



MINUTES
Airport Advisory Commission
May 22, 2012

COMMISSIONERS PRESENT: Wally Miller – Chairman
Dr. Pat Boone – Vice Chairman
Dave Elliott
Tom Hayden
Steve Janitell
Dr. Chris Thornton

COMMISSIONERS ABSENT: Randy Courduff

NON-VOTING MEMBERS PRESENT: Andrew Biancur, Alternate Commissioner
Rob MacDonald, Pikes Peak Area Council of Governments
Peggy Littleton, El Paso County Commissioner

NON-VOTING MEMBERS ABSENT: None

CITY STAFF PRESENT: Mark Earle, Director of Aviation
John McGinley, Asst. Director, Operations & Maintenance
Dan Gallagher, Asst. Director, Planning & Development
Neil Ralston, Airport Planning & Development Manager
Agnes Blachut, Airport Public Affairs Administrator
Kelly Jackson, Air Service Development Analyst
Dana Jackson, Planning & Development Analyst

CITY STAFF ABSENT: Gisela Shanahan, Asst. Director, Finance & Administration

GUESTS PRESENT: Sam Abriani, Airport Intern

Next meeting is Tuesday, June 26, 2012

- **APPROVAL OF THE APRIL 24, 2012 MINUTES**

Chairman Miller asked for approval of the April 24, 2012 Airport Advisory Commission minutes; no objections; minutes were approved as submitted.

Commissioner Miller posed a question in regards to the Traffic and Finance Reports. He noticed that enplanements were flat in March 2012 but that Terminal Area revenue was up 8.7% due to parking usage. Mark explained that while there is a relationship between enplanements and parking usage, there is not a direct correlation. In some cases the behavior of the passengers or the time of year may dictate a change in parking usage. It could also be a timing issue of when the numbers were reported.

- **PUBLIC COMMENTS**

None

- **NEW BUSINESS**

→ **Land Use Review – Neil Ralston**

- **Item #1 CPC A 12-00012 / CPC CU 12-00042**
- **Item #2 AR DP 12-00148**
- **Item #3 AR DP 12-00172 / AR FP 12-00173**
- **Item #4 SF-12-005**

Airport staff reviewed three new land use items in the City of Colorado Springs and one in the County. Staff did not recommend any objections to these items.

Commissioner Boone asked if the lighting at the outdoor sports and recreation facility would hinder a pilot's vision. Neil replied that the development is far north of the airport and that the lighting faces downward and not upward, and therefore lighting would not be a problem.

Commissioner Miller inquired about the area depicted in Item #4, regarding the proximity of the development to the departure end of Runway 13. Commissioner Biancur stated that he did not foresee a problem with this item and its proximity to the runway. Neil clarified that based on our zoning codes this area is far enough away from the runway; it is outside of the noise contours and is outside of the Accident Potential Zones (APZ). Neil has also requested an avigation easement for this development, which will provide another layer of protection. Commissioner Boone offered that if a home builder is going to develop lots at the end of a runway the builder should have an acknowledgement in the sales contract revealing that there will be airplane noise. The airport industry tends to run a balancing act of protecting the airport but acknowledging that the owner of the land has the right to do what they want on their property, Mark offered. In our overlay we have height zoning from the APZ 1 and APZ 2, which are taken from the Air Force study that dates back to the 1970's for safety and accident prevention, along with the noise contour (FAA Part 77). All of these items are considered when we have a land use item that is anywhere near the overlay. Just for informational purposes there are already housing areas developed south of the Business Park area that are closer to the end of busier runways than the proposed residential development. Commissioner Boone would like to make a recommendation to the developer, that he have a clause within the sales contract that the buyer acknowledges the possibility of airport noise. Neil offered to add a comment to the summary sheet that will address Commissioner Boone's suggestion. This will not object to the item but rather provide a "buyer beware" statement.

Commissioner Thornton made a motion to accept all four items, along with noting that a significant discussion took place on Item #4. The motion was seconded by both Commissioners Boone and Hayden; it was carried by unanimous vote.

