

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY  
MINUTES OF THE AIRPORT COMMITTEE MEETING  
TUESDAY, AUGUST 2, 2011 – 9:30 A.M.

The regular monthly meeting of the Airport Committee of the Non-Flood Protection Asset Management Authority was held on Tuesday, August 2, 2011 at 9:30 A.M., in the Lake Vista Community Center, 2<sup>nd</sup> Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Saizan called the meeting to order at 9:35 a.m. and led in the Pledge of Allegiance.

The roll was called which did not constitute a quorum. Informational items were taken until a quorum was obtained later in the meeting.

**PRESENT:**

Chairman Darrel Saizan  
Commissioner Wilma Heaton  
Romona Baudy  
William Hoffman

**FURTHERMORE PRESENT:**

Robert E. Smith Lupo

**ABSENT:**

Commissioner Pearl Cantrelle

**STAFF:**

Louis Capo - Executive Director  
Sharon Martiny - Non-Flood  
Fred Pruitt – Acting Airport Director  
Nina Marchand – Non-Flood  
Chuck Dixon – Marina Manager

**ALSO PRESENT:**

Alton Davis  
Gerard Metzger  
Steve Nelson  
Albert Pappalardo  
Mark Romig

**APPROVAL OF AGENDA**

Commissioner Hoffman offered a motion to adopt the Agenda, seconded by Commissioner Baudy and unanimously adopted.

**APPROVAL OF PRIOR MINUTES**

Commissioner Hoffman offered a motion to approve the minutes of the May 3, 2011 and June 8, 2011 Airport Committee meetings, seconded by Commissioner Baudy and unanimously adopted.

Mr. Capo called the roll in which 2 members out of 5 were present and informed Chairman Saizan that the meeting was to be informational until a quorum was present. The adoption of the Agenda and approval of the minutes were taken when the quorum was present.

**REPORT ON CURRENT AIRPORT ISSUES**

Mr. Pruitt updated the Committee on the state of the FAA funding issues and how this affects Lakefront Airport. AIP grants are on hold for any payments, distributions or new grants. Mr. Pruitt has set up a mechanism with the state

wherein Mr. Pruitt can loan the Lakefront Airport's \$150,000 entitlement to another airport so the entitlement money will be available to Lakefront Airport next year along with any new entitlement money. Per the State, entitlement monies are tied up due to the furloughed FAA Airport provision. If the FAA resumes work they will again loan that money. Mr. Pruitt is doubtful the Authority will be able to keep the money from this fiscal year's entitlement. The funding issue for the FAA has been a problem for some time and is affecting the airports. This also ties up the air space because there are many projects tied up between the High Rise and Danizinger Bridges in which air space studies were not done. Those projects require air space studies for a crane to be placed 140 feet high.

Operations have been down in the past month, which is fairly normal for the summer. Fuel sales were down from last year at this time. Last summer sales were artificially inflated by the BP oil spill. Chairman Saizan noted that not only is Lakefront Airport having a problem, Armstrong is also having a problem because funding was stopped. Mr. Capo informed that general aviation is currently down between 22-25% on the average over the nation and does impact Lakefront Airport.

Mr. Pruitt informed that the money the Airport was to receive was earmarked for the scheduled projects such as the runway resurfacing and painting, including the engineering fees. We will probably have to wait until next fiscal year to be reimbursed for those fees.

Mr. Capo noted the arrival of Commissioners Baudy and Heaton and advised that a quorum was now present at which time the agenda was adopted and the minutes were approved.

## **PRESENTATIONS**

### **1) New Orleans Air Show In Support of the Bicentennial of the War of 1812 Commemoration**

Mark Romig chairs the New Orleans Host Committee for the Bicentennial of the War of 1812 and the Star Spangled Banner which will occur in 2012. Mr. Romig was invited to present a preview of what will be occurring in the City of New Orleans throughout 2015 because the Battle of New Orleans was part of the War of 1812 in 1815. Lauren Jardel with Sabiston Consultants is providing government affairs as well overall coordination of events. David Schulingkamp is the Chairman of the air show portion of the Host Committee.

Mr. Romig informed that the United States Navy, the Office of Commemoration and OpSail are going to begin commemorating milestones connected with the U.S. Navy to help raise awareness and celebrate historical moments in our country's history. New Orleans is the first of several port visits by the U.S. Navy and a number of ships from around the world beginning on April 17, 2012. These visits to the ports will occur for one week and move up the East Coast to visit ports that were responsible parties to the War of 1812. This tour will progress to the Great Lakes to commemorate the Battle of Lake Erie and will end in New Orleans in 2015.

