

**MINUTES OF  
LAKEFRONT MANAGEMENT AUTHORITY  
REGULAR MEETING OF THE AIRPORT COMMITTEE  
HELD ON TUESDAY, July 19, 2022, 2:30 PM**

PRESENT: Chair Renee Lapeyrolerie  
Vice-Chair Thomas Fierke  
Commissioner Patricia Meadowcroft

ABSENT: Commissioner Brian Egana  
Commissioner Wilma Heaton (Arrived at 2:40 PM)

STAFF: Louis Capo – Executive Director  
Vanessa McKee – Exec. Assistant to the Executive Director/Board Secretary  
Adam Gulino– Director of Engineering and Operations  
Bruce Martin – Director of Aviation

ALSO

PRESENT: Gerard G. Metzger – Legal Counsel to the LMA  
Jeff Dye – Legal Counsel to the LMA  
Al Pappalardo –Real Estate Consultant for the LMA

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The Airport Committee of the Lakefront Management Authority met on Tuesday, July 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. Commissioner Fierke led in the pledge of allegiance. Director Capo called the roll, and a quorum was present.

**III. Opening Comments:** Chair Renee Lapeyrolerie had no opening comments.

**IV. Motion to Adopt Agenda:**

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

**VI. Public Comments:** None

Chair Lapeyrolerie called for the director's report.

## **VII. Director's Report:**

### **Louis Capo, Executive Director**

Mr. Capo began his director's report with Adam Gulino briefing the committee on the status of the electrical outage.

Commissioner Fierke ask for a full breakdown of the problem.

### **Adam Gulino, Director of Engineering and Maintenance**

Mr. Gulino reported that Entergy informed him that the main power cable failed from deterioration last Friday. Maintenance located the damaged section of wire that needed to be replaced. He has contacted and located several contractors who could perform the work but materials on hand in an issue.

HTE Electrical has acquired 1,200 feet of cable needed to replace the damaged cable. We are also working with Entergy to supply the breakers needed to complete the job. We are anticipating a work completion date by Thursday.

Chair Lapeyrolerie asked for an explanation of the implications of the power outage as it relates to the generator power and the tower.

### **Bruce Martin, Airport Director,**

Reported that the power outage has caused outages to three buildings that are currently on backup generators; two maintained by LMA and one maintained by the FAA:

#### **Maintained by LMA**

- AARF (Fire House)
- Lighting Facility for the entire Airport

#### **Maintained by FAA**

- The Tower

**Mr. Martin** stated that the tower recently replenished its fuel today. This timeline of completion would be great and hopefully will enable us to continue to have FAA support. FAA has informed us that they will not be able to operate much longer on generator power. They are possibly facing ATC-0 which essentially means that the tower is not manned, and they would give our airspace over to MSY. MSY would then pick up some of the slack but ultimately, we would lose air traffic and ground control.

The T-Hangar is without power which means there is no access to their planes unless they hook up a generator to each individual hangar. The James Wedell Hangar, which houses one of our Helicopter Tour companies has been relocated to another Signature Facility due to the power outage.

**Chair Lapeyrolerie** asked Mr. Gulino to return to the podium to continue detailing of the scope of work and timeline for the job.

**Mr. Gulino** stated that the contractor will deliver the cable on Thursday and begin to remove and replace the damaged cable. We will have the breakers onsite to connect everything to get us back up and running.

**Commissioner Fierke** asked why do we have a 25,000-volt line.

**Mr. Gulino** stated that we currently have 25,000 kilo-volt cables in the ground.

**Commissioner Fierke** asked if we had a step-down station

**Mr. Gulino** stated that this was brought up by Entergy. When we began this endeavor, it was stated that's what it was and what it needed to be. There is a potential that 15,000 kilo-volt cable could be utilized; at that point, we had already inquired and moved forward with HTE.

**Commissioner Fierke** asked if the load was just hangar doors and lights. The tower is probably air-conditioned. That just seems like a phenomenal amount of voltage coming into this airport, which means we're buying more copper than necessary.

