



NATCHITOCHE REGIONAL AIRPORT
City of Natchitoches
450 Wallenberg Drive
Natchitoches, LA 71457

NATCHITOCHE AIRPORT COMMISSION
Monday, August 17, 2020
5:00 p.m.

A G E N D A

- I. Convene Meeting
- II. Minutes for July 20, 2020
- III. Old Business
 - A. Sorority House NSU
- IV. New Business
 - A. Airport Manager's Fuel Sales Report: July 2020
 - B. Capital Improvement Plan (CIP) Resolution Year 2021
- V. Announcements
 - A. The next regular monthly meeting of the Airport Advisory Commission will take place on; Monday, September 21, 2020 at 5:00 p.m. at the Airport Terminal building
- VI. Adjournment

NATCHITOCHEs REGIONAL AIRPORT ADVISORY COMMISSION
REGULAR MONTHLY MEETING MINUTES
July 20, 2020

MEMBERS PRESENT: Hilton, Mike
McCain, Jack Jr.
Salter, Stanley

ALSO PRESENT: Cooper, Larry
Walker, Regina R.

MEMBERS ABSENT: Gilson, Gil
Maxey, James
Parker, Sam
Rice, Cliff

CONVENE MEETING:

Chairman Mike Hilton called the regular monthly meeting of the Natchitoches Regional Airport Advisory Commission meeting to order at 5:00 p.m., on Monday, July 20, 2020.

MINUTES:

Chairman Hilton deferred calling for a vote approving the June 15, 2020 Airport Minutes, due to a quorum wasn't present, the vote will take place at the next regular monthly meeting on August 17, 2020.

OLD BUSINESS:

Project Updates:

Mr. Cooper reported that a discussion took place concerning the Runway 7/25 and Taxiway Bravo 1 Rehabilitation Project on Friday, July 17, 2020; between KSA, DOTD, FAA, and himself.

Mr. Farmer and Mr. Cooper proposed to DOTD and FAA the suggestion of a 75-foot runway moving the runway to the south as far as possible, which will create more of an object free area.

DOTD and the FAA informed both Mr. Farmer and Mr. Cooper that the cost of going with the 75-foot runway would be consider a new runway and not a reconstruction of an existing runway.

In addition, the 75-foot runway will penetrate 50-feet of the property southwest corner of the approach end of runway 7. The City will have to either purchase the property or obtain an easement from the homeowner.

FAA advised that going with the 75-foot runway would be a different project and could take up to five years to complete. Additional expense of; moving of lights, soil sampling, engineering, surveying, and construction could cost approximately a million dollars more than the budgeted amount.

Having a 75-foot runway with the centerline where it is now and with the aircraft category it's in; once an airplane is rolled out of any of the four hangars from the Maintenance Shop to Norwes Inc. hangar you are in an object free zone causing an obstruction, by FAA standards this could cause serious consequences.

Leaving the 60-foot runway where it is and not move the centerline, would take four to five houses in RPZ on the approach end of runway 25 out of being in the RPZ. This will give 100-feet in front of each hangar and help the tenants to park their airplanes without being in an object free zone.

If the Airport can prove to the FAA that they're making progress in making the Airport safer, which removing four to five houses out of the RZP will prove efforts are being made, then FAA would probably not make the Airport displace the threshold.

Going with the 60-foot runway, the 60-foot center section of the runway will be milled and rebuild to look like a brand new runway. The Airport has a choice of removing all of the asphalt on each side of the 60-feet runway or leaving the asphalt down on each side. If the asphalt remains the lights will be moved in, due to there can only be a max of 10-feet from the edge. The edges will be tapered to the 60-feet runway to prevent a drop off and assist water to drain off the runway. It will look like a 100-foot runway but legally it will be a 60-foot runway.

This is the only solution Mr. Farmer and Mr. Cooper feels the FAA would approve. The Airport has until April 2021 to start the 7/25 Runway and Taxiway B1 Rehabilitation project or the Airport could lose the \$2.4 million dollars and the project will not take place.

While commissioners in attendance expressed disappointment with FAA restrictions, they were comfortable with the only path available for the Runway 7/25 and Taxiway B1 Rehabilitation Project as reported by Larry Cooper.

New Fuel Truck:

Mr. Cooper reported that the new 2019 fuel truck has arrived at the Airport.

The new fuel truck has been tested and is working great however; it hasn't been tested on an Airplane yet, but will do so soon.

The fuel truck holds 3,000 gallons of Jet-A fuel only and it pumps 248 gallons per minute single point and 62 gallons per minute with nozzle.

Mr. Cooper also reported that the fuel truck has all the bells and whistles and he is very pleased.

NEW BUSINESS:

Airport Manager's Fuel Sales Report for February, March, April, and May 2020:

<i>Time Period</i>	<i>Description</i>	<i>Gallons</i>
6/15/20 – 7/20/20	100 LL	2,145.0
6/15/20 – 7/20/20	Jet-A	8,425.6
Total:		10,570.6

Sorority House NSU:

Mr. Cooper reported that a 7460-1 has been submitted to the FAA on a proposed sorority house as per Mr. Gilson's request.

Mr. Gilson submitted to Mr. Cooper the latitude and longitude on one sorority house to be located behind Aero Mech facing Chaplin's Lake, where the last one was built.

NSU wants to build two sorority houses in same above-mentioned location.

A 7460-1 was submitted on only one of the proposed sorority houses that the latitudes and longitudes were given on, the FAA findings were the structure would penetrate the 40 to 1 departure by five feet.

The FAA findings also stated that the aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of navigation facilities. Therefore, it is determined that the structure would not be a hazard to air navigation provided the following conditions are met.

The structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting; red lights. Any failure or malfunction that lasts more than thirty minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately so a NOTAM can be issued.

The responsibility will be NSU to install the red light and to keep it functional.

The FAA has confirmed that the one sorority house will affect departure; then it's a possibility that the second sorority house affect departure as well.

Mr. Cooper emailed Mr. Gilson and asked if the sorority houses can be moved to the north or moved over enough to be out of the departure area. Mr. Gilson hasn't answered Mr. Cooper's email due to he's been out of the office.

Commissioners; Mr. Hilton, Mr. Salter, and Mr. McCain feels that every effort should be taken with the one sorority house with the lighting provision stated in the FAA 7460-1 report. The second purposed sorority house could be more of an issue and feels NSU will need to make accommodations to avoid affecting the Airport departures.

ANNOUNCEMENTS:

The next regular monthly meeting of the Airport Advisory Commission will take place on; Monday, August 17, 2020 at 5:00 p.m. at the Airport Terminal Building.

ADJOURNMENT:

Being there were no quorum the June 20, 2020 meeting as adjourn without a vote.