

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY  
MINUTES OF THE AIRPORT COMMITTEE MEETING  
THURSDAY JULY 11, 2013 – 9:30 A.M.

The regular monthly meeting of the Airport Committee of the Non-Flood Protection Asset Management Authority was held on Thursday, July 11, 2013 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 9:36 a.m. and led in the Pledge of Allegiance.

The roll called was which did not constitute a quorum. The meeting is informational only.

**PRESENT:**

Chairman Darrel Saizan  
Commissioner Pearl Cantrelle  
Commissioner Wilma Heaton

**FURTHERMORE PRESENT:**

Chairman Robert E. Smith Lupo

**ABSENT:**

Commissioner Nyka Scott  
Commissioner William Hoffman  
Commissioner Romona Baudy

**STAFF:**

Louis Capo - Executive Director  
Sharon Martiny – Non-Flood  
Vincent Caire – Non-Flood  
Fred Pruitt – Airport Director

**ALSO PRESENT:**

Gerard Metzger – Legal Counsel  
Al Pappalardo – Real Estate Consultant  
Alton Davis – Richard C. Lambert Consultants  
Chris Fenner – Stuart Consulting  
Don Lapeyrolerie – Stuart Consulting  
Brayton Matthews – Flightline First  
Addie Fanguy – Landmark Aviation  
Michael Smith – Landmark Aviation  
Tim Gaines – URS  
Brian Anderson – AGL Architecture  
Dottie Belletto – NOCCI  
Tony Collins – Airport  
Ray Landeche – Lakeshore Subdivision

**APPROVAL OF AGENDA**

Due to lack of a quorum, the Agenda could not be adopted. The meeting was informational only.

**APPROVAL OF PRIOR MINUTES**

Due to lack of a quorum, the minutes of the June 4, 2013 Airport Committee meeting will be approved at the July 30, 2013 Airport Committee meeting.

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

Mr. Pruitt informed that six qualifications were received as a result of the RFQ/P for the Master Service Agreement. Those six companies were Richard C. Lambert, GEC, Perez, Fenstermaker, Voelker and URS. Proposals will be addressed at the July 18, 2013 Board meeting. Scoring will be performed by Fred Pruitt, Dave Smith, Louis Capo and Tommy Martin.

Tim Hemple, V.P. of Sales and Marketing for N.O. Convention Center notified that the HELO exposition will be held in New Orleans in 2019. The 2013 exhibit saw 20,000 attendees, 736 exhibits, 60 display aircraft and over \$3 billion in business was conducted. The event will put Lakefront Airport back in rotation for these large aviation conventions. The helicopters will be staged temporarily at Lakefront Airport. There will also be extra traffic arriving for the convention. There were no discussions at any meetings regarding display aircraft being placed at Lakefront Airport. The fiscal year fuel flowage was 2.277 million gallons.

### **PRESENTATIONS:**

#### **1) Update on the grand opening and rededication of the New Orleans Lakefront Airport Terminal**

Chairman Saizan informed that there have been several meetings to address the grand opening and rededication for Lakefront Airport which is scheduled for Friday, September 27 and Saturday, September 28, 2013. Dottie Belletto will give a brief presentation addressing the rededication of the main Terminal Building.

Dottie Belletto noted that great strides have been made setting up the rededication with the assistance of the team at Lakefront Airport and Chairman Lupo. And thanked the Board for trusting NOCCI to present the rededication in a manner in which the Board approves. The preview party (patron party) is scheduled for September 27, 2013 from 6:00 p.m. to 7:00 p.m. The patron party is for sponsors and supporters who have underwritten some costs of this event. There will be an open party for special guests from 7:00 – 9:00 p.m. and a tour of Lakefront Airport will be given. A public viewing is scheduled for Saturday along with a press conference that will include elected officials, special guests and individuals responsible for all of the hard work in preparing for this event. Surrounding Neighborhood Associations and organizations in New Orleans East along with Presidents of Property Associations in various cities will be notified of the Saturday afternoon re-dedication. Zane Lemon from Benson contacted an air show coordinator to bring vintage aircraft for a public display at Lakefront Airport. The vintage aircraft will also provide public rides at a cost to help defray expenses. Vincent Caire, Non-Flood Authority, has provided the historical background and kept our feet to the fire to stay true to the vintage/art deco theme for the ceremony. Delta Airline stewardesses will also be present at the grand opening in original Delta Airline uniforms.

