ATTACHMENT #2

Tenant/Pavement Historical Findings

The following information is what staff compiled from records or by contacting tenants. This does not represent a complete list of tenant/pavement history; only what staff has found to-date.

- In 1980-81, tenant recollection regarding the first T-hangar block on the west side: There was a 20' strip of pavement down the center of the taxi lane serving the hangar building and the tenants paid a contractor to pave the approximately 30' from the edge of the lease to the paved strip. (Most of that asphalt is still in use.)
- In 1984, Ward Air paid for tree clearing, filling, paving ("everything") on the Ward Air lots.
- In approximately 1998-99, Coastal Helicopters received rent credit by paying lease rate at the unfilled rate for the fill they provided in their leased area. Coastal Helicopters paid for the concrete ramp and pads on their leased areas.

- In 2008, Ward Air paid for the paving of Block K Lot 14 when they started leasing it.

- In 2008, tenant recollection of west side executive hangars: There was a rumor that the airport would be installing asphalt around those hangars, so most of the tenants chose to live with a narrow existing strip of pavement and install D-1 in front of the hangar doors. In 2019, the airport installed some paving in front of those hangars as part of a re-grading program to address drainage problems associated with the recent airport improvement construction, but several of the tenants on the northeast end of the block are still living with the D-1 solution.

- In 2013, two hangars east of the airport requested to pave from edge of unfinished taxilane to hangars. This was a small area and the cost was split between the hangar owners and the airport ($4,037.50 each).

- In 2019, the Airport and Coastal Helicopters paved their respective adjacent areas for containment of Foreign Object Debris (FOD) caused by jets on pushback from the gates toward the helicopters. The Airport side was paid through Airport local funds ($82,761).

- In 2019 during the RSA Phase IIC project, the Taxilane improvements required the Airport to pave right up to hangar doors on portions of the Block H and Block I hangars (west end). Portions of the electrical (tenant and site lighting) distribution, as well as part of the ACS telecommunication feeds in the NWDA were impacted by this project. These utilities followed the old float pond access road, and the Airport had to relocate some of these to avoid conflict with the construction of the new taxi lanes. The old access road was repaved and the Airport had to cut into some of the old asphalt on the north side of the Block I hangars to repair damaged site lighting feeds, then repave. The RSA Phase 2C project also paved right up to the Block M hangar doors when the trench drain work was expanded to address water infiltration into the hangars. *[Of note, this project was designed per the 2014 version of the AIP handbook. There was some language in the old handbook for apron in front of hangars and dimensions were included for different hangar types like in the current handbook. Ultimately, the project justified the pavement for drainage reasons. In some cases the existing pavement could not be used because the grade changed. In other cases the grades were so flat that trench drains were needed, but these were covered based on the 2014 guidance and the impacts from the RSA IIC project.]*