

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY  
MINUTES OF THE AIRPORT COMMITTEE MEETING  
TUESDAY AUGUST 7, 2012 – 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 7, 2012 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 9:30 a.m. and led in the Pledge of Allegiance.

The roll called was which constituted a quorum.

**PRESENT:**

Chairman Darrel Saizan  
Commissioner William Hoffman  
Commissioner Pearl Cantrelle  
Commissioner Romona Baudy

**FURTHERMORE PRESENT:**

Authority Chairman Robert E. Smith Lupo

**ABSENT:**

Commissioner Wilma Heaton

**STAFF:**

Louis Capo - Executive Director  
Sharon Martiny - Non-Flood  
Dawn Wagener – Non-Flood  
Chuck Dixon - Marina Manager

**ALSO PRESENT:**

Charles Curtis – Legal Counsel  
Albert Pappalardo – Real Estate Consultant  
Alton Davis – Richard C. Lambert Consultants  
Chris Fenner – Stuart Consulting  
David Bacci – Stuart Consulting  
Michael Carroll – Mosquito Control  
Jay Courtault – GM&R Construction Co.  
Jim Barber – GM&R Construction Co.  
Hank Martinez – GM&R Construction Co.  
Gregory Smith – Walton Core Construction  
Matt Tanory – Walton Core Construction  
Addie Fanguy – Landmark Aviation  
Tom Long – TLCC, Inc.  
Martha Griset – Property Management City of New Orleans

**APPROVAL OF AGENDA**

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

**APPROVAL OF PRIOR MINUTES**

Commissioner Hoffman offered a motion to approve the minutes of the June 5, 2012 Airport Committee meeting, seconded by Commissioner Baudy and unanimously adopted.

## **REPORT ON CURRENT AIRPORT ISSUES**

Mr. Dixon informed the Committee that Airport operations have slowed at Lakefront Airport for the summertime which is the usual. Traffic will pick up again as the heat goes down.

The AIP grant projects are on line and moving forward. Highlight Markings was the low bidder for the signage/markings project at \$589,193.88. The Airport filed for the grant with the FAA and the grant could be issued as early as mid-August depending on how quickly the FAA signs off on the grant.

There are two sinkholes on Landmark's ramp and one sinkhole on AeroPremier's ramp which have been discussed with Stuart Consulting and can be put out to bid. Mr. Dixon informed that since everything in the area was built on reclaimed land, the resulting water from Katrina and the constant use since that time will lead to sink holes. Mr. Addie Fanguy of Landmark Aviation advised that sealing needs to be done on the ramps and slabs. The tar between the cracks in the slabs is dissipating and water is starting to go in between the cracks of the slabs where there are no pipes. Over a period of time it really starts washing out. Sealing needs to be done on these ramps.

Mr. Capo noted that if the sinkholes on the ramps affect the air side operations there may be a project through the State or the FAA that this Authority could apply for. This could be one of the ongoing projects that Andy Velayos of the FAA suggested having in the pipeline. Chairman Lupo added that this is how a project gets brought in line. The Authority completes all of the pre-work and planning so the projects can be added to the pipeline. This may qualify as an emergency which the Authority could get in at the end of next year as a construction project. Chairman Saizan suggested contacting Mr. Velayos to inquire how long it would take to get the ramps reconstructed. Mr. Velayos may be able to streamline the project as it is approaching the end of the federal fiscal year. It is possible that this project could be bumped up and completed before the Super Bowl. Between now and the end of September the FAA will try to spend everything in the budget. In some instances projects are not on line at another location so the FAA will reallocate the funding.

Commissioner Hoffman noted that if the Airport is losing caulking in between the slabs it will present long-term problems. An assessment is needed to estimate what it would cost to identify and repair the areas that need to be re-caulked. If there are no apparent holes underneath, the Authority will have to implement a game plan to address this issue before there is a serious incident.

Chris Fenner from Stuart Consulting Group informed the Committee that the sinkhole issue was brought before FEMA, which shut down the discussions on several occasions. It is not likely that FEMA will cover these costs.

## **OLD BUSINESS**

### **1) Update on Airport Terminal Interior Restoration**

Alton Davis, Richard C. Lambert Consultants, reported that the scheduled completion date for the Terminal Building is the end of December. There were some delays due to issues with the sewer lines which are currently being explored. The issues are not part of the critical path and may not impact the schedule. The ultimate goal is to have the terminal up and running no less than two weeks before the Super Bowl so people can use the Terminal and the public can view the interior.

The DOTD will be resurfacing the front driveway and the landscape drawings are out to bid. Those two trades will be completing their jobs at the same time the Terminal is being finished. Coordination issues will have to be worked regarding how Belou Magner will restage. DOTD has committed that the resurfacing can

be completed before the Super Bowl and the landscaping is not a long term process.

