

1 Introduced October 25, 2016, by
2 Councilman Newcomb, seconded by
3 Councilman Abney, (by request of
4 Administration)

5 **RESOLUTION R16-24**

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7 A Resolution relative to the Capital Improvement Program Application for
8 State Financial Assistance dated October 4, 2016, for various improvements at the Slidell
9 Municipal Airport.

10 WHEREAS, Title 2 of the Louisiana Revised Statutes of 1950 provides that
11 cities, towns, parishes, and other political subdivisions of this State may separately or
12 jointly acquire, establish, construct, expand, own, lease, control, equip, improve, maintain,
13 operate, regulate, and police airports and landing fields for the use of aircraft; and
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16 WHEREAS, the State of Louisiana, Department of Transportation and
17 Development, Division of Aviation (formerly the LA DOTD-OAPT) is charged by Title 2 with
18 the responsibility for the development of aviation facilities within the State to foster air
19 commerce and to safeguard the interests of those engaged in all phases of the aviation
20 industry and of the general public; and,
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23 WHEREAS, the City of Slidell, hereinafter referred to as "Sponsor", has
24 completed an FAA and DOTD approved Master Plan, Action Plan, and/or Airport Layout
25 Plan which outlines the specific future development of the Slidell Municipal Airport; and,
26 the Sponsor is desirous of implementing a portion of the approved Plan recommendations
27 which provide for the critically needed improvements as stated below to substantially
28 improve the safety and usability of the Airport, but does not have sufficient funds of its own
29 required for completing the needed improvements; and,
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32 WHEREAS, the LA DOTD, Division of Aviation is authorized by Title 2 to
33 expend funds for the construction or enlargement of airports for the safety and
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4 advancement of aeronautics;

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6 NOW, THEREFORE, BE IT RESOLVED:

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8 SECTION I

9 That the Sponsor does hereby formally request that the LA DOTD, Division
10 of Aviation provide funds required to complete the airport improvements at the Slidell
11 Municipal Airport specifically as described in the Capital Improvement Program Application
12 for State Financial Assistance dated October 4, 2016:

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14 SECTION II

15 That the said LA DOTD, Division of Aviation be and is hereby assured that all
16 necessary servitudes, rights-of-way, rights of ingress and egress and means thereof will be
17 furnished by the Sponsor and the titles thereto will be valid and indefeasible, and that the
18 Sponsor will assume ownership, financial reporting, and complete responsibility for the
19 maintenance and upkeep of the airport after completion of said improvement.

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21 SECTION III

22 That the Sponsor will save and hold the said LA DOTD, Division of Aviation,
23 its officers, agents, and employees harmless from any liability or claim for damages arising
24 out of the project, including death or injuries to third parties including, but not limited to,
25 liability or claim for damages out of the negligence of said LA DOTD, Division of Aviation,
26 its officers, agents, or employees, and expressly agrees to defend any suit of any nature
27 brought against the LA DOTD, Division of Aviation as a result of this project.

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29 SECTION IV

30 That the Mayor of the City of Slidell is hereby authorized to execute related
31 documents/agreements as required by the rules and regulations of the Federal Aviation
32 Administration and the State of Louisiana and the Clerk is hereby authorized to attest said
33 execution.

34 That the Mayor of the City of Slidell be and is hereby authorized and directed
35 to evidence this agreement by affixing his signature at the place provided therefore on this
36 resolution and on subsequent related documents/agreements as required by the rules and
37 regulations of the Federal Aviation Administration and the State of Louisiana and the Clerk
38 is hereby authorized to attest said execution.
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5 SECTION V

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7 That this resolution shall be in full force and effect from and after its adoption.

8 The Slidell City Council, Sponsor of the Slidell Municipal Airport, met in
9 regular session on this date. The aforesaid resolution was offered by Councilman Abney
10 and seconded by Councilwoman Harbison. The aforesaid resolution, having been
11 submitted to a vote, the vote thereon was as follows:
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16 YEAS: 8 NAYS: 0 ABSENT: 1
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19 **ADOPTED** this 25th day of October, 2016.

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23 Jay E. Newcomb
24 President of the Council
25 Councilman, District F

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29 Thomas P. Reeves
30 Council Administrator
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4 CERTIFICATE

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6 IT IS HEREBY certified that the above is a true and correct copy of a
7 resolution passed by the Slidell City Council, Sponsor of the Slidell Municipal Airport in
8 regular session convened on this, the 25th day of October, 2016

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11 _____
12 (Signature of Secretary of Sponsor)

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15 _____
16 (Title)
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CAPITAL IMPROVEMENT PLAN (CIP)

Slidell Municipal Airport (KASD), Slidell, La

DATE CIP PREPARED:

CIP START YEAR:

