SUMMARY OF ACTION
AIRPORT ADVISORY BOARD MEETING
SANTA FE MUNICIPAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
THURSDAY, OCTOBER 6, 2016

ITEM	ACTION	PAGE
CALL TO ORDER		1
ROLL CALL	QUORUM	1
APPROVAL OF AGENDA	APPROVED	1
APPROVAL OF MINUTES SEPTEMBER 1, 2016	TABLED	1-2
OLD BUSINESS		
ARCHITECTURAL/ENGINEERING CONSULTANT SELECTION	INFORMATION/DISCUSSION	2-3
AIRPORT MASTER PLAN	INFORMATION/DISCUSSION	3
STAFFING PLAN UPDATE	APPROVED	3-4
NEW BUSINESS		
FAA GRANTS	INFORMATION/DISCUSSION	4-5
LARGE SCALE EMERGENCY EXERCISE	INFORMATION/DISCUSSION	5-6
AIRPORT SECURITY PLAN CHANGES	APPROVED	6-11
RATES AND FEES	APPROVED	11-13
AIRCRAFT TIE DOWNS	APPROVED	13-15
AIRFIELD PAINTING PROJECT	INFORMATION/DISCUSSION	15
AVIATION DRIVE ROAD WORK	INFORMATION/DISCUSSION	15

PUBLIC COMMENT	**NONE**	**15**
BOARD AND/OR STAFF COMMENTS AND/OR REQUEST FOR FUTURE AGENDA ITEMS	**INFORMATION/DISCUSSION**	**16**
NEXT MEETING	**NOVEMBER 10, 2016**	**16**
ADJOURN	**ADJOURNED**	**17**

AIRPORT ADVISORY BOARD MEETING
SANTA FE MUNICIPAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
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1. CALL TO ORDER

The meeting of the Airport Advisory Board was called to order by Stephen Ross, Chair at 4:00 pm, on Thursday, October 6, 2016, at the Santa Fe Municipal Airport, 121 Aviation Drive, Building 3002B, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT
Stephen Ross, Chair
Chris Ortega, Vice Chair
Troy Padilla
Mike Szczepanski
Bud Hamilton

MEMBERS ABSENT
Eleanor Ortiz, Excused
Simon Brackley, Excused

OTHERS PRESENT
Cameron Humphres, Airport Manager
Bobbi Huseman, Public Works
Mark Baca, Airport Staff
David Silver, Emergency Manager, City of Santa Fe
Steve Merian, Aviation Association
Gary Dawson
Dominic Cordova
Ron Tarson
Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

MOTION A motion was made by Mr. Padilla, seconded by Mr. Ortega, to approve the agenda as presented.

VOTE The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES

SEPTEMBER 1, 2016

Mr. Ortega said on page 8, it says Mr. Ortega noted and then is it totally confusing. Just remove the whole thing. It does not make sense. On page 2, Steve Merlin is Steve Boylan, page 3 and throughout the minutes the consultant is KSA, it says KASA, on 5 (B) the discussion about air service should be Norther New Mexico Air Alliance throughout.

Mr. Humphres asked how would the Board like to deal with minutes in the future, get them off line or do you want printed minutes.

Mr. Ortega said he is used to having them sent to them. He got used to them being part of the packet.

Mr. Padilla suggested that a couple of printed copies of the minutes be brought to the meetings to pass around.

Mr. Szczepanski said on page 6, it should say gets congested when we have ground and tower frequencies combined when ground is not open. The last half is ok.

Chair Ross said are we ready to approve these minutes or should we look at them more closely.

MOTION A motion was made by Mr. Szczepanski, seconded by Mr. Ortega, to table the approval of the minutes.

VOTE The motion was approved unanimously by voice vote.

5. OLD BUSINESS

A. ARCHITECTURAL/ENGINEERING CONSULTANT SELECTION

Mr. Humphres reported that the process is complete and Council approved. KSA is our consultant of record. The agreement is a bit unusual for the City because it is task order based. We have four projects in queue already. We will take task orders in each time we have a project.

Chair Ross asked does this effect the Kauffman work.

Mr. Humphres said no, it is not affected.

Mr. Szczepanski asked what does task based mean.