There are many exciting things taking place in the Airport Terminal Building. The graphic reproductions of the new ceilings are stunning. The railings were made to reproduce the art deco railings and they look like the originals albeit a few inches higher for code. All of the marbles in the building were matched with the exception of the marble in the Walnut Room, but stock marble from an old state building was available so there is matching marble in the Walnut Room. The paneling for the Walnut Room is stunning and the chandeliers, which are an integral part of the Terminal Interior, are mechanically controlled. The parts of the pieces that will bring this all together are now visible and the interior will be fascinating.

Mr. Davis advised that February is not a hard date for the Terminal Interior opening as some jobs are limited by the weather. Due to the large amount of rain days in July there were issues with the hangars, but they are still on schedule. The contractor is committing to two weeks before the Super Bowl, but this is not in writing as there are extenuating circumstances due to the broken sewer line under the front slab. The location of the break is unknown and the area is currently being scoped

Mr. Pappalardo suggested the Walnut Room be equipped as a catering facility to allow the new lobby, atrium and Walnut Room the ability to have catered functions much the same as Gallier Hall. Mr. Pappalardo will meet with event planning professionals for suggestions on using this property as a catering facility on a per event basis. The small diner that opens to the lobby may be isolated and used as a coffee shop to be operated on a limited basis. Currently, there is no critical mass in the Terminal Building for a full-time restaurant to succeed. The catering facility could be shut down at any time if the market presents itself for a full-time restaurant. A catering facility operation is the least cost intensive for the Authority to get the property into commerce.

Chairman Lupo added that this is the way to go at the present time as the kitchen can be built out further in the future for a specific restaurant operation. The Downman Road area has not come back since Katrina and without tenants in the Terminal Building there is no critical mass for a restaurant to make money there. This is the first step in getting the building used. Chairman Saizan noted that the Terminal Building was a well used building and the Walnut Room was a very historic restaurant and gathering point for people in Gentilly, New Orleans East and around the Lakefront.

## **2) Update on construction of the Bastian-Mitchell Hanger and James Wedell Hangar**

Mr. Davis reported that Walton Core Construction is the contractor for the Bastian-Mitchell Hangar. The Hangar has a projected completion date of the Super Bowl or slightly after the Super Bowl. Some time was lost due to delays with the sprinkler platforms as FEMA requested the platform be redesigned to elevate the tanks. Completion of the hangar is critical to provide apron and hangar space for aircraft during the Super Bowl. The Fire Marshall ordered that this project must tie into the sprinkler system in the Hangar 101 Building. The trusses are going up and the Bastian-Mitchell Hangar will be an impressive building with art deco elements tied in from the Terminal Building. It is a pre-cast similar to the cement finish on the Terminal Building with the same windows and canopies. There have been funding issues with FEMA regarding the sprinkler platform re-design. There is a construction observer on site daily to ensure that the project does not slip. That is the goal and we feel comfortable that we are going to make it. The Bastian-Mitchell Hangar is approximately 40,000 square feet with a 28,000 square foot hangar, and is one of the biggest hangars built in South Louisiana rivaling Hangar 101. Hangar 101 is a slightly bigger due to a larger office area, but the hangar size is similar.

Mr. Davis informed that GM&R is the contractor for the James Wedell Hangar. The anticipated completion date is January 20, 2013. There have been delays due to extensive rain delays during July, however, it was always anticipated that completion would be up against the Super Bowl. The contractor did make a commitment when bidding this project that regardless of the rain delays or unforeseen conditions the aprons and hangar would be completed in time for the Super Bowl for lease to aircraft which is the critical part of the two hangars. The hangars will be substantially complete with some painting and ceiling tile work to be completed in the office spaces. Those who fly in will see two complete hangars and the Terminal Building. The James Wedell Hangar is approximately 29,000 square feet with 7,000 square feet of office space. It is geared to be a corporate maintenance hangar, not an FBO as it is further away from the main Terminal. It too will look art deco and will have glimpses of the Terminal Building and Bastian-Mitchell to give the Airport a campus look. The State Fire Marshall allowed redundant fire systems as there is no water pressure on the air field and not substantial water pressure to the sprinkler systems. There will be a mixture of water and foam suppression. The sprinkler system for Bastian-Mitchell also services Hangar 101 and the sprinkler system for James Wedell also services the Walter Wedell Hangar. The hangars will be up, useable and quite attractive.

**3) Discussion and recommendation to amend Richard C. Lambert Consultants, LLC's contract in the amount of \$1,271.12 for additional testing and monitoring for hazardous materials**

Chris Fenner, Stuart Consulting Group, requested that this item be tabled as there will be additional costs within the next month. Chairman Saizan agreed and requested to add this Agenda item to the September Airport Committee meeting.

