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2 COMMONWEALTH OF VIRGINIA  
3 DEPARTMENT OF AVIATION  
4 5702 Gulfstream Road  
5 Richmond, Virginia 23250-2400

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VIRGINIA AVIATION BOARD MEETING

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August 23, 2007

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WYNDHAM HOTEL AND RESORT  
5700 Atlantic Avenue  
Virginia Beach, Virginia

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9:00 A.M.

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CRANE-SNEAD & ASSOCIATES, INC.  
4914 Fitzhugh Avenue - Suite 203  
Richmond, Virginia 2323

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Tel. No. (804) 355-4335

CRANE-SNEAD & ASSOCIATES, INC.

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2 VAB Attendees on August 22, 2007

3 MR. ROGER L. OBERNDORF, Chairman

4 MS. MARIANNE RADCLIFF, Vice Chairman

5 MR. RANDALL P. BURDETTE, Director  
Department of Aviation

6

7 MR. TERRY J. PAGE, Manager FAA, WADO

8 MR. BOB DIX, REGION 1

9 MR. RICHARD C. FRANKLIN, JR, Region 6

10 MR. WILLIAM J. KEHOE, Region 5

11 MR. JOHN J. BEALL, JR.  
Senior Assistant Attorney General

12

13 DOAV Staff, Federal Government Representatives, Airport

14 Managers and Sponsors, Consultants, Engineers, State

15 Government Representatives, Business Owners, and City

16 and County Representatives

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2           NOTE: The second day meeting of the Virginia  
3 Aviation Board is called to order. The giving away door  
4 prizes is had; instructions are given with reference to  
5 transportation arrangements for lunch and the Military  
6 Aviation Museum; whereupon the meeting, begins, as  
7 follows:

8           MR. OBERNDORF: Mike Swain, continuing with the  
9 allocations.

10          MR. SWAIN: Mr. Chairman, members of the Board,  
11 the Director, Ladies and Gentlemen, good morning. We  
12 have three regions to cover this morning, and we are  
13 scheduled to go to noon, so I will talk really, really  
14 slow.

15                 For the folks in the audience, there  
16 are some summary sheets if you weren't here yesterday on  
17 both desks in the back if you want to follow along with  
18 the projects and the amounts of funding that are being  
19 recommended. And according to the schedule, we are  
20 supposed to start with Region 3 this morning.

21                 And the first request, Page 79, comes  
22 from Culpeper Regional. We have four requests from  
23 Culpaper. The first is an Archaeological Study, Phase 3  
24 and Form C Environmental Assessment, \$8,100.00.  
25 Terminal Area Site Preparation Construction,

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1 \$418,068.52. Terminal Building Design, \$32,500.00. And  
2 Terminal Building Utilities Construction, \$13,176.22.  
3 On the Archaeological Study, the staff recommends funding  
4 this project. On the Terminal Area Site Preparation,  
5 the staff recommends funding this project. On the  
6 Terminal Building Design, the staff recommends funding  
7 this project. And on the Terminal Building Utilities  
8 the staff recommends funding this project.

9           Next, Front Royal-Warren County.  
10 Request Land Acquisition Services, Environmental Form C  
11 Increase, in the amount of \$600.00. T-hangar Site Prep  
12 Construction, Phase 1, is a T-hangar Site Preparation,  
13 Phase 1, Construction \$432,533.84. Land Acquisition  
14 Services, the staff recommends funding this project. On  
15 the T-hangar Site Preparation the staff recommends  
16 funding this project.

17           Next is Gordonsville Municipal. Fuel  
18 Tank, AV gas, Replacement and Credit Card Reader Design  
19 Construction, requesting \$55,104.82. And Fueling  
20 System, AV Gas Tank Removal Design Construction,  
21 \$12,012.00. On the Fuel Tank AV Gas Replacement  
22 project, the staff recommends not funding this project  
23 as the airport has unmitigated 24 VAC 5-20-140  
24 obstructions, which is safe standard obstructions. Now  
25 the Fueling System Tank Removal project, the staff

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1 recommends not funding the project due to unmitigated  
2 safe standards.

3 Yes, sir.

4 MR. OMPS: Mike, this is before my time, I'm  
5 just amongst continuing discretion, the Board put  
6 together the funding to try to get the tank out of the  
7 ground, if possible. The only reason this was not  
8 approved was because of the construction? Is that  
9 correct?