Mr. Humphres said the City deals with projects, for the most part, where you have

to enter into an agreement and contract for every project. This one establishes the entire list of tasks so that you do not have to enter into separate agreements. You have to submit a task order each time instead. All the contractual items have already been negotiated.

Mr. Ortega said there are four projects in the queue will you talk about them.

Mr. Humphres said yes in 6 (A).

B. AIRPORT MASTER PLAN

Mr. Humphres said he is working on updating the Master Plan which is a must have for every airport. The current Master Plan was completed ten years ago. The process was started by Kauffman and Associates before he came here. He delayed the process so that he could get up to speed and provide comments. They have now completed that part. Kauffman will be coming back to Santa Fe to present to the Master Plan team, have a public workshop and present to the Board on December 1st. He will let the Board know when dates are available for the public workshop and Board presentation. The FFA establishes what you have to have in the Master Plan. We are three quarters of the way through it. They are done with drafting the development options. The next step is to choose which of those options are viable and develop a financial plan for those options.

C. STAFFING PLAN UPDATE

Mr. Humphres said the first update is Becky's position. Part of the budget was to move that position to Administrative Manager. Becky has left the Airport for another position but he is still working with Bobbi to make those changes. He has submitted the required information to Human Resources and they have to review that. We are hoping they have that done at the end of the week. Hopefully the position will be posted next week. We have to go through he process. Bobbi Huseman is filling in very admirably. She is the Fiscal Administrator for Public Works so she is over qualified. She has the job of keeping an eye on us. She is doing a great job.

Mr. Humphres said the other positions that are part of our budget additions are a Senior Maintenance person, an Operations person, a Custodian and a Secretary. The agreement was that we had to create the revenue streams to fund the positions before we could post the positions. We audited American and United Airlines on what they owe us and it is a substantial amount. The City has agreed, in principal, to let us go out for those positions. That is in the works. We will probably bring in Operations and Senior Maintenance first and then the Secretary then the other two maintenance folks.

Mr. Ortega said he thought he had approval for three positions.

Mr. Humphres said Operations, Senior Maintenance, Secretary and Custodian. Four positions and the reclassification of a position.

Mr. Padilla asked when do you expect to have the new maintenance positions filled.

Mr. Humphres said he would love to have them tomorrow but it will probably be around the end of the year.

Mr. Padilla said in the winter we need all hands on deck. With Mark's new position is he expected to fill in with snow removal.

Mr. Humphres said yes, we will all participate in that. We have needed these additional personnel for decades. It couldn't come fast enough. But there are constraints that have been put on. Now we have the green light. We can submit all the paperwork required for HR for the positions but we have to get final approval before posting them. It is based on HR but we still need the ok from the Finance Director and the City Manager. Everyone is in agreement that we need the personnel. We found the money for this year but we need to identify revenue streams for the following years.

6. NEW BUSINESS

A. FAA GRANTS

Mr. Humphres reported that they put in grant applications and received four grant offers from FFA. The runway 220 overlay design work, redesigning and realigning taxiway Delta, a planning grant for airport wide drainage which will dovetail into our master drainage plan, and the purchase of snow removal equipment. We have two very old plows. We need a newer plow and an airfield broom. When using a plow you cannot go right down to the surface so you need to broom it off. Perhaps one of those pieces of equipment will be equipped with a sander. We are not sure yet. This is $1.6 million in grants. The preponderance of that is Federal money. The State picks up 3 1/4 % of the matching requirements. We are responsible for rest. We will receive $50,000 from the City. That is all working it's way through Council now.

Mr. Szczepanski asked is the realigning to have perpendicular crossings at the runways.

Mr. Humphres said Delta crosses two runways at strange angels. Part of this design will be to look at the best way to realign it. Parallel or jig and jag. We have to ask and answer that in the process. He would love to make one nice long taxiway connected with Alfa but then we have to deal with a runway crossing.

Mr. Padilla said the airport map in the plan showed realignments of the taxiways.

Do these follow that or something different.

Mr. Humphres said the Master Plan is the foundation, not an exact direction of the development. If you depart from the Master Plan you should have a good reason to depart from it. There are several options for taxiway Delta in the Master Plan now. The FAA will review the design process when we have it.

Mr. Ortega asked are the task orders for 220, Delta, the airfield survey and the Master Plan going out together.