Two items remain tabled from previous meetings (Item #4 from July 2010 and Item #3 from March 2012). As an update, with regards to Item #3 from March 2012 (development plan for construction of structures at the intersection of Powers Blvd. and Airport Rd.), the applicant has filed the FAA Airspace paperwork and we should have the results within the next 30 days. We have been tabling Item #4 from July 2010, for a warehouse structure near the intersection of Galley Rd. and Powers Blvd. According to the County the applicant proceeded and completed a remodel, but did not construct anything new. Therefore, since there is no construction to be evaluated Neil proposed to remove Item #4 (from July 2010) from the “tabled items” list. Commissioner Boone, so moved the motion proposed by Neil, it was seconded by Commissioner Thornton and passed unanimously.

- **STAFF REPORTS**

- **Traffic Report & Finance Report (February)**

Finance Report

- Mark informed the Commission that the Finance staff member who was going to provide this report was called away unexpectedly. A detailed report will be provided next month which will cover both March and April 2012. Mark offered to answer any questions.
- Commissioner Miller asked about the phrase “timing of expenses” in the Finance Report. Mark explained that certain purchases are typically made during the early part of the budget cycle. Those purchases are usually equipment and maintenance materials. This gives the appearance that we’ve overspent during the beginning of the budget year. We are evaluating an alternative reporting method that will gauge how we are doing relative to where we ought to be for the year.

Traffic Report – Kelly Jackson

- **Enplanements** – Down 3.7% for the month and 4.2% for the year. Primarily due to frequency changes by the air carriers. Allegiant’s Long Beach service frequency discontinued in August 2011, which contributes to the fact they are down 9.4% for the month. At the same time, the Las Vegas service frequency was increased to 5 flights a week. American had 5 cancellations for the month which affected us slightly; however they are up 11.1% for the month. The Continental/United merger was effective in March, so going forward all of the reporting for the two airlines will appear as United. The Continental line item has been removed. Several airlines are condensing their services; travelers are not traveling as much mid-week; airlines are decreasing that service in order to become more efficient. Frontier’s loads were up this year and have had good bookings on the four new flight destinations this week. Frontier also made an announcement that they will add two more destinations from COS- San Diego and Orlando.
- We are disappointed with the decision the Department of Transportation (DOT) made to award the Washington National Airport (DCA) services to destinations other than COS. We are very appreciative to Frontier for their confidence in our community to make the bid on behalf of COS. Conversation developed about the potential of direct service on Frontier from COS through Omaha and then onto DCA. It was mentioned that military airfare from COS to Omaha is extremely high. Mark expanded on the U.S. General Services Administration (GSA) military travel process. The government goes through a national process where the military provides input for individual and group military travel to destinations frequently needed from COS. That information is then put into a bid process, the airlines bid and the lowest qualifying fare on the route is awarded to that airline. The military did not put in a request for a fare from COS to Omaha so an airline happened to bid a high fare and COS ended up with an outrageous fare to Omaha. This shortcoming has been pointed out, but the government is required to use the GSA fares. The GSA term that is used is “preferred route” and we are still

trying to figure out if it is truly preferred or required. If it is preferential and they can justify paying a lower fare available to the public then Airport staff plans to do educate local military to make sure they are aware of that option. We've taken the position that we need to be the ones to proactively find the shortcomings in the system and identify them to the military side and the GSA side in order to get more competition for the higher fare routes. The 2013 rates should be published in June, so we will see how effective our conversations were. Many airlines were surprised at the price differential between COS and DIA, the military group sales were going to get together with their pricing department to proactively reevaluate the pricing. When a route is so overpriced in one airport and is not used, it actually drops off the GSA bid list.

Commissioner Miller inquired about enplaned passenger differential between March 2009 vs. March 2012 and if the drop was truly about 11,000 passengers. Kelly confirmed that estimate but stated that she would research and provide an exact number.

