



## **Airport Advisory Commission**

June 27, 2019

Agenda Packet



**AIRPORT ADVISORY COMMISSION  
REGULAR MEETING  
THURSDAY JUNE 27, 2019, 7 P.M.  
CITY COUNCIL CHAMBERS  
231 W. EVERGREEN AVENUE, PALMER  
[www.cityofpalmer.org](http://www.cityofpalmer.org)**



CHAIR  
VICE CHAIR  
COMMISSIONER  
COMMISSIONER  
COMMISSIONER  
COMMISSIONER  
COMMISSIONER

KENNETH MORE  
LIZ SWEARINGIN  
JEFF HELMERICKS  
ANDREW WEAVER  
JOYCE MOMARTS  
SHANNON JARDINE  
RICHARD BEST

**AGENDA**

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Approval of Agenda
- E. Minutes of Previous Meetings
  - Meeting of May 23, 2019
- F. Reports:
  - Frank Kelly, Airport Superintendent
- G. Guest Appearance
  - None
- H. Audience Participation
- I. Unfinished Business - Committee of the Whole (Note: Action may be taken by the Commission following committee of the whole)
  - 2019 Palmer Municipal Airport "Airport Open House" planning
    - School Classroom Visits Commissioner Jardine to update
    - Airport "Meet and Greet" events Chair More to update
  - Avigation Easement with the Mat-Su Borough, North of RW 16
    - Update on Mat-Su AAB meeting June 12<sup>th</sup> for PAQ Avigation Easement Presentation with request, by Airport Superintendent.
- J. New Business – Committee of the Whole (Note: Action may be taken by the Commission following committee of the whole)
  - AAC Meeting for July 25<sup>th</sup>, Airport Superintendent will be out of town. (Hold or Cancel Meeting?)
- K. Commission Member Comments
- L. Adjournment

**Minutes**  
**May 23, 2019**

**AIRPORT ADVISORY COMMISSION  
CITY OF PALMER, ALASKA**

**REGULAR MEETING  
THURSDAY, MAY 23, 2019  
7:00 P.M. - COUNCIL CHAMBERS**

**A. CALL TO ORDER:**

The regular meeting of the Airport Advisory Commission was called to order by Chair More at 7:00 p.m.

**B. ROLL CALL:**

Present and constituting a full quorum were Commissioners:

Kenneth More, Chair	Liz Swearingin, Vice Chair
Jeff Helmericks (via teleconference)	Andrew Weaver
Joyce Momarts	Shannon Jardine
Richard Best	

Also present were:

Frank Kelly, Airport Superintendent  
Pam Whitehead, Recording Secretary

**C. PLEDGE OF ALLEGIANCE:** The Pledge was led by Commissioner Weaver.

**D. APPROVAL OF AGENDA:**

**Main Motion: For approval of the Agenda as presented.**

Moved by:	Momarts
Seconded by:	Swearingin
Vote:	7 Yes/0 No – Best, Jardine, Momarts Weaver, Helmericks, Swearingin, More
Action:	Carried Unanimously by Roll Call Vote.

**E. MINUTES OF PREVIOUS MEETINGS:**

**Main Motion: For approval April 25, 2019 Regular Meeting Minutes as presented.**

Moved by:	Jardine
Seconded by:	Swearingin
Vote:	7 Yes/0 No – Best, Jardine, Momarts Weaver, Helmericks, Swearingin, More
Action:	Carried Unanimously by Roll Call Vote

**F. REPORTS:**

Airport Superintendent Kelly:

- Highlighted and expounded on his written report in the packet concerning:
- Airfield Status – open and operational;
- Airport Safety/Security – nothing new;
- Airport Operations/Compliance/Improvements:
  - updated status of the Airfield Safety Improvement Project 2019;
  - updated status of P&Z's work on the Airport Commercial District zoning modification; expects it to

move forward to City Council for approval soon;

-- Explained the "Avigation Easement" with the Mat-Su Borough (end of RW 16); see details in the packet;

-- Reported both City Ordinances pertaining to airport regulations (19-005) and Fuel Flowage Fee (19-006) passed unanimously by the City Council;

• Airport Operational & Leasing Update:

-- Alaska Tactical Aviation LLC has assigned the new lease on LL 10 to a real estate LLC, Aurora Sky LLC – construction slated to begin this summer;

-- Dayton and Beth Madison signed their new lease – construction this summer; they also expect to assign this lease to a real estate LLC;

-- New lease for LL 23 is pending;

• Important Upcoming Airport Dates:

-- June 5, 2019 – MSB Aviation Advisory Board Meeting – both he and Chair More will speak and provide a PAQ Update.

