



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

**NATCHITOCHE AIRPORT COMMISSION**  
Monday, July 20, 2020  
5:00 p.m.

**A G E N D A**

- I. Convene Meeting
- II. Minutes for June 15, 2020
- III. Old Business
  - A. Project Updates
  - B. New Fuel Truck
- IV. New Business
  - A. Airport Manager's Fuel Sales Report: June 2020
  - B. Sorority House NSU
- V. Announcements
  - A. 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
- VI. Adjournment

**NATCHITOCHEs REGIONAL AIRPORT ADVISORY COMMISSION**  
**REGULAR MONTHLY MEETING MINUTES**  
**June 15, 2020**

**MEMBERS PRESENT:** Hilton, Mike  
Maxey, James  
Parker, Sam  
Salter, Stanley

**ALSO PRESENT:** Farmer, Jonathan/KSA Alliance Inc.  
Cooper, Larry  
Walker, Regina R.

**MEMBERS ABSENT:** Gilson, Gil  
McCain, Jack Jr.  
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, June 15, 2020.

**MINUTES:**

Chairman Hilton called for a motion to accept the February 18, 2020 minutes as written; motion made by Mr. Salter, seconded by Mr. Maxey, motion passed unanimously.

**OLD BUSINESS:**

***Project Updates:***

Larry Cooper introduced Jonathan Farmer the Airport's engineering consultant from KSA Alliance, Inc. Mr. Farmer is here to update the Commission on the Airport projects, the main project being Reconstruction of Runway 7/25.

Mr. Farmer reported that the state's 2020 funding program generally becomes available in late July or August 2020.

There are two state only funded projects the Airport has for 2020, the Drainage Improvements Construction and the Phase II of the Perimeter Fencing project.

Both projects will follow the same time line, as soon as the funds are available from the state the City of Natchitoches will move forward with the bidding process.

Mr. Cooper reported that the new localizer-building project is in place and working. The old localizer building has been relocated; it will be painted the same color as the hangars and used for storage. A grant may become available from Mr. Allen Taylor of LA-DOTD to upgrade the antenna on the new localizer building.

Mr. Farmer continued to report that President Trump released a billion dollars stimulus package for Airport improvements nationwide from 2018, 2019, and 2020. Natchitoches Regional Airport was notified that the Reconstruction of Runway 7/25 and Taxiway Bravo 1 projects were selected for the 2020 funds; the funds are now available for use. The Airport is currently going through the planning stage and hope to move into the construction of said projects a year earlier than stated on the 2021 CIP.

The plans are to begin the bid process in late September or October 2020. The Airport is allocated \$2.2 million dollars in federal funding with a matching 10% state funding a total of \$2,450,000.00.

The biggest discussion point concerning the Reconstruction of Runway 7/25 and Taxiway Bravo 1 is; currently runway 7/25 is 100' wide and it's a secondary runway. FAA's design and guidance circulars have varying criteria that you have to meet for the classification of an Airport runway.

A 100' wide runway will not meet the operations that are needed to support that width for a secondary runway. The next tiers of the FAA are 75' wide and 60' wide and that depends on whether you're going to classify this runway as B2 category runway or a B1.

The difference is B1 will be the majority of operations with wings spans of 49' or less, B2 will be wings spans of 49' to 75'.

The downside with choosing the B2 based on FAA's criteria is that the B2 runway with the 75' runway designation calls for a certain separation criteria for taxiways and other structures. FAA's safety criteria is no direct access from aprons to runway, which this runway has. As part of this project, FAA has deemed it paramount that a new taxiway system be constructed to eliminate this issue.

The problem becomes when laying out the taxiway using the B2 designation it requires a 240' separation from your runway centerline.

Using the 240' separation will render the ramps useless, the tenants will not be able to park their airplanes on the apron, and the Ag Operation wash rack will have to be relocated. This option creates a lot of extra work and expense.

The B1 option with 60' runway, the separation drops to 150', with a 60' runway there will be no problems. The taxiway can be built; all of the facilities stay outside the object free area. The downside is that the runway will go from 100' wide to 60' wide.

Another option going back to a 75' runway is shifting the runway a far south as possible using the 240' separation in order not to create problems to taxiway bravo, opens up the ramps however; the wash rack area will still be compromised. With this option, you accomplished a little more but with the some of the same issues.

Using the 60' wide runway centered in the middle of the existing runway will be easier for construction to utilize the mid part of the runway rather than shifting entirely to the south. Using this option gives clearance of all of the facilities and will be much easier to construct.

Chairman Hilton asked Mr. Farmer what does KSA recommends.

Mr. Farmer answered with the 75' wide runway there are too many limitations with relocating hangars and the wash rack could be time consuming and may cause a restraint to the budget.

Mr. Farmer feels with less impact to the tenants and staying within our budget going with the 60' option is the best option to make.

However; Mr. Farmer's biggest concern going from 75' down to 60' wide runway is; if both runways are functioning at all times, there's no issues. If runway 17/35 has a project, which causes it to be shut down a month or more. An issue could arise then going from two to one functioning runway especially when the one usable runway is a 60' wide runway.