10 MR. SWAIN: That is correct. Yes, sir.  
11 According to the Board policy, the only projects that  
12 would be eligible today would be an obstruction of a  
13 project, and the airport is in the process of updating  
14 their ALC at this time and evaluating their obstruction;  
15 using an allocation and grant that was approved a few  
16 Board meetings ago. Once that is completed, hopefully  
17 they would then move to the mitigation phase.

18 MR. OMPS: Even though they have a low priority  
19 number, that is a national priority isn't it for the  
20 Board, getting these tanks out of the ground?

21 MR. BURNETT: No.

22 MR. OMPS: That is just what I was told. I  
23 don't know. I'm asking you.

24 MR. SWAIN: Well, you could, once you say it is  
25 a priority due to the fact that fuel tank removal is

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1 funded at 80 percent, based on Board policy, versus the  
2 one third/one half/two thirds funding for fuel tank, new  
3 fuel tank systems.

4 MR. SWITZER: Mr. Omgs, if I may, that was the  
5 reason that the Board got in the fuel farm business, was  
6 to provide, start to provide assistance. It was  
7 somewhat of a priority back then because the rules were  
8 changing, and it was necessary to do that, say that it's  
9 a high priority like say a safety obstruction issue. I  
10 don't know if the Board has expressed that to the  
11 Department.

12 MR. OMPS: I welcome the education.

13 MR. DIX: Are these tanks in use now?

14 MR. SWITZER: Uh, Vernon?

15 VERNON: I just want to make one comment, I  
16 believe those tanks are above ground tanks. I don't  
17 believe they are underground.

18 MR. DIX: Oh, it is? Okay.

19 MR. SWAIN: Oh, is it really?

20 VERNON: I'm not certain, but I believe there is  
21 an above ground tank.

22 BOARD MEMBER: I have seen an above ground tank  
23 there. The narrative states an old tank is a  
24 maintenance problem, does not accept a full tanker load,  
25 so it must be less than eight thousand gallons. But it

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1 is still under eligibility removing old tanks. I don't  
2 believe it specifies underground tanks, part of the  
3 policy fuel system removal, the 80 percent.

4 MR. OMPS: Thank you.

5 MR. SWAIN: Leesburg Executive Airport next.  
6 The first request is for Land Acquisition Runway 17  
7 Runway Protection Zone, this is a missed opportunity  
8 request. \$7,500.00. And the second Land Acquisition  
9 Services for Runway 17 Runway Protection Zone and Future  
10 Development, also missed opportunity, \$1,500.00. On the  
11 Land Acquisition 17 RPZ, staff recommends funding this  
12 project. And on the Land Acquisition Services, the  
13 staff recommends funding this project. This change, the  
14 missed opportunity came about due to a change in FAA  
15 program. The monies were funded for different projects  
16 which the airport requested, and then the FAA program  
17 switched after the dead line, and that was the reason  
18 that they came in for a late request for this change.

19 Next, Luray Caverns. First project is  
20 Land Acquisition for Obstruction Removal Runway Object  
21 Free Area Part 77 surfaces, Phase 2, \$5,914.20.  
22 Maintenance Equipment Storage Building Design  
23 Construction, \$25,000. Spill Prevention Control and  
24 Countermeasures Plan, \$4,752.80. Terminal Building  
25 Study, \$28,426.40. And T-hangar Site Preparation Design

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1 Construction \$476,020.00. The Land Acquisition for  
2 Obstruction Removal, the staff recommends funding this  
3 project. Maintenance Equipment Storage Building, the  
4 staff recommends funding this project. Spill Prevention  
5 Control and Countermeasures Plan, the staff recommends  
6 funding this project. Terminal Building Study, the  
7 staff recommends not funding this project due to  
8 insufficient CAF funds based on priority. The T-hangar  
9 Site Preparation, the staff recommends funding this  
10 project.

