

1 Introduced May 9, 2017, by Councilman
2 Newcomb, seconded by Councilman
3 Abney, (by request of Administration)

4 **RESOLUTION R17-11**

5
6 A resolution authorizing the Mayor to execute an Agreement with the
7 Louisiana Department of Transportation and Development (LA DOTD) for improvements at
8 the Slidell Airport.

9 WHEREAS, Act 451 of the 1989 Regular Session of the Louisiana
10 Legislature authorized the financing of certain airport improvements from funds
11 appropriated from the Transportation Trust Fund; and
12

13
14 WHEREAS, the City of Slidell has requested funding assistance from the LA
15 DOTD to upgrade Runway 18 and 36 PAPI-2 Systems with LED technology for the airport;
16
17 and

18
19 WHEREAS, the stated project has been approved by the Louisiana
20 Legislature and the LA DOTD is agreeable to the implementation of this project and
21 desires to cooperate with the City of Slidell according to the terms and conditions identified
22 in the attached Agreement; and
23

24
25 WHEREAS, the LA DOTD will provide the necessary funding for the
26 installation of Runway 18 and 36 PAPI-2 Systems with LED technology for the airport and
27 reimburse the sponsor up to \$40,000.00 of project cost.
28

29
30 NOW THEREFORE BE IT ORDAINED by the Slidell City Council that it does
31 hereby authorize the Mayor to execute an Agreement for the project identified as SPN
32 H.013051, more fully identified in the Agreement attached hereto, and to execute any
33 subsequent related documents, including, but not limited to, amendments to said
34 agreement.
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1
2 **RESOLUTION R17-11**
3 **PAGE 2**

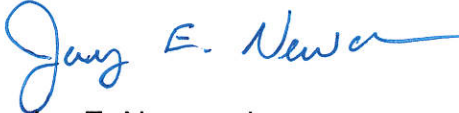
4
5
6 This resolution shall be in full force and effect from and after its adoption.

7 The aforesaid resolution, having been submitted to a vote, the vote thereon
8
9 was as follows:

10
11
12 YEAS: 8 NAYS: 0 ABSENT: 1 (Borchert)

13
14
15 **ADOPTED** this 23rd day of May, 2017.

16
17
18
19
20
21 
22 Thomas P. Reeves
23 Council Administrator

18 
19
20 Jay E. Newcomb
21 President of the Council
22 Councilman, District F

STATE OF LOUISIANA
**DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT**

AGREEMENT

STATE PROJECT NO. H.013051
UPGRADE PAPI-2 SYSTEMS TO LED TECHNOLOGY
SLIDELL AIRPORT
CITY OF SLIDELL
ST. TAMMANY PARISH

THIS AGREEMENT, made and executed in two (2) original copies on this _____ day of _____, 20____, by and between the Louisiana Department of Transportation and Development, hereinafter referred to as "DOTD", and the **City of Slidell**, a political subdivision of the State of Louisiana, responsible for all matters pertaining to the **Slidell Airport**, hereinafter referred to as "Sponsor";

WITNESSETH: That;

WHEREAS, the Sponsor has requested funding assistance to finance certain improvements at the **Slidell Airport** as described herein; and,

WHEREAS, Act 451 of the 1989 Regular Session of the Louisiana Legislature, authorized the financing of the certain airport improvements from funds appropriated from the Transportation Trust Fund; and,

WHEREAS, the Louisiana Legislature has granted approval of the project as listed in the **2016-2017 NAVAIDS** Aviation Needs and Project Priority Program; and

WHEREAS, reimbursement for project costs will not exceed the estimated project cost as approved by the legislature and allocated to the DOTD Aviation Program for the fiscal year in which the project was approved by the legislature, unless DOTD agrees to participate in the increase and additional funds become available; and

WHEREAS, DOTD is agreeable to the implementation of this project and desires to cooperate with the Sponsor provided certain requirements are adhered to as hereinafter provided:

NOW, THEREFORE, in consideration of the premises and mutual dependent covenants herein contained, the parties hereto agree as follows:

ARTICLE I - PROJECT DESCRIPTION

1.1 The improvement that is to be undertaken under this project will consist generally of **the upgrade of Runway 18 and 36 PAPI-2 Systems to LED technology to serve the airport.**

1.2 The project numbers and title of this agreement will be used for identification purposes on all correspondence, plans, progress reports, invoices, et cetera, prepared in the performance of these services.