Chairman Saizan noted that the Authority will contact local and state officials as well as reach out to national officials such as DOTD, the Administrator of the FAA and congressional members. A major aviation facility is coming back from ruins and this type of event does not happen often in this country. Chairman Lupo added that Lakefront Airport is a great restoration and renovation story addressing a piece of architectural history, art and rebuilding after Katrina. If it were not for Hurricane Katrina, Lakefront Airport would currently be in the 1970 reconstruction format which was not impressive. Chairman Lupo thanked Ms. Belletto and Mr. Caire for being on top of coordinating this event and noted that having Mr. Caire on staff as an historian is incredible. Mr. Caire brought much to the table that is very impressive such as reaching out to the aviation community to bring in a vintage 1937-built American Airline VC-3 which is the very type aircraft used at Lakefront Airport during its heyday. Commissioner Heaton noted that displays are a draw for the public and the building itself because it puts everything in context. Commissioner Cantrelle suggested an event to provide school children with a history of Lakefront Airport.

This dedication will assist the Authority advertise to the public that the Lakefront Airport Terminal Building has returned and will provide office rental facilities and an event facility for social gatherings as well. The dollars spent in the rededication will also serve in marketing the facility to various tenants, restaurant operators and for the Authority as a landlord for office space located in the Terminal Building.

Commissioner Heaton noted that research provided information on the Architect, Ben Cimini, who took great pains to ensure the building was not destroyed during the late '60s early '70s renovation. The Cimini family kept all archives as this was a labor of love for Mr. Cimini. Brayton Matthews, Flightline First, noted that high school dances were held in the Walnut Room in the 1960's and public school archives may contain pictures as photographers were present at those proms and dances. Mr. Davis noted that list that includes e-mail addresses of relatives of Javier Gonzales and Enrique Alferéz, and the original architects of the Shushan family has been prepared. E-mails will be sent requesting any pictures they may have.

Mr. Caire advised that he contacted The Foundation for Historical Louisiana who will assist with research as The Foundation is based in the old governor's mansion which was designed by the architect that designed Lakefront Airport, the State Capital, the Jones Hotel and Charity Hospital. The Foundation will also assist in a display of the building plans to tell the story of the original architects of the Terminal Building. Tulane holds the original drawings which cannot be released due to the fragile condition, but copies have been made and will be displayed at the Airport. The display is ongoing and a lot of hard work in progress.

#### **OLD BUSINESS:**

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

Chris Fenner, Stuart Consulting Group, advised that contractor has done primarily finish work during the last month in the Terminal Building. Terrazzo is basically complete, floor tiles are being installed in office areas, the main atrium area is near completion and the wood floor located in the office near Flightline will be one of the last items installed to prevent damage. The second floor handrail is being fabricated and will be installed shortly. The latest schedule lists completion in July, which is unlikely, although significant progress has been made.

Chairman Saizan advised that upon completion the Authority will give DOTD notice to begin the roadway which will take approximately two weeks. The landscaping will be addressed and new signage will be in place. For sponsorship purposes there have been several walk-throughs and people have been extremely impressed with the restoration of the Terminal Building and the Bastian-Mitchell Hangar.

Mr. Davis advised the murals are in good shape, but are in need of some restoration. Elise Grenier, Restoration Specialist, advised that the murals are in great shape. A change order request for a price to install that mural was given to the contractor. The museum agreed to the installation process of the mural which will require an aluminum frame and will look similar to the existing murals. The murals will not be restored for the re-opening, but will be presentable.

Mr. Fenner advised that there have been discussions regarding the window issue between All Glass and the subcontractor. All Glass will attempt to repair the window with the worst leak once again. The window will later be tested and based on that testing it will be determined if the repair will work. The next progress meeting is Monday at 9:30 a.m. Chairman Lupo requested he be notified via e-mail of the progress meeting as it is now time for some Board presence at those meetings because completion is drawing near.

