

MINUTES of
AIRPORT BOARD SPECIAL MEETING
March 17, 2021
2:30 p.m. via ZOOM

I. **CALL TO ORDER**: Chair Jerry Godkin called the meeting to order at 2:32 p.m.

II. **ROLL CALL**:

Members Present:

Dennis Bedford	Jodi Garza	Chris Peloso
Al Clough	Jerry Godkin	

Members Absent:

Jerry Kvasnikoff	Angela Rodell
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Staff/CBJ Present:

Patty Wahto, Airport Mgr.	Mike Greene, Airport Project Manager
John Coleman, Airport Business Mgr.	Teresa Bowen, CBJ Law

Public:

Mike Wilson, Coastal Helicopters	KTOO Public Media
KINY Newsroom	

III. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**: None.

IV. **NEW BUSINESS**:

A. **Airfield Lighting Regulator Circuitry (Taxiway (TWY) Project Ineligible Cost)**. Airport Manager Patty Wahto thanked everyone for gathering for the special meeting. The timing goes with the last meeting. Staff had a different interpretation on the second part of the airfield lighting regulator information. At the March meeting, the Board approved the use of CARES Act for upgrades from the ACE2 to the ACE3 that will be necessary for the new regulators when the changeover occurs for the regulator vaults. Part of the workings includes the circuitry that goes with it. When staff asked the Federal Aviation Administration (FAA) and it should have been questioned at the time knowing that the upgrades were not eligible, but the FAA stated that the circuitry was AIP (Airport Improvement Program) eligible. Unfortunately, the FAA meant CARES Act AIP eligible, not the Taxiway AIP eligible. It wasn't until Mike Greene was working with the FAA getting ready to issue a change order and update all of this and they said it was not eligible for the Taxiway grant. This is for the circuitry that has to go with the regulators.

Project Manager Mike Greene said that staff started with RFP7 for the Taxiway Project trying to deal with the problem of airfield regulators that were failing. This was tracked down with Morris Engineering and found that the regulators were under-loaded. If they were a 30KW regulator they were running at 15% or less. The manufacturer at the time of the install told the Airport and the design team that was perfectly fine and the regulators could handle the light loading. Staff found out that was not the case. In trying to resolve the under-loading, the recircuiting plan was designed for the entire airfield, which would basically take the whole airfield lighting off of eight regulators and put them onto four. This made the four regulators work harder, which means that they would work more efficiently and eliminate the under-loading condition. He notified the

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FAA in July about the recircuiting then and told the FAA they would take the recircuiting plan and implement it as part of the new installation in the new ALRV (Airfield Lighting Regulator Vault). The FAA said this work was AIP eligible, but he did not think it was related to the CARES Act money. When the ACE3 upgrade was approved by the Board, the manufacturer said they were discontinuing the ACE2 and sooner or later the Airport would have to buy the ACE3 system. The second request today is to deal with what was thought to be approved by the FAA to proceed and use FAA AIP funds from the project, and the FAA said that was not what they meant.

Board Member Dennis Bedford said the four regulators would be working at 30% and is there an assurance that they will work reliably at 30%. Mr. Greene said yes. Three regulators are currently running at a heavier load since last spring. In talking with the engineers at Airside Solutions, they say that regulators should never be run at 15% loading or less. Anything above 15% will run fine. By the time this work is done, there will be eight regulators that have been rebuilt. There will be four running regulators, with four wired spares. This will allow the Airport to switch from active to spare, or spare to active quite efficiently by switching through the control panel. Airside Solutions said the Airport will not need their assistance for 20 years. This will put the Airport in a much better position than now.

Board Member Jodi Garza asked about the last sentence, "This circuitry cost plus the ACE3 upgrade will show as a total of \$203,028 of CARES Act appropriation." She asked if that included the \$84K discussed today and the other has already been appropriated. Ms. Wahto said that was correct. *Jodi Garza moved to approve the use of FY21 Operations Budget/CARES Act funds in the amount of \$84,214 for the airfield lighting system regulators circuitry changes for the Taxiway Project. The motion passed by unanimous consent.*

- V. **ADJOURN:** *Chris Peloso moved to adjourn. The meeting adjourned by unanimous consent at 2:42 p.m.*