11 MR. KEHOE: I might bring it to your attention,  
12 that they presented me last night with a list of all the  
13 T-hangars that they had requested. And \$250 deposit on  
14 each one of them, and it exceeds the number of hangars  
15 they are going to build. So it's not like (cannot  
16 understand end of remarks) And the good news is that  
17 VRA has got money (drops voice and cannot hear)

18 MR. SWAIN: I would like to make a point if  
19 anyone notices the score, the sponsor is actually  
20 funding 40 -- This is the one I mentioned yesterday, but  
21 I didn't mention the airport name, is actually funding  
22 43 percent of the project in lieu of 20. I believe they  
23 obtained a loan from the U. S. Department of Agriculture  
24 at a good rate. So they did receive extra points, 1  
25 point for every percent above and beyond the 20 percent,

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1 typical local share. That's one reason you see a high  
2 score on this project.

3           Next, which is several pages deep, on  
4 Page 99. Manassas Regional. Project request Access  
5 Road and Parking Lot Rehabilitation Design Construction,  
6 \$77,155.20. Airport Entrance Signage Plan, \$5,540.00.  
7 East Ramp Rehabilitation and Expansion, Phase 3,  
8 Construction, \$90,000.00. Internal Connector Road  
9 Design, \$3,000.00. And Taxiway Delta Rehabilitation  
10 Design, \$3,000.00. On the Access Road and Parking Lot  
11 Rehab Project, the staff recommends funding this  
12 project. Airport Entrance Signage Plan, the staff  
13 recommends funding this project. East Ramp  
14 Rehabilitation and Expansion, the staff recommends  
15 funding this project. Internal Connector Road, the  
16 staff recommends funding this project. And Taxiway  
17 Delta Rehabilitation, the staff recommends funding this  
18 project.

19           Orange County. First project, Land  
20 Acquisition for Obstruction Removal, \$15,000. Terminal  
21 Area Site Preparation Design, \$40,000. And Terminal  
22 Building Design, \$94,672.00. On the Land Acquisition  
23 for Obstruction Removal, the staff recommends funding  
24 this project. The obstructions are currently mitigated.  
25 These are Part 77 obstructions that they want to take

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1 down all the way, so they don't have to rely on the  
2 threshold siding in order to mitigate them. The  
3 Terminal Area Site Preparation Design project, the staff  
4 recommends funding this project. Terminal Building  
5 Design, the staff recommends funding this project.

6           Next is Stafford Regional. Have  
7 request for Apron Expansion, Phase 2 Construction,  
8 \$30,000.00. Terminal Area Site Preparation Design,  
9 \$63,419.75. And Terminal Building Design, \$103,455.47.  
10 On the Apron Expansion, the staff recommends funding  
11 this project. On the Terminal Area Site Preparation,  
12 the staff recommends funding this project. On the  
13 Terminal Building Design, the staff recommends funding  
14 this project.

15           BOARD MEMBER: Going back to Orange County. I'm  
16 sorry. (Unable to hear) How big is the terminal  
17 supposed to be?

18           MR. SWAIN: This is a pretty large one. And the  
19 state funding is approximately 49 1/2 percent, around 50  
20 percent. If I remember correctly it's a two story  
21 building. The second floor is going to be mostly  
22 offices for economic, County economic development  
23 offices. But, like any terminal building, we run the  
24 numbers on the twenty year operation forecast. And we  
25 have maximum square footages, for restrooms, for flight

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1 planning and everything. Most airports build out to  
2 those maximums. So the study has been approved. It  
3 meets the policy on square footages. Some areas they  
4 may build over the max, but they pay for that one  
5 hundred percent.

6 BOARD MEMBER: (Again unable to hear.)

7 MR. SWAIN: Site preparation is 80 percent  
8 funded, because this is, technically everything outside  
9 the five foot perimeter of the building, particularly  
10 the parking lot and access, and even if it wasn't for  
11 the terminal building, that's an 80 percent project;  
12 therefore it's 80 percent. Within five foot, including  
13 design of the building, based on the public use area,  
14 which is approximately 50, I don't remember the exact  
15 number.

16 BOARD MEMBER: (Cannot hear)

17 MR. SWAIN: I just need to do the math on it.  
18 The narrative shows 50.6 on the public use. I believe  
19 it's just a little under like 49.5 based on our  
20 calculations.

