

The North Little Rock Airport Commission Meeting was held at noon on Thursday, June 18, 2015 in the NLR Airport Terminal Building.

Chairman Mark Halter called the meeting to order.

The roll being called, the following Commissioners attended; Mark Halter, Brad Hughes, Jim Julian, Adrienne Smith, Don Blakey (showed up a little late) Mr. Julian moves to excuse the absence of Mark Bentley and Toby Burkett, Mr. Hughes seconds. The motion carries unanimously.

Minutes

Mr. Halter says he found an error in the May minutes where it said the meeting adjourned half way through. Mr. Julian moves to approve the corrected minutes, Ms. Smith seconds, the motion carries unanimously. Mr. Hughes moves to approve the amendment, Mr. Julian seconds, the motion carries unanimously. Mr. Hughes moves to approve the minutes of the June 1st special called meeting, Mr. Julian seconds. The motion carries unanimously.

Financial Report

Mr. Rogers says rent has come in as expected and bills are being paid. Mr. Rogers says the airport received about \$500 from a Local Use and Sales Tax check, and that he'll find out exactly where that comes from. Mr. Rogers says we have gotten these checks before, but not regularly. Mr. Rogers says the utilities line item is over budget because we had to pay several months worth of electric bills for the terminal building because of a billing error when we changed the address to 8202. We had to pay that out in January. Mr. Julian moves to approve the financial report, Mr. Hughes seconds. The motion carries unanimously.

Old Business

Leases ending in July- Mr. Rogers says Paula Jones made two new lease extensions, a five year lease at \$1.00 per square foot, and Five year lease with a year to year option. Mr. Rogers says one tenant wants the five year, two want the year to year, and one is not renewing, so we will be taking over those bays. Mr. Hughes says if the commission decides to find a tenant to lease out the whole hangar, he'd be interested in throwing his name in the hat to lease it out, and he'll recuse himself from the vote if he should do that. Mr. Halter says we should approve each lease one at a time. Mr. Julian makes a motion to approve Keith Kreth for a 5 year lease, Ms. Smith seconds, the motion carries unanimously. Mr. Julian moves to approve the year to year lease for Richard Strickland, Ms. Smith seconds, the motion carries unanimously. Mr. Julian makes the motion to approve a year to year lease for Harold Settles, Ms. Smith seconds, the motion carries unanimously. Mr. Halter says for the old J. Cooper Bass hangar, we'll figure out how we

want to handle that hangar, but for the time being the airport will charge each bay the same rate they've been paying, but it will be directly to the airport.

UNICOM Issue- Mr. Halter gives a brief update on the issue, and that we had a public hearing on the issue. Mr. Blakey says he wasn't able to make the public hearing and would like Mr. Rogers to bring him up to speed on that meeting. Mr. Rogers says people spoke on both sides of the issue. Mr. Rogers says Jerry Homsley spoke in favor of changing frequencies, Harry Barrett spoke against the change, Don Adamson spoke in favor of changing, Rick Stracener spoke against changing. Bob Conner spoke in favor of changing, and Doug McDowall said he supported the change but asked questions about the logistical process. Mr. Rogers says 4 spoke for changing, and 2 spoke against. Mr. Rogers says he's gotten emails and phone calls and about 60% have supported the change, or are okay with the change, and about 40% would rather stay at 122.8. He says almost all support being on the same frequency with Camp Robinson, but many would rather Camp Robinson change to 122.8. Mr. Blakey says he has some concerns about changing. He says there will be planes based here and elsewhere that won't have the newer radios that can't access 123.075. Mr. Blakey is worried pilots won't know the new frequency, or even if they're told the new frequency when they fly in, they won't be able to access it. He says if the pilot doesn't feel safe landing without being able to communicate, he will just go land and fuel up at another airport, hurting business at NLR. Mr. Blakey says those planes also won't want to fly to NLR to get an annual, or get work done because they can't access our UNICOM. He says NLR will lose business. Mr. Blakey says we have a lot more daily operations than Camp Robinson, so we shouldn't have to be the ones to change. Mr. Blakey says he talked to NLR pilot Jeff Lashbrook, who flew at Camp Robinson and worked for the FAA, and he says the pilots at Camp are professional pilots, and that monitoring the VHF frequency and hearing multiple airports should be no big deal for them. NLR is amateur pilots, and if we can learn to do it, it seems that Camp Robinson should be able to as well. Mr. Blakey says there are far fewer pilots now than in the past, and less chatter than there used to be. Mr. Blakey is all for safety, but he didn't even know there was a safety issue until Camp Robinson came to us, that he hasn't heard of close calls from NLR pilots. Mr. Blakey thinks it would be safer to stay at 122.8, and more dangerous to change, and that changing would hurt business at NLR. Mr. Halter asks if you are supposed to now have a radio that can access those frequencies. He asks Harry Barrett. Mr. Barrett says about 10 or 15 years ago they were going to change them and make it mandatory to not use them anymore, but there was a big uprising from small and older airplanes, so the FAA said you can still use those radios, you just can't get them fixed, when they go bad you have to get a new one. But some of those radios are in good shape and will last forever. Mr. Barrett said he talked to a NLR pilot this morning and he said he won't be able to use his radio if we change. Mr. Halter says Mr. Barrett previously said about 5-10% of planes still have those older