Mr. Humphres said he anticipates sending them out at the same time. Mark has been working with Gordon and Associates on the SWPPP. That is almost completed.

Mr. Szczepanski said on an almost daily basis he hears transposition of runway assignments.

Mr. Humphres said this is a great time for us to decide if we can rename that runway. The heading changes slightly over time. His plan is when we do the design work for 220 that will be the time to ask those questions and see if we can do it.

Mr. Padilla said regarding the SWPPP he saw a new beautiful piece of deicing equipment, but, it has type 4 on it. The SWPPP we currently have does not allow for type 4. Are we going to amend the SWPPP.

Mr. Humphres said we will either amend the SWPPP or will not allow the use of the equipment. The airlines have deicing fluid they use. Type 1 has a narrow dwell time which determines how quickly can you take off. Type 4 has a much more concentrated fluid and allows for more dwell time. We will be dealing with that.

Mr. Ortega said regarding SWPPP do you know if as they were doing it they contacted airport users like service providers.

Mr. Humphres said yes, it is one of the primary things that goes into the SWPPP. They reached out to all the tenants on the airfield that have commercial activity including the wastewater treatment plant, the police and the air national guard.

B. LARGE SCALE EMERGENCY EXERCISE

Mr. Humphres introduced Mr. Silver who is working with the Airport on several issues and plans.

Mr. Silver, Emergency Manager for the City said one thing we are doing is the

Airport Emergency Exercise which is an FAA requirement. It is going to be a full scale exercise in the Spring on April 8, 2017. We have just begun the planning process. We have a fairly strict process that we have to follow from FAA and FEMA so that we can get funding for the exercise. We will have monthly planning meetings and we have quite a few partners involved. We wanted you to know and possibly be involved if you want to. There will be more information to come.

Mr. Humphres said he highly encourages the Board to participate as an evaluator or otherwise. It is very important to this Airport to be ready for the unthinkable. It is an enjoyable day.

Mr. Humphres said he wanted to put in a plug for David. He spends an enormous amount of time working with the Airport. This is a huge undertaking. We will also be rewriting our Airport Emergency Plan. He is also the Airport Security Coordinator and is responsible for the Plan and maintaining our emergency preparedness. He does a lot of work on behalf of the Airport.

Mr. Merian asked what hour do you start the exercise.

Mr. Silver said not really early.

Mr. Merian said he has people with the Aviation Association who will be happy to participate. We will spread the word.

Mr. Padilla asked how many people do you think you will need.

Mr. Silver said it will be modeled on an aircraft accident and based on a regular operations sixty six passenger plan.

Mr. Padilla said we have had in excess of one hundred people in the past.

Mr. Silver said it will totally involve tons of people in addition to the people who are acting as victims.

Mr. Padilla said he will get the work out that we need people.

Chair Ross thanked Mr. Silver for the information.

C. AIRPORT SECURITY PLAN CHANGES

Mr. Humphres said the Transportation Security Agency classifies airports into categories. 4 is lowest and that is our category. It has the least amount of security obligations. The next level is 3 and the trigger is the size of the aircraft scheduled into the airport. If you have aircraft that have more than fifty seats it sends you to the next

category. Since we are going to be flying American Airlines planes with seventy seats from Santa Fe to Phoenix, we have been moved up to a category 3 with more security requirements. It is a requirement that we implement the requirements and we have to get that done before they start that flight. It is going to have an effect on all of our tenants and staff and needs to be done by the 15th of December. It is mandated by the TSA. From a safety and security standpoint it will bring some improvements and obligations to us.

Mr. Silver distributed a handout outlining the necessary security changes. This handout is incorporated into these minutes as Exhibit "1". Mr. Silver reviewed information.

Chair Ross said last time we had some discussion about changing gate access. Is that part of this.

Mr. Silver said there will be a new system.

Mr. Humphres said we have to minimize the number of access gates. For those access gates we have to show that only people who have authorization to be on the airport grounds can get into those gates. We have to show that we can deny access. Pin codes are not acceptable by TSA so we have to go to a proximity card. We have to issue Airport access IDs. You will need to use the card at the gate. We are going to be changing those out. A few tenants have direct access from the public side. We have to make sure their access meets the TSA requirements.

