

**LAWTON METROPOLITAN AREA AIRPORT AUTHORITY
AIRPORT AUTHORITY SPECIAL MEETING
MINUTES
February 23, 2016**

The meeting was called to order at 9:00 a.m. by the Chairman, Sam Firman. The agenda along with the time and place of the meeting was posted in accordance with State Law.

PRESENT:

Brett Lewis, Chair
Sam Firman, Vice-Chair
Cassandra Lawson-Johnson, Secretary
Sean Fortenbaugh, Member
David Aubrey, Member
David Madigan, Past Chair
Robert Morford, Member
Johnny Owens, Member
Jennifer Ellis, Member

ABSENT:

The roll call confirmed that a quorum was present.

ALSO PRESENT:

Barbara McNally, Airport Director	Pat Hurley, Executive Assistant
Kim McConnell, Lawton Constitution	Chuck Wade, Airport Attorney
Ray Jude, Ft. Sill Transportation	Chris Pitman, LaSill Aviation
Paul Hafen, ARAC Manager	

REPORTS FROM MANAGERS OF AIRPORT BUSINESSES

- a. **American Eagle (Erick Rodriguez, General Manager)** – Not Present.
- b. **La Sill Aviation (Chris Pittman)** – Pitman said he provided a fuel report.
- c. **Lawton Air Traffic Control Tower (Lee Smith)** – Not Present.
- d. **Fort Sill Transportation (John Westbrook)** – Jude said 100 soldiers redeployed last night. Jude said that will be all the activity for a while.
- f. **Ft. Sill ARAC – (Paul Hafen)** – No report.

Lewis welcomes Ellis to the Authority.

OLD BUSINESS

CONSENT AGENDA ITEMS:

a. **Items Removed from the Consent Agenda** – Members may request items be removed from the consent agenda for separate action:

b. **Minutes** - Approval of the minutes of the special meeting of January 26, 2016.

c. Monthly Financial Reports - Approval of the Director's Financial Report, Accountant's Financial Monthly Statement, Purchase Orders, Bank statements for the month.

MOTION BY OWENS, SECOND BY FIRMAN, to approve the consent agenda. AYES: Lewis, Firman, Lawson-Johnson, Fortenbaugh, Aubrey, Madigan, Morford, Owens, Ellis. NAYES: None. MOTION CARRIED.

DEVELOPMENT COMMITTEE (Sean Fortenbaugh, Committee Chair)

- 1) **AIP 31 – Runway Electrical Project** – Fortenbaugh said this project is nearing substantial completion. Fortenbaugh said the final inspection is slated for February 29th.
- 2) **AIP 33 – Wildlife Fencing** – Fortenbaugh said this project is complete, the final inspection was held February 22.
- 3) **Design Workshop III** – Fortenbaugh said the committee has had several workshops over the past few months for the SRE Building and the ARFF Station with a lot of positive input. Fortenbaugh said the workshop will be held to finalize plans for the Airport Fire Station and the Snow Removal Equipment (SRE) building on March 3rd.
- 4) **Pavement Evaluation Report** – Fortenbaugh said that the Authority received a Pavement Analysis from our Engineer. Fortenbaugh said the committee has spent several weeks meeting and discussing the condition of the runway and taxiways. Fortenbaugh said that the engineer was asked to perform the analysis based on significant visual distress that has been observed over the last two years. Fortenbaugh said the runway had an overlay done in 1998, after that project the Authority allowed the use of the runway to heavy military traffic. Fortenbaugh said in the Engineer's report he recommended that the authority limit the heavy aircraft traffic in order to preserve the pavement until the airport is eligible for federal funds for a reconstruction. Fortenbaugh said that our commercial, general aviation and generally lighter aircraft will be fine.

Madigan asked for clarification on what this "limiting" means. McNally said that we typically have 40 to 50 heavy military missions each year, this past December we saw 13 missions in a couple of weeks. Those aircraft are doing significant damage and will limit life of our runway each operation is taking measurable life off the pavement. McNally said in the engineer's analysis, if we continue the current mix of aircraft commercial, charter and military we can expect the runway to fail within 3 years.