radios, and Mr. Barrett said yes but that's just a guess. Mr. Halter asks if handheld radios are an option, Mr. Hughes says they work okay but not great in the air. Mr. Julian asks Mr. Blakey where he sees the safety issue, if it's just because of the old radios not being able to access the new frequency. Mr. Blakey says that's correct, and that there's concern from the pilots here who will have to spend the money to buy a new radio, and that there are businesses at NLR who would lose customers because of the change. Mr. Julian asks is there not a concern about how many airports use 122.8 and that there is too much congestion on that frequency in the area. Mr. Blakey says not while you're in the pattern. He says when you're in the pattern around 1,000 feet you'll hear chatter from airports within about 20 miles, once you get higher to 5,000 feet you can hear chatter from all over the state and even Missouri, but at 5,000 feet you're going to be landing anywhere close. Doug McDowall speaks on the issue, he says this is an uncontrolled field and you're not required to have a radio at all, but he thinks knowing what's going on at Camp Robinson would enhance safety. He says he has an old plane but he's had a radio that can access that frequency for 20 years now, and he doesn't think getting a radio that can access that frequency is a major issue. He thinks being on a common frequency with just us and Camp Robinson would be safer especially when turning out west bound. Mr. Rogers says Marshal Jacobs who has Arloe has mentioned that he's worried he'll lose customers as well. His partner Renee is in attendance, and she confirms that they have that concern. Mr. Blakey says maybe NLR could implement a policy to fly over Camp Robinson at a higher altitude, about 1900 ft. Mr. Barrett says he'd like to add that in all the time we've been next to Camp Robinson, we've had zero accidents. He says you can't get any better than zero accidents. He thinks that the only problem is that Camp Robinson doesn't want to listen to the chatter on 122.8, but since we have never had an accident, it shouldn't be an issue. Mr. Julian says he doesn't feel like the commission is ready to decide. He says both sides are using safety as the reason for their opinion on the issue, and they may both be right. Mr. Julian says we need more information, because he doesn't want to make a change that leads to a less safe airport. He says there is safety issues on both sides. Mr. Rogers says Camp Robinson may still be open to changing to 122.8, they would just really rather find a different frequency for both of us. He will try to get a definitive answer from them. Mr. Blakey says he doesn't think the amount of chatter should be a problem for Camp Robinson. Mr. Julian says we shouldn't vote until we have a little more information from the pilots based at NLR, and when all 7 commissioners are available to vote on the issue. Mr. Halter suggests doing a more thorough survey from all the pilots. Mr. Rogers says he'll work on putting that together and report back.

