

AIRPORT COMMISSION MINUTES

September 16, 2019

4:00 P.M.

Piedmont Conference Room

The following were present at the Danville Regional Airport Commission Meeting on Monday, September 16, 2019.

Attendees:

Marc Adelman, Director	Joseph Miller, Vice Chairman	Brian Dunevant, Public Works Engineering
Sid Allgood	Brian Salyers, TBE	John Lippert, Guest
Jessie Barksdale, Chairman	Brian, Ball, TBE	Libby Rembold, General Aviation
Stephen Daniel	Telly Tucker, Economic Dev.	Alan Spencer, Asst. City Atty.
Michael Duncan	Linwood Wright, Economic Dev.	Todd Pinekenstein, Bld. & Grounds Supt.
Philip Hall	Ray Rodriguez, GSO Aviation	Lisa Bivens, Administrative Assistant

Approval of Agenda

A motion was made by Michael Duncan and seconded by Joe Miller to approve the agenda for the September 16, 2019 meeting. All members in attendance were in favor and the motion passed.

Approval of Minutes

Joe Miller moved that the minutes of the August 13, 2019 meeting be accepted as presented and Sid Allgood seconded the motion. All members in attendance were in favor and the motion passed.

Communications from Visitors

No communications.

Topic: Update T-Hangar Taxilane Project

Action: The project began on September 3, 2019 and has consisted of milling, removal of existing material and the application of base course.

Disposition: The installation of asphalt should begin the week of September 23.

Todd Pinekenstein updated the Commission on the T-hangar Taxilane project. Since the project began on September 3, 2019 the work has consisted of milling, removal of existing material and the application of new base course. A couple of damaged pipes were found close to the northeast t-hangar building that required a new section of drainpipe to be installed to mitigate the issue. Fine grading should begin at the end of this week with the installation of asphalt starting the week of September 23, 2019.

Topic: Update on the status of the Runway Remarketing Projects

Action: A pre-construction meeting was held on September 16, 2019, with Talbert, Bright and Ellington, Remac and Dunevant Construction regarding crack sealing and remarketing Runway 2/20.

Disposition: Bids are expected in to the city's Purchasing office on September 20 to remark Runway 13/31.

A pre-construction meeting was held on September 16, 2019 with Talbert, Bright and Ellington and the contractors who will be involved with crack sealing, remarketing and completing underdrain work for Runway 2/20. It is anticipated that the project will start on October 14, 2019. It is estimated that this will be a seven-day project with the work being completed at night. When construction activities overlap with the intersection of Runway 2/20 and Runway 13/31 the airport will be closed.

Bids are expected into the city's Purchasing office on September 20, 2019 to remark Runway 13/31, the crosswind runway. Crack seal work will not be completed due to the pavement condition of the runway.

Topic: Airport Layout Plan Update

Action: The Airport Commission approved amending the Airport Layout Plan Update to support the possible future development of 13,000 square foot hangars along Taxiway H and to narrow Runway 13/31 to 60' to reduce rehabilitation cost.

Disposition: Danville's airport engineering firm will submit required planning documentation for the Airport Layout Plan Update to the Federal Aviation Administration.

Brian Dunevant of Public Works Engineering updated the Commission on the status of the walking trail extension projects along Stinson Drive and Airport Drive. In addition, he shared information concerning a project to modify the curve at the intersection of Stinson and Airport Drives. He mentioned that the two planned walking trail extension projects are federally funded Transportation Alternative projects. However, funding for these projects may be unallocated. Mr. Dunevant said he is currently working to secure funding for the first portion of the trail expansion, which will include the area from Stinson Drive to the Operations Tower. He added that the project to modify the curve at the intersection of Stinson Drive and Airport Drive is state funded only and has been approved.

During the initial planning process to design the trail extension project, it was discovered that the current Airport Layout Plan (ALP) identifies that the airport property line is located on the west side of Airport Drive. After researching this issue, Public Works Engineering discovered that during the early 1990's an airport engineering firm inappropriately identified the location of the property line and referenced it in the ALP. Brian Dunevant added that the walking trail expansion project along Airport Drive would also require additional right of way on airport property, however he noted this portion of the trail expansion is in the beginning stages. After the ALP update is submitted for review, a primary goal is to address the property line error and the right of way situation with the Federal Aviation Administration (FAA). Discussion continued.

Topic: Airport Layout Plan Update (continued)

Marc Adelman indicated that during the last Airport Commission meeting different options were discussed to rehabilitate Runway 13/31. He reiterated that the project is not eligible for federal and state aid. During the initial discussion to examine alternatives to rehabilitate the runway at less cost the primary focus centered on reducing the length of the runway from 3910’ to 2845’ and maintaining the existing width. However, since the August 2019 Airport Commission meeting, discussions continued to consider other options to reduce rehabilitation costs for the Commission’s consideration.