**Bruce Martin** added that the lighting volt is also on there which generates all the lights for the airport including the precision approach pack indicators as well. It may be more than what is needed. We sent an email to the other airports in the state asking if they had the cable in stock to which they asked why we had so much voltage coming in.

**Commissioner Fierke** asked for clarification on whether the 25,000 kilovolts is the cable voltage capacity or if we actually have 25,000-kilo volts coming from Entergy.

**Mr. Gulino** replied that 25,000 kilovolts is the voltage capacity of the cable in the ground.

Commissioner Fierke asked what was the voltage in the line.

**Mr. Gulino** stated approximately 13,000-15,000kv.

**Commissioner Fierke** stated that 13,800kv would make more sense. He further stated that his main concern was the cost of the copper. How much will this job cost?

**Mr. Gulino** stated it would cost \$11,000.

**Commissioner Lapeyrolerie** asked for confirmation that the work detail would include three 400ft sections of cable that would need to be replaced. One 400ft section that has deteriorated, and the other two 400 ft sections would be preventive maintenance.

**Mr. Gulino** replied yes and further explained that if you only replaced the deteriorated section; it would be a matter of days or hours before the other sections would go out.

**Commissioner Fierke** stated that the last time we did a job like this the used wire was stolen because of the copper. LMA might think about what we should do about that and write in that the contractor secures and sell it for us.

**Director Capo** clarified that this cable is aluminum.

**Chair Lapeyrolerie** asked if we had someone on call or contracted to complete the work. And who would that be?

**Mr. Gulino** stated that we have contracted HTE. We reached out and found several contractors ho all had the manpower to do the work but not the supplies.

Chair Lapeyrolerie further asked if we were able to sole source the work to avoid any time delays in completing the work.

**Mr. Gulino** replied yes, we can.

**Gerry Metzger**, Attorney for the LMA Board added that the work is well below the contract limit for public bid law. He added that he also advised M. Gulino to reach out to several companies for documentation purposes.

**Chair Lapeyrolerie** was thankful for that information, concluded this topic, and called for the next item up for discussion.

**Chair Lapeyrolerie** asked for Mr. Gulino to confirm the voltage in the line for the next committee meeting.

**Airport Report, Bruce Martin, Airport Director**

**Bruce Martin** discussed the two upcoming projects going on at the airport.

**1. The Lakefront Airport Airfield Drainage Improvements Grant Project # 03-22-0038-038-22 which was approved at the June 23<sup>rd</sup> Board Meeting.**

**Mr. Martin** discussed the drainage improvements by utilizing a map to show how the area and explain where the drainage improvement work will take place in multiple phases.

**Chair Lapeyrolerie** asked Mr. Martin for clarification on what exactly will be phased out.

**Mr. Martin** goes into greater detail stating that the first phase will be to remove some of the existing infrastructure, shown as blue lines on his map, and install new pipes, shown in black lines on his map, which will be connected directly to the pump station on the east side. The way the airport is currently set up (blue lines shown on the map) is all rapid fed, which means when the lake level rises and meets the outflows there's nowhere for the water to go. Also, when the valves are shut off on the south side; there is absolutely nowhere for the water to go.

Our approach is to get the pump station up first and connect the new pipes to it to alleviate some of the water flow from network one and the other networks as well.

**Mr. Martin** explained that we're expecting the cost of the first phase of work to be approximately \$13,000,000.00. The board has approved the acceptance of the grant to get the final design on this for network 2.

**Chair Lapeyrolerie** asked Mr. Martin to remind us about the grant funding percentages.

**Mr. Martin** stated that the FAA and the state will be splitting the \$750,000 grant for the final design; ninety percent (90%) of the funding is through the FAA and the other ten percent (10%) will come from LA DOTD.

We are expecting the cost of construction to be between \$10,000,000 and \$13,000,000. We will have a better idea of the cost closer to January 2023. Again, that will be a 90/10 split between the FAA and the state.

Chair Lapeyrolerie asked if the ten percent will come from LMA.