21 BOARD MEMBER: (Again unable to hear and  
22 understand)

23 MR. SWAIN: I understand. We will get back with  
24 you on that.

25 I believe we had read the

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1 recommendations for Stafford already, so the staff is  
2 recommending funding all three of those projects.  
3 Winchester Regional. Four requests.  
4 First is Land Acquisition for Runway Protection Zone.  
5 APR Mini Storage Parcel, and then Parcel 53, \$27,000.00.  
6 Runway 14-32 Rehabilitation and Runway Lighting Upgrade  
7 Design, \$6,000.00. Terminal Building Renovation Design,  
8 \$124,000.00. And T-hangar Taxiway Rehabilitation  
9 Design, \$24,000.00. Land Acquisition, staff recommends  
10 funding this project. Runway 14-32 Rehabilitation, the  
11 staff recommends funding this project. Terminal  
12 Building Renovation, the staff recommends not funding  
13 this project due to insufficient CAF funds based on  
14 priority. And T-Hangar Taxiway Rehabilitation, the  
15 staff recommends funding this project.

16 MR. KEHOE: Mike --

17 MR. SWAIN: Yes, sir.

18 MR. KEHOE: -- I have a question. I'm not  
19 picking on Winchester. I just have a question. The  
20 taxiway, T-hangar taxiway rehabilitation design, that is  
21 simply overlaying what we already have? Is that  
22 correct?

23 MR. SWAIN: My understanding the pavement is I  
24 don't know if it's distress or it's actually increasing  
25 the capacity for possible Gulfstream. Mr. Longmaker?

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1 MR. LONGMAKER: Yes. It's a reconstruction from  
2 the LC manual -- -- old pavement, and it's completely  
3 allocated for sales structurally and because it's raised  
4 max the building reconstruct the pavement (unable to.  
5 understand)

6 MR. SWAIN: You say you are going to tear it out  
7 totally?

8 MR. LONGMAKER: (Unable to hear and understand)  
9 Rae, I understand that you would like to invite  
10 the Board to do something? Would you like to invite  
11 them? Stand up and formally do it?

12 MEMBER OF AUDIENCE: Yes, sir. I would like to  
13 invite the Board to come up there and join us for lunch  
14 one day, whenever it's convenient for the members to  
15 attend. And we would like to give them a tour of the  
16 airport. We have made quite an investment and a lot of  
17 state salaries in the improvement that we made, and we  
18 would like for the Board to see what, where the money  
19 has gone. And we would also like to give them a tour of  
20 our existing terminal building facility, point out the  
21 need for the building renovation. So I would like to  
22 invite you all to come up and join us for lunch. Thank  
23 you.

24 MR. OBERNDORF: Thank you.

25 NOTE: Unable to hearing remarks made by Board

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1 Members.

2 MR. SWAIN: That was the last request for Region

3 3.

4 Region 2 is next. Page 69. We have

5 Ingalls Field. Ingalls, we have three requests. First

6 is Runway Safety Area Extension and Obstruction Removal

7 Design Increase, \$950.47. Secondary Containment

8 Certification, \$1,480.00. And Storm Water Pollution

9 Prevention Plan, \$3,508.00. On the Runway Safety Area

10 Extension and Obstruction Removal, the staff recommends

11 funding this project. This project is part of an

12 overall obstruction removal process. On the Secondary

13 Containment Certification, the staff recommends not

14 funding this project as it is not eligible under the

15 Board policy, and the airport has unmitigated FAR Part

16 77 obstructions. That was the original remark as of

17 August 15th. We received certification from the airport

18 that they have mitigated their obstruction, but on that

19 Secondary Containment, it is still an ineligible project

20 on the Board policy. On the Storm Water Pollution

21 Prevention Plan, the staff recommends not funding this

22 project as previously said, because at the time it had

23 unmitigated obstruction. The obstruction has since been

24 certified as clear.

25 Next, Shenandoah Valley Regional.

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1 Request for Air Carrier and Transient Apron  
2 Rehabilitation Design, in the amount of \$3,000.00. The  
3 staff recommends funding this project.

4 And that's it for Region 2.

5 Region 1. Should I slow down?

6 MR. OMPS: You are doing great.

7 MR. SWAIN: First airport in Region 1 is Grundy  
8 Municipal. The request being, the project is an  
9 Environmental Assessment for Replacement Airport,  
10 \$2,700.00. The staff recommends not funding this  
11 project as no FAA funds have been programmed. There is  
12 no approved airport layout plan. The airport has  
13 unmitigated threshold, FAA threshold siting criteria and  
14 safe standard obstructions, and the required based  
15 aircraft survey has not been received.

