



February, 2012

NEWSLETTER

Personnel Changes

Derek has moved on to bigger and better things. We will be very lucky if we can find someone as good as him to replace him. Derek accepted an engineering intern position offered by ASI (Bryan Burnett) at Knoxville. This is very much in line with his progress towards a mechanical engineering degree at ATU. We are very glad for the time that he spent with us and wish him only the best in the future.

2011 Construction Project Status

The ramp expansion, ramp rehabilitation, new access road project is essentially complete. After a project budget review, we have determined that there are still sufficient funds available to also implement the taxiway edge reflector portion of the project. We have authorized the general contractor to proceed with that installation. We are also considering the addition of some lighting in the area of the gate on the new access road. We still have some crack sealing to be done where the base of the old ramp area flexed under the asphalt rollers and produced some reflective cracking in the overlay. Otherwise, the only item left is to wait for the grass to grow in the disturbed and seeded landscaped area so that we can close the storm water permit with the Arkansas Department of Environmental Quality.

Ford Engineering was the general contractor and, as in past years, they have done an excellent job and have been a pleasure to work with. This is the fourth year in a row that our construction projects have gone to a local contractor and the money spent on those projects has largely remained within the local community. The funding for this project was in excess of \$800,000 with nearly \$100,000 provided by the Arkansas Department of Aeronautics (from the taxes that you pay on aviation fuels and aircraft sales) The remainder of the funding was provided by the FAA under the Airport Improvement Program. The cost to the city for this project is the local matching funds for the state grant. This is a little under \$10,000 or about 1.3 cents on the dollar.

New Airport Access Policy

The new access road, the old firing range road, has been widened, paved and brought across the creek via a box culvert near the fuel farm. An electrically operated gate has been installed at the north side of the creek with access provided by a keypad.

The access code is the **KRUE Unicom frequency**. We intend to leave the gate standing open during times when the airport is attended.

The gate at the terminal building should now be used only for access to aircraft on the ramp. General airport access that would have previously been made through the terminal building gate should now be made through the new access point. If accessing the airport side of hangars at the west end, please proceed south between hangars 3 East and 4 East and then west on the taxiway instead of cutting diagonally across the ramp.

The intent is to minimize ground vehicle traffic in the vicinity of aircraft parked or operating on the ramp. No one ever intends to have an accident but accidents happen. Please comply with this policy even when the ramp is sparsely populated or not populated so as not to form a habit that might persist when it does make a difference. The access code for the gate at the terminal building has also been changed. It is now the first 4 digits of the ASOS frequency. If you need to be on the ramp to access an aircraft parked there, you are totally welcome to be on the ramp. If you do not need to be on the ramp, you need not to be on the ramp.

Future Construction Plans

As part of the FAA Airport Improvement Program, we maintain a running 5 year capital improvement plan with the FAA.

FAA funds will shift to airport maintenance activities for the next couple of years. We will be applying for a grant to seal cracks in the runway this year and then to put a seal coat on the runway next year. Plans for subsequent years include an ODALS system to supplement the WAAS-LPV instrument approach to runway 7, a revision to the airport master plan, a PAPI system for runway 25, and eventually, paving some of the runway safety overruns to increase the declared distances for jet operations.

This year, with city funding, we will be building a maintenance building for airport ground support equipment, primarily for the fuel trucks. Because of fire code restrictions we cannot put fuel trucks into a hangar containing aircraft to work on them. Working on them on the open ramp can get pretty miserable. The city council approved the capital budget for this project and we are designing it now. It will go on the north side of the west hangar road across from the space between John Harris' and Charles Hill's hangars. We are planning a 30 X 60 insulated metal building without heat and with plumbing just roughed in. The building will be on a concrete slab with a maintenance pit.

If you have any suggestions for future airport projects, please bring them to the attention of airport staff or one of your airport commissioners.