**Mr. Martin** replied that the ten percent (10%) will come from LADOTD. Groundbreaking on this project is expected to begin in February 2023.

## **2. The Airfield Pavement Hot Spot Removal Grant Project #03-22-00038-037-2022 approved at the July 28<sup>th</sup> board meeting.**

**Mr. Martin** outlined the details of this project stating that there are three hot spots at the airport. The FAA has agreed to fund two of the hot spots. Again, this will be another 90% FAA/10% state split. This job is currently out for bid. The bid opening is set for next Tuesday so we don't have the final dollar amount on this. The expectation is that the project will come in at approximately \$1,000,000.

**Mr. Martin** showed the location of hotspot one. He explained that the pilots get confused and overrun certain areas at the hotspots. There is a big spot of pavement, that has been painted green but does not prevent pilots from crossing it. There are tire marks throughout the green paint. The approach is to add runway guard lights. They flash sequentially to alert the pilot that they are approaching a runway. Hopefully, that will deter some of it.

**Mr. Martin** also showed where there will be some pavement removed so there will be no option to overrun the runway. The last thing will be to have a painted island to go along the taxiway foxtrot to divert the pilots to go around to understand where they are on the airport.

**Chair Lapeyrolerie** reiterated Mr. Martin's detail for clarity.

**Mr. Martin** further demonstrated the taxiway flow during construction. Once construction is complete the planes will return to their normal use of the taxiway the difference will be that it will be trimmed down and the lights will be added.

**Mr. Martin** showed the location of hotspot two in his presentation. There will be Barricades placed where the apron should end. This will stop the pilots from having a direct connection to the runway. As it stands right now certain pilots leaving Signature will run straight through, bypassing the taxiway to the runway. Erecting the barricades with reflective paint for nighttime should close it off.

**Jeff Dye**, LMA Attorney, stated, for general observation, If the LMA should find itself in need of additional funding to undertake a project like the Drainage Improvement project there is another source of funding called the state revolving fund managed by EPA in Washington. You have to ask and there's a procedure to be followed.

**Chair Lapeyrolerie** added that's a great project and you may use an engineering consultant to complete your SRF applications.

**Chair Lapeyrolerie** announced the arrival of Commissioner Heaton for the record. She thanked Director Martin for his Airport report. She asked Mr. Capo if there was anything else on the Director's report; to which there were none.

**Chair Lapeyrolerie proceeded with a few items for discussion at the next committee meeting.**

- 1. A timeline on the Mosquito Control Buildings**
- 2. Fuel Tank repairs**

**Mr. Capo** asked Mr. Martin to report on the tank Repairs.

**Mr. Martin** reported that the fuel tank is undergoing a cleaning which is required approximately every ten years. We are basically cycling through each of the big tanks. Two have been completed. We had the first consultant inspect the tanks for any repairs needed before we could put them back into use.

**Chair Lapeyrolerie** asked when will the repairs be done.

**Mr. Martin** stated he would think the fuel tank repairs should be completed by year's end.

**Chair Lapeyrolerie** asked for a phone call later in the week to discuss the fuel tank called to move to new business items on the agenda.

## **VIII. New Business**

- 1) Motion to recommend approval of a Change Order to increase the amount of Task Order No. 7 with RCL Architecture, LLC in the amount of \$13,890.64 for additional design and engineering services for the McDermott Hangar Roof Repair**

**and National Guard Roof and Interior Repair Projects at the New Orleans Lakefront Airport.**

**A motion was offered by Commissioner Fierke; second by Commissioner Meadowcroft.**

**Mr. Capo called Mr. Demetrios to give the details of the task order.**

Mr. Demetrios stated that they were given several task orders to do repairs on the National Guard roof and the McDermott roof. We also received a general task order for repairs related to Zeta. The funds in the general repair were broken down into three different amounts. The \$15,000 was for general repair issues. However, it became evident during the repair of the National Guard roof that there was a lot of water intrusion and mold that needed to be addressed. We used the miscellaneous money to do that repair work and mold remediation. The Scope of the work was much greater than what the task order was given. We've tracked the hours and are asking to be reimbursed for hours related to that effort.