Brian Salyers of Talbert, Bright and Ellington discussed options to rehabilitate Runway 13/31, as identified below. Marc Adelman said that a decision needs to be made today in order for the ALP to reflect a preferred alternative to rehabilitate the runway. *After discussion, a motion was made by Michael Duncan and seconded by Phil Hall to approve option 2 to maintain the length of the runway, reduce the width of the runway to 60’, adjust the edge lights and reclassify the runway as necessary. All members in attendance were in favor of the motion.*

Impact Examples	Option 1 – Reduce length of runway from 3910’ to 2845’, maintain existing width	Option 2 – Maintain length of runway and reduce width and move edge lights in	Option 3 – Maintain length of runway, reduce width and remove lights
Impact on runway width	None, runway would remain 100’ wide, entire width of runway would be rehabilitated \$3,215,950	Paved area would be 50’ or 60’ wide, rest of pavement would be untouched and remain in poor condition <u>but usable</u> \$3,161,975 - \$3,505,875	Paved area would be 50’ or 60’ wide, rest of pavement would be untouched and remain in poor condition <u>but usable</u> Savings of \$44,000 - \$50,000
Nighttime use of runway	Nighttime use of runway would be maintained, Runway lights would not be impacted	Nighttime use of runway would be maintained, Runway lights would be moved in , physically reduce available pavement width	Daytime use only , runway edge lights would be removed and covered with metal plates
Impact on navigational aids (Runway End Identifier Lights/PAPIs)	NAVAIDs would require adjustment and increase cost more than narrowing of runway	NAVAIDs would be impacted marginally, cost added to adjust	NAVAIDs would be impacted marginally, cost added to adjust
Runway Safety Area issues due to drainage inlets	Due to rehabilitation effort the FAA could require the drainage system to be relocated outside the runway safety area to meet design standards - increasing cost	Reducing width of runway, drainage inlets would be located outside the runway safety area, runway must be reclassified from B-II to A-1 or B-1	By reducing width of runway, drainage inlets would be located outside the runway safety area, runway must be reclassified from B-II

Public Comment Period

No public comments

Closed Session

Joe Miller moved that the Airport Commission of the City of Danville, Virginia be recessed and that the Commission immediately reconvene in closed meeting for the following purpose:

Discussion or consideration of the acquisition or disposal of real property for a public purpose where discussion in an open meeting would adversely affect the bargaining position of the City as permitted by Subsection (A) (3) of Section 2.2-3711 of the Code of Virginia, 1950, as amended: Disposition of real property.

Discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made as permitted by Subsection (A) (5) of Section 2.2-3711 of the Code of Virginia, 1950 as amended and more specifically to consider: Expansion of an existing business.

Sid Allgood seconded the motion and all members in attendance were in favor.

Reconvened in open meeting

Joe Miller moved that the Airport Commission for the City of Danville, Virginia immediately reconvene into open meeting. Joe Miller moved that the Airport Commission for the City of Danville, Virginia adopt a resolution certifying that to the best of each member's knowledge that (I) only public business matters lawfully exempted from open meeting requirements under Section 2.2-3711 and (II) only such public business matters were identified in the motion by which the close meeting was convened were heard, discussed or considered in the closed meeting. Sid Allgood seconded the motion and the motion passed.

Michael Duncan made a motion to approve the widening of Taxiway Hotel and the hangar development project and request that said changes be incorporated into the revised Airport Layout Plan. Phil Hall seconded the motion, all members present were in favor and the motion passed.

Communications

Sid Allgood commended all members for their attention to detail. He would like to see the Airport Commission schedule a meeting or workshop to review the Commission's duties and requirements of the Commission members. In addition, Mr. Allgood recommended that the Commission should develop a plan for the future of the Danville Regional Airport including activities on the property and surrounding areas and review any additional items of concern. Prior to the meeting, he would like for Marc Adelman and Alan Spencer to provide information related to these responsibilities, requirements, and anything else they feel needs to be communicated.

Stephen Daniel said he appreciated Phil Hall for his participation during the City Council meeting on September 10.

Joe Miller said he also appreciated Phil Hall's involvement with the City Council Work Session.

Communications (continued)

Michael Duncan said he continues to be proud to be a member of the Commission and appreciates everyone's efforts. He looks forward to making the future even better.

Phil Hall thanked everyone for the kind comments concerning his participation in the City Council Work Session. He shared that the Commission had a very tough assignment and indicated that he thinks everyone wants what is best for the City of Danville when it comes to the operation of the airport. However, he expressed concerns about the possible outcome of the City Council Work Session interviews and hopes that the integrity of the Commission can be sustained due to the effort that has been put into the whole process.

Michael Duncan commented that the Commission has worked effectively as a team. He also shared that the decisions that are ours, are ours and the decisions that are not are someone else's and thanked everyone for their contributions and efforts.

Jessie Barksdale said everyone has done well.

Adjournment

The Commission meeting adjourned at 5:20 pm.

The next meeting is scheduled for **Tuesday, October 8, 2019 at 4:00 pm in the Danville Regional Airport's Eastern Conference Room.**