**G. GUEST APPEARANCE:** None.

**H. AUDIENCE PARTICIPATION:** None.

**I. UNFINISHED BUSINESS:** Committee of the Whole

(Note: action may be taken by the Commission following the committee of the whole)

• 2019 Palmer Municipal Airport "Airport Open House" planning

-- School Classroom Visits – Commissioner Jardine Update;

-- Airport "Meet and Greet" events – Chair More Update;

-- FAA "Fly In" pancake breakfast cancelled for this year – Chair More Update.

• Helipad Sign Unveiling Recap and Power Point Presentation – Chair More.

**Main Motion: To enter Committee of the Whole for open and ease of discussion of the stated Unfinished and New Business items.**

Moved by:	Jardine
Seconded by:	Momarts
Vote:	7 Yes/0 No – Best, Jardine, Momarts, Weaver, Helmericks, Swearingin, More
Action:	Motion Carried Unanimously by Roll Call Vote.

[The Commission entered Committee of the Whole at 7:11 p.m.; exited at 8:19 p.m.]

Committee of the Whole discussion included:

• Airport Open House Planning – Commissioner Jardine and Chair More updated as to current status of School Classroom Visits, Airport Meet and Greet, and FAA Fly-in Pancake Breakfast (cancelled for this year);

• Chair More provided a recap of the John S. Lee Helipad Sign Unveiling Event (see packet for photographs taken during the event).

**J. NEW BUSINESS:** Committee of the Whole, cont'd (7:23 p.m.)

(Note: action may be taken by the Commission following the committee of the whole).

• Avigation Easement with the Mat-Su Borough, North of RW 16

-- Discussion of current situation and airports "Obstacle Action Plan"

-- Letter of request from AAC to the Mat-Su Borough's Airport Advisory Board requesting support and

assistance;

-- Mat-Su AAB meeting June 5 for PAQ update and Avigation Easement;

- Recap of AAC update to City Council on May 14 by Chair More.

Committee of the Whole discussion included:

- Superintendent Kelly provided an in-depth explanation of the Obstacle Action Plan and purpose behind requesting the MSB Airport Advisory Board's support to work in concert seeking a *full* Avigation Easement, currently limited, to be able to have full utilization of RW 16-34; see packet for diagrams and overview of the Avigation Easement areas.
- Discussion/review/comment on the proposed AAC letter to MSB Airport Advisory Board (see packet) containing a Memorandum of Understanding for the Commission's approval prior to the June 5 MSB meeting.
- Recap of report given to the City Council discussing construction projects/activities at the Airport.

**Main Motion: To exit Committee of the Whole at 8:19 p.m.**

Moved by:	Jardine
Seconded by:	Weaver
Vote:	7 Yes/0 No – Best, Jardine, Momarts, Weaver, Helmericks, Swearingin, More
Action:	Motion Carried Unanimously by Roll Call Vote.

Upon exit of Committee of the Whole, the Commission took the following action:

**Main Motion: To approve the proposed AAC Letter/Memorandum of Understanding addressed to the MSB Airport Advisory Board requesting its support in seeking a full Avigation Easement for the Warren "Bud" Woods Palmer Municipal Airport.**

Moved by:	Weaver
Seconded by:	Momarts
Vote:	7 Yes/0 No – Best, Jardine, Momarts, Weaver, Helmericks, Swearingin, More
Action:	Motion Carried Unanimously by Roll Call Vote.

**K. COMMISSION MEMBER COMMENTS:**

Commissioner Best spoke in appreciation of the Commission always putting safety as a paramount consideration; appreciates the work everyone does.