Chair Ross asked what about guests.

Mr. Silver said we will set a specific number of vehicles you can escort and as long as you are with those individuals that works.

Mr. Humphres said you have to be escorted by someone with access media, have access media or be a transient pilot.

Mr. Ortega said the new requirements have to be in place before December 15th including AOA. You are saying the flight cannot land here without it all done. Does this include the drivers school we talked about before.

Mr. Humphres said we have not gotten the grant for that yet. We are going to do the minimal we have to do to meet the requirements. Once we get the Homeland Security grant we will use it to integrate all the systems so that we can program it through the computer. Initially it will be one at a time.

Mr. Szczepanski said this is a big change. There are a lot of people who access the Airport. Do we have a process of how we contact everyone.

Mr. Humphres said unfortunately we do not have a full list of everyone on the Airport property. We plan to send a letter to everyone we know of and give it to the FBOs to give to all the people who use them. We will also put a notice on the gates. Out of this effort we will build and have a list of all the people who have access to the Airport and their contact information.

Mr. Padilla said at other airports he has been associated with, when they have a lot of tenants the FBO became responsible for their tenants. They had one gate and they did the background and issued the badges. Is that something you are thinking of.

Mr. Silver said there is an airport tenant program and we have talked to TSA about that. Those agreements take a minimum of ninety days to get approval. We have to go to TSA at the Washington level for approval. The FBOs would control access through one gate. You would not do background checks. With this two month time frame we cannot get that in place by the December deadline.

Mr. Padilla said businesses who don't have direct access to parking, how do their customers get in and out of the AOA to do business. We also have new pilots just learning. Do they have to be escorted. FedEx and UPS, what about them.

Mr. Humphres said there are three ways to access the Airport. You have your own access media, you are escorted or you are a transient pilot. Those are the only ways TSA allows access. Businesses will have to determine which of those three best serve them.

Mr. Szczepanski asked have we decided which gates will be decommissioned.

Mr. Humphres said these are strict requirements. The gates most challenging are the ones privately owned and operated. We will look to close those gates or make sure the tenant who has that gate can comply with the TSA requirements. We have surveyed them but have not come to a resolution on that yet. We are not closing a lot.

Mr. Silver said we are trying to go with as many as we can, but TSA has the final approval.

Mr. Szczepanski asked do we have the money to buy this equipment.

Mr. Humphres said this was not budgeted because it was not foreseen. We are working on where we can pay for it. We have gotten some money from the airlines that they owed us and are putting together a budget to make this happen.

Mr. Silver said we do have money coming from a Homeland Security grant. The timing is a bit off.

Mr. Humphres said we are going to ask State DOT if they will consider giving us

a grant as well.

Mr. Padilla said the airlines are coming in with a new airplane and route, now we are jumping through hoops to get this done. Does the airline participate or consider helping with funds. Where are we with PFCs.

Mr. Humphres said the airlines will not participate. We are giving them incentives to bring the service here. We have to look to see if this is eligible for PFC. Kauffman has completed the draft application for PFCs and it will go to FAA to approve then there will be a comment period for the airlines.

Mr. Merian asked who is aware of this.

Mr. Humphres said we are working on letting everyone know.

Mr. Merian said we have some renters and others associations and we have a website and will do everything we can. We need to set up an assembly line for this. What is the security threat assessment.

Mr. Silver said he tried to find that. You have to submit information to the TSA.

Mr. Humphres said for the access media they will take your name, social security number and your date of birth and it is vetted against the no fly list. It is not a criminal history check.

Mr. Merlin asked how fast can they do that.

Mr. Humphres said it usually takes three days.

Mr. Merlin said we have to get lined up and ready to go.

Mr. Silver said he will be set up here and ready to go.

Mr. Padilla asked as we go through this process can we escort people until they are cleared.

Mr. Merlin said this is a lot of change. It is not simple anymore.

Chair Ross said we have this media we are going to be able to issue them quickly. A lot of education is needed.

Mr. Silver said we have over two hundred people we have to work with.

Mr. Szczepanski said he has over two hundred people on his scheduling system.

Mr. Humphres asked can you give us a list. If you guys can start generating lists of groups of folks that would be very helpful.

