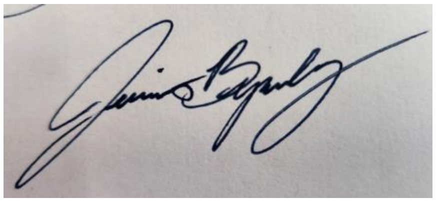
This is to certify that in conformity with the Oklahoma Open Meeting Act, public notice of the date, time and place of this meeting was filed with the City Clerk of Durant on the 30th day of October, 2023 and that an agenda of said meeting was posted at the place of such meeting at 12:00 p.m. on the 10th day of June, 2024.



Jessica Byerly, City of Durant

MINUTES OF THE MEETING OF AIRPORT ADVISORY BOARD
June 12, 2024 AT 4:00 PM, Durant Eaker Field
Conference Room,
10 Waldron Dr,
Durant, Oklahoma

CALL TO ORDER

Chairman Dan Craige called the meeting to order at 4:11 pm.

INVOCATION/FLAG SALUTE

Board Member Dan Moore provided the invocation. Chairman Dan Craige led the flag salute.

ROLL CALL

Present:
Board Member Dan Moore
Board Member Stuteville
Board Member Thomas
Vice Chairman Sherrer
Chairman Dan Craige

Absent:
Board Member Kathy Moore
Board Member Dufur
Board Member Lambert
Board Member Olsen

ORDER OF BUSINESS

1. Consent Items

To help streamline meetings and allow the focus to be on other items requiring strategic thought, the "Consent Items" portion of the agenda groups the routine, procedural, and self-explanatory non-controversial items together. These items are voted on in a single motion (one vote). However, any Council member requesting further information on a specific item thus removes it from the "Consent Items" section for individual attention and separate vote.

a. Consideration of Approval for the Minutes of May 1, 2024 meeting

Motion To: Approve Minutes of Regular Meeting on May 1st 2024

Motion By: Member Stuteville

Seconded By: Member Dan Moore

Ayes: Dan Moore, Stuteville, Thomas, Sherrer, Craige

Nays: None

Abstain: None

2. Consider Items Removed from Consent

3. Information Items

a. Airport Manager's Report

We are seeing a current increase in air traffic for pattern work from a couple of flight schools out of Texas.

During the Manager's report for the update on the AWOS project, the Airport Director spoke of working with the Public Works department about fixing some of the access points to the east side of the airfield. Talks of getting some gravel to fix a small patch between the runway and the old taxiway near Alpha 4, and fixing up the access road off of Davis road on the east side.

Some discussion was had about the Oklahoma National Guard's temporary tower program that was scheduled to run from June 2nd to June 11th. The National Guard had to leave early due to some certification changes by the FAA and the Army's side of DOD. This is not a deterrent to the program. In fact, the few days they were in operation were very lucrative for them and Southeastern that the National Guard is working on a letter of justification to have the radio frequency they were utilizing put in place for the next 10 years. Hope is that their program will be able to come more often for training.

4. Administration

a. Air Evac Hangar Update With KSA

KSA representatives, Trevor Self and Michael Mitchell, along with the Airport Director, recently found plans for the south apron area with the help of Phillip Hightower at the Public Works department. These plans showed the layout and scopes for the utilities that were run on the south end about 10 years ago, which are changing the scope of the Air Evac Hangar Project. These plans show that the utilities will not have to be extended to the extent that the original plans called for. Public works currently have the grinder pumps and the controls for the septic, still new in the box.

One change made to the hangar design is changing from a bi-fold door to a hydraulic door. Trevor stated that they are going to reevaluate the costs with this new information and provide those new numbers when available. The design schedule is 100% due in August, and we are on track to make that deadline. The hangar is going to be located on the north side of the south apron with the hangar door centered with the second taxi stub. There are also plans to have a parking lot built on the north side of that hangar with a sidewalk going around wide enough for a gurney to cross.

Geotech has recommended about 6–7 feet of cut and bringing back select fill to bring the vertical rise to about one inch for the foundation of the hangar. KSA is still working with the structural engineer on the best direction to go since they will be building the foundation. The foundation is going to be designed for any aircraft that will be able to fit in the hangar.

Previous questions about the location of the restrooms and stub ends for the water being in the middle of the building were answered by Michael Mitchell, who spoke with Air Evac. The reasoning behind this decision is because, per Air Evac requirements, they are required to have a decontamination shower within some many feet of the helicopter to minimize the spread of any chemicals or other hazardous contaminants. This shower will be located inside the hangar by helicopter, and to avoid having to run several different water lines, the bathrooms will be located on the opposite side of the wall. The contractors for Air Evac are very firm in that design staying the way it is, but KSA will continue to discuss this option with the contractors and Air Evac.

Michael Mitchell also stated that speaking to Air Evac representatives that once this hangar is built and operational, our local Air Evac team is looking to get on the list for an upgrade from their current helicopter to an Air Bus to be able to operate in IFR conditions, which will be exceedingly helpful for their 24hr operations. He also mentioned that this Air Evac team, as a 12hr operation, are out-performing most of the current 24hr bases. The Director also said that Air Evac is planning to put a 750 gal fuel tank near their hangar so that they can fuel themselves at night. This will help the airport because it will reduce call-outs for fuel needs for them. The Airport will also be the sole provider of their fuel.

The Airport director did state that in regard to everyone's worry that, should Air Evac leave before their contract was up, they (Air Evac) are still responsible for the payback to the Airport Authority for the loan from DIA. Also mentioned was that once the contract is up or should Air Evac leave any revenue made off of that hangar will be profit for the airport. The Airport Director also stated that he understands everyone's stance on the future utility of this hangar should Air Evac ever leave. He continued to state that without Air Evac we would not be having a discussion about a hangar at all, and that Air Evac does have requirements that they have to comply with to be able to operate out of this new hangar for 24hr operations.

Thoughts and hopes of the board, KSA, and the Airport are that activity on getting this hangar physically built will generate more activity, and we could see a rise in interest in the south apron area. With knowing that there are already some utilities already run down to that side, which will help drive business for future developers.

In closing about Air Evac, the Director has recently been made aware that some changes are going to be made to the Air Evac Hangar Lease, but those have not been brought forward at this time.

Michael Mitchell spoke of the FAA discretionary funds are not usually used for apron expansion because they consider it a revenue generating projects. He heard that Durant could be one of the first Airports to have a ramp expansion that is funded with FAA discretionary funds. This shows that our airport has good standing with the FAA. KSA also mentioned that with the apron expansion we are also looking at getting a new Jet A tank as well.

There was a quick question about the runway and taxiway markings. Trevor Self stated that we are just waiting for the grant funds to be issued. KSA plans to do most of the work at night, but there will be a tenant meeting before the work begins and an Airport employee, most likely the Director, will be present at the airport to monitor the radio and advise any air traffic on the work.

5. New Business

ADJOURNMENT

Motion To: Adjourn the Regular Meeting on June 12th, 2024

Motion By: Member Dan Moore

Seconded By: Member Thomas

Ayes: Dan Moore, Stuteville, Thomas, Sherrer, Craige

Nays: None

Abstain: None