

## Meeting Minutes

### San Luis Valley Airport – Airport Advisory Board Meeting

July 10, 2025

Location: Alamosa County EOC Room,

8900-A Independence Way, Alamosa, CO 81101

1. The meeting was called to order by Chair Carl Denslow at 8:17am. Board members present were: Randy Wright, Jacob Rissler, Andrew Hartman, and Carl Denslow. Administrative Assistant Donna Gabriel and Airport Manager Will Hickman were present representing SLV Airport. Jon Colman and Keeli Larsen were present representing Denver Air Connection. Chris Martinez was present to represent TSA. Sydney Martinez was present representing Centric Aviation and Quest Car Rental. Kale Mortenson was present representing Visit Alamosa for Alamosa County. Commissioner Lori Laske, Commissioner Vern Heersink, Jon Weeks from Woolpert/Aviation, and Patrick Ortiz representing Senator Hickenlooper's office were all present as a general public observer.
2. There were no additions or deletions to this agenda.
3. A motion to approve the agenda was made by Denslow, seconded by Rissler, Hartman, and Wright. The motion was carried.
4. Denslow moved to approve the minutes from May 8th, Rissler, Hartman, and Wright second. The motion was carried.
5. Presentation from the Public:
  - a. None.
6. AGENDA ITEMS
  - a. SLV Airport Manager Will Hickman gave an update to the board which covered the following topics:
    - i. Annual FAA 139 Certificate Inspection – Hickman presented that it will be coming up next week, Wednesday July 16<sup>th</sup> – 18<sup>th</sup>, 2025. It's usually a 3-day inspection and we are ready and prepared to go with that. We have been through our records to check everything and we will be going to be in good shape. And the last day will be a debriefing, we want to invite the commissioners to come at our training room on the 18<sup>th</sup> of July but the time is TBA. Once the inspector arrives they will update us what time they want to do the debriefing, it varies every time. Denslow asked if this is a closed meeting or the board members can attend as well. Hickman confirmed that they are also welcome to attend.
    - ii. Met with Carl in the SBDC – Small Business Development Coop, that was on June 9<sup>th</sup>, 2025 at the Airport, they'll going to help us develop a more focus on business plan on improving things at the Airport to get more businesses and revenue at the airport. Hickman confirmed that he submitted all the information to him and waiting for his feedback and what will be the next step or needs to be arranged.

Denslow, Sonia, Perez, were present as well. Denslow presented that Joselyn did go through with Sonia and get that sign up to take care of. Joselyn is a student at Adams and she is helping organize this project, and also an intern to Denslow's company. No additional information.

- iii. AIP-035 NAVAID Project – Hickman presented that all the NAVAIDs were installed: the REILS, the PAPIs, the runway signs, the only thing we are waiting on is the flight check. It's a little bit frustrating on waiting on the time frame on that and we should know the next week or so but the problem with that is we have a new equipment but we can't use the PAPI's or the runway identifier lights (REILs) until we get the flight check from the FAA. So, we have NOTAM that those are out of service until we get those officially done by the FAA. But they are all installed and we have John Weeks from Woolpert who can chime in anytime if he likes. We've submitted everything that we can and just waiting for the jet from the FAA to come and do the approaches.
- iv. AIP-037 Commercial Apron Rehabilitation Project – Hickman confirmed that the grant has been programmed, looks like it's going to be approximately \$1.3 million is what we are expecting the contract was awarded to old southwest group doing business as United Companies. We don't have the actual Grant award yet. So that holding up the process somewhat, we are still aiming and hoping for August to do this project but we also have the contractors been out of town, but they want to shoot for August but the main thing is the grant. We've got to have the grant money in place so that it will be a lot easier for them to get everything scheduled. Weeks is waiting for the grant and no more update. Hickman reminds everyone that we will be going to have 2 phases on this project. The ramp is going to be open the whole time. Centric will not going to be affected. There will be a slight modification of the taxiway but this will be easy for all the airplane to get around. Patrick Ortiz asked are you going to get any communications at all from the FAA? Hickman confirmed that the only communications was the email from Ortiz that was API the notice of the grant is going to be awarded but we haven't received anything from our contact with the FAA yet. Lori asked if there is something to do to help? Or just part of the process. Hickman is unsure, but Weeks has reached out to our new planners and give him a change by the day and then let's see what happens. Vern asked is the planner through FAA, Hickman confirmed that he is and fairly new and trying to push things forward. Weeks confirmed that the planner is ready to go as soon as his side things is adding additional assurance to all grants within Colorado, as soon as that language is available from Washington he will be releasing the grants but could not provide any time frame but it did feel imminent. And hoping it will be within the next week. Keeli is asking if 1<sup>st</sup>, middle or end of August roughly when in August. Hickman could not confirm yet but estimated to be at the end of August. Weeks confirmed that our contact from our contractor should be back today so we are hoping to push that today or tomorrow. At least we could have a schedule to disseminate to all the tenants.
- v. AIP-036 SRE Broom Project – Got a meeting with MB companies about a week ago they are looking for March delivery that was originally planned as February

