

MID-WAY REGIONAL AIRPORT JOINT AIRPORT BOARD MINUTES

A regular meeting of the Mid-Way Regional Airport Joint Airport Board was held on Thursday, January 10, 2013, at 4:00 p.m., in the Rex Odom Conference Room, at Mid-Way Regional Airport, 131 Airport Dr., Midlothian, Texas.

Members Present: Paula Baucum, Chairman
Gary Richter, Vice Chairman
George Kent
David Box
Ray Barksdale
Kyle Ballard

Members Absent: Kent McGuire, Secretary

Others Present: Judy Demoney, Airport Manager
Tammy Bowen, Airport Operations Assistant
Jennifer Black, Project Engineer, KSA Engineers
Joseph Hornish, Design Engineer, KSA Engineers
Scott Hoelzle, Project Manager, KSA Engineers

REGULAR AGENDA

Opening: Chairman Paula Baucum called the meeting to order, and Ray Barksdale gave the invocation.

Board Announcements: There were no Board announcements.

CONSENT AGENDA:

- Minutes of Meeting held December 13, 2012
- Financial Report
- Manager's Report
- Airport Operations Report
- FBO Reports
- Tenant Liaison Report

George Kent moved to approve the Consent Agenda as presented; second by Gary Richter. All Ayes.

REGULAR AGENDA:

Preliminary engineering report for the apron expansion: Judy Demoney said that KSA Engineers will need some direction from the Board as far as how to proceed with the apron expansion. Judy presented the Board with several options in regards to the North, Middle and South aprons, as well as the wash rack and drainage. Judy explained that the North apron will be used for smaller aircraft, paved for 30,000 lb. single wheel with twelve new tie downs. It is designed to add a wash rack keeping the self-serve in its current location with seventy-five bollards around it, and adding security lighting on each end shining inward. The Middle apron will be designated for large aircraft, paved for 90,000 lb. dual wheel. This apron will tie into the North side of the existing Airborne Imaging's taxi lane and will generally match existing topography. If the South apron (South side of Airborne's taxi lane) is built, it will require tearing up Airborne's taxi lane and reconstructing in order to lower the grade transition. Because of the Object Free Area for the taxi lanes, only twenty-eight feet of the one-hundred and six foot expansion there could be used for parking aircraft. After discussion the Board agreed that it would not be cost effective to build the piece of apron on the South side of Airborne's taxi lane, and the area should always be left grass. It would be approximately \$270,000 cost savings not to construct the South apron.

Jennifer Black with KSA Engineers agreed that there should not be any unforeseen issues in the future by not constructing the South apron. Jennifer said that for any future hangars built on the South end, A-One's taxi lane could be reconstructed to a new apron. This would still leave the grassy area next to Airborne Imaging, preventing any water drainage issues. The Board agreed that even though it cost more the pavement for the apron expansion should be concrete because of the longer life span, and less maintenance. Jennifer said that KSA will do a revised PER after they get the Boards recommendations, which will reflect renaming the Middle apron to South apron.

Judy Demoney said that the wash rack would require a water line. Judy explained that there is already a Sardis line running below the site, but the City of Midlothian said that through previous agreement between the City and the Airport, all future developments would need to connect to COM utilities. Two options were presented. Only a one inch service line is needed and would extend 800 L.F. from the terminal building. They estimate the extension at \$151,810. The second option would cost \$30,000 more, but would be a larger line along the West side of Rex Odom Dr. and then extend to the north side of the last row of hangars. This would serve a dual purpose of a wash rack and fire suppression for any future hangars, which would be required. The Board was a little concerned that the location of the wash rack could be a potential barrier for larger aircraft maneuverability from the last row of hangars. Judy explained the benefits of having a wash rack. One would be to help prevent oil from going into the storm sewer, and another as service to our customers.

After discussion the Board said that they were inclined to reserve a spot for a wash rack for right now, and when future development does present itself on the north side it would help to justify the cost. Jennifer Black with KSA Engineers said that the Airport can always include the wash rack as an add alternate with the bid itself, and if the contractors do happen to come within the budget then the item can be added to the project. If not, at least the Airport will already have a set of plans for a wash rack in the future. The Board agreed to add it as an alternate bid, and make the decision at that time.

Executive Session: The Airport Board adjourned into Executive Session to deliberate economic development negotiations as permitted by the Texas Government Code, Section 551.087, at 4:50 pm.

Regular Session: The Board reconvened to Regular Session at 5:31 pm. No action was taken.

Public Comments: There were no public comments.

Judy Demoney said that we were holding some money from Scott Tucker Construction for the terminal renovation because of the issue with the deck, which has been resolved. We continued to hold the money because of an ongoing A/C issue. Judy suggested that we get a letter from them stating that the A/C will be done to our satisfaction, so that we can release final payment. The Board agreed because Scott Tucker Construction has been true to us since day one. Judy said that she will clear this with TxDOT first.

Adjournment: There being no further business,

Gary Richter moved to adjourn; second by Ray Barksdale. All Ayes.

Respectfully submitted, Tammy Bowen, Airport Operations Assistant