New Orleans will have a number of gray hulls, wasps, cruisers, destroyers and vessels from Canada and Great Britain along with a number of tall ships and other participating vessels. Canada and the United Kingdom have been invited as they were principals to the War. We expect New Orleans to see 4-6 tall ships. We have prioritized France and Spain with the Port of New Orleans as they have trading relationships or historical significance.

The schedule of events include the arrival of the ships on Tuesday with a grand celebration that evening for the 3,000 sailors attached to these vessels. There will be public tours on Wednesday, Thursday and Friday, all of which are free and open to the public along with school outreach public service projects and official welcomes with the Mayor and various commanding officers. Wednesday evening the U.S. Navy will host a welcome reception aboard the Wasp. The Blue Angels begin their practice on Thursday and there will be an air show component which is truly spectacular and free, open to the public. There will be a full information briefing for the Authority. The Blue Angels will have an air show on Saturday & Sunday and Monday are the departure ceremonies.

There will be a seafood cook-off to help promote Gulf seafood, possibly on the deck of the Wasp or a large public space where we will team the culinary specialists from the vessels with New Orleans and Louisiana chefs. This will obviously get national and international media attention. There will be great coverage as New Orleans is the first of the port visits.

Lakefront Airport is a command center for the Blue Angels but the show itself is proposed to occur over the mid-point of Lake Pontchartrain at old Pontchartrain Beach. They are very excited about being able to do the air show there. The New Orleans Air show will feature the Blue Angels who will operate out of Belle Chase. There will be practice runs on that Thursday and Friday across the City providing a spectacular experience for anyone within the downtown area and towards the Lakefront. The Blue Angels put together a box for the aerobatics to occur which is set at Pontchartrain Beach. This is their preeminent location of all Ports utilizing both the Lakefront and the Airport for logistic support with minimal disruption to air traffic with the exception of the time that the air show will run. This will be an unbelievable opportunity to showcase your assets at Lakefront Airport with potential use of the facilities as rented VIP hospitality suites. This is an opportunity for guests and visitors attending the air show would to picnic on the lawns of UNO, Pontchartrain Beach and all along the Lakeshore Drive. The air show events on Saturday and Sunday will be at approximately 12:00 noon to about 3:00 p.m. air show which is free and open to the public. There will be other private aircrafts as well as the Blue Angels participating in these air shows.

We are looking into the docking availability for the Port of New Orleans starting with the upper Poland Wharf area moving down the east bank of the Port going up the river with ships being docked in the wharfs available for public use. There will be an area for 4-6 tall ships which are usually the big draw for the public who will also have access to other major vessels. The vessels will go to Thalia Street lining the east bank and will work with the Port of New Orleans and the suppliers at the Ports to make sure services are met and transportation is provided. Anywhere from 1,500 – 2,000 sailors will move off of these ships daily for shore leave or outreach activities.

This has been a major interest by Mayor Landrieu who wants the sailors to have the opportunity to experience New Orleans not only with the schools having the schools tour the ships, but to get sailors into the communities that work with us. The U.S. Navy sees this not only a public relations opportunity for the United States Navy but also for recruitment purposes. This is a wonderful opportunity to showcase the best of the Maritime connections and to showcase New Orleans in a very exciting way.

David Schulingkamp commented that this event is going to achieve national and international publicity and will be great for tourism. The announcement ceremonies in Washington for this event were attended by over 700 people. The volunteer group is going to be funded by citizens and businesses to help cover the approximately \$1.2 million in expenses that the Navy is not going to cover. We are going to be reaching out to the business community, port community and the Authority for cash donations or in-kind services. For the small investment

that people are going to make, this is going to be a great return for the City. The History and Heritage Command people and the crew admirals can't wait to kick this event off in New Orleans. The unofficial word is that the President will attend. There will also be international shipping people and international aviation people in attendance. Chairman Saizan commented that the Authority is excited about this show and is moving toward completing the terminal which will possibly be completed by April. This is an exciting activity and this Authority will do whatever we can do to help.