ARTICLE II - PROJECT RESPONSIBILITY

2.1 DOTD employees will not be required to supervise or perform such other services in connection with the development of this project except as specifically set forth herein; however, the Sponsor will assume full responsibility and Sponsorship for the project development and shall hold DOTD harmless in the event of any loss or damage of any kind incident to or occasioned by deeds undertaken in pursuance of this agreement.

ARTICLE III – CERTIFICATION AND COMPLIANCE

3.1 Sponsor certifies by the signing of this agreement that each phase of this project, as well as all documents associated with this project, will be completed in accordance with all applicable Federal and State guidelines and/or regulations. It is solely the responsibility of the Sponsor to certify the appropriate development, completion and authenticity of all work and documents required of the Sponsor throughout this project. Three (3) separate Sponsor Certifications incorporated by reference herein and attached to and made part of this agreement, shall be completed, signed and sent to DOTD after each specified phase of the project as indicated in the Certifications attached hereto.

3.2 DOTD does not provide certification of any document nor work performed and is not responsible for same in accordance with Article II as stated above.

ARTICLE IV – FUNDING

4.1 Except for services hereinafter specifically listed to be furnished at the expense of DOTD or the Sponsor if provided in this agreement under Article I, the cost of this project will be reimbursed to the sponsor with DOTD contributing an amount not to exceed **\$40,000.00**. Any other costs beyond **\$40,000.00** will be born solely by the sponsor, unless approved by DOTD after a written request is made by the sponsor in accordance with R.S. 2:806.A, 2:807.B and 2:810. **All such overages may not be approved until after the project is complete and at the end of the State's fiscal year, to determine if funds are available after all higher priorities have been considered.** The Sponsor, at its own expense, may incorporate items of work not eligible for DOTD participation into the construction contract if it so desires.

4.2 The continuation of this agreement is contingent upon the appropriation of funds by the Louisiana Legislature to fulfill the requirements of the contract. If the legislature fails to appropriate sufficient monies to provide for the continuation of the contract, or if such

appropriation is reduced by the veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, and the effect of such reduction is to provide insufficient monies for the continuation of the contract, the contract shall terminate on the date of the beginning of the first fiscal year for which funds have not been appropriated.

ARTICLE V – TAXES

5.1 Sponsor agrees that the responsibility for payment of taxes, if any, from the funds received under this agreement, supplements and/or legislative appropriation shall be the Sponsor's obligation and shall be identified under Federal Tax Identification Number shown on the signature page.

ARTICLE VI - COST REIMBURSEMENTS

6.1 The Sponsor shall submit its request for reimbursement on the approved LADOTD-Aviation Division form titled LADOTD REQUEST FOR REIMBURSEMENT FOR AIRPORT PROGRAMS, and only for work that has been completed and for eligible expenses incurred that have been paid in full by the Sponsor. The request for reimbursement shall not exceed one (1) submittal per month; and shall be not less than the amount of \$250.00 (state share), except for the final Request for Reimbursement, which can be for any remaining amount.

6.2 The Sponsor shall maintain invoices and copies of the checks for invoice payments for reimbursement. Both the engineer and Sponsor shall certify that the completed work shown on each payment request is an accurate representation of the work accomplished during the estimated period and that the work substantially complies with the plans and specifications. All charges shall be subject to verification, adjustment, and/or settlement by DOTD's Program Manager and/or Audit Officer. The Sponsor shall withhold retainage in accordance with State Law (i.e., 10% up to \$500,000 and 5% thereafter).

6.3 The Sponsor acknowledges that DOTD will not participate in the cost of those items not constructed in accordance with the plans and specifications. In this event, the Sponsor will be obligated to assume full financial responsibility.

6.4 The Sponsor shall submit all final billings for all phases of work within three months after the final inspection of the project unless prior arrangements have been made with DOTD. Failure to submit these billings prior to the completion of this three-month period shall result in the project being closed on previously billed amounts and any unbilled cost shall be the responsibility of the Sponsor.