October 4, 2016

2017

Color Code Key & Notes

** State Grant, Economic Development Grant, Bond Financing, Private:

* Sponsor 10% Match

Match Amount for "AIP Funding Request" NOT Included when green: \$ 7,895

Multi-Year NPE Fronted Amount NOT Included when red: \$ 7,895

\$ 333,071 Estimated Carryover Balance
 \$ 150,000 Estimated Annual NPE Amount

Fed FY	Entitlement Available	ODO Priority	ODO Component Work Items/Phase	Multi-Year	Est. Total Project Cost	Funding Source			AIP Funding Request	
						Entitlement	Other AIP	Match*		
2017	\$ 483,071	1	Terminal Apron Expansion - Phase 1	Yes	\$ 500,000	\$ 450,000	\$ 50,000			
		2	Taxilane Widening and Overlay (LDOTD Only)	No	\$ 190,000				\$ 190,000	
2017 Annual Subtotals:						\$ 690,000	\$ 450,000	\$ 50,000	\$ 190,000	Zero
2018	\$ 183,071	3	Runway 18 Threshold Recovery Phase I (Transmission Line Relocation Study / Design) (LDOTD Only)	Yes	\$ 150,000				\$ 150,000	
2018 Annual Subtotals:						\$ 150,000			\$ 150,000	Zero
2019	\$ 333,071	4	Runway 18 Threshold Recovery Phase II (Obstruction Mitigation)	Yes	\$ 2,000,000	\$ 333,071	\$ 200,000		\$ 1,466,929	
		5	North Apron Crack Seal (LDOTD Only)	No	\$ 75,200				\$ 75,200	
2019 Annual Subtotals:						\$ 2,075,200	\$ 333,071	\$ 200,000	\$ 75,200	\$ 1,466,929
2020	\$ 150,000	6	Runway 18 Threshold Recovery Phase III (Construction)	Yes	\$ 200,000	\$ 180,000	\$ 20,000			
		7	Extend Runway 18-36 and Parallel Taxiway (500 ft South) Phase I Design and Environmental	Yes	\$ 278,500		\$ 27,850		\$ 250,650	
2020 Annual Subtotals:						\$ 478,500	\$ 180,000	\$ 47,850	Zero	\$ 250,650
2021	\$ 120,000	8	Extend Runway 18-36 (500 ft South) Phase II Construction	Yes	\$ 1,772,400	\$ 120,000	\$ 6,316		\$ 1,563,780	
		9	Aviation Fuel Tanks, Piping and Site Work (LDOTD / Sponsor)	No	\$ 500,000		\$ 50,000		\$ 450,000	
		10	Terminal Apron Expansion - Phase 2	Yes	\$ 750,000		\$ 75,000		\$ 675,000	
2021 Annual Subtotals:						\$ 3,022,400	\$ 120,000	\$ 131,316	\$ 450,000	\$ 2,238,780
5 Year CIP Totals:						\$ 6,416,100	\$ 1,083,071	\$ 429,166	\$ 865,200	\$ 3,956,359

Slidell Municipal Airport

Elements of CIP 2017 – 2021

- 1. Terminal Apron Expansion (Design and Construction)** – With a steady increase of corporate jet traffic the Airport has seen times when large aircraft are not comfortable with the size of the terminal area apron, and in some occasions have chosen to remain on the parallel taxiway for fueling. When two or more jets are parked on the apron for several hours it presents a problem for other aircraft taxiing around the parked aircraft. Under this proposed project the apron will be extended towards Taxiway A by 50 feet, therefore providing the additional aircraft parking. An additional entrance to the apron will be added for safer operations. This work will consist of excavation and embankment of existing subgrade material, borrow material placed on site, crushed stone base and asphaltic concrete pavement.
- 2. Taxilane Widening and Overlay** - The taxilane serving the corporate aviation area on the airfield is 20 feet wide, which does not provide the proper edge safety margin for the Citation Jet operating daily on this pavement. The proposed project consists of the widening and overlay of this taxilane in order to provide a safer environment.
- 3. Runway 18 Threshold Recovery Phase I (Transmission Line Relocation Study / Design)** - Runway 18 presently has a threshold displacement of 942 ft., which has been in place since 2006. The controlling obstruction for this displacement is a power transmission line. Several attempts were made in 2005 to work with the power company to mitigate this obstruction, however, the high cost of relocating the power lines were simply not feasible. In April of 2016 two local pilots lost their lives in a tragic crash after coming in contact with the power lines on final approach to Runway 18. This tragic event has prompted the Airport Staff and City Officials to work with the two power companies in order to relocate the power lines outside of the airport's ultimate approach surface. Phase I will consist of a study of the required route, transmission line design as well as right of way requirements.
- 4. Runway 18 Threshold Recovery Phase II (Obstruction Mitigation)** - See summary in No. 3 above. This project will consist of mitigating the obstructions based on the analysis provided in Phase I.
- 5. North Apron Crack Seal** – Project consists of cleaning and sealing larger cracks in this asphalt apron in order to preserve and extend the life of this pavement.

- 6. Runway 18 Threshold Recovery Phase III (Construction)** - This project will consist of removing and repainting runway threshold marking and the relocation of NAVAIDS to coincide with new planned approach to Runway 18.

- 7. Extend Runway 18-36 and Parallel Taxiway (500 ft South) Phase I (Design and Environmental)** – The Sponsor proposes to extend Runway 18-36, 500 ft. to the south This item provides for the Environmental Assessment and Engineering Design.

- 8. Extend Runway 18-36 and Parallel Taxiway (500 ft. South)-** The proposed Runway and Taxiway Extension will be constructed at the southern most end of the existing runway and be 500 ft. in length. This work will consist of excavation and embankment of existing subgrade material, borrow material placed on site, crushed stone base and asphaltic concrete pavement.

- 9. Aviation Fuel Tanks, Piping and Site Work** - The existing Jet A tank is presently out of service and fuel is stored in a tanker truck. The Avgas tank is deteriorated and is in need of replacement. Both existing tanks are underground tanks. The proposed project consists of replacing both existing underground tanks with 10,000 gallon surface mounted tanks and associated piping, new AvGas self service pump and site work.

- 10. Terminal Apron Expansion Phase 2** – this provide will provide for the expansion of the south side of the terminal apron. This work will consist of excavation and embankment of existing subgrade material, borrow material placed on site, crushed stone base and asphaltic concrete pavement.