Chairman Lupo questioned the slide depicting the box and asked what the box is for. Mr. Romig informed that this was the closed area in which no vessels or pleasure craft will be allowed where they fly in through and up and down in that area. Chairman Lupo informed that area of Lakeshore Drive is inaccessible to the public because the UNO facility is there. There is no way to get to that beach with the exception of a very small gate and there is not much parking there. Everything west of that is accessible with thousands of parking spots and the seawall was figured to hold 50,000 people which would make a great grandstand viewing area. Mr. Romig stated he would like to take the comments back to the planners.

Chairman Saizan noted that Lake Oaks subdivision will back up to that event so residents in the subdivision should be notified well ahead of time with a presentation. Chairman Saizan questioned if there was any thought given to a traffic plan getting people into and out of the area and suggested a shuttle service and parking area to the west along the Lakefront. Mr. Romig informed that Justin Augustine of the RTA is on the host committee for transportation. The plans for shuttling to the area are not set, but we will make sure that is done. Chairman Saizan stated that parking is going to be a major problem because this will draw people from all over the region who want to see this event but are not familiar with the area. Mr. Romig stated that there won't be a problem with moving the box to the west as it is a good site. Chairman Lupo added that it makes sense to move it west so the center could be where the Mardi Gras Fountain is with ample plazas, parking and green space. There is a 50,000 seat stadium with the seawall on the water. There is nothing else like that in the country.

Mr. Romig stated that the New Orleans portion of the air show will allow for a much higher degree of events including aircraft and maneuvers along with a superlative air show. Moving it west to east will not matter as long as there is a space that is 12 miles long and there is no living thing under it.

Mr. Romig would like to work with the Marina to provide opportunities for the launching of the VIP vessels and functions where they could meet at the marina and go to the lake to view the show. Mr. Schulingkamp advised the number of boats is going to be tremendous and the Coast Guard will be working closely with this event. The tall ships will be located at the river front and the pleasure crafts will be at the Lake with the Coast Guard protecting the box.

Commissioner Hoffman questioned how Lakefront Airport would be utilized other than the Terminal Building for events. Mr. Schulingkamp stated that all participants in the air show, except for the Blue Angels, will actually use Lakefront Airport to land and for fueling. The Blue Angels need a degree of ground support and have a special aircraft that is there so they can't support the six aircraft of the Blue Angels. There will be photo ops for the agents at Lakefront Airport and an array of those aircrafts in front of and around the new Terminal Building. The Marina is going to be the place to go for everyone who has a boat because the Airport is not going to be open for public viewing due to access and security. People coming by boat and distinguished visitors will be able to showcase what you have over there. Mr. Romig added that on Saturday night the Navy would like to put together a Top Gun party for the Blue Angels and

guests as a nice way to showcase the Terminal Building and treat the Blue Angels and Top Gun pilots to a party. Mr. Schulingkamp advised that there will be an array modern and vintage aircraft of all descriptions. Mr. Capo added that an event like this could show that the Airport has returned and capable of holding and conducting major large scale events which may go a long way in attracting the NBAA back to the Airport. Mr. Romig requested that Mr. Capo make a phone call to their technical support team as it relates to the boxing per Mr. Lupo's suggestions so we can secure the availability of that part of Lakeshore Drive.

## **OLD BUSINESS**

### **1) Update regarding Airport Terminal Interior**

Mr. Davis informed that the Terminal interior contract has been signed with Belou-Magner. The pre-construction meeting is Thursday at 10:00 o'clock. The Notice to Proceed will be issued either Thursday or Friday with construction starting on Monday. We hoped to be under construction August 1<sup>st</sup> so technically we are one week behind. Our schedule puts us finished the week before March madness assuming we don't run into any major problems. There will be monthly status reports to keep you up to date.

### **2) Update regarding other Airport projects (Bastain-Mitchell, James Wedell and Walter Wedell Hangars)**

Mr. Davis informed that the Bastian-Mitchell is out to bid. There was a pre-bid meeting last Thursday with great attendance by local DBEs. There are a total of 12 general contractors interested so we will have a good turnout on the bid. Bids are due next week and funding is in place. When we get a qualified low bid, a letter of recommendation will be issued to award. We will then come to the committee to get a fully signed contract with the low bidder. Steve Nelson from Stuart Consulting will update the status on the Wedell Hangars. The drawings are complete and they are ready to go to bid.