6.5 The Sponsor shall reimburse DOTD any and all amounts, which may be cited by DOTD due to the Sponsor's noncompliance with Federal/State laws and/or regulations. The cited amounts reimbursed by the Sponsor shall be returned to the Sponsor upon clearance of the citation(s). Additionally, no new projects will be approved until such time as the cited amount is reimbursed to DOTD.

6.6 DOTD's participation in the project shall in no way be construed to make DOTD a party

to the contract between the Sponsor and its consultant/contractor.

ARTICLE VII – COST RECORDS

7.1 The Sponsor and all others employed by it in connection with this project shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred relative to this project and shall keep such material available at their respective offices at all times during the contract period and for three years from the date of final payment for the project. Additionally, all such materials shall be available for inspection by DOTD, the Legislative Auditor, the FAA, or any authorized representative of the federal government under applicable state and federal regulations, at all reasonable times during the contract period and for three years from the date of final payment.

ARTICLE VIII – ENGINEERING

8.1 The Sponsor is responsible for assuring all necessary surveys, engineering reports, plans, specifications and cost estimates for the project are in accordance with the applicable FAA/DOTD requirements, and the sponsor shall submit one (1) copy of the executed Engineering Service Agreement to DOTD along with Sponsor Certification #1 which is incorporated by reference herein and attached to and made a part of this agreement.

ARTICLE IX – REAL PROPERTY ACQUISITION

9.1 Real Property Acquisition is addressed in the Sponsor Certification #2 incorporated by reference herein and attached to and made a part of this agreement. This Sponsor Certification must be submitted to DOTD after real Property is acquired or leased, or a contract has been executed thereto.

9.2 If any funds covered by this agreement are to be used for the purchase of immovable property, the Sponsor shall have prepared a Phase I Environmental Site Assessment of the property. This assessment shall be prepared in accordance with the latest edition of ASTM E 1527, by an experienced environmental consultant qualified to perform the assessment. Any purchase agreement shall contain an agreement by the seller that it shall warrant and guarantee to the Sponsor that the property is free of all hazards identified by the environmental assessment as existing or suspected and this guarantee shall be a part of any act of sale for the immovable property. A copy of the environmental assessment and a certified copy of the purchase agreement, containing the warranty and/or guarantee, shall be provided to DOTD. Where land acquisition is a pre-requisite to construction, the Sponsor shall provide DOTD with proof of ownership prior to starting construction.

ARTICLE X - BID PROCESS

10.1 Construction projects shall be advertised in accordance with Louisiana Revised Statutes.

10.2 Sponsor shall solicit bids for the services, labor and materials needed to construct the project in accordance with the public bid laws of the State, including, but not limited to R.S. 38:2211, et seq., applicable to political subdivisions of the State. Sponsor shall also keep a

procurement file relative to the necessary acquisition of services, labor and materials needed to complete the project. DOTD may request review of the documents at any time. Sponsor shall maintain copies of the three lowest bidders' proposal sheets and bid bonds. The Sponsor shall also maintain:

1. The bid tabulation, including engineer's estimate, verified by the Sponsor.
2. Contractor's Equal Employment Opportunity plan.
3. A statement of contractor's qualifications.
4. Proof of publication of the advertisement for bids.
5. A non-collusion affidavit.
6. The Sponsor's official action, recommending acceptance of the bid submitted by the lowest qualified bidder.

10.3 The award of a contract shall be made within 30 calendar days of the date specified for public opening of bids, unless extended by the Sponsor. The contract and bond shall be recorded in the Clerk of Court's office for the parish or parishes where the project is to be constructed.

10.4 Following the execution of the contract, the Sponsor shall send to DOTD one copy of the executed contract, and project's bid set specifications with the plans bound in the specifications book as an attachment on 11" x 17" fold-out paper. The Sponsor shall also maintain insurance certificates and proof of recordation of the original contract performance bond.

ARTICLE XI – CONSTRUCTION

11.1 The Sponsor shall provide technical administration and inspection including testing during the project construction. The Sponsor may utilize its consultant to provide these services through preparation of a supplemental agreement to the original ESA or may hire a third party to provide these services.