Mr. Davis addressed the signage and reported that initial approval was not given due to some imperfections on the mock up. A new mock-up will be presented by Tuesday and if all is corrected the signs will be fabricated and ready to install at the Lakefront and Airport in approximately four weeks. Pricing was requested on the large signs from seven contractors and quotes were received from two. A request was sent to the contractor with the best quote for a revision which includes the footings, foundation and lighting. At that point it was determined that one sign would be taken out so one price will be given for the main sign which will be placed in front of the Terminal Building. A firm date on installation will be provided upon receipt of the new mock-up.

Mr. Pruitt advised that the FBOs requested mock-ups for additional signage that the FBOs would purchase for individual facilities. Chairman Lupo advised that the concept for signage at the Airport was a campus plan and FBOs are not allowed to place additional signage on the grounds. Mr. Davis advised that RCL only provided the FBO with a sign containing either the hangar or FBO name which the Authority previously approved. The signs the Authority is paying for contain the tenant, but there are also blank spaces in the event an additional tenant is secured the name can also be placed on the sign. The FBOs requested to put their tenants on those signs, but were advised that this would be a Board decision. Pursuant to Mr. Pruitt's request a price was provided in the event approval would be given to the FBO to purchase a plaque to place in the spare space on the Authority issued sign. The FBOs also requested a price to place their own monument sign in the same locations they are currently. A price of \$4,000 was given to Mr. Pruitt for an FBO to have a sign built. Mr. Capo noted there has been no approval on the additional signs. Chairman Lupo advised this is not included in the campus signage plan. The concept includes directional signs indicating the location of the hangar and the corporate logo and name on the building. The sub-tenant is recognized inside of that building. Commissioner Heaton commended the structured Airport signage plan and noted that the Board would be remiss if the FBOs were not given a chance to voice their opinion.

Addie Fanguy, Landmark Aviation, noted that the meeting regarding FBO signage was an informational meeting only. Landmark tenants have been advised that visitors should be drawn to the building and once inside the building tenant information would be provided on signage inside that building. Landmark's position is there will be no tenant signs on Landmark's building.

Brayton Matthews, Flightline First, advised that there are currently two aviation operations in Flightline's hangar; A Look From Above and Crescent School of Helicopters. Both operations fly under Part 91 and advertise many flights. Flightline would like a strip noting these operations take place from Flightline's hangar as the interest is to sell fuel with Flightline and the Authority making money from fuel sales. Flightline First does not want to be advertised as part of those operations because Flightline is not responsible for what the two independent businesses do.

Chairman Lupo noted the concept is the same as any other office building in that tenants would be recognized on a sign inside the building with the FBO having a their name and logo on the outside of the building. This is the signage concept of how things will be.

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

Chris Fenner, Stuart Consulting, advised that the Bastian-Mitchell Hangar is substantially complete. A meeting is scheduled to discuss issues with cracks in the paving on the airfield side and what will remedy the issue. Significant progress has been made on the James Wedell Hangar. The hangar door truss was erected along with sheetrock painting, pavement work, installed fire pumps and will begin the roof soon. The latest schedule advised substantial completion would be the end of August with final completion in the beginning of September.

## **NEW BUSINESS**

Commissioner Saizan noted that there would be no motions due to lack of a quorum. Mr. Metzger advised that items one and two do not require resolutions by the Board and there will be no motions due to lack of quorum.

### **1) Motion to approve the purchase of a Graco Linelazer IV paint machine for painting airfield markings**

Mr. Capo informed that the Graco paint machine will be used to maintain the airfield markings. Mr. Pruitt noted that upon completion of the re-striping, FAA advised that the Authority will be required to upkeep the striping at all times. Grant funding was attempted from both federal and state and both entities denied the request. Transport was the lowest quote at \$17,115. Chairman Saizan advised that the Executive Director was authorized to purchase this machine upon recommendation by the FAA.