2026. Hoping the schedule will be better to get the delivery of the vehicle to the Airport.

- vi. Enplanements – doing pretty well 11.5% higher than last year. As of today, In April we had 793, May we had 1,038, June we do not have yet but maybe Keeli could give us an update on that but the total is 4,320. Keeli confirmed that we have June at 1,120 we have a total of 5,440

2025 TTD Jan & Feb – 1583

1. January – 887
2. February – 706
3. March –
4. April – 793
5. May – 1,038
6. June – 1,120
7. 2024 Enplanements 12,077
8. 2023 Enplanements 10,904
9. 2022 Enplanements 8851

- vii. Hickman just getting fine tuning for the inspection and doing a lot of dirt work and making sure that things are graded and a lot of work on pavement edges adding because of that is the tolerance with the FAA, a lot of work on the field. We also just did paint the parking lot recently and appreciate a lot of help from that with Buildings and Grounds that they were able to do that pretty quick.
- b. Denslow just wanted to bring up the letter to courier about EAS, he knows that Wright put up a letter. Denslow read about the article that it implies that the EAS funding is at risk. We wrote a response letter that to let them know that we do have some information about the EAS funding, that there is no reason for that funding to be at risk at this time. He read the letter: The Alamosa Advisor Board would like to thank John for the reason of the article highlighting the potential cogs to the Federal Essential Air Services Program in the upcoming budget. We appreciate the attention brought to us in the important issue and the call to action for us saying that the impact of the San Luis Valley and its residents is essential and our State and our Federal legislatures value hearing from their constituents. As a board, we have personally reached out to our representatives and senators, we received strong communications and clear support from all of them. Senator Bennet has long been champion of our Airfield services and has visited the airport multiple times for tours and discussions. Senator Hickenlooper has also expressed commitment to preserving EAS funding and Representative Hurd recently attending an Alamosa County meeting and assured us that after being reminded of the issue by his staff he will work to ensure continued support. Airport Manager Hickman has also been in contact with FAA officials and other federal partners based on current passenger data and service levels with Denver Air Connection and we have been informed that our Airport is well within the range considered safe at this time. We recognize any federally funded program is subject to change and uncertainty; our Commercial air Service in Alamosa is no exception. However, thanks in part to the advocacy of our legislators, we are as confident as possible that service to our Airport will continue through this cycle. And lastly, we would not miss the chance to thank the people of this community for your

continued support. We've made significant progress in providing services to Denver and that success is due to your willingness to use and promote our local services. Your support made Alamosa an attractive partner for providers like Denver Air Connections. Thank you all. Denslow mentioned that he didn't see if the courier did anything with that letter. If they published any additional article or made any comments about that. But we did let them know that to the best of our knowledge that we are not going to be subject to constraints with the EAS. Hickman confirmed that nothing is official, called to us regarding our status. To our best of our knowledge based on how they calculated it and he looked it up and received the actual language, think it was a doc it, from the DOT and there's some bullet point in there that they determine how they will make the decision, one of the in terms of eligibility from EAS:

- i. Eliminate eligibilities for the communities that are closer than 25 miles to a small medium or large Airport. Hickman confirmed that this does not affect us and measured it and would they go by driving the distance that he read.
  - ii. Eliminate eligibilities for the communities whose per passenger subsidy exceed \$350 in the most recent Fiscal year regardless of the distance to a hub. Hickman confirmed that ours is currently \$266 per passenger.
  - iii. Eliminate eligibilities for the community to average daily enplanement that falls below 10 in the most recent fiscal year regardless of the hub. At the time of this writing we are averaging to 22-29 enplanements per day. In 2024 we averaged 32.8 enplanements per day. Based on that criteria, unless there's some other criterias that we haven't seen, it appears that we are going to be fine. Thanked and appreciated Denslow and Wright on that letter. Ortiz confirmed that appropriation is getting underway because of the budget bill passing, we'll see how it goes, they are already threatening a government shutdown. Hickman thanked the board and Hickenlooper for being advocates of this EAS.
- c. There was a question about the Firehawk, Hickman mentioned that he doesn't have the information but it is a black hawk, a UH60 but haven't heard if there is a new base somewhere. And forwarded this to Eric Treinen Director & SLV Emergency Secretary, and keep in contact with him see if there is a possibility of coming in here too. Hartman confirmed that they are all painted the same color, and a firehawk came through 2 weeks ago, they were just all transporting or everything. Lori confirmed that for years, we wanted it to be here because it will give a revenue for the State. Sid Martinez also confirmed that he had information about it too.
- d. Vern asked is there a timeframe for the flight check, I know we are in a queue but is there 3 months or something. Hickman hoped it's not that long but he mentioned that we filled out the form 3-4 months ago to get that going to get us in the schedule, made some modifications, that some things that didn't need to be checked in there and then we lost contact with them and they didn't respond like a month or so. We got a hold of them like a week ago, and we had a question about the runway light that needed to be checked but they've been in there since 2017, Apparently when the runway lights were installed they didn't need to do the flight check so they'll add that to flight check. Lori asked if Hickman could send an email with that request and time stamp so that they could send an email to their correspondents' representatives and our connections to get this moving. Rissler

is also asking if Jacob, is handling a Jacob topic with and handling the valley. Ortiz confirmed that 2 people were handling, Wight is based in Durango and Jacob is kind of handling Erins right now, because they are still in the handling process and not sure if they already sent an offer yet but still in the process of accepting applications. Rissler just to make sure that we know who will be our contact if we need to, it will still be Jacob. Ortiz confirmed that he came down here to have a meeting with the Trinidad State University. Hartman asked if they are affecting any ongoing operations? Hickman said it should be affecting anything but heard no complaints. Hickman showed that we have a runway stat that we could look at to see when we turn off the PAPIs off and have the operations gone down and check. Have you guys seen any changes on any fuel sales? Hartman said not that we can measure. It will impact the minimums for the insurance purposes and the REILS and the PAPIs. Ortiz could also help with the small business. Ortiz asked about the fly ins. Hickman confirmed that no concrete plans yet. Denslow mentioned that the Pilot associations here doesn't have any free time plan a big event. They are interested to have a fly in but if we're relying on the planning then we really don't have extra time to get on a bigger project.

7. General Aviation update – Carl Denslow

- a. Denslow mentioned that no additional things besides Hickman's presentation with working with the SBDC to work within the masterplan for the Airport to bring in some additional revenue stream for the airport and also there are demands for Colorado for additional services, in particular hangar space. Colorado has a low on hangar space and we got property. It will make more sense to build some hangar to fill the need and generate some revenues. So, we are working on that.
- b. Fly in: No additional information about planning and flying at this point. Hickman said we need some people who will be involved in this community so that they can do some planning for fly ins potentially an airshow, So that we have enough help involving the community, and it will be nice to establish a formal planning committee. Denslow agreed. And Will talked about the next fly in with the association and if they can publish it to reach more people.
- c. There were couple of questions from Vern about how often we update our AIP. Hickman confirmed its annually. Vern mentioned about trying to get funding for hangars stating that Hickman mentioned that people from Pueblo or something that got funding and just wondering when is the best time to get start to push on that. Hickman thinks we need to push it for it. The Pueblo used to get the BIL grant for that, we used all of ours for building the SRE Building in that project, but we are still looking for other options. Keep communications with planners to consider other funds and loans as well. Denslow confirmed that in addition, experienced guidance is needed so that we'll know what kind of funding there is for this kind of project. Lori asked could a small business development because the Airport is an enterprise not a government so maybe it is eligible for a small business. Denslow confirmed that their services are definitely available and that includes reaching out to funding sources for what those matches are. That's a good idea and we will put Sonia on what is available on that aspect. SBDC also has a sort of parameterized business planning software, so we can start playing with how much private funding is

kicking this off or how much government funding, so we can start pushing numbers around and see what is a good solution. Ortiz suggested that it could be a CDS request at least a portion of it can, right now they want to continue this process. It is Congressional Direct Spending so we have 5 projects that were part of the fiscal year 2025 but it was cut in the CR, that cut passed and were reapplied and 5 others that were reapplied as well for the counties that he covers. So, they still are in the running and moving forward. As of right now, the Senate leadership and house leadership would want them to move forward. And we can coordinate digital things, Alamosa county can also get involved in this thing because they work closely with the Airport. Talked to Senator Bennet and Rep Hurd to coordinate that aspect it could be good. Lori mentioned that she talked to Bennet and they were concerned because we get all of that funding, but we have the same proposal and need the Levi projects.