11.2 A pre-construction meeting shall be held at the airport within fifteen (15) working days after the DOTD/FAA has given approval to start construction. Construction contracts need not be signed prior to the pre-construction meeting, but must be signed prior to starting work. The Sponsor (or consultant) shall host the meeting and follow the current DOTD/FAA Pre-Construction Check-List. Within five (5) days following the meeting, copies of the Pre-Construction Check-List, along with minutes of the meeting, shall be sent to all parties requesting copies. Tenants shall be notified of the pre-construction meeting and status meetings. They shall also be notified in writing ten (10) working days prior to any planned runway/airport closures. Periodic inspections may be made by DOTD.

11.3 The Sponsor is responsible for maintaining project construction records in accordance with DOTD standards for a minimum of three (3) years. All construction directives, procedures,

and documents of pay records shall be available for inspection by DOTD.

11.4 The project specifications shall be used as the basis for all construction. If there is an error or discrepancy in the specifications, the policies and procedures of FAA and/or DOTD shall be used to make corrections. A plan change shall be required, and the Sponsor may be liable for any additional cost. DOTD may participate in such eligible cost, only if funds are available. The ability of DOTD to participate in the financial cost increase may be reviewed after the project is complete and at the end of the State's fiscal year, to determine if funds are available.

ARTICLE XII – CIVIL RIGHTS

12.1 The Sponsor agrees that the project shall be developed in full, in accordance with the principles and intents contained in DOTD's latest Title VI Plan and that the same or closely related procedures providing for involvement of the Sponsor designated civil rights specialist in appropriate key stages of project development as identified in the aforementioned Title VI Plan, will be followed.

12.2 Further, the Sponsor agrees that its own employment policies and practices shall afford fair and nondiscriminatory employment opportunities to all employees and applicants for employment and that a viable affirmative action program is maintained in the interest of increasing employment opportunities for minorities, women and other disadvantaged persons. It is understood that the Sponsor, as a recipient of federal financial assistance under this agreement, is subject to monitoring and review of its civil rights activities by DOTD and agrees to cooperate with DOTD officials in the achievement of civil rights objectives prescribed in the agreement and in any contracts resulting herefrom.

ARTICLE XIII – DBE REQUIREMENTS

13.1 It is the policy of the U.S. Department of Transportation that small business firms owned and controlled by socially and economically disadvantaged persons and other persons defined as eligible in Title 49 Code of Federal Regulations, Part 26 (49 CFR 26) shall have maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. Consequently, the requirements of 49 CFR 26 apply to this project.

13.2 The Sponsor or its contractor agrees to ensure that Disadvantaged Business Enterprises (DBE) as defined in 49 CFR 26, have maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. The Sponsor or its contractor shall take all necessary and reasonable steps in accordance with 49 CFR 26 to ensure that such firms have maximum opportunity to compete for and perform contracts. The Sponsor or its contractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract.

13.3 The preceding Policy and DBE Obligation shall apply to this project and shall be included in the requirements on any contract or subcontract. Failure to carry out the requirements set forth therein shall constitute a breach of this agreement and, after notification by DOTD, may result in termination of this agreement by DOTD, or other such remedy, as

DOTD deems appropriate.

13.4 The Sponsor or its contractor shall utilize the services of banks in the community, which are owned and controlled by minorities, when feasible and beneficial.

13.5 The above requirements shall be expressly included in and written in all subcontracts entered by the Sponsor or contractor.

ARTICLE XIV – FINAL INSPECTION, ACCEPTANCE, REIMBURSEMENT & SPONSOR
CERTIFICATION

14.1 FINAL INSPECTION: The Sponsor shall schedule and conduct an inspection of the project no later than ten (10) working days after substantial completion. The Sponsor shall give notification of the inspection, in writing, at least five (5) working days in advance of the inspection to DOTD, the contractor, FAA and other attendees as appropriate. If deficiencies are discovered during the inspection, the Sponsor shall document the deficiencies, determine a dollar value and coordinate completion dates with the contractor for correcting the deficiencies. Once all the deficiencies are corrected the Sponsor will conduct a final inspection and determine that they have been corrected. The Sponsor shall then prepare the Letter of Acceptance.