Mr. Pruitt advised that this purchase could be applied towards the General Maintenance reimbursement for next fiscal. The reimbursement allows the State to fund a portion of the Authority's cost which comes from a funding pool for airports from every state. Chairman Lupo noted that in three meetings with the state representative and FAA in attendance, the State advised it would provide this machine. Commissioner Heaton suggested two approaches to address the issue: Show the file to the Chairman of the Airport Committee and the Chairman of the Board and attempt one more request to the State for funding or gather back up regarding the two meetings with the FAA. Chairman Lupo requested legal counsel assist in preparing a scenario of what was agreed upon in the two FAA meetings referencing dates and times. This will be forwarded to the FAA in an attempt to receive funding that the FAA advised would be provided.

### **2) Motion to approve roof repairs on the McDermott Hangar and Fire Station**

Brian Anderson with AGL Architecture advised that AGL thoroughly investigated Hangar 101, the Airport Fire Station and the McDermott Hangar to determine where water leaks were developing. After months of review, specialists and a waterproofing company were called to examine the water leaks. It was determined that Hangar 101 water intrusion issues were primarily based upon waterproofing, not roofing issues.

The Airport Fire Station is a combination of waterproofing and roofing issues. Roofing issues stem from water entering into seams between the roof and the building or areas where there are obstructions through the roof. Waterproofing, specifically with Hangar 101, stems from failing brickwork or windows not fastened properly. The Airport Fire Station has a combination of both as there is some wall failure causing water to enter behind the walls and flow into the building along with obvious roof issues that need to be addressed.

The McDermott Hangar is 100% roofing issues that deal with the membrane of the roofing system. Gutters and ancillary flashing details are considered part of the roofing system also. The hangar presently has the original copper gutters that are in disrepair and require welding and seaming. Roof Tech examined all three sites and the associated waterproofing and agreed to bring the water proofer under the same contract. The cost for the McDermott Hangar is \$13,955 and the Airport Fire Station is \$14,895. The roofers were called with the understanding they were giving us a quote for the work so a proposal was given. If the roofer is brought back out to bid against other roofers the price will go up slightly. The cost is approximately \$15,000 for the Fire Station and \$14,000 for the Hangar with a 10% contingency added for precautionary measures. Mr. Metzger advised that three telephone bids were required to comply with the Public Bid Law.

**3) Motion to approve selection of an environmental consultant for compliance with the General Stormwater Discharge Permit and EPA issues**

Mr. Pruitt advised this issue was addressed when the General Stormwater Discharge Permit was issued. The document is lengthy and will take an expert to understand and implement it. The Stormwater Report is combined with the MS-4 Permit in which the Authority is a co-permittee with the Sewerage & Water Board inspection. The inspectors sent back questions regarding the Airport's Permit which questions require an environmental engineer so the bid was out to three companies. Shaw Coastal/CV&I provided the best bid of \$24,721.70.

Mr. Capo noted that this item was informational only and will be brought to the Finance Committee as informational also.

**4) Motion to authorize the issuance of an RFP for the lease of the Bastian-Mitchell Hangar**

Chairman Saizan advised this motion will not be passed at this time due to issues brought by the FAA. Mr. Pappalardo informed the Committee that Mr. Velayos pointed out areas of the RFP that should be examined in further detail. The issues regarding the RFP that were addressed include items such as the cost of the hangar. The cost should be deleted as it may be foreboding and cause someone to decline providing a bid as the hangar is too expensive. The photographs and plans show that the hangar stands on its own. The text of the RFP is being reworded to include citations for grant assurances that will require compliance. The RFP for this type of hangar should be out for at least 90 days to get sufficient exposure in the market. This will also give bidders who live in other parts of the world time to do their due diligence regarding living outside of flood protection and research regarding hurricane issues. The bidders will be making decisions that will require them to look at the hangar and thoroughly assess the concept that is included in the lease.