- **Seats Available** – Down 6.7% for the month and down 2.7% year-to-date.
- **Load Factors** – We are averaging 67.6% for the month and year-to-date.
- **Landed Weight** – Down 7.9% for the month and down 5.2% for the year. Total landed weight was down 6.9% for the month which was due to the fluctuating military activity.
- **Freight and Mail** – Down 2.4% for the month.
- **Military Cargo** – Military cargo is up 1.3%.
- **Aircraft Operations** – Operations are down 1.7% for the month and down 7.1% for the year, which is primarily military-driven.

➔ **Operations and Maintenance – John McGinley**

Operations

- Ops and Maintenance staff has been busy with the arrival and departure of the President and the Thunderbirds. There will be an overall ground freeze for about 35 minutes for the President's arrival and departure. All the tenants have been very supportive and we expect the visit to go smoothly.
- Ops will begin once-a-month badging on the Westside starting June 8th from 1:30 – 4:30 pm at Colorado jetCenter.

Maintenance

- We are progressing with upgrading loading bridges (PLC project). Out of 16 total bridges, we are down to upgrading the last two. We are working on bridge #8 for the next 3 weeks and will have one bridge left. This is a PFC project, and all work has been conducted by staff.
- The telephone project is progressing smoothly. We are expecting to cut over to the new phone system on May 29th.
- Staff did an outstanding job on the American and Allegiant office moves; the team has received several compliments.
- Staff continues to be involved with CBIS project.

- Going forward, several in-house projects will be reported on. Overall we have about 12 projects that will be kicked off this summer. These projects range from access control system upgrades to re-carpeting the jet bridges and painting/patching the interior and exterior of the ETU. We are in the process of prioritizing these projects and plan to begin work in June.

GA

- We had a good pilot briefing 2 weeks ago, with about 65-75 participants. The two speakers did a great job and generated a lot of discussion and interaction with the crowd.
- We are working on signage to better identify Cutter Aviation and Colorado jetCenter.

→ **Planning and Development – Dan Gallagher**

Design and Planning Phase:

Old Terminal Demolition & Remodel and Upgrade of the West Aviation Lavatory Triturator

- Bids have been received for the Old Terminal Demolition, and the winning bid came in below budget. We are anticipating a notice to proceed date of June 11th, with an expected project completion date of October 2012.
- The bid opening date for the Upgrade of the Lavatory Facility is currently scheduled for May 30, 2012.

Rehab of Taxiways M & F

- We are still waiting for FAA grant funding. The bid opening date is May 24th. Work is expected to begin this summer, with a completion date of late fall 2012.

Pond 700 Outfall Drainage Repair

- The consultant submitted three repair alternatives. After internal review we have requested a hybrid approach. This hybrid approach would allow for a more cost-effective solution and still maintain the same anticipated benefits.

Sand Creek Drainage Erosion

- We are internally reviewing the technical memorandum that was received from the consultant.

CSU Service Road

- We are working with CSU to determine a road alignment.

Defense Access Road (DAR) Design and Construction

- The construction portion is complete. We are working with COPT on the final phase of this project which will be the installation of surrounding landscape.

Airport Master Plan

- We have re-engaged with LeighFisher on a more accelerated basis. An alternatives analysis is being prepared in a matrix format for further evaluation. The alternatives analysis will focus on, but not be limited to, improvements to the West runway complex.

Construction Phase:

Consolidated Terminal Expansion/Renovation Project Summary

- CBIS (Checked Baggage Inspection System) – Zones 1 and 2 are complete. We are conducting overnight testing with final TSA commissioning scheduled for mid-June. The demolition is complete in Zone 4. The project is progressing nicely.

- SSCP (Security Screening Checkpoint Expansion) – All of the structural elements/shell space are complete. The checkpoint finish out will begin this summer, and should have minimal impact to our passengers.
- Integrated Operations and Communication Center Project – Both portions are complete.
- Relocation and Reconfiguration of Administrative Office and Conference Space – Utility installation continues throughout the space. Final completion is expected in mid-June.

Rehab of Taxiway E, G and H (Phase III)

- The Schedule I completion date is planned for June 12, 2012. An August 12th completion date is expected for Schedules II and III.

