

**ST. GEORGE  
REPLACEMENT AIRPORT TENANT TRANSITION  
QUESTIONS AND CONCERNS**



**1. Will the City help current airport tenants relocate? Do hangars have to be reengineered?**

The City is doing several things to ease the burden of relocating. If an existing hangar is relocated without being modified, it does not need to be upgraded to meet current codes (except for fire and foundation requirements) and the structural framework will not need to be reengineered. However, engineering will be required for the footings. All new or modified buildings will require full engineering. A building permit as well as construction inspections will be required on all buildings.

Additional effort has been made to remove clay soil and replace it with granular material. Also, power, water, and sewer service is being provided to the GA and FBO areas. The city is also upgrading access roads and paving taxiways, taxilanes and aprons to the maximum extent possible to reduce tenant costs.

**2. Can the City waive building permit and impact fees at the replacement Airport?**

If an existing lessee builds a hangar at the replacement airport (either new or relocated) with the same capacity of utility service and same size hangar as their existing hangar, there will be no city fees charged (i.e., building permit fees, impact fees, Water Conservancy District fees). However, there will be an incremental city charge for any increase in utility or hangar sizes. Tenants should be aware that there are other entities that may charge fees (e.g., Dixie Escalante).

**3. The City has added a hangar requirement for fire suppression sprinkler systems. Can it be removed to save cost?**

All facilities will need to comply with the 2006 International Fire Code as adopted by the city. The decision regarding the best way to provide fire protection involved a lot of discussion with the Fire Department. There were several options considered, including foam systems, firewalls, hangar and fire hydrant spacing, etc. The sprinkler system was chosen because it was the least expensive option to accommodate the planned layout for the hangars. All hangars will be required to have a sprinkler system. Individual concerns may be addressed by contacting the Deputy Fire Chief, Kevin Taylor.

**4. Can skins from existing hangars be used?**

The Replacement Airport Building Development Standards require materials to be new. However, the Mayor and City Council have approved an exception for existing hangars. Tenants who choose to relocate their existing hangars may reuse the skin if it passes an inspection by airport personnel and if the skin is a baked enamel earth tone color.

**5. Will the FBO's be required to construct ramp areas fronting their hangars?**

FBO's will only be required to pave ramp areas within 15 ft. of their hangars. Paving beyond that point will be done as part of the replacement airport construction program. However, to offset these capital costs, the city will charge a higher lease rate to FBO's.

**6. Is the city willing to forego any of the proposed fees for based aircraft?**

In order to comply with FAA grant assurances and to meet operation and maintenance costs, a new fee structure must be implemented. It is felt that all users should pay a fair share. The proposed fee structure is based on market studies of similar airports and represents the city's best efforts to be reasonable and fair in covering its costs. Any adjustment will be handled on a case-by-case basis.

- 7. Hangar owners have stored non-aviation items (i.e., boats, RV's, vehicles) in their hangars in the past. Will this be allowed at the replacement airport?**  
This is an inappropriate use of property and services provided with public funds appropriated for aviation purposes. It is also a violation of FAA grant assurances and security regulations. While some have taken such liberties in the past, the city will not allow this practice at the replacement airport.
- 8. When will airport tenants be allowed access to the replacement airport to start construction of hangars and commercial facilities?**  
It is anticipated that access will be allowed sometime in the summer of 2010. Specific dates will be announced as soon as schedules become more definite.
- 9. Is it true that the city does not have clear title to the land at the existing airport? Will this affect the current plan for moving?**  
There are some title issues that the city is in the process of addressing. The federal government holds title to one parcel. This is being resolved in a bill currently before Congress. There are no title issues that will affect the current plan for moving.
- 10. Will the lawsuit filed by R.E. Monks affect the current plan for moving?**  
No.
- 11. What is SkyWest Airlines' plan regarding regional jet passenger service at the replacement airport?**  
SkyWest has told the city that jet service will be provided as soon as it is feasible. Preferably, it will begin on opening day; however, there are many factors that will affect when it will actually occur. SkyWest will consider such things as market demand, fuel prices and operational issues such as the number of flights per day.
- 12. Is it true that the replacement airport is only being built to capacities equal to the present airport?**  
No. The present airport is 274 acres and cannot be expanded. It does not meet all FAA safety and design standards; nor does it have an up-to-date instrument approach. It will never be able to accommodate scheduled commercial passenger jet service and does not have any area for future economic development or expansion of general aviation. The present airport runway is 6,606 ft. long and 100 ft. wide. The replacement airport runway is 9,300 ft. long (expandable to 11,000 ft.) and 150 ft. wide. The site is 1,203 acres and provides ample room for future expansion and economic development, both on and offsite. It meets all FAA design standards and will have an instrument approach. On opening day, it will accommodate scheduled passenger jet service with a regional jet, plus 500 operations per year with a 737 jet for cargo or charter service. A pavement overlay to accommodate scheduled passenger service with a 737 jet could be implemented at any time at a cost of five to seven million dollars.
- 13. What is the deadline for moving hangars from the existing airport?**  
Hangar owners who wish to salvage any private improvements or property must do so on or before April 15, 2011. After that date, the city will issue a demolition contract to decommission and clean up the site.