16 Next is Lee County. First project is  
17 Fueling System, AV Gas Tank Construction, requesting  
18 \$115,526.31. Terminal Area Site Preparation  
19 Construction, \$184,905.60. And Terminal Building  
20 Construction, \$775,889.62. The Fueling System AV Gas  
21 Tank, the staff recommends funding this project. On the  
22 Terminal Area Site Preparation Construction, the staff  
23 recommends funding this project. And on the Terminal  
24 Building Construction the staff recommends funding this  
25 project.

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2 MR. PAGE: Mike, can we go back to Grundy? We  
3 are just learning some things down here. I'm sorry I  
4 slowed you down, whether you wanted to or not. Just  
5 that the plan for Grundy as it sets now, I was wondering  
6 if the Board was aware where that stands? And what the  
7 ultimate plan was? And maybe I should mention that,  
8 since I brought it up. But we had meetings with the  
9 town of Grundy Department, and they have -- the airport  
10 sets on top of a fairly large seam of coal. And the  
11 plan, there was a study underway that we funded to find  
12 a replacement site for the airport, try and relocate  
13 some place where it could meet standards, get a longer  
14 runway. And the best site that they decided on, at  
15 least at this point, is to actually close the airport,  
16 remove the coal, lower the site by lowering the mountain  
17 you get a larger foot print to work on, replace the  
18 airport back on the site, use the revenue from the coal  
19 to pay for reconstruction of the airport. The ultimate  
20 plan, as it is going forward right now, is actually to  
21 rebuild an airport on the same site. That will  
22 obviously shut down the airport for a number of years  
23 while the coal is mined, the process of getting  
24 environmental approval for coal mining, coal mining  
25 operation. I didn't know how many of the Board members

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1 were aware of what was in the works at Grundy. We still  
2 don't have a final airport layout plan for the site.  
3 The environmental, but that's a process, as I  
4 understand, that the town of Grundy is going forward  
5 with.

6 MR. DIX: It's a unique --

7 MR. PAGE: Crunch.

8 MR. DIX: And the coal is going to pay for the  
9 whole thing?

10 MR. PAGE: I don't know if it is going to pay  
11 for the whole thing but it will pay, take the royalty  
12 from the coal, the value of coal is today, it will pay  
13 for a large portion of it. And also it's a great site  
14 for industrial development on top of this plateau that  
15 they will have. It will save the coal mining company a  
16 little bit because they don't have to do mountain top  
17 restoration. The site is used for other another public  
18 purpose.

19 BOARD MEMBER: Do we have money to program? Are  
20 they in the program for this project cost?

21 MR. PAGE: The money is in place for the airport  
22 layout plan on the new site, on the same site, is lower  
23 for that planning. Environmentally, the way we worked  
24 it out, the environmental, we have got a coal mining  
25 operation because the main environmental impact is

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1 stripping the mountain of the coal, not building an  
2 airport. But that environmental would accommodate the  
3 final airport operation on that site, and at the same  
4 time, if they would get cooperating agency with the coal  
5 mining, that one environmental documents serves both of  
6 them.

7 MR. KEHOE: Is this a secondary document -- --  
8 (unable to hear and understand)

9 MR. PAGE: In my opinion the town wanted to see  
10 about getting, came to us for us to fund it. We said we  
11 are not going to fund an environmental for a coal mining  
12 operation. So either the coal mining company, or the  
13 town or, use your revenue that you are expected to pay  
14 for that work. We believe that's appropriate thing for  
15 us to pay for. I think the Department's recommendation  
16 is much the same. Function of the coal mine. There's a  
17 minor portion of that environmental to address the long  
18 term operation of an airport; that's minor compared to  
19 strip the top of a mountain range.

20 BOARD MEMBER: ( Cannot hear and understand.)

21 MR. PAGE: I think they are firmly pushing  
22 forward with this, support of the Congressman out in  
23 that area. I don't think there is anything that would  
24 hold it up other than the coal prices dropping  
25 significantly, something like that. I'll give them 90

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1 percent going forward.

2 BOARD MEMBER: Terry, at the last meeting we  
3 had, I think we found a lot of support on the community  
4 for this program. You also had congressional support.  
5 It did look like it was going to be an extended amount  
6 of time as they tried to figure out when the right time  
7 to do the coal mining was, and couldn't get any specific  
8 date or anything like that out of the coal company or  
9 the community, as I recall.

