

AIRPORT COMMISSION MINUTES

February 11, 2014

4:00 P.M.

Eastern Conference Room

The following were present at the Danville Regional Airport Commission Meeting on Tuesday, February 11, 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.
Helm Dobbins	Travis Williams, Averett	Lisa Bivens, Admin. Asst.
Joseph Miller	Jones H. Stanley, Lynchburg Air Show Rep.	

Approval of Minutes

Helm Dobbins moved that the minutes of the January 14, 2013 meeting be accepted as amended and Hampton Wilkins seconded the motion. All were in favor and the motion passed. John Lippert requested that the minutes be amended to clarify the paragraph regarding the contractor working through the winter and adverse weather days.

Taxiway F Lighting Update / PAPI Flight Check Update

Bruce Newcomb informed the Commission that a purchase order was issued today to Austin Electric from the city's purchasing office to complete lighting repairs for Taxiway F. Also, Marc Adelman said that yesterday the airport received the amendment to the Reimbursable agreement from the Federal Aviation Administration (FAA) to complete a second flight check for Runway 31's PAPI. After this agreement is executed and the additional fee is paid to the FAA the airport will be able to request a second flight check. An additional check is necessary due to an error that occurred by the contractor during the first check when the PAPI was adjusted incorrectly.

Snow Removal Update/Runway De-Icing Options

Handouts were circulated that identify different options and related cost information for de-icing materials that can be used for snow removal activities. It was explained that due to the existing pavement condition of Runway 13/31 damage to the asphalt could occur if steel blades were used to push snow. Due to this issue it was decided that rubber blades should be used instead to minimize possible damage to the runway. Rubber blades perform adequately for snow removal but are challenged when attempting to clear icy areas. After the last snow Adelman said airport staff began to look at other options to assist with snow removal and contacted different airports to learn what they are using to support de-icing activities.

Adelman said that he spoke with an airport representative from New York who recommended a de-icing product that they liked better than UREA. The recommended product is an organic salt and its composition includes a Sodium Formate/Acetate blend. Adelman indicated he would recommend using this product relative to temperature conditions since it can be used at zero degrees Fahrenheit compared to UREA which is only effective when temperatures are twenty-one degrees and rising. However, use of this material would be expensive since one application for Runway 02/20 would cost approximately \$1,600 to \$2,000. The airport will plan to purchase the organic salt this summer so it can be available for snow removal efforts next winter. Discussion continued.

Runway 2/20 Rehabilitation Project Status

Adelman informed the Commission that since our last meeting Rifenburg has agreed to pay for the inspection fees that the FAA considers ineligible for federal reimbursement. The general contractor has communicated to the airport that they are very interested in finishing this project by April 7th because at that point they are supposed to be back in Richmond to finish a project which has been shut down for the winter. Currently, the general contractor is working on the new drainage system for Runway 2/20 which involves extensive earthwork. Once temperatures increase crack repair, the application of surface treatment and paving activities can begin.

To date, all of the milling work for the runway project is complete, most of the old drainage pipe has been removed and about forty percent of the earthwork related to the south end or phase two of this project has been done. The foundations for the MALS lights have been installed at the very end of the runway and airfield signs have been moved by the electrical subcontractor. Currently, the under drain still needs to be installed, additional electrical work needs to be finished and cans need to be set for the edge lights. Discussion continued.

Averett University Update

Travis Williams, Chief Flight Instructor for the Averett Flight Center, was present for the meeting and completed a presentation and update concerning Averett University's Aeronautics program. Of major significance, the FAA recently granted Averett's Aeronautics program the ability to certify its graduates for the restricted flight hour Airline Transport Pilot (ATP) rating. This certification positions Averett University among an elite group of schools with an aeronautics program which offers the restricted ATP rating. This certification means that Averett graduates will be able to apply for airline jobs with 1000 hours of flight time instead of the higher 1500 hours that the FAA normally requires.

Special Event Planning Update

Adelman said that he was recently contacted by Jones H. Stanley, Chairman of the Lynchburg Air Show group. Mr. Stanley was present for the meeting and provided background information concerning the previous Lynchburg air show and discussed plans for their upcoming 2016 event. During the meeting Mr. Stanley asked for the Commission to consider allowing the Lynchburg air show to install arresting gear at the Danville Regional Airport during the 2016 show to accommodate the Blue Angels flight requirements. In addition, Stanley also mentioned that the Lynchburg air show could possibly be held in Danville in 2016.

The meeting adjourned at 5:30 pm. The next meeting is scheduled for **Tuesday, March 11, 2014 at 4:00 p.m. in the Danville Regional Airport's Eastern Conference Room.**