Mr. Silver said we are going to try to start issuing badges now and implement on November 15th.

Chair Ross said he suggests that they come up with an easy step by step process list we can distribute. People need to get started on this right away.

Mr. Silver said yes we will do that and we are also just getting up to speed on this. We have to make changes as well in programs with TSA approval.

Mr. Tarson asked how accessible is the form I 9.

Mr. Silver said you don't have to fill it out you have to bring in the documentation.

Mr. Humphres said in order to get approved you need to bring in documentation of your identity. We will send out the list of what is approved to use for proof.

Mr. Szczepanski said I 9 is for employment eligibility. Are those who are not allowed to be employed in this country eligible.

Mr. Silver said yes, there are things that are acceptable for them.

Mr. Padilla asked are we, the Board, and others the voice of this security plan or are you going to have an additional meeting. That might be the best way to get this out.

Mr. Humphres said the first step is to get the Airport Security Plan written and approved by TSA. We also need to gather all the information on airport users. We will take our tenant list and send the information to them and put notifications on the gates. If anyone has other ideas let him know.

Mr. Ortega said you could have a hanger open house and have everyone show up.

Mr. Humphres said we could but the piece of information that needs to get out is we have security changes, there is a deadline of December 14th and it requires access IDs and everyone filling out an application.

Chair Ross said and a list showing what they need to do.

Mr. Silver said they need to fill out an application.

Mr. Merlin asked who do we pay the $15.00 to.

Mr. Humphres said to the City by cash or check. It is a one time cost.

Mr. Silver said you get your application, fill it out, read an AOA driving pamphlet and take the test. Do that and bring it all to him or another designated person. They will verify the documentation and you are done. We submit it and they run the check and we let you know you were approved. You come in and we make your badge.

Mr. Tarson said if anyone has gotten a TSA pre check is it much the same.

Mr. Silver said it is even less. We will take your picture when you submit your paperwork. We will maybe schedule one Saturday to do this as well. It will be a rolling process. We will have a huge surge then it will trickle down.

Mr. Szczepanski said the transient pilots will have access everywhere except the red box.

Mr. Silver said from the public areas to their aircraft. Not wandering.

Mr. Cordova said it will be the FBO's fault when someone gets on without a badge.

Mr. Silver said they will try penetration tests.

Mr. Humphres said they send a TSA inspector up occasionally and they go around and do perimeter checks and wander out on the field to see if someone challenges them. TSA will have more presence out here to help us understand where the holes are in our security system.

Mr. Szczepanski said the official challenge to use with someone you don't know on the field is "Can I help you".

Mr. Silver said and if you are uncomfortable call 911.

D. RATES AND FEES

Mr. Humphres said in your packet is a Resolution from 2001 that established user fees. It says they may be adjusted by the Airport Manager and approved by the City Manager. He is bringing his proposed rate and fee changes before the Board first then it will go to the City Manager. The proposed rate and fee changes handout is incorporated herewith to these minutes as Exhibit "2".

Mr. Humphres said he anticipates these changes will generate $30,000 a year in additional revenue for the Airport. He is in negotiations with the airlines about fees and the portion they pay for maintenance etc. They are pressing us to include them in

participating in the airport fees and rates. He is proposing an incremental fee structure based on the weight of the aircraft. He has consulted with both FBOs and others and has asked their opinion and received their feedback. He also looked at the fees in the region. These fees are below the average. They are not the lowest but not the highest. This should generate $40,000 a year in additional revenue annually for the Airport. For now this is what he is recommending to the City Manager.

Mr. Szczepanski asked what is the reasoning for the fees for 121, 135 and 91.

Mr. Humphres said the reason that provision is in the fee structure is that State Law says that if we take money from NMDOT in the form of grants we cannot charge landing fees for anything but commercial aircraft.

Mr. Padilla said from an FBO standpoint we ask if charter flights are 135 or 91. We try to do the best we can to get a correct response from the pilot. It is a challenge.

Mr. Humphres said in practice it is hard to capture that. He has researched if there is any data to determine fee slots. He would like to have a standard where we only charge landing fees for aircraft over 12,500 lbs. At this airfield the airlines are paying 60% of the airfield costs and that is a bit high. Landing fees for commercial aircraft here are pretty high as well.