Chairman Hilton asked Mr. Farmer to explore the possibility of turning the taxiway into one big apron similar to what's used at the T hangars; he would like to see more effort in having a 75' runway. Mr. Farmer agreed to review this option.

Mr. Farmer or Mr. Cooper will keep the Commission updated as this project proceeds.

***Leases that will be up for renewal this year:***

Mr. Cooper reported that Harold Estes of Texas Timber Jack Inc., who's currently leasing Lot 39, Kip Fair's old hangar. The lease on said hangar is coming up for renewal in October 2020. Currently there's no airplane in the hanger, due to Mr. Estes is trying to sell the hangar. Mr. Cooper is going to contact City Attorney, Ronald Corkern to see if the City needs to issue a year-by-year lease, or five or ten-year lease. In addition, Mr. Cooper isn't sure what the FAA is going to say concerning this issue. Mr. Cooper feels Mr. Estes isn't purposely violating the lease by not having an airplane in the hangar he's just trying to sell the hangar.

Mr. Cooper also reported that Lot 3, the hanger where the City owns half and Laurie Berry and Harold Foster owns the other half. The sale of Ms. Berry and Mr. Foster's half of the hangar to the City has been delayed due to Ms. Berry and Mr. Marc Millican getting a divorce.

City Attorney Ronald Corkern will file a suit for Partition by Licitation and issuing a writ directed to the Sheriff of Natchitoches Parish to sell the property at public sale, without appraisal, after the advertisements required by law, to effect this partition by licitation.

Mr. Millican's hangar lease will be up for renewal in October 2020, all dealings with Mr. Millican's lease will be handled through City attorney Ronald Corkern.

***New fuel truck/old fuel truck updates:***

Mr. Cooper reported that the new fuel truck should be completed by the factory by the end of June 2020. The old fuel truck was declared totaled by the insurance company and gave the City \$33,000.00, which will go towards the purchase of the new fuel truck.

The old fuel truck was picked up a month ago and went to Baton Rouge, La. to a salvage yard.

**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>
2/18/20 - 3/16/20	100 LL	2,074.3
2/18/20 - 3/16/20	Jet-A	8,304.8
<b><u>Total:</u></b>		<b><u>10,378.9</u></b>
3/16/20 - 4/20/20	100 LL	1,683.7
3/16/20 - 4/20/20	Jet A	3,994.0
<b><u>Total:</u></b>		<b><u>5,677.7</u></b>
4/20/20 - 5/12/20	100 LL	1,178.1
4/20/20 - 5/12/20	Jet A	5,819.0
<b><u>Total:</u></b>		<b><u>6,997.1</u></b>
5/12/20 - 6/15/20	100 LL	2,008.0
5/12/20 - 6/15/20	Jet A	8,610.6
<b><u>Total:</u></b>		<b><u>10,618.6</u></b>
<b><u>Grand Total:</u></b>		<b><u>33,672.3</u></b>

***Cares Act Grant from FAA:***

Mr. Cooper reported that the Cares Act Grant from the FAA is eligible for all Airports; used mainly for Airport related bills and payroll. If used for anything else such as a project, you'll have to obtain special approval from the FAA.

The City elected to use the Cares Act Grant of \$30,000.00 towards payroll, with the guaranteed not to lay off any Airport personnel through the end of the year.

The Cares Act Grant was a big help to this Airport.

### *Paramotors flying off the Airport:*

Mr. Cooper reported that there have been four or five Paramotors flyers operating from behind the Alliance in an old ballpark that belongs to the City.

Someone from the City informed the paramotor flyers that they can no longer operate from the old ballpark.

The flyers then contacted Mr. Cooper and he then met with the flyers and informed them that this Airport is much busier than Winnfield or Jonesville airports. This Airport has Ag operators, medical helicopters, traffic in and out at all hours of the day and night.

Mr. Cooper was concerned with safety issues concerning the paramotor flyers and asked if they carried radios when flying. The flyers replied they have cell phones and not radios. Mr. Cooper also asked if they had insurance and they replied no they didn't have insurance.

Mr. Cooper also reported since this Airport has grant assurances we cannot keep the paramotor flyers from flying from the Airport. The Airport can restrict the flyers by requiring they give the Airport a 24 or 48 hours' notice when they're going to fly in order for the Airport to send out notices to the Airport tenants.

Mr. Cooper continued to report that if he can get all of these issues settled the City may allowed the flyers to operate back at the old ballfield.

If the flyers are able to fly from the Airport they will take off between the Terminal building and the T hangars. They will not fly across the runways and when they leave the Airport, they will fly towards Vienna Bend and will not fly in a pattern.

FAA is working with Mr. Cooper towards a solution with this issue and Mr. Cooper will contact Ronald Corkern when he gets back from vacation.

### **ANNOUNCEMENTS:**

The next regular monthly meeting of the Airport Advisory Commission will take place on; Monday, July 20, 2020 at 5:00 p.m. at the Airport Terminal Building.

### **ADJOURNMENT:**

Being there were no further announcements, questions, or comments a motion was made by Mr. Maxey to adjourn the June 15, 2020 meeting; seconded by Mr. Salter, motion passed unanimously, meeting was adjourned.