14.2 Forty-five (45) days after recording the final acceptance of the project, the contractor shall submit to the Sponsor a Clear Lien Certificate from the Recorder's office of the parish or parishes in which the work was performed. If the contractor is unable to obtain a Clear Lien Certificate, the Sponsor may deposit the retainage with the court of competent jurisdiction.

14.3 The Sponsor's Letter of Acceptance shall include the following:

1. The (Sponsor) is satisfied with and accepts the project as accomplished by the contractor, _____, who has satisfactorily completed all requirements of the contract.
2. The final Reimbursement Request of \$ _____ is enclosed and verifies all amounts remaining due and the release of retainage.

14.4 The Sponsor shall also submit with the Letter of Acceptance the following:

1. An updated Airport Layout Plan (ALP), if applicable; and
2. Upon completion of the project, the consultant shall prepare as-built plans and specifications with final quantities for the project, to include any changes made to the original design during construction, on a CAD CD. These shall be labeled with the state project number, project description and airport name. Electronic files shall not be compressed for mailing; and
3. Sponsor Certification #3 incorporated by reference herein, and attached to and made a part of this agreement, which must be completed and signed.

14.5 DOTD will not approve the Sponsor's request for the final reimbursement until each of the above items are received and are satisfactorily completed.

Title to the project right-of-way shall be vested in the Sponsor and shall be subject to DOTD and FAA requirements and regulations concerning operations, maintenance, abandonment, disposal, and encroachments.

ARTICLE XV - OPERATION & MAINTENANCE RESPONSIBILITY

15.1 Upon final acceptance of the project, the Sponsor shall assume ownership of the improvements and assume all operations and maintenance costs of the facilities for a period of not less than twenty (20) years. Non-aviation activities shall require written approval from DOTD.

15.2 Should the Sponsor choose to begin operations prior to executing the Letter of Acceptance, the Sponsor then assumes full responsibility for such actions.

ARTICLE XVI – HOLD HARMLESS AND INDEMNITY

16.1 Sponsor agrees and obligates itself, its successors and assigns, to defend, indemnify, save, protect and hold forever harmless and provide a defense for DOTD, its officials, officers and employees against any and all claims that may be asserted by any persons or parties resulting from violation by the Sponsor, its employees, agents and/or representatives of the requirements of all State laws applicable to the project. Further, Sponsor agrees that it shall hold harmless and indemnify, and provide a defense for DOTD, its officials, officers and employees, against any and all claims, demands, suits, actions (ex contractu, ex delictu, quasi-contractual, statutory or otherwise), judgments of sums of money, attorney's fees and court costs, to any party or third person including, but not limited to, amounts for loss of life or injury or damage to persons, property or damages to contractors, subcontractors, suppliers, laborers or other agents or contractors of Sponsor or any of the above, growing out of, resulting from, or by reason of, any negligent act or omission, operation or work of the Sponsor, its employees, servants, contractors, or any person engaged in or in connection with the engineering services, construction and construction engineering required or performed by the Sponsor hereunder including, but not limited to, any omissions, defects or deficiencies in the plans, specifications or estimates or by virtue of any extra work, delays, disruptions, inefficiencies or nonpayment of any engineering, construction, or construction engineering cost incurred or any other claim of whatever kind or nature arising from, out of, or in any way connected with the project, to the extent permitted by law.

16.2 Nothing herein is intended, nor shall be deemed to create, a third party beneficiary to any obligation by DOTD herein, or to authorize any third person to have any action against DOTD arising out of the agreement.

ARTICLE XVII – CANCELLATION

17.1 The terms of this agreement shall be binding upon the parties hereto until the work has been completed and accepted, and all payments required to be made to the Sponsor have been made. This agreement may be terminated under any or all of the following conditions:

1. By mutual agreement and consent of the parties hereto.

2. By the Sponsor should it desire to cancel the project prior to the receipt of bids, provided any cost that has been incurred for the preparation of plans shall not be eligible for reimbursement by DOTD or FAA.
3. By DOTD due to the lack of available State or Federal funding for the project.

