

# **AIRPORT COMMISSION MINUTES**

**January 14, 2014**

**4:00 P.M.**

**Eastern Conference Room**

The following were present at the Danville Regional Airport Commission Meeting on Tuesday, January 14, 2014.

## **Attendees:**

Marc Adelman, Director	Hampton Wilkins	Alan Spencer, Asst. City Atty.
Charles Ellis, Chairman	Mark Stevens	Libby Rembold, General Aviation
John Lippert, Vice. Chair.	Gene Jackson	Bruce Newcomb, Maintenance Supt.
		Lisa Bivens, Admin. Asst.

## **Approval of Minutes**

Mark Stevens moved that the minutes of the December 10, 2013 meeting be accepted and Gene Jackson seconded the motion. All were in favor and the motion passed.

## **Taxiway F Lighting Update / PAPI Flight Check Update**

Bruce Newcomb informed the Commission that quotes have been received from three different companies for the Taxiway F lighting project. Austin Electric provided the low quote at \$35,300. This information has been sent to the Virginia Department of Aviation to gain approval for maintenance grant funds to proceed with related repair work. Newcomb also mentioned that the Runway 31 PAPI light flight check that was completed on January 8<sup>th</sup> failed due to an improper setting. Barnes and Powell Electrical have assumed responsibility for this error and will pay any additional cost for another flight check. The Federal Aviation Administration (FAA) office that prepares reimbursable agreements for flight checks is processing the airport's request for another flight inspection. The REILS on Runway 2/20 were checked during the same flight check and passed inspection.

## **Runway 2/20 Rehabilitation Project Status**

Adelman informed Commission members that he recently spoke with Brian Dunevant, Public Works Chief Engineer regarding erosion and sediment control regulations as it pertains to the runway rehabilitation project. Dunevant informed Adelman that existing regulations provide some flexibility with his ability to evaluate and approve whether there is a sufficient stand of grass to assess whether control measures can be closed that would facilitate the opening of the runway. Furthermore, he stated that sod can be placed around drop inlets if there is not a sufficient stand of grass in order to meet required specifications. If sod is used Adelman said that the related cost would be incurred by the city because it's an ineligible expense for the federal grant. In addition, Adelman mentioned that the shoulders along Taxiway A and Taxiway E are bare in many areas with no grass growing. Dunevant said that there is a seventy percent coverage requirement, however as long as it can be determined that the sediment will not encroach the drop inlets due to the condition of the shoulders he could approve closing control measures that might be located in the runway safety area.

Currently, the general contractor is working on the south end of the runway and the company is 99% complete with the milling work in that area. After the milling work is complete the general contractor will then remove existing drainage along 1200 feet of the south end of the runway, backfill and install new drainage pipe.

### **Runway 2/20 Rehabilitation Project Status (continued)**

The drainage modifications are expected to take about seven days to complete. The electrical contractor is currently digging out a trench to form concrete to support the MALSR lights and REILS at the end of Runway 02 and forming concrete pads for the PAPIS lights on the Runway 20 end.

The contractor stated that once the milling work is finished then the company would begin repairing cracks on the south end that will involve 65,000 linear feet of cracks which is estimated to take about two weeks to complete. After the crack repair work is complete the company would need a couple of days to apply surface treatment and about ten days of good weather to complete the paving. Therefore, at the minimum a three week window in which temperature conditions must be 45 degrees and rising is necessary to complete this work. Discussion continued.

Since our last meeting Eric DeDominicis, the airport engineering firm's project manager, informed the FAA of the airport's interest for the general contractor to continue working through the winter. The FAA expressed concern regarding this possibility and identified certain administrative conditions that would be required to accomplish this objective. In advance of a planned conference call with the FAA, DeDominicis sent an email to the FAA identifying certain talking points for the discussion. *He indicated that if the FAA were to add additional days to the end of the 271 day contract related to adverse weather days that the company would have an extra 54 days to finish the project. The additional time would commence after December 20, 2013 which is the end date for the project to be completed per the terms of the contract.* The general contractor indicated that if they were to continue to work through the winter they would need approximately 60 days to finish the project. However, the company further stated that if they were to stop work for a winter shutdown and start working again in April they would only need 40 to 45 days to finish *due to improved weather conditions that would facilitate project completion.* A primary objective of the planned conference call with the FAA concerns the possibility of a contract extension so that the general contractor would continue to work through the winter.

Currently, the FAA has requested that the general contractor and airport engineering firm provide a detailed project schedule that would outline exactly what is left to do and also provide a justification for additional time to finish the project if they were to continue working through the winter. A critical factor influencing this issue is that the FAA has indicated they will not provide funding for the airport engineering firm's resident inspector to be on the field for additional days that exceed the terms of the 271 day contract agreement. Adelman said the contract cost for the resident inspector is approximately \$825.00 per day including per diem. Discussion continued.

### **Special Event Planning Update**

Adelman requested input from the Commission regarding planning for a special event at the completion of the Runway 2/20 rehabilitation project. Events were discussed such as a ribbon cutting ceremony involving state and local officials. All were in favor of having a ceremony or event at the completion of the project. In addition, it was suggested to possibly have a pancake breakfast before the ceremony. Adelman also updated the Commission on financial considerations regarding the possibility of holding another airshow or similar like event at the airport. Discussion continued.

The next meeting is scheduled for **Tuesday, February 11, 2014 at 4:00 p.m. in the Danville Regional Airport's Eastern Conference Room.**