADA accessible and reconstruct the entrance. Mr. Stockam informed the board we would bring plans to the board as we move forward.

Mr. Stockam addressed the parking issue. We plan to use city employees to expand the passenger parking lot. We will use millings from the runway project to keep costs down. We would like to have a hard surface to paint stripes and put bumper blocks to control parking, it would also allow us to clear snow. However, we don't know yet how that will end up. If we get the Chicago service, we will need the entire parking lot.

Item 3: New Business

Mr. Stockam addressed the fact that with Mr. Randy Moore and Mr. Bob Loudermilk no longer on the board it leaves an opening for a new chairman. Mr. Stockam asked for nominations for chairman. Mr. Harding nominated Ms. Kelli Norris for chairman. Mr. Clark nominated Mr. Richard Russell. Mr. Russell declined the nomination. Mr. Clark moved to cease the nominations and elect Ms. Norris and Mr. Walbridge seconded.

Item 4: Other Business

Mr. Clark stated that we have several street lights out on the entrance road. Mr. Stockam stated that we will review the budget at the next board meeting. One of the projects brought to the city was to update all street lights to the LED program. It is a $100,000 project but payback is 4 ½ years. Mr. Stockam added that we are band aiding the problem for now. We have been in this facility for 10 years and there are several maintenance issues arising such as the need for new carpeting in the lobby. Mr. Walbridge asked if we would put a sensor on each pole. Mr. Stockam stated that we currently have one sensor for all the lights and we will leave it like that. We are getting a new used bucket truck that will be able to reach the bulbs so we can change them in house. Currently, we must hire an electrician to do the work. After the taxiway project, 80% of the taxiways on the South end will be LED. We have seen a huge cost savings on our electricity bills since that installation. We can't change the runway lights to LED because LED's have not been approved by the FAA for runway use yet.

Mr. Harding asked if American Airlines is using 18/36. Mr. Stockam answered that they have used it to land but, at just under 5000 feet it isn't being used for take-off. He added that they are not using it on a regular basis.

Mr. Stockam stated that we had a jet land very close to the barricades where construction is happening. Mr. Michael Mead stated that there are no requirements so they can come hard hat level if they want. We are trying to make everyone aware of those areas.

Mr. Clark stated that he was concerned about the amount of seating available in the hold room. Mr. Stockam stated that we would like to buy new separate seating for the secure area. With more narrow armless seating we could fit 100 seats in there. We would then move the current hold room seats to the lobby where additional seating is also needed. Mr. Clark asked if TSA was taking up more space now. Mr. Stockam stated that they are needing more space for additional security pat down requirements.

Mr. Clark moved to adjourn the meeting.
Mr. Walbridge seconded, all were in favor.

Approved,

Melissa Hunter, Airport Clerk

Kelli Norris, Chairman of the Board