

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY
Minutes of the Airport Committee Meeting
Tuesday October 13, 2015 – 9:30 A.M.

The regular meeting of the Airport Committee of the Non-Flood Protection Asset Management Authority was held on Tuesday, October 13, 2015 at 9:30 a.m., at 6920 Franklin Avenue, 2nd Floor Board Room, 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 Heaton called the meeting to order at 9:36 a.m. and led in the Pledge of Allegiance. The roll was called which constituted a quorum.

PRESENT:

Chair Wilma Heaton
Comm. Michael Stack
Comm. Anthony Richard (arrived 10:19 a.m.)

ABSENT:

Comm. Roy Arrigo

FURTHERMORE PRESENT:

Comm. Thomas Fierke

STAFF:

Cornelia Ullmann - Chief Operating Officer
Sharon Martiny – Administrative Assistant
Robert Aucoin - Accountant
Ben Morris – Interim Airport Director

ALSO PRESENT:

Brayton Matthews – Flightline First
Chris Groh – Kutchins & Groh

Opening Comments

Waived.

Report On Current Airport Issues

Ben Morris, Airport Director, advised that the RFQ for the Electrical Vault will advertise shortly. The State agreed to spend up to \$110,000 for old and new PAPI lights. The FAA will advise of their decision regarding the Authority tying into the FAA electrical system for the PAPI lights. Upcoming film productions at Lakefront Airport include LBJ, NCIS: New Orleans, Jack Reacher 2, Thank You For Your Service, Classified, Gambit and Mena.

Adopt Agenda

Comm. Stack moved to adopt the Agenda; second by Comm. Richard. Motion passed.

Approval Of Prior Minutes

Comm. Richard moved to approve the Joint Airport/Finance Committee meeting minutes of September 1, 2015; second by Comm. Stack. Motion passed.

Old Business

No items.

New Business

1) Discussion regarding Fuel Farm capacity

Mr. Morris advised that Landmark is utilizing three of the four large fuel tanks. Flightline is utilizing a 100,000 gallon Jet A tank and a 10,000 gallon Av Gas tank. Landmark bought Hawthorne and as such acquired the use of those tanks and additionally, purchased the remaining fuel in those tanks. Chair Heaton noted for the record that, years ago, Mr. Jim Robinson, the owner of Flightline, commented that he felt Flightline had not received consideration for things needed to make him comfortable such as more capacity. She advised Mr. Robinson that when the time comes, the Authority would have an open mind.

There is a solution in meeting people halfway. The Authority will gather all information and listen to Mr. Matthews' presentation, but a decision will not be made today. There must be a level playing field, and it is a balancing act. When the Authority supported Landmark taking over Hawthorne, a promise was made that there would be no disproportionate advantage against Flightline. The request triggers additional issues for the Airport, which must be addressed to determine what can and cannot be done.

Mr. Morris advised that the issue at hand is Flightline's request for additional capacity. A mobile tank may be an option as they are mobile. Any additions to the Fuel Farm could cause issues with the State as the Fuel Farm is grandfathered in. The COO advised that the Airport is considered a separate industrial entity, which requires a specific Sewerage and Storm Water permit. Chair Heaton noted that additional permits would not necessarily make Flightline's request ineligible for consideration.

Mr. Morris advised that the six tanks are dedicated to certain FBOs. The Fuel Farm was initially set up where the Airport purchased fuel which was then sold to the five FBOs. After Katrina tanks were assigned to FBO's, the FBO's purchase and own the fuel. The Airport no longer purchases the fuel. Brayton Matthews (Flightline) stated that one 10,000 gal. tank holds a 8,000 gal. load of aviation fuel. Approximately 1,500 gallons at the bottom is considered unusable. Mr. Matthews explained that depending on local supply, there are transportation costs involved for delivery of AV Gas and Jet A, sometimes as much as \$880.00 above what Landmark pays – as Landmark has enough storage capacity to purchase additional loads at once. Flightline cannot. Flightline requests a second 10,000 gal. tank to store fuel and to avoid incurring additional fuel transport costs.