- d. Vern mentioned about the previous topic about the big hangars for overnight jets and about the T hangars. Hartman asked if there any other ways or is there any interest on building hangars? Hickman mentioned that at the moment no, but he could reach to people that had built maybe we could generate some income. He also confirmed that we talked to a mechanic shop base in Pueblo last week, and Pueblo is not working with them to establish a lease with them and he came by looking around our airport so I gave him our lease that we have and told him we love to have him in our airport. We actually need a mechanic shop but he needs to build at this point unless somebody leaves somewhere. We are not sure if we have space for it. It sounds like he is looking for other options but I think is planning to stay in Pueblo. Vern asked if Hickman got in touch with Hartman that he might be able work it out. Sid confirmed that he took their card and Andrew would be happy to talk to him. Hickman mentioned that the mechanic shop is planning to stay in Pueblo but open to expand. Vern asked if that will be affecting their business because of the mechanic. Hickman confirm that they are a one stop shop they did avionics stuffs. Which is not bad to have any options with this, they can almost work everything like turbines, work on helicopters and 183 and part 131. Lori asked if we have a waiting list for the hangars and we can go through that and see if they would be interested in building a hangar. Hickman confirmed that we got 11 in line as of today. He asked Hartman if they have a waiting list in the FBO. Hartman mentioned that its not a lot of waiting list and turnovers.
- e. Vern asked how many were built in Del Norte. Hartman confirmed most recent was 3 lots but they build a ton over there and a lot were box hangars. Denslow asked to confirm about a ton, like 25? Sid and Hartman said yup around 25 and huge hangars. Vern asked if they were owned by the City or Private? Hartman thinks they were all land leases. Vern confirmed It's a good activity for the Airport but does not generate significant amount of revenue, operations and fuel sale. Lori mentioned that in Monte Vista is building hangars and the City oversees the Airport. Hickman asked if the City is funding it or private. Vern would be interested in it and willing to build and looking for a land lease type if this is the direction that we want to know, and consider it. Hickman confirmed that he will reach out tomorrow and see if anyone would want to do that. Denslow mentioned that EOPA had an article that they written over decades about the lack of hangars and why is there a lack of hangars and what people have been doing. And it seems like it always ends up

with being some kind of misalignment between builders, owners, and government ownership of the airport. Something that happened that they planned it and just decide that its not a good idea and aborted the project. Not sure how's it going to be for us but for hoping that we are working with the SBDC that we can make several good options for plans and start chipping through with it. It happened to Del Norte also that they have the intention to build more but they were not able to because they were relying on the county to expand some taxi way and land to build more but it did not just work out. So, I think they got one more in construction right now and that probably the end of the further block.

8. EAS - Denver Air Connection presentation – Jon Colman and Keeli Larsen

- a. Colman is considering a slight flight change or schedule change but not implemented yet but wants to talk about it with the board if this will be okay. We have a Jeopardy about the flight delay because of TMU (Traffic Management Unit) or what not and Colman is thinking about sliding the departure out of Denver forward 1 hour and get our departure out of Alamosa for a 1. He discussed that the demand from 3:00 pm onwards at TMU in Denver is staged at that 3:00 and DAC is trying to get in there in time supposedly overloaded plus factoring the weather. Even with nice sunny weather there will still be delays because TMU needs us to get in the flow. If we are able to arrive before 3:00 in Denver we could avoid the delay, if the plane will leave Alamosa by 2:15 pm. And checking with all parties (Airport Operations and TSA) and see what everybody else thought. Hickman confirmed that he is okay with it and he confirmed that Wright is okay with it. Martinez from TSA is also okay with it and asked if the adjustment is just for the afternoon. Colman confirmed that yes only the afternoon is affected. Hickman asked about the arrival time on 3583 arrival at 3:00? Colman confirmed that the arrival at Alamosa by 1:35 the target will be the plane needs to leave Denver at 12:50, so the schedule will be 12:45 boarding. The thing will happen here if the move over the last time we've been there the enplanement bounced back and beating Skywest from when they were here. We are pleased with the enplanements. There is exposure from disrupting some plans, we just want to verify that nobody will have a disruption of more than 4 hours, let's say if people booked from 3585 and the flight currently leaves at 3:30 pm and they have connection that is currently working, and if we move the flight on an earlier schedule at 2:15 they will still be going to make their connections. So, it looks like it will be a slightly long layover. The people who are going to get affected if they were booked on 3583 that doesn't get there before 11:00 am and there are some currently booked with connections that will arrive at the time that they will be forced to get the connections at 5:30 flight. So, this will be aggravating with some people. However, they will be in Alamosa by 4 hours later than what they currently think that they are going to get there. We don't want to do is to force into another day. That will never happen. But it will be force people to a later flight that are already booked. But moving forward if people will try to book a flight they will not see any existing flight details but will see the new schedule. When do we want this implemented? Vern confirmed that Colman was at the commissioner's meeting, we felt like it is a good idea, but we also felt like it would be a good idea if the Board, TSA and Airport operations is also part of the conversation. Hickman confirmed that there are a