Mr. Nelson informed that the Bastian-Mitchell Hangar and the Terminal Building are ready to go. The bids have come in on the Bastian-Mitchell. The James and Walter Wedell Hangars are just a matter of the funding. What is needed by state bid law is for the funding to be identified; you have something in writing from FEMA stating that the Authority is getting x dollars. There are weekly meetings with FEMA and the state to identify how much will be given. It will possibly be next week through the QA review process that they can officially tell us how much funding we get from Aviaport and James Wedell. The current schedule has that going to bid in September with a 10 month construction schedule which would have us completed in October or November of next year, well in time for the Super Bowl for the James Wedell.

There is still funding to build the Walter Wedell which will require that 4 project worksheets with FEMA are obligated. These were project worksheets for the remote fuel site which will be taken as an alternate and then there are 3 project worksheets that we are closing out right now. The construction is done but there were change orders and there are supplemental agreements with architects' contracts that we have compiled and we are not reimbursed for so when those PWs are obligated, that funding will come back to the Non-Flood Protection Asset Management Authority which is essentially cash in the bank. When those are obligated you can have that money in the bank and offset the cost from Walter Wedell. The schedule right now has that pushed all the way to December 1<sup>st</sup> which gives us a construction completion of late January or early February of 2013, just in time for the Super Bowl.

The Terminal Building came in under budget so there is some flexibility with the Chevron Office Building and South Shore Harbor's Harbor Master Building which can be used as alternates or an RFQ can be issued for designers that can design and construct those buildings. Chairman Lupo stated that there is no reason to

decide what to do right now with that, but to go forward with the plans and specifications. Mr. Nelson informed that South Shore Harbor Master and the Chevron Office Building were the same as Aviaport. In an abundance of caution those would be routed as alternates for the Terminal Interior provided the bids come in the same. Fortunately, the Terminal came in under bid. We now have the option to get plans and specs, get bids to figure what the actual costs will be to build the buildings and move forward. The Authority will then have two assets that the federal government has picked up the cost of design and construction.

Chairman Lupo referred to the Airport signage and stated the Board thought there would be reason to review the signage on all of the Non-Flood properties. I don't think there is any synergy between the Airport, Marina and Lakeshore Drive. The Airport is so unique in its architecture that it does not relate to either one of the marinas or Lakeshore Drive. I hate to see anything slow up moving forward with a uniform design and layout for Lakefront Airport that would not be in place when the Terminal Building is finished. These will be custom made signs. We are going to request that the FBOs take down their signage and incorporate that into the new signage. We are 8 months away from the Terminal Building opening and custom made signs take that long for design and manufacture. Mr. Davis stated the intent of the Authority at the full Board meeting was that each component that is an asset needs to be looked at in terms of signage. The Board put a halt on the resolution to proceed with the Airport because they said it would be better to do them all together. They all need to be reviewed. In the interest of time, there is no reason not to start on the Airport.

Commissioner Hoffman questioned where the funding for the signage would come from. That is when the review of the 2012 budget came in. Mr. Davis stated there is no reason we can't do a signage program and get signs before the Terminal is finished. It is approximately a 3-4 month process. There is time, but we can't wait until two months before the Terminal is finished. Commissioner Heaton added that it is first and foremost that Airport signage be reviewed because at the end of the day there are not all kinds of signs all over the place. The Airport drives its design because of its uniqueness and element but that does not preclude us being sensitive to Marina signage. Mr. Davis stated if Mr. Nelson could find funding so we can do the study then the full Board could look at a resolution to proceed with the Airport signage. The Airport signage may be the basis for the Marina and Lakefront signage plan.

Commissioner Hoffman questioned how Mr. Nelson finding funding for this study would work. Mr. Davis stated this needs to be done because the signage was put on hold because we didn't know how we could afford to do it. Mr. Nelson informed there is a possibility of funding provided there is documentation reflecting that signage was there prior to the storm.

Chairman Saizan informed that the parking lot needs to be resurfaced, striped and in pristine condition prior to the Terminal opening. There is also some landscaping that needs to be done. Mr. Davis informed that there was a budget of \$7.5 million and the bid came in at \$7.1 million. Maybe we can keep it down to \$7.3 million and we can set aside for the parking lot resurfacing. Chairman Saizan stated that the parking lot would not be a long procedure to actually do the work. Mr. Davis informed this could be started a month before the job is finished whereas the signage is a little bit longer process. Mr. Nelson should start looking into funding for both signage and resurfacing the parking lot so in the next month we can report to the Board that we found money and pass a resolution to approve the proposal for the signage and the parking lot.