**L. ADJOURNMENT:**

There being no further business, the meeting adjourned without objection at 8:24 p.m.

**APPROVED by the Airport Advisory Commission this 27th day of June, 2019.**

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Kenneth More, Chair

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Frank Kelly, Airport Superintendent



# **Reports**

## **Airport Superintendent's Report**

# Airport Superintendent's Report

As of June 20, 2019

## ***Airfield Status***

- Airfield lighting: PAPI ✓ , REIL ✓ Runway Edge Lights ✓ , Taxiway Lights ✓
- Runway 16/34: Open
- Runway G16/G34: Open
- Runway 10/28: Open
- Helipad: Open
- Taxiways: Open
- AWOS: Operational
- Beacon: Operational

## ***Airport Safety/Security***

- No new reports

## ***Airport Operations/Compliance/Improvements***

- Airfield Safety Improvement Project for 2019 went out to bid on June 6, 2019. Bid opening is scheduled for June 27<sup>th</sup>. Pre-bidders meeting was held on June 13<sup>th</sup> with 5 bidders in attendance.
- On June 20<sup>th</sup>, Planning & Zoning Commission reviewed the recommendations of the AAC with no substantial changes. P & Z has drafted a new ordinance to appear before the City Council in July.
- Work is beginning to obtain a full "Avigation Easement" with the Mat-Su Borough of the end of RW 16. Further details are in the AAC package.

## ***Airport Operational & Leasing Update***

- No progress for LL 23 negotiations to report.
- Already have some interest in the lease lots available off Cope Industrial Way. The leasing sign diagram is with Public Works for development and placement.

## ***Important Dates***

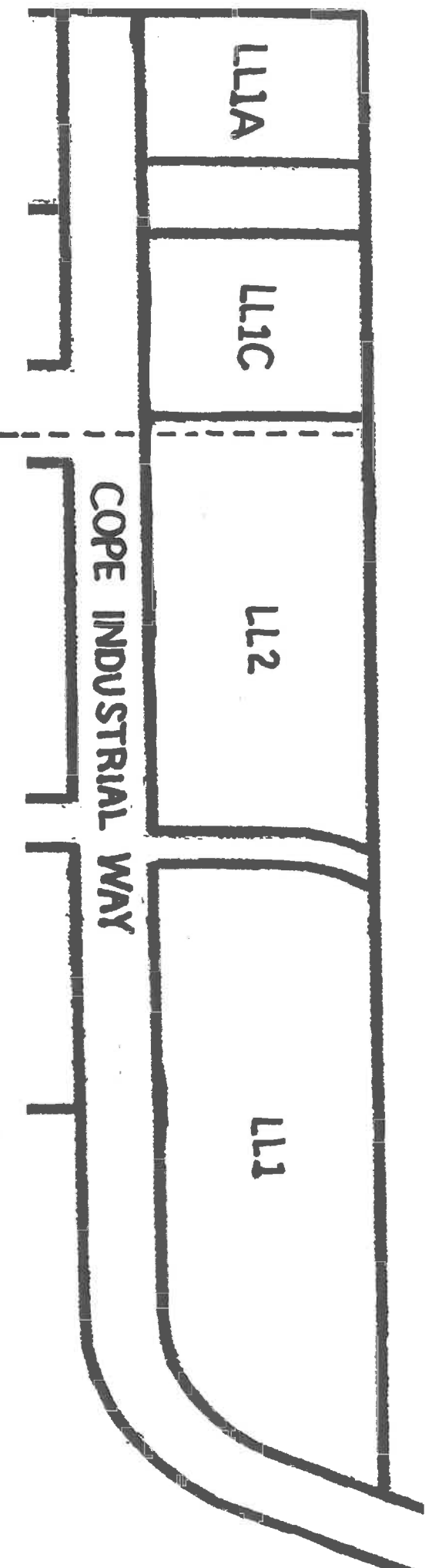
- Upcoming meeting with the Borough's Aviation Advisory Board on August 7<sup>th</sup> in which they will take up our AAC and City request for the Avigation Easement.

