

Logansport Municipal Airport CIP Meeting Summary
Thursday October 12, 2006 at 10:00 AM
With INDOT and FAA
2006 AAI Annual Conference

The meeting was part of the 2006 AAI conference held at Brown County State Park Abe Martin Lodge. The informal meeting was opened by Mark Hildebrandt at 10:00 AM October 12, 2006. Those in attendance of the meeting were as follows:

FAA:

Jack Delaney, Asst. Man. Chicago ADO
Greg Sweeny, Program Manger
Bobb Beauchamp, Env. Specialist

LCCAA:

Mark Hildebrandt, President
Paul Hipsher, Secretary
Don Tribbett, Legal Counsel
Tim Dalton, Airport Manager

INDOT:

Jim Keefer, Manager Dept. of Aviation
Nick McClain, Engineer
Andy Nahrwold, Engineer

BFS:

Don Manley, V.P. Airport Development.
Corey Harper, Engineering Technician
Paul Shaffer, Engineer
Toby Steffen, Client Services

Introductions were made; each person stated their name as we went around the room. Mr. Hildebrandt started by thanking FAA and INDOT for the opportunity to meet. Some cursory statements were made about the positive changes that the airport has under gone in the recent times.

The conversation quickly went the runway extension project and the Environmental Assessment/Finding Of No Significant Impact (EA/FONSI). Mr. Hildebrandt expressed that the failure of the EA approval was a major disappointment to him and his board. Discussion began on what needs to happen with the bird study to receive an approval on the EA. Mr. Beauchamp asked what the status was on the bird study. Mr. Dalton indicated that the company performing the study "De-Tect" had completed three of the seasons and had the forth season remaining. Dalton indicated that the study was anticipated to be submitted at the end of December. The question was then asked of Mr. Beauchamp what the process would be from there? Mr. Beauchamp indicated that if there are no issues in the bird study that would prevent approval that it would take 30 days from the time he receives the bird study to receive an approved FONSI. It was understood that the end of January was the anticipated EA approval date, assuming all is well with the bird study.

The letter documenting objections to the landfill from the airport was then discussed. Mr. Hildebrandt indicated that the Airport Authority was a new body controlling the airport and before it was a BOAC. Prior to the Airport Authority the actual documented objections were not exactly known and would be speculation on behalf of the Airport Authority at this point. It was stated that the Airport Authority has voiced opposition to the landfill directly, and would continue to do so in the future. Local politics were discussed briefly in that the landfill is a Municipal landfill that greatly benefits the city.

Prior to being an Airport Authority comments against the landfill were not as easily expressed, but now that the airport authority is in place it empowers the airport to act on its own well being without fear of board member replacement as a repercussion. Mr. Manley asked Mr. Beauchamp if anything further was needed with respect to a letter concerning past objections. Mr. Beauchamp indicated that he did not believe so, that he had everything he needs in regard to objection letters.

Mr. Shaffer then asked what the funding looked like for the up coming year. Mr. Shaffer indicated that excellent bids were obtained for the entire project and that discussions were underway with the contractor to hold his bid until next summer. No firm commitment was received from the contractor to date, but verbally the contractor was responding favorably to the idea. Mr. Shaffer stated that it would be ideal to fund the entire project in FY2007 since the bids were good and that significant cost increases are likely in the neighborhood of at least \$400,000 possibly more by re-bidding the project. More costs can be counted on if the project is phased over multiple years. Mr. Sweeny then informed all that were present that discretionary funding for next year was not looking good due to some big projects that the Great Lakes Region are being forced to fund. The word on the funding so far is that Runway Safety Area Correction projects at Chicago Midway and O'Hare are being mandated to be funded in front of all other discretionary requests. Mr. Sweeny then explained the estimated cost of these projects exceed the typical discretionary amount for the entire Great Lakes Region and that it was a political hot button because of the accident at Midway last year where a Southwest 737 overran the runway, entered a local street killing a little boy from Indiana. Much discussion took place on how this was not a reasonable way to fund these projects and that it leaves the rest of the projects hanging out there. Mr. Shaffer inquired if this was the normal dooms day story told every year that there is not going to be any money, but at the end of the day money is found? Mr. Keefer expressed that this was more serious than in years past and it looks like a real threat to the discretionary money.

There was much discussion on the severity of the discretionary money issue and what that would mean to the project. Mr. Shaffer asked if provisions could be made to ensure that the airport receive their NPE funds in the event that discretionary money is not received. Mr. Shaffer stated that this was a double whammy to the airport last year when the EA did not get approved and as a result the airport lost the opportunity to make use of the \$223,476.00 in NPE that it had coming, but because it was after the NPE commitment date that they lost the opportunity to use those funds for the airport. Mr. Hildebrandt stated that his Board was extremely disappointed and that some on the Board wanted to take congressional action at that time, but cooler heads prevailed and it was decided by the Board to see how the funding played out in FY2007. In FY 2007 the airport will have \$373,476 NPE dollars available to it. In an ideal world these funds are put toward the runway project and discretionary/state apportionment money funds the rest of the project. Mr. Shaffer stated at minimum some discretionary/state apportionment money to even fund the phased grading and drainage project that was also bid this last year. Discussion took place on how the NPE money could be preserved in the event that no additional funding was available. Mr. Sweeny indicated that it would be best to program the NPE

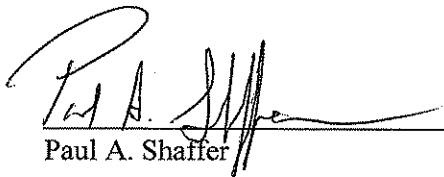
money for the runway extension by the May 1st deadline in order to try to leverage discretionary money. In the event discretionary money should fall through the airport could also have submitted for environmental releases on T-hangar taxilanes and/or apron for the ops center so at that time the airport would have some options on if it would like to switch the NPE money to one of those projects as a last resort. It was agreed that this was the best course of action for the NPE money.

Mr. Shaffer asked if the state could put any state apportionment money toward the project to help leverage discretionary money. Mr. Keefer indicated that the state had already programmed its apportionment dollars for FY 2007. Mr. Shaffer asked if there were to be any state apportionment dollars freed up from other projects that were completed early, fell through, or were under budget that it seemed reasonable that those dollars be put toward the runway extension project. Mr. Keefer indicated that this was unlikely but would be considered.

The discussion then turned to the idea of a congressional line item at the prompting from Mr. Manley. The FAA and State both acknowledged that it was the airports right to go that route if they choose to do so. They simply asked that they be kept in the loop so that they are not caught off guard. It was stated that a congressional line item for FY 2007 would be impossible since the information would have had to been in toward the beginning of the year to be considered. It is not too late for FY 2008 and it was discussed that the airport could prepare a line item request for FY2008 as a back up to the FY2007 normal funding procedures. It was generally understood that the airport would be preparing a FY2008 congressional line item request as a back up plan. If funding was received in FY2007 the airport would pull the congressional line item request.

The meeting was then wrapped up and Mr. Hildebrandt thanked the FAA and State for their time. Goodbyes were exchanged by all.

Respectively submitted:


Paul A. Shaffer