ARTICLE XVIII – AMENDMENT

18.1 The parties hereto agree that any change in the project shall be in writing and signed by both parties. DOTD funding participation increases will be approved via amendment to this agreement, executed by both parties.

18.2 IN WITNESS HEREOF, the parties hereto have caused these presents to be executed by their respective officers, who are authorized to execute any and all subsequent documents relative to this project, and whose authority is deemed to be continuing as of the day and year first above written. Certification of this document is by Sponsor's Resolution herein included.

CITY OF SLIDELL

WITNESSES:

(Witness for First Party)

(Witness for First Party)

BY: _____
(Signature)

Typed or Printed Name

Title

Sponsor's Federal Identification Number

WITNESSES:

(Witness for Second Party)

(Witness for Second Party)

**STATE OF LOUISIANA
THROUGH THE DEPARTMENT OF
TRANSPORTATION AND
DEVELOPMENT**

By: _____
Secretary

RECOMMENDED FOR APPROVAL

BY: _____
Deputy Commissioner

APPROVED AS TO FORM

BY: _____
Aviation Section

BY: _____
Aviation Section



Federal Aviation Administration

Memorandum

Date: MAR 30 2014

To: Abigail Smith, Director, Aeronautical Navigation Products
Michael L. O'Donnell, Director, Airport Safety and Standards

From: *Edward W. Lucke Jr.*
Edward W. Lucke Jr., Director, Flight Inspection Services

Subject: Flight Inspection of Visual Glideslope Indicator (VGSI) Equipment

This memorandum clarifies Flight Inspection Services (FIS) policy when flight inspecting VGSI equipment. The FAA has made policy changes affecting flight inspection of VGSI; the intent of this memo is to clarify policy and some technical aspects of the inspection process. Reference material is included for your convenience. These references include excerpts of applicable orders and data requirements.

As outlined in FAA Order 8240.32M, FIS operational funds are dedicated to maintenance of the existing national airspace system (NAS). New requirements for the NAS must be funded, which include a commissioning flight inspection of newly installed VGSI equipment, a reconfiguration flight inspection for moved or a reconfigured VGSI equipment previously commissioned. Funding may be provided by Facilities and Equipment (F&E) funds, or Ops appropriation string by establishing a reimbursable agreement.

The cost for VGSI facility flight inspection varies based upon location and specific inspection requirements. If FIS is to collect funds via FAA F&E appropriations string or F&E reimbursable agreement, the sponsor must submit an FIS work authorization prior to requesting the flight inspection. If FIS is to collect funds directly from an airport or other sponsor, an FIS reimbursable agreement must be established (point of contact listed below).

FAA Flight Standards policy now requires a VGSI to be commissioned when used to mitigate unlit 20:1 surface penetrations at night. FIS recognizes this FAA requirement as a maintenance issue and it should not cause a financial obligation for an airport. We will use our Operations budget to fund the commissioning of existing VGSI previously in service. This applies to both FAA and non-FAA VGSI facilities.

The following stipulations apply:

- VGSI facility data to support the inspection must be in-place. Guidance is contained in FAA TI 8240.52.
- VGSI facility must be in original condition, not relocated or reconfigured.

- FIS requires a ground technician trained to make adjustments be available for the flight inspection to minimize return flights.

Existing VGSI facilities in operation prior to 2005 without a commissioning flight inspection (that do not have 20:1 surface penetrations) may remain in operation since FIS provides surveillance checks ensuring they remain in proper working order. If these VGSI facilities receive an unusable notice to airman (NOTAM), a restoration flight inspection will be supported by operations funding, unless the system needs to be reconfigured to bring it into compliance. This includes relocations, new baffling, or angle adjustments. Flight inspections will be scheduled by the most efficient means possible. Scheduling dates will be dependent on other work in the geographical area.

