

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY  
MINUTES OF THE AIRPORT COMMITTEE MEETING  
THURSDAY, SEPTEMBER 6, 2012 – 9:30 A.M.

The regular monthly meeting of the Airport Committee of the Non-Flood Protection Asset Management Authority was held on Thursday, September 6, 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 was called which constituted a quorum.

**PRESENT:**

Chairman Darrel Saizan  
Commissioner Wilma Heaton  
Commissioner William Hoffman  
Commissioner Nyka Scott

**FURTHERMORE PRESENT:**

Management Authority Chairman Robert E. Smith Lupo

**ABSENT:**

Commissioner Pearl Cantrelle  
Commissioner Romona Baudy

**STAFF:**

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

**ALSO PRESENT:**

Gerry Metzger – Legal Counsel  
Albert Pappalardo – Real Estate Consultant  
Alton Davis – Richard C. Lambert Consultants  
Chris Fenner – Stuart Consulting  
Steve Nelson – Stuart Consulting  
Wesley Mills – DEI  
Walter Baudier - DEI  
Brayton Matthews – Flightline  
Kevin Gray – Employment Development Services (EDS)

**APPROVAL OF AGENDA**

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

**APPROVAL OF PRIOR MINUTES**

Commissioner Hoffman offered a motion to approve the minutes of the August 9, 2012 Airport Committee meeting, seconded by Commissioner Baudy and unanimously adopted.

**OPENING COMMENTS**

Chairman Saizan commended the staff, consultants, LA-DOTD and all involved who worked on the Lakefront Airport due to Hurricane Isaac during the last week. Commissioner Saizan toured the Airport daily with Mr. Capo to ensure that everything was working well. There were concerns at City Hall regarding the Airport not being able to re-open. Mr. Capo, Mr. Pruitt and the staff did a tremendous job in the wake of Hurricane Isaac and all were thanked for all their hard work and efforts.

Chairman Lupo added that staff had a plan and carried that plan out and things were turned around in a 30-hour period which seemed impossible at the time. Chairman Saizan noted the Airport was re-opened Sunday afternoon although there was some flooding at the FBOs and in Mr. Pruitt's office.

### **REPORT ON CURRENT AIRPORT ISSUES**

Mr. Capo reported that on September 1<sup>st</sup> the flood waters receded and clean-up had begun. Runway and taxiway clean-up was completed and the Airport reopened Sunday morning at 11:02 a.m.

September 4<sup>th</sup> runway and taxiway lights were turned on and daily inspections were performed. Lights and signs not working from the previous day's inspection were repaired or replaced with a log kept of lights or signs that were replaced to report to FEMA. Electrical power to the east side of the Airport and tower was restored September 1<sup>st</sup> and electrical power to the west side was restored September 2<sup>nd</sup> at 6:00 p.m.

On September 4<sup>th</sup> FAA personnel were on the airfield inspecting and testing the ILS (instrument landing system), PAPI (precision approach system) and the ASOS (weather system) systems and will inform when they will become operational. The Fuel Farm was fully operational on the morning of September 2<sup>nd</sup>. Firemen were working regular shifts since September 1<sup>st</sup> from 7:00 a.m. to 9:00 p.m. As of September 2<sup>nd</sup>, the Tower had been operating normal hours from 8:00 a.m. to 6:00 p.m.

Mr. Capo toured the Airport on September 2<sup>nd</sup> with the flood insurance adjuster and photographed and documented the properties with flood insurance coverage. A report will be provided at a later date. The Airport Director's office has been heavily damaged and will relocate to Building 101, 2<sup>nd</sup> floor. Equipment and vehicles were moved to higher ground or the Franklin facility prior to the storm making landfall to avoid loss. On September 2<sup>nd</sup> the Mayor's office, LA-DOTD, FAA, News media, NBAA, AOPA and the Louisiana Aviator were notified of the Airport's reopening for VFR operations.

Mr. Capo noted that a wind assessment must be performed on several buildings on the Airport. There is a \$250,000 deductible. Although there are no visible wind-related damages the buildings should be further inspected for wind damages. Once the maximum of \$500,000 is received on the insurance policy the Authority can go to FEMA.

Chairman Saizan advised that he had immediately spoken with the FAA and the LA-DOTD to ensure that the Authority receives whatever is available toward the recovery of the Airport along with FEMA and insurance sources.