## ***Other Airport Operational & Leasing Update***

- Merrill Field set to raise rates January 2020, please see attached articles from the Anchorage Daily News and Anchorage City No. 2019-60 approved on Tuesday June 18<sup>th</sup>.



# PROPERTY FOR LEASE COMMERCIAL ZONING



LL 1A	1.47	ACRES
LL 1C	1.79	ACRES
LL 2	4.10	ACRES
LL 1	5.71	ACRES

FOR MORE INFORMATION, PLEASE CONTACT:  
CITY OF PALMER, AIRPORT SUPERINTENDENT  
OFFICE: (907) 761-1334  
EMAIL: [fkelly@palmerak.org](mailto:fkelly@palmerak.org)

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# Anchorage's city-owned airport looks to raise rates despite user discontent

Sweeping rate and fee increases may soon hit Anchorage's bustling Merrill Field airport, which city officials say helps keep the airport afloat but some businesses and pilots see as unfair.

The nearly 90-year-old city-owned airport sits east of downtown, surrounded by neighborhoods and city streets. For about four years, the airport has been spending more than it's making in order to finish federally-subsidized airport upgrade projects, officials say. A savings account from a land exchange has dried up.

The new airport manager, Ralph Gibbs, proposed asking businesses and pilots [to pay higher rates for leases, parking and airplane fuel](#) to make up the difference. He says the airport will also start charging for services it's provided for free in the past, like document preparation.

Under the plan, the cost of aviation fuel at Merrill Field would rise two cents a gallon; leases would go up four cents per square foot; aircraft parking fees would go up 15%; and long-term vehicle parking rates would rise about 50%, or from \$45 to \$70 per month. Monthly medevac fees would also rise.

Some business owners, pilots and their friends and families are pushing back on the changes. They say the city should do more to support the airport instead of leaving it to leaseholders. Unlike other airports in the area, Merrill Field operations are not subsidized by local or state tax dollars.

The airport helps drive the Anchorage economy but doesn't lend itself to high profit margins, some users say.

"There are a lot of people here who are really just everyday folks who fly because they love to fly," said Andrea Andraschko, an Anchorage business consultant who takes trips out of Merrill Field as a passenger.

Merrill Field is the second-busiest airfield in Alaska behind Ted Stevens Anchorage International Airport, and a hub for pilot and mechanic training. Medevac planes land at Merrill Field and taxi directly to Alaska Regional Hospital, where patients are wheeled into the emergency room.

About 900 aircraft are based there, nine times as many as at Ted Stevens and about 120 more than at Lake Hood, according to Gibbs, the airport manager.

Gibbs, a former Marine Corps flight instructor, started work in September 2018. He said he'd hoped to focus on noise control and making the airport friendly to neighbors. But much of his time, he said in a March interview, has been spent on figuring out finances.

The airport embarked on a series of airport upgrade projects in recent years, bolstered by nearly \$5 million from a land exchange with the state of Alaska. The projects included a \$1.2 million expansion of the medevac taxiway to Alaska Regional Hospital.

Other projects, subsidized by a flood of Federal Aviation Administration grants that require a local match, dealt with security improvements and flattening out land that sits on an old landfill. Merrill Field shared land with an unsupervised dump until 1952, when the city converted it into a landfill. That landfill closed in 1987, and the city built a new one on the current site in Eagle River. Garbage disintegrates over time and creates bumps that cause problems for airplanes.

Between 2014 and 2019, the FAA invested about \$50 million in the airport, which called for an ever-higher match by Merrill Field. But the land exchange money ran out, officials said. The state of Alaska also stopped helping with match funds. In 2017, for the first time in its history, Merrill Field took out a line of credit to keep up with the projects, according to Gibbs.

At the same time, Merrill Field was being asked to pay more for city services, in large part because of the notoriously troubled upgrade of city business software. The software project, SAP, started in 2012 and went online in October 2017, with an overall price tag of more than \$80 million. Those costs are being spread citywide, and translate into an extra \$100,000 for Merrill Field, said Anchorage city manager Bill Falsey.