Madigan asked what the impact to military would be. McNally said the military training we accommodate from Sheppard, Vance and Navy Ft. Worth would not be impacted, but the heavy missions the C17, C5, 777, 767 will no longer be able to land with recommended restrictions. McNally said that our airport was not constructed for heavy military operations. The Authority voted to allow them to land after the runway project in 1998 and 18 years later we are seeing the wear and tear.

Ellis asked if we had any written agreement with DOD for the use of the airport. McNally said we have MOA with Ft. Sill. Ellis asked if it included any funding for maintenance. McNally said no that there has never been any DOD fund allocated for the use or maintenance of the airport. The only funding we have is the FAA, which will tell you that they fund airports for civil aviation not military aviation. McNally said those heavies lay down a lot of rubber and the authority has done rubber removal projects at our cost.

Ray Jude said he wanted to be sure the Authority understood that he was directed to change the APOE from Lawton to another location, that no military aircraft will come to the Lawton airport, they will be directed to Sheppard or Altus. Madigan asked has the committee considered that our relationship with Fort Sill is very important, he cautioned that we were making a judgement on expenses rather than relationship. Fortenbaugh said he too had a very emotional response when he first heard the recommendation but the facts are, the

pavement will not support it. Morford said in meetings he attended, he was told that it was no problem for Ft. Sill to move to another airport. McNally said she and Lewis met with Ft Sill's leadership to discuss this analysis and they indicated that moving to another airport was not a problem.

Firman said he was very concerned with the fact that each landing and takeoff reduces the life of the pavement. Firman said he is all for supporting Ft. Sill and its missions but, unless another source of funding develops we can't risk losing the functionality of the runway.

Morford said he understood that Ft. Sill was not willing to support getting DOD funds for the airport. McNally said that Lawton is not a Joint-Use airport, that designation would allow us to seek DOD funds. Lewis said he believed that we could get support from Ft. Sill if we approached our legislators. Fortenbaugh said he wanted to clear that this was not a Ft. Sill problem, they didn't do anything to us. They have a real world operational mission that they have to respond to right now so seeking funding may be a long term possibility but for the short term the option was using another airport. Jude agreed, that needed an immediate solution. Jude said that once the APOE is changed, there will be no more military missions.

Madigan suggested working with our delegation first to solidify some funding before we make this decision. He said once this done, it will be difficult to bring them back. Madigan suggested trying to work this problem before making any big decisions. McNally said that Senator Inhofe's office is aware of this pavement analysis and decision we are facing.

Morford said it is probably easier to move to a new location than it get them to come back to Lawton. Jude said that he can make the decision to change location if there is a reason but, it's harder to change back.

Lawson asked what the financial impact will be. McNally said to the authority it will be a reduction in fuel flowage fees and fuel sales to LaSill. McNally pointed out that in past years the military operations had dropped to almost nothing when they started moving troops through Ft. Hood. Jude said that there was a decrease in operation when Ft Sill was no longer a power projection platform. Jude said however, things are reversing now with the new ADA groups coming to Lawton.

Morford said we have an estimated life of 5 years, he asked if we will have funding for repairs in five years. McNally said the engineer's estimates ranged from 12 million for repairs, to 25 million for a complete reconstruction to our standards for a civilian airport to 35 million for a reconstruction that will accommodate military heavies. McNally said our Capital Improvement Plan goes our five years, in 2018 we will complete a Pavement Management Plan, that plan will serve as a planning document for pavement repairs. With that plan we will be able to go to the FAA to request discretionary funds since our entitlement funding is only a million a year. Morford said it sounds like we are backed in a corner with no place to go. McNally said they only thing we can do is protect and preserve our existing pavement.

Madigan asked how this would affect us in another BRAC (Base Realignment and Closure). Jude said it will affect us, who knows how much. Jude said there are other things going on a Ft Sill, the hospital is going to a clinic vs a hospital, he predicted that will also affect us in a BRAC. Jude said "not being able to use the local airport for heavy traffic?, I really don't know" McNally said since we have never been a joint use airport, maybe that is the argument we use, Ft. Sill needs us to be a joint use airport.

