

**MINUTES OF
LAKEFRONT MANAGEMENT AUTHORITY
REGULAR MEETING OF THE AIRPORT COMMITTEE
HELD ON TUESDAY, MARCH 15, 2022**

PRESENT: Chair Renee Lapeyrolerie
Commissioner Wilma Heaton (Arrived late: 2:52)
Commissioner Patricia Meadowcroft
Commissioner Brian Egana

ABSENT: Vice-Chair Thomas Fierke

STAFF: Louis Capo – Executive Director
David Martin– Director of Engineering and Operations
Bruce Martin – Director of Aviation

ALSO

PRESENT: Gerard G. Metzger – Legal Counsel to the LMA
Brent Stokes - Hendricks Construction
Darren Deriside - Kuting & Groh
Rick Reift - Cobalt

The Airport Committee of the Lakefront Management Authority met on Tuesday, April 19, 2022, at the New Orleans Lakefront Airport at 6001 Stars and Stripes Blvd., New Orleans, LA 70126.

Chair Lapeyrolerie called the meeting to order at 2:30 P.M. and led in the pledge of allegiance. Director Capo called the roll, and a quorum was present.

Opening Comments: Chair Renee Lapeyrolerie requested board minutes and back up documents from the February and March 2022 board Meeting minutes which will be provided at the next full board meeting.

Motion to Adopt Agenda:

A motion was offered by Commissioner Meadowcroft, seconded by Commissioner Egana and was unanimously approved to adopt the agenda.

Public Comments: None

Director's Report:

Airport Director Bruce Martin presented to the committee the numbers of flight traffic during the NCAA Men's Final Four from March 31st to April 4th. A total of 2001 flight operations during that time frame of 286 on March 31, 372 on April 1st and the busiest day topped at 380 on April 4th which was the day of the mass exodus of everyone leaving. Some flight school may have scud the numbers. 1292 of the total 2001 flight operations were jet aircraft which was good due the increase in gas consumption. There were not many small planes; they were all larger sized aircraft. We are very excited to report that the total amount

in gas consumption was 255,498 gallons which equates to \$64, 874.50 which is a typical month for both FBO's in the middle of the year which will discuss later but this happened in a matter of five days. be discussed in greater detail. The breakdown of Avgas which is used for the smaller planes (flight schools) was used minimally compared the jet fuel which costs more.

- Question from Madam Chair: How does this event compare to some of the other events that we've had? This is outstanding considering Covid over the last two years. I'd like comparison. The NCAA is right on par with the Superbowl numbers. There are differences in the timeframe and number of days but overall the numbers are on par. Madam chair thanks the Airport Director for a well executed report.
- Airport Director reports that 224 planes were parked in the overflow lot. For a total of \$111,500 collected on event fees. Our initial goal was \$100,000 which we're excited to report that we were able to exceed minus our Airboss expenses of \$32,000, which was a tremendous help to us. Listening over the radio the pilots were very happy that everything went very smoothly. This was a better experience when compared to last year's Minneapolis Final four games. And also in comparison to MSY which was backed up due to having to shut down operations. The taxi ways were overflowing so they diverted over to us for some of the quick turnarounds. The Airboss helped tremendously with lane flow which sets us up good for the Superbowl just knowing what we were capable of doing.
- We did spend \$10,000 on the tow truck, Luckily we did not have to use it. However it's very important to have in case we but it helps knowing it's there because every minute the runway is closed, planes have to go somewhere else to land and that's lost revenue for us.
- There was no overtime to report. The director states that he was able to flex his time. He was here until 2am everyday during the event but flexed it off on the back end. There was \$42k spent there.
- Minus that money and what was made on fuel and parking was a revenue profit of \$133, 300.50 which was not in the budget initially because of the uncertainty of how the Final Four was going to look but we are very excited about the outcome of the event.
- Mr. Bruce Martin showed pictures of the filled aircraft lots which the board was excited to see. The board and director discussed the extension of the tower hours due to possible in climate weather and possibility of the planes being able to leave. The towers operation hours were originally 9:00 am-9:00pm and was extended to 12:00am for this event.
- Fuel sales for March were displayed but the April numbers were not available at this time. There was pre-Katrina comparison which serves as a baseline. The numbers show that we are meeting and exceeding the numbers of 2005 and prior to Katrina.
- Chair Lapeyrolerie question: Were there any complaints from aircraft operators as to how they were managed? The director reports that there were less than seven complaints regarding the special event fee which did not have in the past. Most airports do charge special event fees. The FBO's may have benefited most from the additional fees. In addition to our \$500 special event fee, they added an additional \$250 which was tacked to the turnaround flights as well. This was not something we had any control over.