“Basically, Merrill Field has been operating in the red for about four years,” said Jamie Patterson-Sims, the chair of the Municipal Airport Advisory Commission and a leaseholder who runs a flight school at Merrill Field. “That’s the big problem right there.”

The airport has two main options for dealing with a \$200,000 budget gap, Falsey said: Raise rates and borrow money, or halt projects and refuse FAA grants because the airport can’t afford the local match.

The projects benefit the airport, Falsey said, though some leaseholders aren’t so sure.

Gibbs and Patterson-Sims started holding meetings with leaseholders in November to lay out the financial issues. Those meetings, they say, culminated in April proposals to raise rates and borrow \$1.6 million over the next 15 years.

The airport has also had issues with people smashing into security gates and causing damage, Gibbs said. He said the airport has until now been replacing the gates, which cost \$3,500, but that leaseholders would now be liable for damage.

Gibbs also wants to raise money by converting unused land near Airport Drive into 100 new parking spaces for cars and RVs.

Lease and parking rates, which last changed in 2012, are below the pace of inflation, Gibbs said. He said the new rates would still be low enough to remain competitive.

“Other airports are charging less, some of those are subsidized by the state,” Gibbs told Anchorage Assembly members at a recent utilities and enterprise commission meeting. “We are not, we have to break even, which is the driving force behind those numbers.”

At the meeting, Terry Cartee, a flight instructor and member of the Municipal Airport Advisory Commission, warned Assembly members the changes would drive businesses and pilots away.

“These guys don’t have to be at Merrill Field,” Cartee told Assembly members.

Cartee and others say the commission and leaseholders should have more independent oversight and involvement in how the airport spends money, especially on projects. Airport managers currently seek out grant funds for projects.

If the rates change, Merrill Field will cost noticeably more than its closest competitor, Lake Hood. The lowest rate for parking an airplane on wheels at Lake Hood is \$55 a month, compared to \$60 at Merrill Field. Gibbs has proposed raising the Merrill Field rate to \$70 a month.

There’s very low vacancy now at Lake Hood, said Trudy Wassel, the division operations manager for Ted Stevens Anchorage International Airport. The waitlist for floatplanes is about a decade long, and there’s at times a one-to-two-year waitlist for spots for planes on wheels, Wassel said. She said space will be even tighter this year with planned construction.

Right now, there are no official expansion plans for Lake Hood, Wassel said.

If the rate change causes an ‘initial exodus’ of leaseholders or businesses at Merrill Field, Gibbs said during the recent Assembly meeting, he thought he could find others to fill the spots.

Glen Alsworth Sr. owns Lake Clark Air and started flying in the late 1960s. Alsworth said his company can react to lease changes, though it will affect what it can offer customers, he said. His company is small, but adds to the local economy with employees who rent houses and buy groceries, fuel and supplies, he said.

Alsworth has encouraged city officials to give the airport more help.

“(The rate increases are) not wholly unexpected, and it may be warranted,” Alsworth said. “But I haven’t received a real satisfactory answer to why the municipality doesn’t kick in a little to make up the shortfall.”

Another longtime Merrill Field tenant, Mike Spernak of Spernak Air, said the budget problems came as a surprise. He said his business could manage it, even though he'd rather not see rates go up. Spernak said he does not expect to move: His dad started their air taxi business at Merrill Field decades ago, when Fifth Avenue was a forest.

"We like it here," Spernak said. "(But) the less money we have to spend, the more we have to spend on other things."

Some leaseholders thought the city should help pay for compacting trash from the old landfill. Others wanted the city to return some property taxes paid by Merrill Field businesses to avoid raising rates.

Falsey, the city manager, said the city doesn't care that the old landfill is bumpy as long as it's not causing environmental problems. That's why that expense falls to Merrill Field, he said.

Property taxes collected from Merrill Field, meanwhile, go forward police, fire and other areawide services, Falsey said. If the city redirected the funds to keeping down lease rates for commercial businesses and private pilots at Merrill Field, the money would still have to come from somewhere, Falsey said.

The Berkowitz administration would rather spend extra dollars on public safety or homelessness, Falsey said.