**4) Motion for approval of Richard C. Lambert Supplemental Agreement providing a Not to Exceed Fee of \$16,304.41 to cover the reimbursable costs and providing additional sets of plans and specifications for the James and Walter Wedell Hangars above the number specified in the agreement between the Authority and the Consultant**

Mr. Fenner informed the Committee that this item is to cover bid documents distributed to the contractors. The costs have been reviewed and are direct costs paid for prints and postage. Mr. Davis explained that the contract provides for sets of documents to be provided during each phase of the project (schematic design, design development and construction documents). Eight bid sets are provided as part of the RCL contract. The costs have been inflated on all projects because the projects were bid more than once. The James and Walter Wedell Hangar was originally bid as one combined project, but were later split and re-bid separately. Eight sets were provided, but due to the interest in the contract an extra 35-40 sets were required. This is not a cost to the Authority as FEMA reimburses RCL for this expense. The printing is tracked through the printing company as prints are not done in-house due to the large number of pages. Mr. Davis noted the cost could not be added to the bid package because it is based on how many people bid, how big the drawings are, and how big the specs are. Commissioner Hoffman offered a motion to approve the additional cost, seconded by Commissioner Cantrelle and unanimously adopted.

**5) Discussion and recommendation for a new hangar lease with The New Orleans Mosquito and Termite Control Board**

Mr. Pappalardo advised that the New Orleans Mosquito Control has been at Lakefront Airport approximately 30 years and their hangar facility suffered substantial damage due to Hurricane Katrina's flood waters. Mosquito Control has received FEMA funds and is willing to repair the facility to first-class condition. Mosquito Control is requesting authorization of a new five (5) year lease with three (3) five year options with each subject to a CPI increase. The

initial rent is \$21,600 per year. Mosquito Control will have the re-built hangar and approximately 32,000 square feet of land. This lease should move forward so Mosquito Control can receive the appropriate FEMA funds to repair the building. Mr. Pappalardo advised that Mosquito Control will pay the insurance and the lease is a triple net lease.

Ms. Martha Griset, Real Estate Administrator for the City of New Orleans, is currently negotiating the lease and advised that to date the price has not been discussed. As Mosquito Control has one aircraft they would like to stay at Lakefront Airport. Prior to FEMA agreeing to perform the renovations, the lease will first have to be negotiated.

Commissioner Hoffman offered a motion to recommend a hangar lease with New Orleans Mosquito Control, seconded by Commissioner Cantrelle and unanimously adopted.

### **NEW BUSINESS**

Mr. Capo informed the Committee that Mr. Davis reviewed the language in the DBE policy of the Non-Flood Protection Asset Management Authority and Mr. Davis noted that Ms. Marchand did a great job with the language in the current DBE Policy. The policy is lacking teeth as everything was voluntary and no mandatory limits were set. The Authority must decide on a mandatory level of participation somewhere in the 17% for the policy to have teeth. The current policy language does not state that the Authority has to make a goal or put forth good faith effort as it is merely a request by the Orleans Levee District that this be done voluntarily so there is no teeth. The Authority must make mandatory goals and meet those goals. If a contractor does not show good faith efforts, the Authority will have the right to rescind the contract as there is some enforcement in the policy. By going over the 17% level the Authority limits the primes and will not get the competitive pricing or competition needed. Chairman Saizan added that a realistic goal must be set and suggested a rate slightly higher than 17% as this Authority will be submitting projects to the FAA every year.

Chairman Saizan advised that the Authority must continue to have meet and greets on a regular basis. Mr. Davis informed that Richard C. Lambert Consultants worked with Ms. Marchand on all RCL bids to make sure that the DBE list was given to the contractors and they were informed of the pre-bid meeting. It is important that DBEs are invited to pre-bid meetings because most DBEs are sub-contractors. The contractors must attend the pre-bid meeting because that is where the contractor can find out if there is an interested party that can help the contractor meet the goals. RCL makes every effort to implement DBE participation and has a 26% DBE participation across the board. The Authority's DBE language is really good, it is a matter of determining a mandatory percentage and passing a Resolution to implement that percentage.

Mr. Capo noted that the goals that will be set cannot apply to FAA projects because the FAA has a formula for calculating the goal of each project. This goal will be for non-FAA funds.

### **ADJOURNMENT**

Commissioner Baudy offered a motion to adjourn, seconded by Commissioner Cantrelle and unanimously adopted.

### **ANNOUNCEMENT OF NEXT MEETING**

The next Airport Committee is scheduled for Thursday, September 6, 2012 at 9:30 a.m.

The meeting adjourned at 10:26 a.m.