10 MR. PAGE: That is correct. We put together a  
11 pretty extensive record of what we understand the plan  
12 was, step by step. I think there were fifteen or twenty  
13 points there, that we got back and it was all  
14 coordinated with the clerks in our office and the town  
15 of Grundy to make sure we are all on board with what we  
16 think the plan is to go forward. Time wise, I think  
17 the over all time from start to finish is about one year  
18 the environmental process, about two to three years the  
19 coal mining process, and then another year to rebuild  
20 the runway on top. It was very strongly supported by  
21 both counties down there and the town of Grundy.

22 BOARD MEMBER: And it is a very interesting  
23 airport presently to fly into.

24 BOARD MEMBER: What is the ultimate, from the  
25 time that the airport closes, what is the nearest

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1 airport?

2 BOARD MEMBER: Tazewell, isn't it?

3 MR. PAGE: Probably about half way between  
4 Tazewell and Lonesome Pine Line County. It looks like  
5 it's two of those. There is also an airport in Kentucky  
6 to the northwest, Pike County.

7 BOARD MEMBER: (Unable to understand)

8 MR. OBERNDORF: Okay. Let's get back to Lee  
9 County.

10 MR. SWAIN: Lee County, I believe we have read  
11 the recommendations for all three projects. The staff  
12 is recommending funding.

13 BOARD MEMBER: Randy, you said the trailer that  
14 is there, is closed now?

15 MR. BURDETTE: They have got a trailer there on  
16 blocks. The last time I visited, I went there it was  
17 locked up. There is really not much access. Do you  
18 guys have any good news on that?

19 BOARD MEMBER: No.

20 MR. BURDETTE: It was just parked there. I'm  
21 kind of excited about the project they got there. The  
22 Fueling System, the Terminal Site Preparation and the  
23 Terminal Building, because you put a nice airfield out  
24 there, you go there, there is no phone. I had a great  
25 limited cell coverage. You are there for a visit, you

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1 may have a time getting into town.

2 MR. OBERNDORF: That's what led to our  
3 discussions about a complete airport package. Like we  
4 are going to get in Tappahannock. The question I have  
5 will there be an operator, if we put all this stuff in,  
6 will there be an operator and base aircraft to support?

7 BOARD MEMBER: They say they have eleven based  
8 airplanes present. And there is no facilities.

9 MR. OBERNDORF: Yes. So it it attract more  
10 aircraft?

11 BOARD MEMBER: I think it will.

12 MR. SWAIN: Mr. Chairman, I would assume they  
13 have bids in hand hand and ready to go on this terminal  
14 project. I would assume they would break ground if the  
15 Board approves the funds, or unless there is some  
16 outstanding circumstance say a latent spring. I'm  
17 pretty sure they will start building this fall on that  
18 site.

19 MR. OBERNDORF: The staff is recommending  
20 approval?

21 MR. SWAIN: Yes, sir.

22 Lonesome Pine. First request is for  
23 Environmental Assessment for Future Development,  
24 \$8,550.00. Second is Fiscal Year 2008 Disadvantaged  
25 Business Enterprise Promise Update, \$300.00. Third,

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1 Spill Prevention Control and Countermeasures Plan,  
2 \$6,800.00. On Environmental Assessment for Future  
3 Development, the staff recommends against funding the  
4 project as the airport has unmitigated FAR Part 77  
5 obstructions. And at the time of the recommendation, we  
6 noted that the lease agreement for the off-airport  
7 access had not been received. Those agreements have now  
8 been received by our office, and the AV's office.

9           On the fiscal year 2008 DBE Program  
10 Update, the staff recommends against funding this  
11 project, as the airport has unmitigated FAR Part 77  
12 obstructions. The lease agreement is not an issue any  
13 more, however the project is not eligible as a stand  
14 alone project. It is typically eligible as part of an  
15 AIC project.

16           And on the Spill Prevention Control  
17 Countermeasures Plan, the staff recommends against  
18 funding the project as the airport has unmitigated  
19 obstructions, FAR Part 77 obstructions.

