

The North Little Rock Airport Commission Meeting was held at noon on Thursday, July 19th, 2012 in the NLR City Services Building Conference room A.

Chairman Mark Halter called the meeting to order.

The roll being called, the following Commissioners attended; Mat Chandler, Brad Hughes, Don Blakey, Mark Halter. Mr. Chandler moves to excuse the absences of Jim Julian, Rick Ashley, and Toby Burkett.

Minutes

Mr. Blakey moves to approve the minutes from the June meeting. Mr. Hughes seconds. The vote passes unanimously.

Financial Report

Mr. Rogers says nothing in particular to point out. It's all been standard income and bills paid. Revenue is coming in as expected. Mr. Chandler asks if we're over budget in any category. Mr. Rogers says there are a few, but we're under in other areas. Mr. Chandler moves to accept. Mr. Blakey seconds. The motion carries unanimously.

Old Business

DC-3 Deadline: Mr. Rogers hands out the signed agreement between the NLR Airport, and Harry Barrett/ Bob Partyka agreeing to an August 15, 2012 deadline to have the DC-3 flyable. Mr. Rogers says the deadline will be the day before the August commission meeting. Mr. Halter asks if the plane looks close to being repaired, Mr. Rogers says it doesn't look like it. Mr. Chandler asks if Mr. Rogers has seen any work being done on it. Mr. Rogers says there has been work being done the last 3 weeks or so. Mr. Blakey says he's seen some work being done, but no engines have been started as far as he knows. Mr. Blakey says he'd be okay with making a decision on it next meeting. Mr. Blakey says to bring some options next time, including scrapping it or making it a static display.

(Jim Julian shows up to the meeting at this point)

New Business

Osborne Jet- The Osborne Jet sold for \$71,000 in an auction. Mr. Blakey asks if Mr. Rogers knows to who, but Mr. Rogers does not. Mr. Julian asks how much maintenance is needed on it. Mr. Blakey says it needs new engines among other things.

Security Report

Mr. Honeycutt says they've had some activity out at the national cemetery, but they're keeping an eye on it.

Mr. Blakey asks how repairing the damaged water gate area on Maryland is going. Mr. Rogers says it has stalled, but he'll make sure to get it going.

Public Comment

Jerry Homesly requests seal coat be put on the newly built ramp leading up to his hangar. Mr. Rogers said he could have the maintenance worker take care of that.

Runway lighting project update

Earl Mott from Garver is in attendance to present options for the Lubin contract. Mr. Mott recaps the original bid, and the change order to reduce the time of work to be completed to 10 days. Mr. Mott explains the problems they had with Mr. Lubin at the two other airports they are working on together. Mr. Mott says that on July 2, Blake Roberson from Garver sent Lubin a letter giving them 10 days to respond with an adequate plan. On July 11, they sent a letter with a plan that Mr. Mott didn't feel comfortable with and did not feel like that would be sufficient to do the job. Of the 12 electricians listed in the plan, only 6 are licensed in Arkansas, and some don't have any airfield experience. After a meeting on Tuesday July 17th with Garver, Lubin, Mark Halter, and Joe Smith from the city of NLR, we walked away with the same feeling of inadequacy and doubt of the project being able to be completed as needed. Mr. Mott says they have received correspondence from Lubin's bonding company that they have received Garver's letter and they have assigned someone to the case.

Mr. Mott goes through the options for the project at this point: Option 1, Terminate Lubin's contract and go to the next lowest bidder, Clark Power. Mr. Mott says Clark Power would not be able to do the change order changing the work to 10 days for the original bid price. They would add a \$50,000 premium. Mr. Mott estimates it would cost \$200,000 more for Clark to do the project in the 10 day period. Option 2, go with the second lowest bidder, and reduce the scope of work. But we'd have to keep \$71,000 worth of materials on site, and they'd have to go back into the safety zone to complete the job at a later date, which would require the runway being shut down again, which would cost more money. Option 3, terminate Lubin and rebid the project. Option 4, Terminate Lubin and go after his bond company to complete the project. Option 5, allow Lubin to start work. Mr. Mott does not have any confidence in his ability to do that. Mr. Halter asks Ms. Jones if she thinks we have grounds for termination based on the contract. She says he's been asking for a notice to proceed, and if we terminate, he will probably sue. She's not sure how it will turn out. Mr. Blakey suggests we talk to Lubin about mutually walking away from the contract. Mr. Mott says that may be the right move. Mr. Halter thinks we should do it however the FAA wants us to. Mr. Halter says we don't need a motion on the subject until we vote to act.

Mr. Julian addresses the commission stressing the need for economic development. With Conway getting a new airport and Stuttgart getting a new terminal, NLR needs to do something to compete for the business of transient traffic. He suggests the commission think on ideas so the airport is no longer just maintaining the grounds, but going out and seeking new business.

Mr. Chandler moves to adjourn. Mr. Blakey seconds.

Meeting adjourned.