The Assembly is scheduled to debate the proposal at its meeting on Tuesday.

(Article from the Anchorage Daily News on June 17, 2019)

## **Anchorage Assembly approves fee increases at city-owned Merrill Field airport**

The Anchorage Assembly on Tuesday approved [sweeping fee increases](#) for the city-owned Merrill Field airport in an effort to balance the budget, and over the protest of some businesses and pilots.

The increases impact fees for aviation fuel, parking and tie-down space and take effect immediately.

Merrill Field is Alaska's second-busiest airfield behind Ted Stevens Anchorage International Airport.

City officials say the increases are needed to keep the airport afloat. For about four years, the airport spent more than it made to finish federally-subsidized upgrade projects, and its savings account dried up, officials say. But some businesses and pilots have railed against the increases, saying the city should do more to support the airport instead of the costs falling to leaseholders.

Ultimately, the Assembly unanimously approved the fee increases Tuesday evening. The increases include raising daily fees for vehicle parking from \$5 to \$6, and raising monthly fees for aircraft parking by about 15 percent, to \$70 or \$80 depending on the type of parking space.

(Article from the Anchorage Daily News on June 19, 2019)

Submitted by: Chair of the Assembly at the  
Request of the Mayor  
Prepared by: Merrill Field Airport  
For reading: April 23, 2019

**ANCHORAGE, ALASKA  
AO No. 2019-60**

**AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER  
11.60.200, MERRILL FIELD AIRPORT, TO UPDATE THE LANGUAGE FOR  
FACILITY DAMAGE LIABILITY AND TO ADJUST MANDATORY AIRPORT  
FEES AND CHARGES.**

**WHEREAS**, increased expenses make it necessary to adjust mandatory airport historically low fees and charges at Merrill Field;

**WHEREAS**, the Assembly shall establish all mandatory airport fees and charges imposed by the Municipality; and,

**WHEREAS**, it is intended that Merrill Field Airport be a self-sustaining facility and operate without support from the general fund; now, therefore

**THE ANCHORAGE ASSEMBLY ORDAINS:**

**Section 1.** Anchorage Municipal Code section 11.60.060 is amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

**11.60.060 Liability for costs of damage to facilities.**

Any person who damages any airport property shall be strictly liable for all costs incurred by the airport in repairing or replacing the damaged property without regard to fault or negligence of any person. If the person who damages airport property is not identified, lessees shall remain liable for all costs incurred by the airport in repairing or replacing airport property damaged on lessees' leased premises without regard to fault or negligence.

(AO No. 78-177)

**Section 2.** Anchorage Municipal Code section 11.60.200 is amended to read as follows *(the remainder of the section is not affected and therefore not set out)*:

**11.60.200 Fees and charges.**

\*\*\*                      \*\*\*                      \*\*\*

C. The following fees and charges shall be payable to the municipality at the office of the airport manager:

1. Fee for distribution of aviation fuel. Every distributor of aviation fuel shall pay the municipality a fee of \$0.10 [~~\$0.08~~] for every gallon of aviation fuel that it delivers to a person at an airport.



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**Section 3.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Municipal Clerk



**Unfinished  
Business**



## MEMORANDUM

TO: Airport Advisory Commission Members  
FROM: Frank Kelly, Airport Superintendent  
DATE: June 21, 2019  
SUBJECT: Unfinished Business for June 27, 2019

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### Airport Advisory Commission

CHAIR	KENNETH MORE
VICE CHAIR	LIZ SWEARINGIN
COMMISSIONER	JEFF HELMERICKS
COMMISSIONER	ANDREW WEAVER
COMMISSIONER	JOYCE MOMARTS
COMMISSIONER	SHANNON JARDINE
COMMISSIONER	RICHARD BEST

- 2019 Palmer Municipal Airport "Airport Open House" discussion and planning continued.
  - School Classroom visits to airport businesses and airport operations  
Update from Commissioner Shannon Jardine
  - Airport "Meet and Greet" events  
Update from Chair Ken More
- Avigation Easement with the Mat-Su Borough, North of RW 16.
  - Update on the meeting with the Mat-Su AAB meeting on June 12<sup>th</sup> for PAQ Avigation Easement Presentation with request, by the Airport Superintendent.
  - Letter from Chair, Ken More