The Authority will get a better result if the RFP advertises on a 90 day period to get national exposure. The approximate return date of the RFP is October 18, 2013. Having the RFP open during the grand opening gives the Authority additional marketing because there is an additional four weeks to receive responses. The Bastian-Mitchell RFP will be a template for the James Wedell Hangar and will be advertised three weeks after the RFP for the Bastian-Mitchell Hangar. The issuance of the Bastian-Mitchell RFP could be finalized at the Board meeting. The issue of extended advertising must be addressed, which will give the Authority relief as part of the problem was due to the short window allowed for advertisement. Another important issue is the language put into the RFP regarding the hangar being designed and built to mitigate damage from storm and surge. On a parallel track the Authority is trying to mitigate the flood insurance rate by self-insuring the facility and obligating to repair any flood damage to the facility. The Authority will continue to seek an acceptable flood insurance rate and if one is found it will be purchased with the tenant reimbursing the cost.

Commissioner Heaton noted that the budget should be adjusted due to the monthly bills generated by the Bastian-Mitchell Hangar and suggested the issue be added to the Finance Committee Agenda. Chairman Saizan noted that the Authority has to determine the amount of the monthly expenses and how to adjust the budget accordingly. It is a beautiful hangar and a state-of-the-art building that will be marketed according to the suggestions of the FAA.

Addie Fanguy of Landmark Aviation stated that from an aviation point there is a serious flaw with the Bastian-Mitchell Hangar. The issue is the ramp that comes with the hangar. A flight department relocated to the hangar will require many aircraft to justify that kind of expense. The big issue with marketing the hangar is when aircraft are moved around there will be no place to park the aircraft unless they are taken across the field because Flightline's property is next door and the

ramp has been reduced by the new lines for the taxiway. Hawthorne is also next door and if there is no agreement with either Flightline or Landmark a tenant will be unable to move aircraft unless the aircraft is towed across the field and parked on the ball park because you are in the taxiway and there is no place to put the aircraft which is a serious issue. If an FBO decides to bid on the hangar, the FBO is landlocked significantly. The RFP should go out on regular business instead of 90 days because there has been marketing there are two people seriously interested in moving their operation to Landmark. The Board should let the three FBOs go head to head for something locally instead of spending more time delaying the RFP.

Mr. Pappalardo advised that the Authority is in the process of securing the survey to delineate the amount of ramp space, but more ramp space cannot be invented. If it has a mark, it has a mark. The only way to determine that mark, who is going to operate it and how it will be operated is to secure a survey.

Brayton Matthews of Flightline First noted that there should be some opportunity to move the non-movement line slightly further to the north that would still conform with the Part 139 operation based on the standards of the FAA. Mr. Jimmy Robinson requested that I advise this Committee that he is interested in renting additional ramp space in front of Bastian-Mitchell on a temporary basis. Flightline currently leases a sliver of property in front of the Bastian-Mitchell Hangar and would like to renegotiate the leasehold and trade that space out. Flightline would like to make a proposal to lease ramp space and possibly space within the hangar on a temporary basis to generate cash flow to the Airport starting immediately.

Commissioner Cantrelle suggested that the RFP be let as a regular RFP for six weeks instead of 90 days. Commissioner Heaton noted that the Authority was given an estimated close date for the RFP per discussions with Mr. Velayos. Chairman Saizan advised that the Authority will do as Mr. Velayos suggested and work with the FAA. Mr. Velayos wants the Authority to cast a wide net which does not prohibit the FBOs from bidding on the Bastian-Mitchell. Mr. Fanguy noted his disagreement regarding the FAA having heavy input into decisions made at Lakefront Airport and informed that when leasing airport property, airports run their airports. The FAA can make recommendations, but the Orleans Levee District should stand on its own feet. A recommendation was made and there is a difference between a recommendation and a requirement.

Chairman Saizan advised that the Authority is in the process of rebuilding this Airport campus and the last thing I want to do when we are doing that is to upset the FAA. I know there will be a time when we will have a disagreement with them, but Mr. Velayos feels strongly about this, did work with us and I think it is prudent because eight years after the storm they have been very generous and they are going to be more generous with us in terms of upgrading facilities at the Airport and updating the field itself. I think that we need to be prudent and work with the FAA.