Chair Heaton clarified that Flightline needs more capacity, which will trigger additional regulatory issues. Mr. Morris advised that the portable tank would not trigger regulatory concerns, but may add DEQ concerns. There are retail tankers available (storage tank truck) that could be kept at the Fuel Farm which would hold the same amount of fuel Flightline is requesting. If the Fuel Farm is expanded to add additional tanks, the grandfather clause is broken and that becomes a compliance and expense issue. Chair Heaton requested that the mobile tank truck option be studied and feedback be provided prior to the Board meeting.

2) Discussion regarding priorities for BP settlement funds

The COO advised that the BP settlement funds were received, from which will be deducted \$20,000 in attorney fees. The Authority must pay \$800,000 for Shelter No. 3 (cash flow issue/expenditure), but will be reimbursed from the USACE, which takes approximately three weeks. The Authority must also pay \$800,000 in property, liability and flood insurances due in June.

Chair Heaton advised of a request from the Airport Committee to pay the Customs overage of \$220,000 from the BP settlement funds. \$400,000 was designated (alternate FEMA project), but Customs is \$220,000 over. Comm. Stack suggested a list of priorities be made available as there will be a time when the Authority has the funds; payback for Customs could be included. Chair Heaton advised some requests are Capital Outlay requests, which when filed makes legislators aware of the Authority's needs. Other funding sources are available. A full time grant writer position was advertised for the Flood Authority. Legally hours spent for time working with the Non-Flood Division could be charged back to the Non-Flood Division. The grant writer can assist the Non-Flood Authority in leveraging state and federal funds. The COO noted that the Board passed the Capital Improvement Outlay program with FAA and La. DOTD participation, which identifies Airport priorities.

3) Discussion regarding Capital Outlay requests

Comm. Stack approved adding interim flood protection to the current version of the Capital Outlay request, and addressed Item 2 (Repair/conversion to LED

lights). The lighting industry claims to have solar lighting that meets roadway standards. The item should be worded "Repair of lighting and conversion to alternate lighting system". There may be additional grants available and being open ended on an application may introduce competition.

Comm. Stack addressed the Lake Terrace Fountain Restoration of \$200,000. The COO advised that was on the previous request. \$800,000 is on the high optimistic end to repair the fountain, but \$200,000 was budgeted to fix the fountain. He was open to another number, but that number is unknown. The Lake Vista Community Center repairs were also on last year's Capital Outlay request. The ARFF fire truck and station were also on last year's request in those amounts; both of those are in the CIP for the Airport. Chair Heaton noted that the only items not on the Capital Outlay request is the interim flood protection and asked where that item should be placed in order of priority.

4) Discussion regarding GARD System with 50% matching funds provided by La. DOTD/Aviation

Mr. Morris advised that DOTD Aviation would pay half (\$1,600) of the GARD system's total cost of \$3,200. The GARD system will assist in providing factual support for requesting extended tower operations until 10:00 p.m. Approximately 25% of the Airport's traffic occurs after the tower closes. Curbs at the Airport have been painted, and they look much brighter. Landscaping on the airfield side garden must be addressed as it is uncared for and must be maintained. The Airport is receiving good reception to the coins, which will be sold and distributed to people with associations at the Airport. Elise Grenier is actively working on restoration of the murals, and has spent several days mixing formulas and testing the material to take off the rice paper. Chair Heaton suggested a poster be displayed detailing the restoration process. Mrs. Grenier lectured students from Ben Franklin Art Dept. on the restoration process and two graduate students are assisting on the restoration, which is a tedious, labor intensive project. Ms. Grenier is doing methodical research to protect the integrity of the paintings.

Chair Heaton thanked staff for working with film production and noted positive feedback from tenants. Movie shoots require additional logistics and navigation and puts additional pressure on the Authority, but the marketing the Authority will receive is huge.

Adjournment

Comm. Stack offered a motion to adjourn, seconded by Comm. Richard and unanimously adopted.

Announcement of Next Meeting

The next Airport Committee meeting is scheduled for Tuesday, November 10, 2015 at 9:30 a.m. The meeting will be at 6920 Franklin due to early voting. The meeting adjourned at 10:35 a.m.