In accordance with International Civil Aviation Organization requirements and the Flight Inspection Services Handbook; TI 8200.52, VGSI guidance must be free of all penetrating obstacles where the VGSI path guidance (lights) can be seen and used by an approaching aircraft. This includes areas outside the standard 20 degree ($\pm 10^\circ$) obstacle clearance surface (OCS) area defined in JO 6850.2, Visual Guidance Lighting Systems. Penetrations must either be removed, or the VGSI path angle raised enough to clear obstacles by the required safety margin; if unable, the light signal must be sufficiently baffled to block viewing in the vicinity of the penetrating obstacle. Consequently, airports should consider the area over which the VGSI light signal will be visible when surveying for obstacles.

If you have any general or technical questions, please contact Wade Terrell at 405-954-3955. For questions relating to the funding process, contact Georgia Hines at 405-954-8545.

Attachments:

FAAO 8240.32M

TI-8200.52 (excerpt)

Work Authorization

Airport Details for KASD - ACTIVE

Chart Date: 10/15/2015

SLIDELL

SLIDELL

AL #: 5806

State: LOUISIANA	Magnetic Variation/Year: E02/1995	Weather Station: YES
Country: United States	Site Nbr: 07744.31	Control Tower: NO
Category: AERODROME ONLY	Data Source: THIRD_PARTY 06/16/2014	THIRD_PARTY
FAR Part 139: NO	Owner: STATE	Use: CIVIL
Reimbursable Agreement:		Military Type:

Coordinates	Office	Local Auto Weather
Latitude: N 30° 20' 46.8000"	Flight Inspection: OKC	Weather Source: ASOS
Longitude: W 089° 49' 14.9000"	Procedure Development: 120	Type: 3
Field Elevation: 28.3	Region Code: SW	Frequency: 132.475
Ellipsoid Elevation: -59.7 S	Service Area: CNTL	Service A: Y
Horizontal Datum: NAD83	OCC Code: MOCC	Phone number
Vertical Datum: NAVD88	International: NO	

CONTACTS

ALTIMETERS

Type	Primary	Airport ID	Field Alt Source	Latitude	Longitude	Operational Timing
L	YES	KASD	ASOS	N 30° 20' 46.8400"	W 089° 49' 14.8800"	FULL-TIME

ALTIMETER COMMENTS

RUNWAYS

18 (A) 36 (A)

RUNWAY DETAIL

Landing Strip	Publication Status: A	Pseudo Rwy: NO
Chart Date: 10/15/2015 Surface: ASPH GOOD	Width: 100	Physical Length: 5002