daily delays and we have a western flow of traffic and getting everything backed up and if we move the schedule a little bit and TMU guys confirmed that they will have no delays. Colman confirmed that TMU said that if we landed 3:00pm or before and we should plan it before 3:00, that flight takes 40 minutes and the plane needs to be ready to go and call in TMU ready to go at 2:20 pm. That means if that will work it would probably by 2:00 but we will figure that out. I just want to verify when will this be implemented. Hickman asked it will only get affected with are those who bought the ticket now. But anything moving forward will not be affected? Colman confirmed that we will not sell the customers with connections that are less than 45 minutes. Or we will just accept that there will be daily delays. The problem is there are people who are in 3585 that have connections that getting bumped. We just want to confirm the implementation is in 3 months. Rissler asked when are we going to do it, I'm thinking that this could be done at least give them a month notice. And send a communication with everybody. At this point would we rather hear that they've missed a flight or missed a connection? I'd rather hear a complaint about missing a flight. So that we can have some planning time. Can we give them a voucher or a meal for something for their layover? Colman said that's not a big deal I think. Rissler asked how many people are we talking about being affected by this? Colman in a 100s that are already booked. Probably 20% of those people having connections that are so tight that they're going to get pushed by 5:30 pm. Martinez (TSA) but if they are getting pushed to 5:30 that's the connection for them to come back? Colman gave an example, you got a person that comes from LA and they land at 12:15 on united and they will get on our DAC flight at 2:10 pm to Alamosa, that could actually not work because we will be moving the flight to let say 1:00 pm or 12:15, So that connection with United will say the flight schedule was changed and booked you on 3587 Departing Denver at 5:30pm. Martinez that is more than reasonable because they have that as their final destination unless they have a meeting at 3:00 pm that will be moved to the next day. The concern is getting the information out to all affected months at a time. Is there going to have a change in Checking Rule? Because right now it is all in discretion with the pilot? Colman confirmed that it will be the discretion with the pilot and we want everybody to get everybody as we can, when they show up. That's a customer service thing. The priority is to lessen the daily delay. Vern asked if the rush hour continue throughout the year or just a summer thing. Colman confirmed that this is everyday throughout the year. Vern is suggesting 30 days is plenty. Hickman asked if we should vote on this? Colman suggested if the board can just do "We support the resolve the schedule change" just the board supports it. Denslow confirmed that the board can do that "Resolve the support to schedule change and we would want to motion and a second and a vote". Rissler made a motion. Hartman Second. Vern suggested to Colman that all the communication will be on DAC's responsibility? Colman asked if the Airport can post it to their website and social media too. Rissler suggested that there should be a press release so that we can reach as far as we can for the schedule change. Denslow suggested that "we can say that we are having management traffic bottleneck that's causing consistent delays and to support that we are adjusting flight to reduce the number of delays and better service to customers and accommodate the traffic management delays". Martinez (TSA) suggested to try and think about the change that we might get a passengers with large influx of

college and their family members who are flying and trying to get connections everywhere. If that information needs to go out yesterday. Colman confirmed that it will be a 30 day ramp up with announcement and information dissemination. Vern asked if Colman will come up with that language and a hard date that they could let Roni know and the Airport can get that information out? Colman confirmed yes, he will.

b. No more question.