## Warren (Bud) Woods Palmer Municipal Airport

June 12, 2019

### Matanuska-Susitna Borough Airport Advisory Board:

Norman Chance, Chair  
Mike Pannone, Vice Chair  
Robert Yundt, Member  
Jim Kelley, Member  
Bernie Willis, Member

**Kenneth D. More**  
Chair, Airport Advisory Commission

Phone: (907) 240-3285  
Email: [flyartic@articsairacademy.com](mailto:flyartic@articsairacademy.com)

Mail: 231 W. Evergreen Ave.  
Palmer, Alaska 99646-6852  
[www.cityofpalmer.org](http://www.cityofpalmer.org)

## Memorandum of Understanding

The City of Palmer, Airport Advisory Commission, is seeking the support of the Matanuska-Susitna Borough Airport Advisory Board to work in concert with the City of Palmer and the Matanuska-Susitna Borough in seeking a full Avigation Easement Request for the Warren "Bud" Woods Palmer Municipal Airport.

The current limited avigation easement granted in 1986 by the Borough, now covers part of the Borough's park land on the north end of Runway 16-34 and has necessitated a five hundred (500) foot "Displaced Threshold" of Runway 16. The displaced threshold impedes the full utilization of the entire six thousand eight (6008) foot runway.

The Palmer Airport Advisory Commission believes granting this request to be in the best interests of both parties. The granting of this request will improve the safe utilization of the airport for Borough residents and can be done without any adverse effect to the park. The City of Palmer and the Federal Aviation Administration are proposing to cover all costs associated with a new avigation easement, inclusive of all environmental impact studies, design work and necessary mitigation.

The area would remain a park land, campground and playground area with minor proposed changes only to the type of trees within the new avigation easement. It is my understanding that removal of taller trees, selected standing dead, overgrowth and/or damaged trees in the flight path would be removed and re-forested in kind, with a hearty slower growth species, eliminating any "near future" concerns with regard to airport operations, thereby giving the airport full utilization of its intended six thousand eight foot runway.

It's the hope of this Commission, that with immediate favorable consideration by the AAB and the formulation of its own resolution to the Borough, that a plan of action can be initiated and implemented between the City of Palmer and the Mat-Su Borough as early as the winter of 2019.

Sincerely,

  
Kenneth D. More, Chair  
Airport Advisory Commission  
City of Palmer

Enc. Avigation Easement Request Diagram Package

City of Palmer

## **New Business**



## MEMORANDUM

TO: Airport Advisory Commission Members  
FROM: Frank Kelly, Airport Superintendent  
DATE: June 21, 2019  
SUBJECT: New Business for June 27, 2019

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### Airport Advisory Commission

CHAIR	KENNETH MORE
VICE CHAIR	LIZ SWEARINGIN
COMMISSIONER	JEFF HELMERICKS
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COMMISSIONER	JOYCE MOMARTS
COMMISSIONER	SHANNON JARDINE
COMMISSIONER	RICHARD BEST

- AAC meeting for July 25<sup>th</sup>, the Airport Superintendent will be out of state from July 11<sup>th</sup> thru July 26<sup>th</sup>. Does the AAC wish to cancel this meeting?

## 2019 Airport Advisory Commission Meetings

Meeting Date	Meeting Type	Meeting Time	Notes
January 15, 2019	Special	7:00 PM	Joint Meeting with City Council on Tuesday Evening
February 28, 2019	Regular	7:00 PM	
March 28, 2019	Regular	7:00 PM	
April 25, 2019	Regular	7:00 PM	
May 23, 2019	Regular	7:00 PM	
June 27, 2019	Regular	7:00 PM	
July 25, 2019	Regular	7:00 PM	
August 22, 2019	Regular	7:00 PM	
September 26, 2019	Regular	7:00 PM	
October 24, 2019	Regular	7:00 PM	
November 13, 2019	Regular	7:00 PM	
December 26, 2019	Regular	7:00 PM	Cancelled