Mr. Capo gave a narrative of the events that occurred during Hurricane Isaac as follows:

### **Wednesday, August 29, 2012**

On Wednesday, August 29<sup>th</sup> at 6:00 a.m. Mr. Pruitt arrived at the Airport and noted water rising in front of the Airport, all of which was due to ponding from rainwater. Gerry Gillen and Steven Spencer were approached to determine what relief could be given from the Flood Authority. Mr. Gillen's crew cracked the 48-inch valve 18 inches. Water accumulating in front of the FBOs, on Stars and Stripes and on the ramp started to recede. A call was received later that day from the firemen alerting that water was beginning to rise on the northeast side of the airfield. Mr. Gillen advised Mr. Capo that the Lake was presently at 4.3, would rise to 5.5 with a projected elevation of 7. At that point, water was coming onto the Airport and invading the entire Airfield. The areas in front of the Terminal were still somewhat dry as was the parking lot in front of Bastian-Mitchell. You could drive partially onto the airfield side ramp facing the Terminal Building and Flightline and Mr. Pruitt's office is still dry.

### **Thursday, August 30, 2012**

On Thursday morning the entire Airport was inundated with water and water was inside Mr. Pruitt's office. The roadway leading to the Terminal was under water and vehicles could not enter the parking lot in front of the Bastian-Mitchell Hangar. The only part of the Four Winds Fountain showing was the statue and most of the signs were under water as well as the floodgate in front of Stars & Stripes. Mr. Capo contacted Tommy Martin of Stuart Consulting to assist with retaining contractors to begin clean-up when the flood waters receded.

### **Friday, August 31, 2102**

Staff met at the Airport with contractors to view, assess and refine the scope of work. The Lake receded to a level Mr. Gillen believed would be safe to put a crack in the major flood gate at the Airport. The floodgate cannot be opened due to the pressure as the gate would have swung toward Downman Road possibly injuring or causing loss of life. The flood gate was cracked using blocks of wood to allow water to flow out. Mr. Capo has requested the drain layout of all drains on the Airport from Mr. Gillen to determine where the drains are and where they drain to. The valve was designed to remove rainwater from the perimeter of the Airport not to remove storm surge. This Authority does not control the valve as it is a hurricane and flood protection activity. Prior to the storm making landfall, the Sewerage & Water Board Safety Inspection Team requested the Flood Authority close the valve to avoid water infiltrating the Sewerage & Water Board System. The Delgado Hangar, Fire Station and Regulator Building are areas where water from the northeast comes in as there is no bulkhead. There are areas that have a concrete bulkhead, but from a certain point there is no bulkhead.

Mr. Capo reported that Lake Pontchartrain is normally between elevation 1 or below, sometimes fluctuating slightly over elevation 1. On August 29<sup>th</sup> the elevation was 4.3 and it continued rising to a maximum elevation of 6.5. When the elevation reached a certain point the gate and more of the valve were opened slightly. Mr. Gillen noted that elevation 4.3 is the maximum height the Airport can sustain without causing drains to back up and flooding onto the Airfield.

## **OLD BUSINESS**

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

Mr. Davis reported that the Terminal Building had small areas of wind-blown water in some of the hallways and minor leaks from the roof drains, there was no major impact to the building itself. One issue at the Terminal Building was due to water entering into the crawl space causing electrical components to be under water. When Entergy flipped the power back on, a disconnect switch installed by a contractor for temporary power in the crawl space heated up and started steaming so power was shut off until the following morning. All contractors have been kept informed as to the status of the Airport and crews were back on site Tuesday. Mr. Davis e-mailed the contractors and requested assessments. There are scheduled meetings with the contractors for the Bastian-Mitchell and James Wedell Hangers and Belou-Magner to assess how the storm impacted the contractors' schedules. There may be a delay based on time necessary to weather the storm, but there should be no impacts beyond that.

Mr. Davis informed that the issue with the temporary power switch is the contractor's responsibility as that switch would not have normally been in the crawl space. The switch is something the contractor chose to install to provide temporary power. It was a main transformer that was steaming due to a short caused by water. When Entergy made everything hot on the airfield it created a problem in the crawl space so they were called back to shut off power in order to address the issue. On Saturday there was still approximately 6 inches of water making all of the pipes under water at one point. There are no air conditioning ducts in the crawl space as everything is fed from above. If there is hazard mitigation involved it would not be put in the crawl space. The permanent

switches have been elevated for hazard mitigation to comply with FEMA requirements.

There was approximately \$30,000 - \$50,000 worth of pre-cast plaster for the Terminal Building which was covered. Prior to flooding the wind blew off the protective covering causing those materials to get wet prior to the flood which is the contractor's issue. The plaster can no longer be used as it has been compromised by the water. The fibers in the plaster are now showing as a result of sitting in the salt water and the damage due to rain. Mr. Metzger and Stuart Consulting are meeting to discuss Mr. Nelson's (Belou Magner) claims to determine who is responsible for what damages and how to proceed. The sub-contractor handling the plaster has already called Michigan to start the process of recasting the plaster. At this point, it is unknown how that will affect the schedule. In walking through the Terminal Building, with the exception of the material located on the site, there is no visible major damage.