Mr. Pappalardo advised that there were no mandates from the FAA, there were suggestions from Mr. Velayos who advised of items that were deficient in the RFP. The deficient items were discussed with Mr. Metzger, Mr. Pruitt and Mr. Capo and revisions were made to the RFP, which will be let after Board approval is given. Chairman Lupo clarified that the recommendations were given by the FAA as this Authority is trying to move into the 21<sup>st</sup> Century. Chairman Lupo noted for the record that this Authority runs Lakefront Airport and the Airport Director is who has the final word on what gets done. The Airport Director gathers information provided by experts and that information is the basis for decisions made by the Authority.

Mr. Fanguy noted for the record that Andy Velayos is top notch with the Authority and has done a lot for Lakefront Airport. Chairman Saizan advised that this Authority is currently developing a list of items to be addressed at Lakefront Airport to upgrade the Airport on an annual basis. The Authority's leasing coordinators advise of constructive suggestions that will not cause the Authority any problems and this Authority should work with the FAA.

**5) Discussion of submittals received from the RFQ/P for Restaurant/Caterer at Lakefront Airport**

Chairman Saizan informed the Committee of three proposals that were received in response to the RFQ/P for the Restaurant/Caterer at Lakefront Airport which were placed in a locked file cabinet. These bids are sealed and to date have not been unsealed to any individual. These proposals will be duplicated and distributed to the Airport Committee. The first proposal is Oceana Grill which was delivered June 19, 2013 at 11:26 a.m. and gives a concept for a Cajun Creole menu. There is no dollar amount included in the bid. Commissioner Heaton noted for the record that these are fluid proposals to the Authority of what will be performed by each individual proposer. It is not so much a price point. Respondents offer a proposal that covers certain expenses and functions they will provide. Each proposal will be weighed and taken within context.

The second proposal was Crescent City Consultants. It is a partnership between New Orleans Convention Center Company, Crescent City Consultants and Ballard Brands and is the group that originally submitted an RFQ/P. The third proposal is dated June 21, 2013 at 1:04 p.m. from Messina's Catering.

Mr. Capo provided each Committee member a scoring sheet of the original RFQ/P and the matrix that was used for grading. This is the same method which was originally used and contains the same criteria for scoring and ranking the points. Chairman Lupu advised that the Scoring Committee should be provided a copy of the RFQ/P, matrix for scoring and a copy of each proposal for their review. The Scoring Committee will individually score the RFQ/P and later meet as a Committee in a public meeting to discuss scoring. The Scoring Committee will then make a recommendation to the Full Board at a public meeting. The scoring was not discussed on the prior RFQ/Q in a public meeting as the Scoring Committee were not Board members, only ad-hoc people that were asked to assist the Authority in scoring the RFPs.

Mr. Capo advised the Committee that a Committee meeting was required to discuss scoring. The timeline consists of Board meetings scheduled for July 18, 2013 and August 15, 2013. Absent Committee members will be required time to review the proposals. Commissioner Heaton requested a Special Airport Committee meeting be scheduled as soon as possible as this selection was important for Lakefront Airport and suggested Mr. Metzger be noticed to address any technical questions.

**6) Motion to approve a loan agreement between the Management Authority and New Orleans Lakefront Airport in accordance with applicable Federal Aviation Administration regulations and grant assurance agreements**

Mr. Capo advised this item is informational only as a quorum is not present. All items will be forwarded to the full Board without recommendation. Mr. Metzger advised that Mr. Capo provided a figure of \$11,972,00.00 which included capital contributions and operating expenses that were loaned to Lakefront Airport that date back to 2006. The procedure to establish the loan agreement is set forth in Title 49 §47:107 and all FAA rules and regulations are required to be followed. The Airport cannot repay this loan unless the Airport is making money and maintains a sufficient reserve for contingencies at the Airport. This will be established through a Board Resolution and Loan Agreement, however, no payments will be made until the Airport starts to generate a revenue stream. The Authority can only go back six years on recoupment and interest is charged at the federal rate from the time the Loan Agreement is signed. The interest cannot

be retroactive. A Resolution will be prepared that will mirror all requirements under the United States Code along with a Loan Agreement which will be forwarded to Mr. Velayos for his review to ensure compliance with the Statute and any regulations that may be applicable. The breakdown is as follows:

- 1) Continual projects that were part of the Airport. These are projects that were situated on Lakeshore Drive and South Shore Harbor along the Peninsula. Those three projects were donors to the Terminal and to the Airport. They contributed \$6.9 million for monies outside of Airport property to the Airport; and,
- 2) From a loan for operational expenses from July 2006 until June 30, 2013 the Authority has been assisting the airport with approximately \$5 million in that span of time. So that is where the total of \$11,972,000 comes from

### **PUBLIC COMMENTS**

#### **Addie Fanguy, Landmark Aviation**

Mr. Fanguy addressed the recent accident at San Francisco International Airport and noted that the system that was not operational at San Francisco's runway has not been operational at Lakefront Airport, Runway 1A-R. This is a VASI/PAPI system which is a set of lights that shoot beams or colors that are seen by the pilot to provide a glide path so pilots can safely land within the first few thousand feet of the runway. This system has not been operational since Hurricane Isaac. There have been several recent complaints from transient pilots and base customers with Gulf Stream Jets who have arrived and were required to do a downwind departure coming in on the blind side with tower controllers keeping the pilot high enabling the pilot to arrive safely and manage his speed. The landing was not a good one due to the absence of the VASI lights. This is a critical component that guarantees pilots receive every tool needed to make a safe landing. Most accidents occur on takeoffs and/or landings. This issue is being addressed to bring to the Board's attention that the FAA should fund Lakefront Airport the dollars to get this system in place as the issue has been locked up in bureaucracy a long time.

Chairman Saizan requested Mr. Pruitt call Andy Velayos to determine if the issue could be addressed. Chairman Lupu requested Mr. Pruitt take the minutes of this meeting which contain comments from Lakefront Airport FBOs and incorporate into a memo to the Airport Committee. The Airport Committee should then make a recommendation to the Full Board who will in turn advise the FAA of the issue and request assistance. Commissioner Heaton suggested that a Resolution also be prepared for the record.

Mr. Pruitt advised that he had advised Mr. Velayos and Mr. Silco about this issue on several occasions and both are pushing the issue to try and establish funding to rectify the matter. Chairman Sazian stated it was good that Mr. Pruitt addressed the issue prior to the crash in San Francisco as the incident is a wakeup call. Documentation should be prepared for the Full Board meeting to address the issue and have the issue addressed. A formal letter should be forwarded to Mr. Silco and Mr. Velayos reflecting the Authority's ideas.

Mr. Fanguy advised that he will request the pilots put their complaints into writing which could be used as an addendum. The pilots could also forward a memo to Mr. Pruitt showing that attention is being called to a problem that should be corrected. Commissioner Cantrelle addressed the legal counsel and questioned with this matter being brought to our attention today and the actions that will be taken, will that be sufficient to protect the Authority should anything happen since it was brought to our attention and we still continue to use that runway.

Mr. Metzger advised that the Authority is moving upon notice of the complaint. Whether this gives the Authority legal protection is not known. Mr. Fanguy advised that Mr. Pruitt has notified the FAA and the Aviation Department is doing what they can. Mr. Pruitt advised that these were sequestration issues that fell to the wayside. Mr. Pruitt advised that the lighting system is not Lakefront Airport equipment, it is FAA equipment.

Mr. Don Cureall of Lifeguard Air Ambulance noted that his operation does many early morning/late night flights. Last night an operation was coming off of a mission and ran into haze and ground fog. The lighting system would have been a vital piece of equipment to establish a glide path for the aircraft. The system has been missing since Hurricane Isaac. This equipment is necessary for the VFR pilot who flies for recreational purposes with his family. This equipment is needed to establish a proper glide path and it is not currently operational. This is an accident waiting to happen and is an important issue that needs to be addressed immediately.

#### **ADJOURNMENT**

Due to lack of a quorum, there was no motion to adjourn.

#### **ANNOUNCEMENT OF NEXT MEETING**

The next Airport Committee meeting is scheduled for Tuesday, July 30, 2013 at 9:30 a.m.

The meeting adjourned at 11:14 a.m.