

**PAROWAN CITY AIRPORT BOARD MEETING  
MONDAY- MARCH 7, 2022  
PAROWAN CITY OFFICES – 35 EAST 100 NORTH – 4:00 PM**

**MEMBERS PRESENT:** Pat Wall (Chairman), Jim Shurtleff (Council Representative), Dave Norwood, Dave Cowen, Don Horton,

**MEMBERS ABSENT:** None

**STAFF PRESENT:** Cleve Matheson (City Manager), Mollie Halterman (Mayor), Heather Shurtleff (Deputy Recorder)

**PUBLIC PRESENT:** Mick Lauer

**CALL TO ORDER:** The meeting was called to order at 4:07 PM by Pat Wall.

**DOES ANYONE HAVE ANY CONFLICTS OR PERSONAL INTEREST IN ANY MATTER ON THE AGENDA WHICH NEEDS TO BE DECLARED?** No one declared conflicts.

**APPROVAL OF MINUTES:** Jim Shurtleff moved to approve the minutes of September 7, 2021 as written. Don Horton seconded the motion. All members present voted in favor of the motion. The motion carried. The minutes were approved.

**UPDATE ON OLD BUSINESS:** Cleve Matheson began by stating Armstrong Consultants was working on the engineering and design of the runway reconstruct and that project was still going forward. The plans had been reviewed, an independent engineer fee assessment completed; it had to be within 10% (which is an FAA regulation) and it was within 6%. The assessment had been sent back to the FAA for review, then the FAA would work on a grant application for engineering and design; no obligation for money would be needed until the offer with the FAA was made. Mr. Matheson talked about 5 core samples that would need to be taken from the runway.

Dave Norwood arrived at this point in the meeting, 4:10 PM.

Cleve Matheson talked about a new master plan for the airport being scheduled for the 2026 Capital Improvement list to update and see where the airport was at that time. Mr. Matheson talked about avenues that may afford the airport more money, from bipartisan infrastructure, however, the money was limited to certain uses. Armstrong Consultants would help the City know how the money could and could not be used. It would be nice to be able to push the wildlife fence back to the prairie dog fence so there would be no waste of space. A discussion ensued about the positioning of the prairie dog fencing and the fact that lengthening the runway was not practical or necessary.



**UPDATES ON FUTURE IMPROVEMENTS:** Cleve Matheson said the City was currently negotiating with Goodfellows Corp., who had put an offer on 28 acres north of the runway (Parcel #1) which the City owned; the possible purchase had been to the City Council on a work meeting. There were some contract negotiations still happening. The board discussed the positioning of the parcel, north of the runway. Parcel #1 was bordered to the north by a parcel in the county. The proposed use of Parcel #1 would be manufacturing, crushing steel. Mr. Matheson showed the board the specific location on a map. (See attached)

Cleve Matheson spoke with Armstrong Consultants, and Armstrong thought that manufacturing on Parcel #1 was an encouraged use of the property by the runway. There would be no obstruction hazards. Mr. Matheson said the parcel was on the last 1/3 of the runway and 30 ft to 40 ft tall buildings would not be a problem for aircraft on the runway.

A discussion about why Parcel #2 wasn't chosen for sale ensued. Mr. Matheson explained that Parcel #2 crossed the runway.

Don Horton asked about the timeframe for the purchase. Cleve Matheson answered everything had to be fulfilled within 48 months, with the first milestone 18 months out.

The discussion about the sale of Parcel #1 was purely for informational, no motion was required at that time from the Airport Board. Once the contracts were nailed down, Cleve Matheson would bring it before the Airport Board for a recommendation. Mr. Matheson wondered if the board would be opposed to a special Airport Board meeting once the documents had been received; there were no objections from the board members.

Cleve Matheson said Goodfellows and De La Paz would be using Armstrong Consultants for the new hangars, the new hangar space and access; the area was already designated for hangars.

A discussion regarding specifics about the designated hangar area ensued, including a timeline on infrastructure. Mick Lauer thought with the expansions by the airport it would be a great time to upgrade the electrical and water services.

Pat Wall asked if Iron County would be involved. Cleve Matheson answered no, the county didn't own any of the parcel. The board talked about specifics and issues with purchasing a privately owned piece of ground, making the purchase unlikely.