Mr. Davis noted there will be a back-up generator on a platform approximately 16 feet high. The generator will run air conditioning for the Director's office, emergency circuits along with the cooler and walk-in refrigerators for the restaurant. The generator is in the project and will be installed at some point. Hangars do not have emergency generators.

The interior of the Bastian-Mitchell Hangar has not yet been started and there is no electrical installed at this point. Only metal studs were put up, everything else was pre-cast panels that can be hosed off. There is some concern with insulated glass that was on a pallet which got approximately 6 inches of water. The glass has a rubber seal on the bottom and a request will be forwarded to the manufacturer for a guarantee that the seal will not fail one year from now due to the salt water.

Commissioner Hoffman reported that the Authority had Builder's Risk coverage on the buildings. We will have to determine what the contractor's responsibility is, what is covered by the Builder's Risk policy and what is covered by the Flood Insurance. Mr. Metzger noted that the contractor procures the Builder's Risk policy during construction. It is not known if Flood is covered under Builder's Risk insurance. The issue is: how was it damaged? It sounds like the materials were damaged by rain and the flooding occurred later.

Chairman Lupo commented that the Levee Board had been requesting funding to finish the northeast to east side flood walls for approximately two decades, but it got nowhere. Commissioner Heaton advised that this will be reviewed again and requested that Mr. Baudier pull the plans that DEI prepared to assist in helping the Authority make an appeal to both State and Congressional Delegations.

Chairman Lupo pointed out that the floodwall is up at 6 feet. There was rain to take care of, which is what the valve was designed to do. The valve could have been opened and closed if it did go over 6 feet, but that would drain only rainwater and overtopping from the Airport. Commissioner Heaton advised that flood protection for the Airport is necessary and advised that she will work with DEI to prepare something to present to the Board. A resolution should be prepared and submitted defining the issue. Chairman Saizan added the timing is right to revisit the issue. It would be refreshing for delegation to also agree on coverage for St. Tammany and St. John Parish in the same package. Chairman Lupo pointed out that this is a prime example of how a huge loss could have been prevented this time.

Steve Nelson, Stuart Consulting, advised of several options regarding flood protection as it is imperative that the Authority find a way to elevate the end of the runway as the volume of water at issue is the entire Gulf of Mexico flowing onto the Airport. There are multiple programs that the Authority can utilize. Some options include constructing a HESCO basket levee as a temporary

solution around the outside of the Airport, a burrito levee or some form of temporary protection surrounding the critical facilities along the north end of the Airport. This Authority will see approximately \$1 million in damages on the Airport from Hurricane Isaac alone. There is a 404 Hazard Mitigation Program that the federal government will fund on a cost share or 100% share basis. The Authority is required to submit a grant application for the program which funds are provided for protection against repetitive losses. The Authority is in a solid situation to indicate that this is a repetitive loss situation.

Chairman Saizan advised that after describing the storm damage to Andy Velayos at the FAA, Mr. Velayos advised that the effects of Hurricane Isaac may open Lakefront Airport up to funding it was not entitled to previously. Mr. Velayos will arrive and tour Lakefront Airport next week and his comments will be something that we need to follow-up on with Stuart Consulting, DEI, Richard C. Lambert and staff. Commissioner Heaton added that the FBOs should have an opportunity to be present at the meetings with Mr. Velayos as it would be beneficial for Mr. Velayos to see the pain first-hand that is caused by this type of damage.

Mr. Nelson complemented the staff on their hard work at the Airport. Stuart Consulting arrived Friday afternoon and 30% of the airfield was covered with water. Mr. Pruitt was operating the vacuum truck, Mr. Dixon was inspecting the buildings and Mr. Capo was sending out text messages at 7:00 a.m. Mr. Nelson advised that assessments were taken on all buildings at Lakefront Airport for damages incurred and there is photo documentation before, during and after Hurricane Isaac, which will be separated out between flood and wind. Hawthorne was the first FBO with an order called into ServePro in Orleans Parish and ServePro arrived Friday morning to begin breaking sheetrock.

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

### **James Wedell Hangar**

Mr. Davis reported that the James Wedell Hangar had maximum impact from the storm, but least construction on site having only pile caps and pilings. The fence was lost as the screen was not taken down. Crews are on site and that should not delay the project. Based on their assessments, contractors may possibly request a week or two delay due to Hurricane Isaac.