9. Marketing Committee, Kale Mortensen

- a. Mortensen update with the 1<sup>st</sup> Friday event and DAC (Denver Air Connection) is also involved in this program, and went well. Sending a rap card that are distributed in the welcome center, and flyers in pushing the information about the frequent flyer program.
- b. We are also creating a rap card for general promotion and will get that for the Marketing committee for approval and we will update this board.
- c. Tanya let me know that they have a big digital screen that they've delivered that kind of runs the promotions. Mortensen asked Hickman where will this screen be installed. Hickman hasn't seen this yet. Keeli confirmed it is in the back for now. Mortesen suggests that Larsen, Hickman and Mortensen could set up a meeting to discuss where will the screen be installed.
- d. Mortesen mentioned that they are curious to see the downstream effect with the EAS plus about the travel right now and brand USA which does a lot of international marketing to get there and got 80% from \$100 Million budget to 20. So, we are expecting travel to get impacted there. And just going in general what's happening in travel. At least aware from the Airport side but looking for the downstream effect. Risler asked about the announcement that there was a directive to charge for the foreign visitors for the National Park? Mortesen said he hasn't seen that for National Park, but there is a Visa for USAID or travel association that they are giving us updates on travel and the biggest one is Brand USA and the other one cost for the international visitors that they are using.

10. FBO and Centric, Andrew Hartman, Tara Maugham, & Sid Martinez

- a. Hartman mentioned that Maugham is flying to Denver right now and ground stop for 2 hours and everyone will be probably pushed for their connections.
- b. Centric serviced 181 aircraft, 71% general Aviation flight in May and 226 aircraft with general aviation flight of 77% in June. Slightly off from the last year. Year to date we are at 1,007 aircraft service but the 1<sup>st</sup> 6 months are the slowest month of the year and will pick up in July due to summer travel, August-October is the hunting season.
- c. Rental Cars, we are up over 20 cars on sight and getting busy, a lot of RVs breaking down or people coming in needing a car because of people who bring their tour buses and wanted to park it somewhere just needing a small car to go around visit places for summer traffic. Vern asked if the 20 rental cars will have enough demand to increase your rental fee? Hartman thinks that there is enough demand.

11. Other Business:

- a. Vern asked about the parking charges? Hickman, we need to get towing people. He also discussed about checking if we needed an RFP for towing. We do not have signage to let

people that we are now towing them. Asked the commissioner to review the \$30 for long-term parking if we can increase the long-term parking fee. SpotHero does not work with the system that we want to do. \$6.75 per day in SpotHero does not align with the long-term parking fee. Plus getting signage. Also confirmed that he has a meeting with another vendor which is ParkMobile and see if they can cater to our airport. SpotHero is not willing to modify their system for the long-term the way that their pay skill. They have a system set up but not for \$30. And he also mentioned about people asking about our long-term parking lot is secure technically no. We do have security cameras but is it enough to justify the increase of long-term parking fee. Vern mentioned that it looks like its burden is the \$30/month. Rissler wants to confirm that the fee schedule that we have with SpotHero they are not going to adjust their computer system because we are not the highest paying client. Hickman confirmed that probably yes looks like these companies are more catered to a bigger Airports so these Rural commercial airports kind a suffer one. They don't have many options for us. Denslow suggested that we have other option with Centric, they have Long-term. Hartman confirmed that they can change their long-term policy to a minimum of 3-month parking scenario with secured fenced parking. Centric mentioned that they have full service for their long-term parking and it is \$55 per month.

- b. Hickman also mentioned about the 2<sup>nd</sup> RFP for towing service to be able to manage the parking lot. Sid asked if we can tow it inside or behind the fence? And he also suggested that it will also increase a revenue that people need to pay the Airport to get their towed car behind the fence. Hickman does not have a towing truck and need to discuss it with Jason Kelly for legality and if the airport needs an RFP. The towing company does not want to do it because of the new law passed, that Airport lot is considered private and they don't want to tow any car. Hartman suggest that Airport needs to post, who towed it, when they towed it, and contact number to get the car.
- c. Hartman introduced Sid Martinez he is the Manager for Quest Cars and Centric Aviation.
- d. Hickman announced that the old ARFF station is almost clear and ready to rent it out pretty soon and asked Vern if we need to have a formal announcement on that, if we need to put it out for Advertisement or just like a regular Hangar rental. Vern said it is probably a Jason Kelly question. Hickman mentioned that it will not be used for aircraft it is not wide enough. Hartman confirmed that Centric has a business perfect for it. Sid is asking if the office will not be part of that. Hickman will ask WSB for the office. Denslow asked Hartman if Centric is interested to rent it out? Hartman said they are willing to rent the whole building with the office, and some equipment's are left there and are willing to discuss with Hickman. Sid mentioned about DAC's loader needed to put inside when it is winter time because it will not run if it's too cold.

12. The meeting was adjourned at 9:54 am