

MINUTES OF MEETING
JOPLIN AIRPORT BOARD MEETING
September 10, 2020

The Airport Board met in the Second Floor Board Room at the at the Joplin Regional Airport Commercial Terminal Building. The meeting was brought to order at 7:03 A.M.

Item 1: Roll Call and Approval of Minutes from the last meeting.

Board members in attendance included Bob Loudermilk, Richard Russell, Rob O'Brian, Kelli Starkweather, Mike Bentley and Randy Moore. Fred Osborn was absent. Staff present included Steve Stockam, Melissa Hunter and Brent Williams Airport Police. Glenn Piacentini and Jason Flynn attended from Mizzou Aviation.

Approval of Minutes:

Mr. Russell voted to approve the July meeting minutes. Mr. O'Brian seconded. All were in favor.

Item 2: Old Business

Mr. Stockam informed the board that the **Dennis Weaver Drive Construction Project** went quickly, and the road is now open. There are a few final amenities to the intersection that need to be made. The General Aviation Airport sign needs to be moved and rehabbed with new LED's and letters on the faceplates as well as some painting by MoDot. That should be complete sometime next week. Entering and exiting is already better with the turn lanes stated Mr. Stockam. We don't know of any issues or problems with that project that need to be addressed at this time. Right now, the south side of the intersection is on hold due to funding. Mr. O'Brian asked what the cost was for that project. Mr. Stockam replied that the City portion was \$12,000 and MoDot paid the other 90% to complete the project. The intersection has been designed for the signal which will be funded differently at another time. Mr. Bentley asked if the property where the old entrance road was, will now be available for lease. Mr. Stockam said that it will be available for lease now with an entrance off Dennis Weaver Drive. Also, there is an opportunity to add hangars at the approach end of the old 5-23.

Mr. Stockam spoke about the grant release for the **reconstruction of runway 18-36**. We were prepared to present the grant to council on September 21, but the grant stipulates the acceptance must be before September 18th. Due to that, Monday September 14th the City Council will hold a special session to accept that grant. Mr. Stockam presented slides depicting the project phases to the board. The three phases started in 2018 with design work which is now complete. The phase 2 section consists of project 1 and project 2 because of the way funding is occurring. Phase 2 project 1 for 7,869,866.00 which is 100% funded by the Federal Aviation Administration (FAA) with the Emery Sapp portion being \$6,614,891.61. We have a reimbursable agreement to prepay to the FAA for \$177,859.42 for the oversight of navigation

aid installation. The review of drawings will not begin until the reimbursable agreement is paid. The next phase, the north half project 2 funding will come out next spring according to Mr. Stockam. Before we break ground on the project, we should have all the funding in place. Because we delayed our funding, we were able to get our project fully funded. If you look in the legislation for appropriations for the next round of stimulus, they are calling for that to be 100% as well according to Mr. Stockam. The local share estimate would be \$607,770.37 if full funding isn't secured, that is a worst-case scenario. We received bids from Capital Paving and Emery Sapp for both concrete and asphalt. When the costs were evaluated, it was going to cost \$600,000 more for the concrete from Emery Sapp. The FAA decided to fund concrete since it will have a 30 to 35-year life vs. asphalt that will be 20 to 25-year life. Mr. Stockam stated from our standpoint, it worked out great. He added that the first half of the first project will have the intersection and we will need to have a closure. The date still needs to be decided but will be around mid-July. The date must be decided soon so we can report it to the Department of Transportation (DOT) since it must be part of our Essential Air Service (EAS) Bid. The remaining part of project 1, aside from the intersection work (which will be 24 hours a day for 7 days) is a critical path to access Charlie and will be done at that same time as the closure. Until that point, Charlie must be used as a back taxi. Using concrete will allow us to manipulate getting the work done quickly so it has the least impact on our users according to Mr. Stockam. He added that getting phase 2 fully funded is extremely helpful to the city. We are very thankful for all the support we received out of Washington. Mr. Stockam met with the senators involved in making sure the funding came through for us. It will save the city \$800,000 according to Mr. Stockam. We will get a continuing resolution by the end of the month for the next round of grant funding he stated. However, there probably will not be any grants released before the end of the year. We anticipate receiving the next round of funding closer to February or March. Mr. Loudermilk asked about the construction storage area. Mr. Stockam stated that Emery Sapp will have a concrete batch plant placed in one of the construction areas (pictured). Mr. Russell asked if the observation area will still be available. Mr. Stockam stated there is still a small portion of the area available. We want to put a new observation area in, but we are not there yet with funding he added. Those are the two major projects we have coming up. We do have regular maintenance projects and winter is coming on. We have additional painting on land side and air side. We recently repainted 13/31 since that will be our only runway next summer. We will be one of the first airports in this area to have LED runway lighting he added. We have done some preliminary work to get the electrical prepared for that as well. The terminal building is now 12 years old and we have some maintenance work that needs to be taken care of. Mr. Loudermilk stated that he is still impressed with the improvement on the entrance road with the new LED lighting. Mr. Stockam stated that we are installing new LED lighting on the ramp side in the next fiscal year. He added that it has really helped our electric bill considerably.