Don Horton asked how many hangars would be. Mick Lauer replied 51, (19) T-hangars, 65 ft X 65 ft hangars, 45 ft X 45 ft hangars and (1) 150ft X 300 ft. 63% of the hangars were pre-sold. Mr. Lauer also talked about Alberto De La Paz, who purchased 3 acres next to Batista's hanger, which was next to the FBO, and was planning a free



spanning hangar that would cover basically that whole area. The De La Paz hangar would be dedicated to Air Methods, which would be bringing in helicopters for training on both the A&P side and on the pilot side. Air Methods would be training pilots who were military veterans to fly specific types of helicopters. Air Methods would purchase their fuel from the Parowan Airport. Mr. Lauer was in charge of the Air Methods hangar. Air Methods would also be using Armstrong Consulting to help with the planning of the hangar; Cleve Matheson talked about this requiring a “through the fence operation” type agreement. The FAA would be kept in the loop and the airport would be made whole, so there should be no issues. The agreement would be up to the City Council. The Air Methods hangar would be carefully situated as to not jeopardize the existing apron and any future upgrades. Everything would go through the FAA and Armstrong Consultants for approval.

Mick Lauer spoke briefly about an issue with diesel trucks trying to purchase fuel at the airport because Jet A fuel was cheaper than diesel fuel at present.

There was a brief discussion about the fueling agreement. Mick Lauer mentioned SUU purchased quite a bit of fuel from Parowan Airport.

A discussion ensued regarding the repositioning of the prairie dog fence with all of the new hangars going in. The FAA was very particular about projects that federal money had made and insisted that the airport stay whole. The discussion also included consideration of the positioning of the 6 ft tall wildlife fence.

Pat Wall asked about fire department access to the airport. Mick Lauer said Armstrong Consultants would ensure proper access.

Mick Lauer talked about being pushed and encouraged to open a flight school, both fixed wing and helicopters. Mr. Lauer talked about the wild expense for insurance associated with a flight school but Mr. Lauer was trying to make it work; SUU would be involved as well.

**STAFF COMMENTS:** Pat Wall asked if there would be a pancake breakfast this year at the airport. Mick Lauer wanted to know more about a possible pancake breakfast and Dave Norwood said he would talk with Mr. Lauer about the tradition.

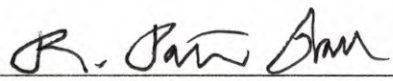
The Glider Festival would be set for the second and third week in June. Mick Lauer would need to create more space for the gliders due to Air Methods being at the airport. Mr. Lauer wanted to continue to encourage more gliders to come to the Parowan Airport, he really liked to spend time with the glider folks. Mr. Lauer would get with the Airport Board to discuss the festival and the need for more parking for the gliders, maybe where the prairie dog fence would be moved. Mr. Lauer said only the self-propelled gliders had contacted him, so far there had been no contact from the towed gliders.

Pat Wall asked about the timeframe for the RV park being ready in Parowan. Cleve Matheson answered the RV park was in the works, but would not be up and running for the Glider Festival this year.

Pat Wall wondered about renting a portable shower and restroom during the Glider Festival. Mick Lauer said Cleve Matheson arranged for someone to clean the airport bathrooms every morning during the festival and Mr. Lauer hadn't heard one complaint yet about the restroom accommodations.

**PUBLIC COMMENTS:** Mick Lauer talked about getting 1 complaint over the last 3 months regarding a low flying aircraft and the resident wanting to see less activity at the airport. Mr. Lauer invited the gentleman to the airfield to discuss the matter and so they could educate each other. Mr. Lauer explained the FAA regulations and how much SUU was doing for the Parowan Airport. Mr. Lauer met with SUU once a week to discuss any complaints. Mr. Lauer wanted to say that he took all of the complaints seriously and wanted to help as much as possible. Mr. Lauer often reminded SUU to steer any Parowan Airport complaints in his direction.

**ADJOURN:** Don Horton moved to adjourn the meeting. Jim Shurtleff seconded the motion. All members present voted in favor of the motion. The meeting adjourned at 5:03 PM.

 3/6/2023  
Pat Wall, Chairman

  
Heather Shurtleff, Deputy Recorder

APPROVED 6/6/2022