Mr. Tarson said landing fees are expected if an airport has commercial service.

Mr. Humphres said the big push back to landing fees is from the airlines and in the small airplane community. It makes sense to make a law change in this State to allow us to charge landing fees for the larger aircraft. He asked the Board for a motion to support these fee changes.

Mr. Ortega said on parking it only outlines daily rates. What is the likelihood of installing meters for those who are only here for a bit.

Mr. Szczepanski said like the person who is delayed getting home.

Mr. Ortega said it is tied into the tie down discussion as well.

Mr. Humphres said we do not have plans at this time to do hourly parking. He will discuss it with Noel and take it under advisement. We can look at that. He does not like the ticket machines. One of the ways we could do this is a parking management system where you pay for what you use but you need to have someone in a booth or an automated system for that. It would take a significant amount of money to install that. We are not there yet. We are left with that we need to do something out there. We want to give passengers the ability to pay for more time. He asked the Parking Manager about the idea of installing those face plates where you can put in your cell number and it sends you a message that you are about to exceed your time and if you extend it the

system will automatically do it. You have to remember your license plate number for that. He will look into it.

Mr. Szczepanski asked do we pay anything for the enforcement of the parking.

Mr. Humphres said no. The City Parking Division installs the meters, maintains them and they do the enforcement. They give us the revenue and they keep the ticket money. We get a call a day due to problems with meters. It is not a perfect system but we are working on it. When we repave the parking areas we can raise the fees so that we can pay for ticket spitters. It is a revenue we rely on currently.

MOTION A motion was made by Mr. Padilla, seconded by Mr. Ortega, to approve the proposed rates and fees schedule.

VOTE The motion passed unanimously by voice vote.

E. AIRCRAFT TIE DOWNS

Mr. Humphres said Chris asked for this to be on the agenda. This is a new area where we need to have a discussion. The way in which transient tie downs work is through the FBOs. We never interact with those folks. If we have someone who has their aircraft based here and it is tied down here they pay the fees. They tie down on one of the parking areas and that is it. There are a couple of issues. He knows a subcommittee of the Board looked at making some changes. There are no contract agreements between the Airport and the person tying down. How do we know if an aircraft parked on the ramp is a permanent tie down. He does not have enough staff to go inspect the ramps and take down the tail numbers and verify that they have paid their tie down fees. How do we differentiate between a transient aircraft and a regular aircraft. It becomes a bit of a challenge. It would take a lot of staff time. When we have folks that are interested in services we don't provide those. The FBOs provide that. Handling long term tie downs really should not be an airport administrative activity. We have two FBOs on this airfield. They have the ability to go out there and manage the ramp. It is not a good idea for us to be in competition with the FBOs. There is a provision that allows them to collect the fees, keep 25% and pass on 75% to the airport. We are losing revenue right now and we do not have the staff time to do it. From his perspective that makes sense.

Mr. Humphres said Chris had a specific issue with tie down ropes. Smaller aircraft need to be secured to the ramp. Winds can knock them over. They either have tie down straps or the FBOs provide them with that. Here the airport has supplied spools of rope to the FBOs and they can issue that to those who tie down. Chris has an

aircraft that is tied down here.

Mr. Ortega said he found that most of the ropes were gone and wondered what happened to them.

Mr. Humphres said what happened is that the FBOs have been clearing their ramps from ropes for safety issues. He talked to both of them and they have the ropes available and will provide them upon request. On overnights they leave some ropes out for them.

Mr. Ortega said whether the FBOs administer it or not is not an issue for him. The deficiency is that the Airport does not have a tie down policy so tenants don't know where to park. He has had the experience of parking near the State Police and has gotten a note to stay away from there. The effort before was to come up with a simple tie down policy. Things happen for lack of people knowing what they can and cannot do. Also an issue is what to do with ropes.

Mr. Padilla said some of this is because the Airport owns the ramps. The FBOs manage the ramp. It depends on how the traffic is on a particular day and how the FBO wants to manage their ramp. When the Jet Center came in we moved the aircraft around in rows for transient, derelict and others and managed the ramp.

Mr. Cordova said we did the same thing. We are parking bigger aircraft now as well.

Mr. Ortega said he understands the need to manage the ramps. Do the FBOs manage the whole ramp or part of the ramp.