Next Mr. Stockam addressed the board regarding **Air Service**. A lot has happened since we last met, and it continues to change daily. He presented a slide graph from January 2019 before we started the Chicago service. January and February this year we started off with record numbers, then COVID hit and everything went south he explained. The mix of our traffic is totally different than what it was 18 months ago. We currently see almost no business travelers stated Mr. Stockam. In April and June, we had only 1 flight per day. In July we had 3 flights per day and in August we had 2 flights per day, however they were bigger airplanes. Everyone in the industry thought the passenger numbers were going to increase by now. Mr. Stockam has followed national screening numbers, he stated that the number has been flat for the past 6-7 weeks hanging at 600,000 to 700,000 per day nationally. Pre-COVID, that number would have been in the millions. He added that there was an uptick over the holiday weekend. There may be higher demand over the Christmas Holiday as well. Mr. Loudermilk stated as you look at airlines that have daily service going to the vacation markets, we are not seeing such a huge drop in numbers. Sun Country was one of the most profitable airlines he added. They shifted some planes over to Amazon. Also Mr. Loudermilk stated that his daughter flew Allegiant and was switched 3 times to different airports. Mr. Stockam stated that current airlines schedules are only one month out which is unheard of. They are trying to save money where they can he added. Joplin was one of 15 cities that American Airlines (AA) announced they were suspending services in October. Then they discovered that we are still eligible for EAS. DOT notified AA that they can't suspend service in the EAS cities shortly after the announcement was made. None of this was our call, it was up to DOT according to Mr. Stockam. Having the ability to be grandfathered under the EAS program has helped us. Mr. Russell asked if AA sees our region has too many markets in this area. Mr. Stockam said that is possibly part of their analysis. Our consultant has prepared information about our community and found that last year Joplin made 22 million dollars for AA. Their cost was 16-18 million depending on who they were using as their contractor. That is marginal, but JLN was a profitable market according to Mr. Stockam. We were set up for solid and continued growth, and that shows that Joplin is a solid money-making market. The DOT had all paper work ready last week for review. In the next few weeks, we will see the RFP come out for JLN service. The last RFP that came out for service listed 12 flights per week, but we requested 14 this time. The City manager asked Mr. Stockam to request dual hub service. We would like to see that, but it is not something they can list in an RFP. You must be as inclusive as you can according to Mr. Stockam. As we promote our community to potential bidders, that will be something we discuss he added. Mr. Stockam believes the market can initially support two flights per day to Dallas and one to Chicago. However, we don't know how it will be bid. AA would more likely bid Dallas and Charlotte at this point in Mr. Stockam's opinion. United might bid with Houston and Chicago. From all this, hopefully we can see that JLN has a real leisure market where we did not before. Primary advertising was always for business travel but understanding that we have a strong leisure market is good as well. With timing of the RFP, when discussed with DOT, we must be cognizant of everyone working from home. Processes are slowed down due to that according to Mr. Stockam. We would like for the RFP process to be complete by end of year,

but that may not happen. AA will be asked to hold in service until RFP comes through. AA can apply for funding during the hold in period. Mr. Moore asked if we are likely having an interruption of service, since AA has announced that their service will end Dec 1st. Mr. Stockam replied that AA is still selling tickets for Joplin in December and added that these are unprecedented circumstances. Additionally, he said, AA removed our October service, but added it back in with Chicago which wasn't correct. Last Friday they gave us the October schedule and it is 3 flights per day with the 900 aircraft. We would have been happy with two 50 seat jets one in the morning and one in the afternoon he stated. However, this is all very liquid and changes happening all the time. Transportation Security Administration and Airport Police schedules are all messed up due to the flights being spread out. Mr. Loudermilk stated that a lot of airlines are using COVID to change out old equipment. Mr. Moore stated that Delta is moving to a more standardized fleet. United Airline is still not booking the middle seat, but you can't do that and make a profit according to Mr. Stockam. Internally, the City Health Department is preparing for the vaccinations. They are getting set up for it to move quickly once it is available.

Item 3: New Business

Last, Mr. Stockam addressed the board regarding the airport **2021 budget**. He stated that from a proposed budget standpoint, we have used Cares Act money to backstop our personnel. The City has pulled back on a lot of large purchases. We did get some capital equipment, but most of what will be funded is maintenance issues. We will begin the carpet replacement program in this building next year and that will be done in phases beginning with the secured area. The City is doing a better job on maintenance since the tornado according to Mr. Stockam. Putting off certain maintenance issues is not a good idea. We had no major hits to our budget next year. We may see a little dip, but not as large as other cities so we should be in good shape.

Jason Flynn from Mizzou Aviation stated a concern. If you are taxiing north on Delta at night going to 1-8, or 1-3 there is a runway light that sits right on the intersection looks like a plane is coming at you. He suggested that this needs to be put on the RSAT list to be reviewed so it raises a priority. Mr. Flynn went on to say that he sent this information to John Cooper of Midwest Air Traffic Control so it could be added to list. Bravo sits in hole according to Mr. Stockam and it has been reviewed three times. It was determined to be sitting where it is supposed to. The FAA said it is correct and will stay. Mr. Flynn asked how long the construction closure of 18-36 will be. Mr. Stockam replied that it is planned for 130 days, all summer beginning May 2021. Also, the entire airport will be closed for 10 days in July for the intersection.

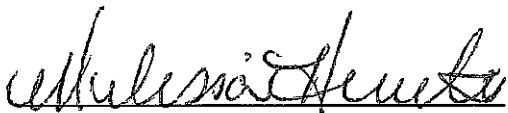
Mr. Piacentini of Mizzou Aviation mentioned a big piece of concrete on the Mizzou walkway needs to be fixed. Mr. Stockam stated that the street department is going to fix it. Mr.

Stockam stated that the A hangars has an issue as well. Mr. Stockam stated that won't be fixed until we build new hangars though. There is no money in the budget for the next season for new hangars.

Mr. Russell voted to adjourn the meeting.

The meeting was adjourned at 8:00 am.

Approved,



Melissa Hunter, Airport Clerk



Kelli Starkweather, Chairman of the Board