### **Bastian-Mitchell Hangar**

The Bastian-Mitchell site was well prepared. Screens were taken down on their fence and equipment was raised and moved to avoid damage. There is concern with glass material stored on the site that was not elevated. A letter was sent to the glass manufacturer requesting something in writing regarding the seals on the insulated glass to guarantee that the rubber seals would not leak. Bastian-Mitchell should not be impacted one week. They were well prepared and back on site Monday.

## **3) Discussion and recommendation for approval of Supplemental Agreement No. 3 to amend Terracon's contract in the amount of \$34,552.75 for additional structural steel testing of the Bastian-Mitchell Hangar trusses at the recommendation of the structural engineer**

Chris Fenner, Stuart Consulting, informed that Supplemental Agreement 3 is approval for construction materials testing for the Bastian-Mitchell Hangar. When the cost estimate was first submitted it was based on the anticipated scope as the contractor's means, methods or schedule was unknown. Since that point, the FAA required the contractor use a smaller crane which impacted how the trusses were lifted and put into place. The structural engineer recommended increased testing for the welds on the trusses due to the additional movement and to ensure safety. The cost is \$34,552.00 to perform the additional testing not specified in the contract.

Mr. Fenner explained that this cost was due to the change in methodology required by the FAA. The owner and architect cannot dictate the means and method of the contractor. The contractor devised a plan to erect the trusses and the engineer changed his recommendation due to the additional movements of the trusses. This cost of the additional testing should be FEMA reimbursed. Mr. Nelson added that this is something related to the health and safety of the public and adequate safety measures must be taken.

Commissioner Heaton moved to recommend approval to amend Terracon's contract \$34,552.75 for additional structural steel testing of the Bastian-Mitchell Hangar trusses, seconded by Commissioner Hoffman and unanimously adopted.

### **NEW BUSINESS**

#### **1) Motion to recommend approval/ratification of emergency clean-up contract at Lakefront Airport with Pipeline Services**

Mr. Capo noted that Pipeline Services, Inc. performed the clean-up of the runways, taxiways and the front of the Terminal Building along Stars & Stripes after Hurricane Isaac for a cost of \$15,139.31. This cost should be reimbursable by FEMA. Pipeline arrived late Saturday evening and returned Sunday morning to complete the clean-up. This local company had their own equipment, but did use the Airport water truck and street sweeper. Mr. Nelson added that the cost is a 75%-25% split – 75% by the federal government and 25% by the local government. In an abundance of caution five (5) different quotes were collected and Pipeline was the low quote provider with very reasonable rates. Mr. Nelson informed that Stuart Consulting reviewed the FEMA declaration for this area and the request for public assistance has been filed with the State.

Mr. Capo stated that on Friday, Saturday and Monday the Airport was without electricity and blacked out. An off-duty detail police officer was called to patrol the Airport and South Shore Harbor properties. This additional cost should also be reimbursable.

### **PUBLIC COMMENTS**

#### **Brayton Matthews – Flightline First**

Mr. Matthews requested that the Authority direct the FBO's in terms of FEMA assistance due to Hurricane Isaac. Mr. Matthews suggested the Board hire a hydrologist to perform a study of what can be done with excess drain and flood water. One suggestion was to extend the Peninsula from South Shore Harbor and wrap it around to the north end of the Airport to seal that area off from Lake Pontchartrain and use that as a retention pond for the Airport. The pumps would pump water off the Airport into the pond. During the storm it appeared that as water began to drain, the south side of the Airport was a bowl holding the water until the valve was opened allowing the remaining water to drain. If a small retention pond was created it could hold the water away from the City and New Orleans East and Lakefront Airport could be out of the woods on these types of events.

Mr. Nelson informed that a retention pond is one route that could be taken for the 404 Hazard Mitigation program. The concern with a retention pond is where it would be placed and the volume of water is the entire Gulf of Mexico, Lake Borne and Lake Pontchartrain. A temporary pump could be placed in the low south area and the water could be pumped into the Lake. Mr. Matthews informed that is not an option as there is a retaining wall in the Lake. If a threat of imminent flooding arises the Flood side will keep the valve closed making this area a retention pond costing money each time the Airport flooded.

Commissioner Heaton commented that nobody will invest in the future at the Airport if this issue cannot get solved.

Commissioner Heaton requested the Committee keep Commissioner Romona Baudy in their thoughts as she had extreme property damage due to Hurricane Isaac. The damage is severe and the roof was completely ripped.

Mr. Matthews announced the passing of Anthony Pisciotta's wife who had an unexpected massive heart attack Saturday evening after the storm. Chairman Saizan added that these people should be kept in our thoughts and prayers during this difficult time.

**ADJOURNMENT**

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

**ANNOUNCEMENT OF NEXT MEETING**

The next Airport Committee is scheduled for Thursday, October 2, 2012 at 9:30 a.m.

The meeting adjourned at 10:25 a.m.