20           One other item on that, that was not  
21 noted, is that the airport is currently undergoing an  
22 ALC update. I believe the final draft has been  
23 forwarded to the State FAA, but it has not been reviewed  
24 and commented on yet. That's another issue respecting  
25 all three projects.

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1           Next is New River Valley. Project is  
2 Runway 6-24 Rehabilitation Design, \$9,000, and the staff  
3 recommends funding this project.

4           Tazewell County. The project is  
5 Airport Drainage Preliminary Design and Environmental  
6 Assessment, \$1,950.00, the staff recommends funding this  
7 project.

8           Twin County. The first project is AV  
9 Gas System Pump Upgrade, \$10,620.00. And Runway Safety  
10 Area Extension Design, \$6,000.00. On the AV Gas System  
11 Pump Upgrade, the staff recommends funding this project.  
12 On the Runway Safety Area Extension, the staff  
13 recommends not funding this project as no FAA funds have  
14 been programmed for that fiscal year. I believe the  
15 program for fiscal year 2009.

16         BOARD MEMBER: What kind of pump is that that  
17 costs \$15,000.00 on the fuel system?

18           Is that self-service?

19         MR. SWAIN: They stated they have a one-third  
20 horsepower motor, and I remember when they came in for  
21 this they had, take forever to fill anything over fifty  
22 gallons. I'm not sure if it's an issue due to the  
23 design of the fuel farm, if it's a specialized pump, if  
24 it's just an upgrade or not. We would typically look at  
25 those numbers closer before we put a project like this

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1 under grant. They do have quotes for this, which is  
2 basically bids received, but it is not a true design  
3 type project. Before we go under grant, we would look  
4 at that and verify.

5 MR. PAGE: Can you find out what it is because  
6 it technically is way out of line -- -- fuel system.

7 MR. SWAIN: Sure.

8 BOARD MEMBER: The narrative sort of suggests  
9 that it is a replacement rather than an upgrade.

10 MR. SWAIN: Yes, they are replacing the pump to  
11 get a larger quantity of fuel flow out of their system.  
12 We will verify that. I will get back with you on the  
13 type.

14 BOARD MEMBER: The system, not a pump.

15 MR. SWAIN: In the bid that they have a  
16 comparison.

17 BOARD MEMBER: It must be the system rather than  
18 a pump. Probably includes a lot of the piping.

19 MR. FRANKLIN: Yes. It might include repiping.

20 MR. SWAIN: Virginia Highlands. Four requests.  
21 The first is Acquire Easement Runway 24, Phase 2,  
22 \$3,429.16. Land Acquisition for the Wright Equipment  
23 Property, \$63,157.00. Land Acquisition Services, Runway  
24 6, \$6,000.00. And Spill Prevention Control and  
25 Countermeasures Plan, \$7,420.00. On the Acquire

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1 Easements Runway 24, Phase 2, the staff recommends not  
2 funding this project as the sponsor has an existing T.A.  
3 for this project. On the Land Acquisition for Wright  
4 Equipment, the staff recommends funding this project.  
5 The project is part of an overall obstruction removal  
6 process. Land Acquisition Services, Runway 6, the staff  
7 recommends not funding this project as the airport has  
8 unmitigated FAR Part 77 obstructions and no FA funds  
9 have been programmed. And Spill Prevention Control and  
10 Countermeasures Plan, the Staff recommends not funding  
11 this project as the airport has unmitigated FAR Part 77  
12 obstructions.

13           Next is Virginia Tech-Montgomery  
14 Executive. First request is for Apron Expansion, Phase  
15 2, Increase Missed Opportunity, \$8,853.84. And  
16 Environmental Assessment for Future Development,  
17 \$15,000.00. The Apron Expansion Project, the staff  
18 recommends funding this project. This Missed  
19 Opportunity was due to high bids. The airport had a  
20 T.A. for this project; the bids came in above the  
21 estimate. On the Environmental Assessment for Future  
22 Development, the staff recommends funding this project.

23           That's it for Region 1.

24           MR. OBERNDORF: Any other comments from the  
25 Board? Staff? Thank the Board for going over this

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1 morning.

2

3 MR. BURDETTE: When we get through here shortly,

4 there is the 11:30 bus pick up; in the meantime the.

5 Redevelopment Clinic courses are available at 10:30.

6 MR. OBERNDORF: The meeting is adjourned.

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