In the McDermott Hangar, there was some additional work on the additional change order to repair gable ends and more panels to the roofing subsequent to Hurricane Ida which ripped off more of what was on the hangar along with gutters and some other things. We wrote a change order for \$78,000 to do the repair work for that hurricane and the hours that were associated with that is part of this additional one.

**Chair Lapeyrolerie** asked is all of the design done. And what of the construction is done?

**Mr. Demetrios** reported that we are complete now with both roofs. We have to complete the last of the paperwork on McDermott for the final retainage to be paid. The retainage has been paid for the remediation, renovation, and roof work on the National Guard

**Chair Lapeyrolerie** called for a vote to recommend this motion to the full board.

There were three yay votes. Commissioner Fierke abstained. The motion passed.

- 2) **Motion to recommend acceptance of FAA AIP Grant #03-22-0038-037-2022 for the Project identified as the "Airfield Pavement Hot Spot Removal Project," (FAA 90% - LADOTD 10%)**

**A motion was offered by Commissioner Fierke; second by Commissioner Meadowcroft.**

**Chair Lapeyrolerie** called for a vote with all in favor; the motion unanimously passed.

**Commissioner Fierke** requested to address a question to Bruce Martin, Are we doing anything to prepare for the demise of leaded gas?

**Mr. Martin** stated that we have not technically done anything on our end. He has been reading up on the topic but the airport have not taken any action.

**Commissioner Fierke** added that based on his source, The Wallstreet Journal it seems like this is something we should start planning for because it's coming. It's incompatible with our current tanks. We probably need to start thinking to add money to the budget to at least do a study.

**Mr. Martin** further stated that there is money in the Capital this year to bring the fuel farm to the modern ages. With that, when the engineer is brought on the will be the topic of discussion.

**Commissioner Fierke** asked if would have to go back and modify the budge

**Mr. Capo** stated that the budget is set and does not need to be modified. When we give the engineer the task we will change the scope.

**Commissioner Meadowcroft** advised that the committee put this topic in the front of mind for a couple of reasons; one being all the press regarding the global crisis. Also, I took a tour of the Valero plant for renewable fuel. They are investing quite a bit in building additional plants. There will be three plants for renewable fuel built in Louisiana and a couple of plants in Texas as well. With the stress that the FAA and the airlines are under as soon as they can get that adapted to aircraft, there will be a big change. Right now the government is subsidizing the expansion of all plant growth. This is something, I think, we should stay very close to.

**Commissioner Heaton** advised the committee that she had received several calls from patrons attending functions here that were disappointed with the landscaping. It sends the wrong message to the community. She asked staff to have a discussion with the landscapers to address the concerns of the community and to do better with the landscaping.

**Chair Lapeyrolerie** closed the meeting by stating that it is important to outline expectations. For any of these items that the commissioners have mentioned; the committee has an expectation the staff has made their own notes to follow up and report back. When we get to the budget process next year; we will see the language discussed at committee and board meetings.

**Mr. Martin** asked Chair Lapeyrolerie how would she like to see follow-up on the grass for example. Would you like me to follow up with Mr. Capo?

**Chair Lapeyrolerie** replied yes that would be appropriate to send it to Mr. Capo.



**Mr. Capo** stated that we'll have an answer on the electrical at the board meeting next Thursday.

**Commissioner Meadowcroft** added that she thinks following up on actions taken on the commissioner's suggestions is a good idea.

**Mr. Capo** added that once we get back on a regular routine with the minutes; we can go back to what we had done in the past and look through the minutes from the previous meeting to address your concerns at the next meeting.

**Announcement of Airport Committee Meeting:**

1)Tuesday, August 16, 2022– 2:30 P.M.

**Adjourn:**

adjourned at 3:38 PM.

**A motion to adjourn was offered by Commissioner Heaton; second by Commissioner Meadowcroft. With all members in favor, the meeting was unanimously adjourned.**