Madigan asked if we could work toward the joint use, additional funding and not make any major decisions today. Madigan said he doesn't understand this, to say that we have five or six years of life left on the pavement, why was this not addressed five or ten years ago? McNally said this situation was brought on years of use and cumulative damage. Lawson-Johnson said this stifles our growth. McNally said the FAA looks for the useful life of a section of pavement to be 20 to 25 years, the areas that we are seeing distress on is 18 years old. McNally said again that we were not constructed for the fleet mix we have been allowing and we are seeing the damage. McNally said we monitor the pavement, the visible distress only started to appear in the last couple of years. By having the engineer do the analysis and make the recommendations we are doing

our due diligence in protecting our pavement. Madigan said we didn't have the vision to address this years ago, Ft Sill is important and he will not support anything that goes against that.

Lawson Johnsons said when we need to plan the reconstruction of the runway to be build it for the heavy aircraft. McNally said that the FAA only funds civil aviation, that is commercial and General aviation, they will don't fund military aviation, they will tell you that they are DOT and Military is DOD. They will tell you that if you want military operations at your airport get a match share reconstruction from DOD. McNally said we could probably justify some strength increased based on the change in our fleet mix like the commercial charters, but not on military operations. Lawson Johnson said we will need to have funding from another source to help.

Ellis asked how long the military has been using Lawton. McNally said 18 years, Jude said prior to that they used Tinker and Altus AFB. McNally said the project that increased the strength, was not intended to do that, it was done to address a ponding problem on the runway. Once the project was complete, the airport authority voted to allow military use.

Pittman said to address Lawson-Johnson's earlier question, the military aircraft and charter took an average of 389,000 gallons of fuel each year for a 7 year average.

After more discussion, the Chairman called for a vote.

MOTION BY THE DEVELOPMENT COMMITTEE, to approve McNally managing all heavy aircraft operations and only allow large aircraft in an emergency situation or for a diversion on a case by case basis. AYES: Fortenbaugh, Aubrey, Lewis, Firman, Ellis. NAYES: Owens, Morford, Madigan. Abstain: Lawson-Johnson. MOTION CARRIED.

LEASING COMMITTEE (Sam Firman, Committee Chair)

A. LaSill Office Roof Project – Firman said the committee awarded this project to the lowest bidder Brox Roofing in the amount of \$ 19,100.00.

AIRPORT DIRECTOR'S REPORT (Barbara McNally)

Consideration and actions regarding the following items:

a. Financial Report –

Purchase Order's to be approved from the Operating Account total \$ 55,661.96

Capital Improvements include:

AIP 31 - \$84,447.83

AIP 32 - \$ 6,830.00

AIP 33 – 66,053.49

TSA rent transfer \$ 2,708.90

LEO reimbursement – 28,040.09

PFC Study – 29,800.00

TOTAL - \$ 217,880.31

Bank Balances:

The following are reconciled balances of unrestricted accounts:

Money Market Account (10976043)	\$	349,734.13
Operating Account (10375822)		(39,127.74)
Imprest Fund (10704778)		1,512.89
Parking Account		19,840.45
Balance of unrestricted accounts	\$	<u>331,959.73</u>
CFC Account		109,463.65
Passenger Facility Charges (9014251)	\$	303,194.05
Capital Improvement Account (114030)		13,629.64
Balance of the restricted accounts	\$	<u>426,287.34</u>

Income and Expense Budget Tracking

Incomes for the month totaled \$ 73,179.21, YTD incomes total \$ 585,565.36 or 60% of the total budgeted amount of \$ 982,854.41. Expenses for the month totaled \$ 68,603.78, YTD expenses total \$ 555,690.70 which is 63% of the total budgeted amount of \$ 879,453.53.

Collateralized Accounts – Currently, the FDIC insures the Authority’s accounts up to \$ 250,000.00 per account. The following are pledged dollars above the current insured amounts. Arvest has pledged \$ 600,000 above the FDIC limit. City National has pledged \$ 901,227.48 above the FDIC limit. These amounts are reported monthly from Federal Reserve Bank.

NEW BUSINESS (Brett Lewis, Chairman) –

There being no further business, the meeting was adjourned.

Brett Lewis, Chairman