A PowerPoint was shown in order to illustrate the phasing plan of the Security Screening Checkpoint. This phasing plan has been established in coordination with the TSA. Commissioner Boone asked where the improvement is if we are not adding more security lanes. Dan clarified that we currently have less than 800 sq. ft. in the queuing area, and post construction we will have 2,000 sq. ft. The new mandated equipment (scanners) would be jammed into the existing space if we did not make room for them. We are actually building for 5 lanes should future expansion be needed. Although we are maintaining 4 lanes, it is a much wider area than what we currently have. The new configuration increases space for the re-assembly area, the screening process and the queuing area. It is a win-win outcome for COS, TSA and passengers.

Mark added that we are going to create a volunteer counter upon entering the queuing area to assist with passengers running late. The volunteer can facilitate moving the passenger through the screening process expeditiously. We will also add a premium passenger, military (on orders) and employees/crew lane. The project is expected to be completed by the end of 2012.

SSP America is going to be re-developing pre- and post-screening concessions. We are focusing on pre-screening currently, in order to minimize construction impact since we will be working in this area anyway. They are investing approximately \$300,000 in A&W and Gordon Biersch. A&W will be turned into a sit-down coffee shop and Gordon Biersch will be turned into Bristol Brewery. We are working with SSP in order to maintain a consistent flow within this area.

→ Director's Report – Mark Earle

Mark apologized for the short notice of last week's Frontier press conference. We only received 2-3 days notice, which is why the Commissioners were notified last-minute. We knew Frontier was considering additional routes, but we did not know the timing of when the routes would be able to drop into the system and if a final decision had been reached. It was quite a scramble, but we appreciate those who were able to attend.

The process is complete for the Washington National Airport (DCA) service and those routes were awarded to other airlines in larger cities. For us it's the beginning of an effort to try to affect a change to the process itself. We thought it was important to at least get an airline to apply for the route so that we had data and a decision from the DOT before we really started to push for a change in the way on the legislative side on way the routes are awarded. Essentially we believe there is discrimination between small to medium sized cities that are inside the perimeter vs. outside the perimeter. The perimeter was established in the 1960's when they first started regulating flights into DCA, and was based on the type of aircraft (based on technology at the time) that would have been necessary to fly from outside this perimeter to DCA. The perimeter was established primarily to control noise. The type of aircraft that the perimeter was guarding DCA against is no longer in the system. Therefore, noise is not a valid argument in order to keep the perimeter in place. The perimeter stays in place because it's

an advantage for some airlines and a disadvantage for others when it comes to getting slots awarded. This issue has been a political football for years. We are working with our congressional delegation to find a process in order to take the position that the perimeter discriminates against smaller airports and should be removed. There are 20 cities inside the perimeter smaller or the same size as COS that have non-stop DCA service, and outside the perimeter there are no cities our size or smaller that have DCA service. We will keep you posted on this effort.

- **COMMISSIONERS' COMMENTS**

Commissioner Boone announced that she is the AAC representative for the City of Colorado Springs Asset Naming Board. There was a meeting this morning and they approved the name "Phillip H. Tollefson Water Treatment Plant", which will be named after a former CEO of CSU. Also mentioned was the International Learn to Fly Day in Meadowlake which was a very nice event.

I-25 will be widened up to Monument starting this summer, according to Commissioner MacDonald. Construction has begun on Powers Blvd. over Union/Old Ranch Rd. and will be completed by August. Commissioner MacDonald stated that he was invited to The Inter-Regional Connectivity Study; he will suggest that an airport representative be invited to these meetings.

- **CHAIRMAN'S COMMENTS**

Commissioner Miller expressed gratitude to the Airport staff for the continuous efforts with the budget, the low airline rates/charges and the dedication staff has to the airport. In addition, he thanked Dan for the airport terminal construction tour.

AIRPORT STAFF ACTION ITEMS

Action Item	Assigned To	Status
Provide exact declined of enplaned passengers from March 2009 to March 2012	Kelly	Emailed to Wally
Show concept for new concession area	Dan	Concept drawings are being created and will be presented this summer at a TBD meeting.

Minutes respectfully submitted by:
Dana Jackson, Planning/ Development Analyst