- Mr. Capo asked a question regarding onsite patrols. Mr. Bruce Martin reported that OLD had patrols positioned onsite and driving with lights on to prevent any breeches and break-ins. No incidences occurred and all went well.
- Lastly, Mr. Bruce Martin touched on the fuel moved for the year. The month of March is reported as 111,794 gallons. Going through previous monthly reports, he could not find a larger reporting of fuel moved including the Superbowl month in 2013. It's a combination of Mardi Gras being back and the Final Four which made March 2022 a really good month. We are currently at 90% of our budgetary goal with three months left in the fiscal year.
- Mr. Bruce Martin clarified that Airboss does airshows. They control the planes in the sky. So for an event we bring them over to controls our ramps. Once a plane lands, the tower is done at that point and hands them off to the ramp boss. The ramp boss takes them in and points them to the FBO. When its time to ascend they need to check back in with the Airboss for clearance.
- At the end of Mr. Bruce Martin's presentation lady chair requested that he report back in two months with a cost analysis of EV charging stations. He has had conversations with Entergy and will report back. Lady Chair reported the information she had on the Tesla brand which Trader Joe's. Take three months on you report if you need it but she wants to know if we can install the near each FBO and one here and get revenue? Or does anyone want to pay us to install them?

New Business

- 1) Motion to recommend approval of change Order number 2 for an extension of the completion date of the contract for McDermott Group McDermott Building Project.
 - Demetrius will explain in more detail summary this change or proposed change order will be to extend the completion date by 60 days and will include no additional cost to the authority. It Predominantly has to do with supply chain issues as well as sourcing or the predominant with supply chain issues with Paul will explain this...

This will be it as far as schedule expansion in the initial contract, we did not have the Gable end panels on both sides of the hanger in the job, and that was partly because it was copper panel and we thought you know why. Take all that out and then we had hurricane we had. Which was Ida, and then we had more damage and more panels came off, so we wrote a change order to replace those Gable end panels and then we had all of supply chain issues and then so now we're extending the schedule in order for them to get all of the material in so that they can actually install all that and the panels on the Gable ends are a little bit different than Standing seam they actually have to be formed and cut and sent as opposed to running it through a former at their place of business, because it's a different profile panel, so it had to actually be done out of state. It's coming from Texas. Additionally, the trade off in terms of time was also they needed to replace some of the underlayment that was on the roof that had been coming off and that needed to be redone in order to get the warranties that they needed to get In tracing, so we traded off some of That cost at their expense for time to extend the schedule. I was told by the roofing manufacturer that we should actually have panels here by the end of next week on the 25th. The timeframe is reasonable, and this will conclude the for this contract.

A motion was offered to adopt the Change Order No.2 for extension of the completion date by Commissioner Meadowcroft, second by Commissioner Egana, and was unanimously approved.

2) Motion to recommend approval of the airport maintenance mowing contractors HL investments totaling \$247,733.92

This this publicly bid project publicly advertised. We received 5 bids with the exception of the high bidder. The bids were relatively close to each other. Rotollo traditionally comes in high. That being said, this contract is for fiscal year that's coming up 22 and 23. It is within several \$1000 of our budget. If I understand. H&O has been a good performing contractor. For us in the past they've been responsive, diligent. I've had no issues with the execution in progress of their work. They have 18% disadvantaged business enterprise or requirement. We will hold them to that, and based on the price it is being within our budget or close to budget. H&O, being a contractor that we have experience with and aligning the contracts to the fiscal year now so that they run from July 1st to June 30th. I think it's it's a win for the authority and I would request that we be moved forward.

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A motion was offered to recommend H&O for the next fiscal year's Airport Grass Cutting Contract by Commissioner Heaton, second by Commissioner Egana, and was unanimously approved.

Further discussion continued this matter where Mr. Capo clarified the boundaries of landscaping specifically to the airport property being on the front and back side. A separate RFP went out for the remainder of our properties.

We really had three groups cutting The flood authority cuts the levee or the crown to the toe and 15 feet out.

3)Discussion of Lake Lakefront Management Authority Infrastructure priority list.

This handout mirrors the capital outlay projects that we submitted last year to the state last December. Also the Big 11 by 17 is deferred maintenance and some projects have been completed. This is very really 1st edition. This is not all inclusive this is just what we could identify at that point in time. Mr. Capo distinguished each handout to the board. The chair likes the infrastructure list. As asked how do we prioritize the list's funding?

This list was put together with the new chair , as the projects that had the better opportunity to work with the Mayor's office to receive federal funding.

Toward the end of last year, the mayor's office they contacted me about hey, what is the project so desperate for that could fit into our sphere of some monies that may or may not be able to apply for it didn't mean getting the money, it just meant wherever needs are so great

Commissioner Egana briefly spoke to board about the importance of diplomatic representation regarding Capital Outlay Projects and assuring that the delegation is familiar with the needs of the community and its constituents.

Chair Lapeyrolerie ended the discussion by saying that she would like to see this board working more proactively with our city leaders and state legislators to accomplish more tasks.

Announcement of next Airport Committee Meeting:

1)Tuesday, May 17, 2022– 2:30 P.M.

Adjourn:

A motion was offered by Commissioner Egana, seconded by Commissioner Heaton and unanimously adopted, to adjourn. The meeting was adjourned at 3:38PM.