Landfill Testing Update- Mr. Rogers says because CAW and Waste Water dept are anxious about getting access to that area again, Mr. Rogers met with their department

heads, and the city engineers familiar with the situation to allow them to use the land again with the understanding that if they have to remove materials, they'll have to remove it all anyway. They agreed that they will only put usable fill dirt and crushed asphalt that can be used as fill, and they won't bring any large rocks or tree stumps or plastic. Mr. Rogers says they'll have to comply with the study once it's complete. Mr. Blakey asks Mr. Rogers if he discussed payment of the study, and Mr. Rogers says CAW and the waste water dept agreed to split the cost, so there will be no cost to the airport.

New Business

92nd West Parking Request- Mr. Rogers says Don Adamson asked about a parking area for his flight school hangar. He'd like to pave the area between his hangar and the Rogers hangar which has to be 50 feet for fire code. He wants to pave it as a part of his drainage plan to drain water down to Aviation Way, and he'd like to use that area for parking. He doesn't want it included in his lease, but wants exclusive parking for that area if he's going to pave it. Mr. Blakey asks would the Rogers hangar be able to use that area for parking. Mr. Adamson says since he'd be paying for the pavement, he would rather have exclusive access. If the Rogers hangar wants to help pay for it, he'd be fine with them using it. He doesn't want to pay for it, and then it be used as community parking. Mr. Adamson says other hangars have built their own ramp areas to park on that other can't people aren't allowed to use, and that people who build on the west ramp have pavement to park on between hangars because it's already there. Mr. Blakey says his concern is that the Rogers hangar wouldn't be able to use it, and that in regards to other hangars, that the airport commission has done things in the past that we certainly wouldn't do today. Mr. Hughes asks if there's anything else we could do with that land to lease, and Mr. Rogers says no it would be in the 50 foot fire code buffer. No commissioner makes a motion.

Change to grant structure for pavement and drainage- Mr. Rogers says he covered that during Garver's engineering report.

Plan for terminal expansion and restaurant space- Mr. Rogers says he has talked with Mayor Smith about the possibility of a restaurant space, and expansion of the terminal building. Mayor Smith has said he'll give the airport 20,000 dollars to get a master plan for the developed, and renderings of what the building will look like to work on finding funding from the city and state. Mr. Rogers says he and Blake at Garver have met with an architect and he is putting together a cost estimate for a master plan and renderings. The architect sent an initial proposal for \$28,500. Mr. Rogers says this architect has done

a lot of airport work and is very qualified to do this job. The Mayor thinks 28,500 is still too high, so Mr. Rogers says he will work with them to see if they could lower the costs. If not, Mr. Rogers says we can try to find a local firm that could do it cheaper. Mr. Rogers just wants to see this project done right. Mr. Blakey says if the Mayor says \$28,500 is high, we should listen to the Mayor. He also would like to see local money kept locally in NLR or Little Rock firms. Doug McDowall in the audience voices his support of getting a restaurant and thinks it could do really well at the airport.

Engineer's Report

Mr. Roberson gives an update on where we are with the current lighting project, and that we've bid out phase III of the project to get ready to apply for that grant. Mr. Roberson says Redstone is planning on fixing the ramp pavement issues at the Hogan/Blakey hangar by the end of this month. Mr. Roberson says we were approved for all 3 grants we applied for with the department of aeronautics. Mr. Roberson says the commission needs to approve the contracts. Mr. Halter says a motion would have to be pending City Council approval of the additional matching funds. Mr. Hughes makes that motion, Mr. Julian seconds awarding Redstone the contract. Mr. Roberson says he's working with Mr. Rogers for the Corps of Engineers on the land fill area. Mr. Roberson says because of the new pappi lights on 17/35, there needs to be some trees cut down both on our property, and a few that are on Camp Robinson property off of Batesville Pike Road.

Security Report

Lt. Honeycutt was not available.

Directors Report

Mr. Rogers says ADEQ would like to go to month to month for a couple more months after their lease ends for the small piece of land they have a air quality monitoring station. They don't want a whole year lease, they just need a couple more months. Mr. Hughes moves to approve, Mr. Julian seconds. The motion carries. Mr. Rogers says he hired Bob Conner and Jerry Homsley for two days for the airshow to cover them for liability. They will be hired for two days at minimum wage for that Friday and Saturday for the airshow.

Public Comment

None.

The meeting is adjourned.