Mr. Davis stated that there is no good documentation or pictures showing that signage was there that we lost during the storm so I don't know that FEMA is going to refund any money for signage on the Airport. Mr. Pruitt informed that he found the signage for the Walnut Room and some pictures of the old signage that

was in the front of the Terminal Building. Commissioner Heaton questioned if we could make the argument that since the Airport office got washed into the lake that those signs were taken with it. Mr. Davis stated we could do that but this is one battle I do not think the Authority would win although there are options to find the money. Mr. Nelson stated that if we had historical knowledge and someone to write a memo along with a field visit to indicate where the signs were might give the Authority some traction. The issue would be time and how long it would take to get FEMA to go through that. It may require an appeal which would take us past the point to recoup the funding before March madness. We could eventually recoup the funding if we spend it out of pocket and they come back and find that signage did exist.

Chairman Lupo stated that the road that leads to Landmark Aviation is a disaster. The fact that executives using executive aircraft are driving on a road that does not look like it exists; that has got to be put in the scope. Mr. Davis stated that the cross estimate was based on resurfacing the main drive to the Terminal Building and the driveway down to the Director's Office and topping it with two inches of asphalt with new striping and curbs. Chairman Lupo commented that we want to make sure we make the greatest first impression because we only get one chance.

Commissioner Hoffman added that we also need to include money for landscaping. Mr. Davis informed that the bulk of the landscaping is good. Some trees that we acquired from the movie were lost. There was talk about putting an irrigation system in but the landscape architect recommended not putting it in because most of the grasses are going to be fine after a few months of watering. The 8-10 evergreens in front that were lost have to be replaced and we can do some in fill. It is not a lot of landscaping that needs to be done.

Mr. Davis stated that if the parking lot was replaced it would not look that bad. Mr. Capo advised that former director put \$75,000 in the budget to resurface the road between Landmark and the main roadway to the Terminal.

Chairman Lupo questioned if there was any need to pursue the Submerged Road Program. Mr. Nelson informed that he spoke to people from St. Bernard and Jefferson Parish and the rationale that they used was heavy demolition traffic immediately after the storm and I don't know if they will be able to justify that level of heavy industrial traffic on that particular area. Mr. Pruitt stated that there was heavy equipment traffic due to rebuilding the bulkhead, putting in dirt and getting the runway ready to go after the storm. Mr. Davis added the bulkhead that was rebuilt started at Seabrook Bridge and worked its way out to the point. There was heavy construction material that went by the fuel farm back and forth on the road in front of the Airport Director's office and Landmark. That was the access road so we have construction photographs that show that.

### **3. Discussion regarding 2012 Budget**

Commissioner Hoffman requested Mr. Pruitt get dollar amounts associated with the projects on his wish list and e-mail that information to the committee members so we have an idea how much each one of these items costs.

Chairman Saizan requested that Mr. Nelson look into the issue of paving because there may be an argument under the Submerged Roads Program wherein if there was water on the parking lot, it probably did damage underneath because it sat for a while. That is the argument that was made on many of the submerged roadways in the City. Chairman Lupo requested Mr. Nelson contact Rob at City Park because the City Park roadway was not about damage due to trucks, it was damage due to being under water and it went from \$190,000 to \$2.3 million.

Mr. Nelson stated an updated PW was written for the drainage. There will be an RFQ coming out in the next month for someone to scope and clean every drain line at the Airport and get us a video because you have areas of subsidence on the aprons that could be tied back to either drains collapsing or being full with debris. There is an area at the Walter Wedell where we are going to have to replace the sewer main because you have got a marsh that is growing out there that was not there before the storm. Chairman Saizan questioned how long the water sat on the roadways after the hurricane. Mr. Pruitt advised that the Airport had water for 24-36 hours which drained off rather quickly. There was also mud and heavy equipment vehicles bringing people out and back in. Chairman Saizan stated this was enough time to do some damage compounded with the heavy equipment that ran over it which would mitigate the damage. Mr. Davis noted that there was 8 feet of water on the Airport and 4 feet in the Terminal and on the ground.

**ADJOURNMENT**

Commissioner Hoffman offered a motion to adjourn, seconded by Commissioner Heaton and unanimously adopted.

**ANNOUNCEMENT OF NEXT MEETING**

The next Airport Committee meeting is scheduled for Thursday, September 8, 2011 at 9:30 a.m.

The meeting adjourned at 10:40 a.m.