Mr. Humphres said managing the tie downs by FBOs means we need to enter into a Management Agreement with the FBOs. They are open to it. There are a few things to work out but it makes sense. The FBOs have a tie down policy.

Mr. Ortega asked what about an umbrella City tie down policy.

Mr. Humphres said yes, we need a Ramp Management Plan.

Mr. Padilla said an MOU of sorts. The City outline of how the City wants it to be managed. We would make that part of our agreement with the aircraft owner and we may designate a tie down spot.

Mr. Szczepanski said he thinks that is a terrific idea to take it off the City as long as the FBOs are up to taking over go to it.

Mr. Ortega said he does not disagree. There just needs to be more communication and clarity.

Mr. Humphres said the Airport has about twenty four tie down customers. Thank you for the discussion. Do you all agree that we can move in this direction to work with the FBOs and draft something with them that we can bring back to the Board.

Chair Ross said he likes the idea. It seems very efficient.

Everyone agreed.

Mr. Humphres thanked Chris for bringing this to his attention and thanked the Board.

F. AIRFIELD PAINTING PROJECT

Mr. Humphres said we have to paint all our runways and taxiways. Highway Supply is here doing it now. It is being paid for by an NMDOT grant. He wanted to make the Board aware of it. He is hoping to have it completed by the end of the month. The intersections will be done as part of 220.

Mr. Szczepanski asked will we have to close the Airport.

Mr. Baca said we will be painting in those areas during one of the quiet times. It will take twenty minutes to do it and we will work with the tower. There are only two stripes to do.

Mr. Szczepanski asked are we repainting as is.

Mr. Humphres said yes, there are modest changes to the pull outs on 220 that are FAA requirements.

Mr. Szczepanski asked is it possible to mark the lights in green.

Mr. Baca said they are in mid field. We are trying to mill those out and eliminate the in pavement lights. We purchased some new lights to put there to mark where there is no pavement.

G. AVIATION DRIVE ROAD WORK

Mr. Humphres said we are going to be doing road repairs to Aviation Drive. It will be to sections of the road and will be starting next week. Only one lane will be open at a time during the work. They will have flaggers.

Chair Ross asked are there any updates on the other entrance.

Mr. Humphres said he has not heard anything else about that .

7. PUBLIC COMMENT

None

8. BOARD AND/OR STAFF COMMENTS AND/OR REQUEST FOR FUTURE AGENDA ITEMS

Mr. Szczepanski said we have a busy seven weeks coming up. One of the challengers is IFR procedures are very slow. One at a time. There have been previous discussions about Albuquerque approach taking over the radar here. It is not seen as an urgent matter. He is happy to help if we can continue to discuss improving the flow.

Chair Ross asked isn't approach limited to radio coverage here.

Mr. Szczepanski said they have the antenna site to work with. They have an ASR in Albuquerque.

Mr. Humphres asked have you talked to Bob recently about this.

Mr. Szczepanski said he talked to Bob six months ago.

Mr. Humphres said you have his encouragement if you will talk to Bob.

Mr. Padilla said recently he flew out of Santa Fe and it was a good experience. He had a pilot who came up to him who flies in and out quite a bit. He has been flying to Albuquerque recently because the tickets are pushing $1,500 to get from California to Santa Fe. When they get to a couple tickets left the price spikes. A normal ticket is $400.

Mr. Humphres said right now in this season the demand is very high. It is a supply and demand. He has been checking the Phoenix flight and comparing it to the Albuquerque to Phoenix flight. We are within $4.00.

Mr. Padilla said the pilot told him when flights are reasonable he will fly here. Flights are full.

Mr. Humphres said the next meeting scheduled is for November 3rd. Can we change it to November 10th. He will not be here for the 3rd.

Chair Ross said he doesn't know how we could do it without you. Everyone was ok with that.

Mr. Humphres will let the clerks office know.

9. NEXT MEETING, NOVEMBER 10, 2016

10. ADJOURN

MOTION A motion was made by Mr. Ortega, seconded by Mr. Padilla, to adjourn.

VOTE The motion passed unanimously by voice vote.

The meeting adjourned at 6:25 pm.

Stephen Ross, Chair

Elizabeth Martin, Stenographer