Rwy Number: 18	KASD18	Rwy Number: 36	KASD36																																				
Use Category: RUNWAY ONLY Chart Date: 10/15/2015 Pub. Status: A Data Source: THIRD_PARTY 06/16/2014 Markings: NPI-G	VGSI Lights VGSI Lights Type: PAPI-2L Owner: STATE Pilot Cntl Freq: Th Cross Ht: 50.3 High Angle: Com. Date: Com. Angle: 3.00 DWB Elev: DWB Thres: Ref Pt Lat: N 30° 20' 52.7640" Ref Pt Long: W 089° 49' 14.9330" Ref Pt Elev: 27.4 Ref Pt Thres: 958 Height Group: Lights <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th>Config</th> <th>Len</th> <th>Owner</th> <th>Mil Type</th> <th>Com Dt</th> <th>Pilot Cntrl</th> </tr> </thead> <tbody> <tr> <td>REIL</td> <td></td> <td>NTL</td> <td></td> <td></td> <td>122.800</td> </tr> <tr> <td>MIRL</td> <td></td> <td>STATE</td> <td></td> <td>02/27/1985</td> <td>122.800</td> </tr> </tbody> </table>	Config	Len	Owner	Mil Type	Com Dt	Pilot Cntrl	REIL		NTL			122.800	MIRL		STATE		02/27/1985	122.800	Use Category: RUNWAY ONLY Chart Date: 10/15/2015 Pub. Status: A Data Source: THIRD_PARTY 06/16/2014 Markings: NPI-F	VGSI Lights VGSI Lights Type: PAPI-2L Owner: STATE Pilot Cntl Freq: Th Cross Ht: 50.1 High Angle: Com. Date: Com. Angle: 3.00 DWB Elev: DWB Thres: Ref Pt Lat: N 30° 20' 31.5190" Ref Pt Long: W 089° 49' 14.7290" Ref Pt Elev: 26.5 Ref Pt Thres: 953 Height Group: Lights <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th>Config</th> <th>Len</th> <th>Owner</th> <th>Mil Type</th> <th>Com Dt</th> <th>Pilot Cntrl</th> </tr> </thead> <tbody> <tr> <td>MIRL</td> <td></td> <td>STATE</td> <td></td> <td></td> <td>122.800</td> </tr> <tr> <td>REIL</td> <td></td> <td>STATE</td> <td></td> <td></td> <td>122.800</td> </tr> </tbody> </table>	Config	Len	Owner	Mil Type	Com Dt	Pilot Cntrl	MIRL		STATE			122.800	REIL		STATE			122.800
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MIRL		STATE			122.800																																		
REIL		STATE			122.800																																		
Threshold Latitude: N 30° 21' 11.5911" Longitude: W 089° 49' 15.1153" Elevation: 28.2 Ellipsoid Elev: -59.8 S Ellipsoid Elev Model: WGS84 Horz. Datum: NAD83 Vert. Datum: NAVD88		Threshold Latitude: N 30° 20' 22.0862" Longitude: W 089° 49' 14.6384" Elevation: 26.3 Ellipsoid Elev: -61.5 S Ellipsoid Elev Model: WGS84 Horz. Datum: NAD83 Vert. Datum: NAVD88																																					
Displaced Threshold Latitude: N 30° 21' 02.2462" Longitude: W 089° 49' 15.0244" Elevation: 27.3 Ellipsoid Elev: -60.6 S Ellipsoid Elev Model: WGS84 Horz. Datum: NAD83 Vert. Datum: NAVD88		Displaced Threshold Latitude: Longitude: Elevation: Ellipsoid Elev: Ellipsoid Elev Model: Horz. Datum: UNKNOWN Vert. Datum: UNKNOWN																																					
Landing Length: 4058 FI RWY Length: 4057 FI RWY Height: 26.9 TdZ Elevation: 27.5 True Bearing: 179.52 Ft Disp Th: 944 Gradient: 0.0% RVRTouchdown: MidPoint: Rollout: Rail: NO OIS Data Source: ANALPV 06/16/2014 THIRD_PARTY Assoc. Fac.:		Landing Length: 5002 FI RWY Length: 4057 FI RWY Height: 27.9 TdZ Elevation: 27.5 True Bearing: 359.52 Ft Disp Th: 944 Gradient: 0.0% RVRTouchdown: MidPoint: Rollout: Rail: NO OIS Data Source: ANALPV 06/16/2014 THIRD_PARTY Assoc. Fac.:																																					

RUNWAY LANDING STRIP COMMENTS

Rpt Date: 15:38:58 01/05/2016

Rpt User: dso

RUNWAY LANDING STRIP COMMENTS

RUNWAY 18 COMMENTS

RUNWAY 36 COMMENTS

Rpt Date: 15:38:58 01/05/2016

Rpt User: dso

COMMENTS

<u>Topic</u>	<u>Priority</u>	<u>Date</u>	<u>Remark</u>
LIGHTS	1	03/16/2006	OWNER VGSI: CITY OF SLIDELL
SURVEY	2	03/11/2015	ARPT & RWY 18/36 PER 3RD PARTY SURVEY ANALPV DATED 06/16/2014 (NFDCC ACTION PENDING REVIEW) NO NAVAIDS INCLUDED ON THIS SURVEY.

SIAPS

<u>Nav Ident</u>	<u>Nav Type</u>	<u>Description</u>	<u>FAS</u>	<u>Amendment</u>	<u>Type</u>
PCU	VOR_DME	VOR/DME RWY 18	144 / TOWERS 2 / N30°22'11.00" / W089°47'24.00"	4A	CIVIL
		RNAV (GPS) RWY 36	167 / TOWER / N30°18'05.00" / W089°49'14.00"	ORGB	CIVIL
		RNAV (GPS) RWY 18	150 / PWR LINE / N30°24'47.00" / W089°49'48.58"	ORGA	CIVIL

ASSOCIATED MONITORS

ASSOCIATED DGPS