
INTEROFFICE MEMORANDUM

TO: TOWN OF LA POINTE BOARD OF SUPERVISORS
FROM: MICHAEL DALZELL – AIRPORT MANAGER
SUBJECT: MONTHLY REPORT
DATE: 24 JUNE 2014
CC: TOWN OF LA POINTE CLERK

You have the next six year Project Intentions for the Airport. Please compare it with the BOA's funding spreadsheet.

You will note that I have, finally, dropped the Heliport from future planning. It is totally unnecessary as helicopters are fully capable of landing on the runway, taxiway or ramp area. Since the ending of LifeFlight services from Duluth, the prospect of these flights off the Island are now slim to none. The Ambulance Service protocols require transporting a patient toward higher level of care even if LifeFlight is enroute. In the past this resulted in meeting the helicopter at the Northern Edge parking lot in Bayfield. Other than emergency transports, there are a few transient helicopter arrivals here. The most recent was on the ramp May 24th.

I have left the runway extension in. By keeping it on the list we stay in line for funding should we decide to go ahead. Listing a project does not irrevocably commit the Town to doing it.

The Deer/Perimeter Fence is the next large project. The FAA sees perimeter fencing as a necessary security measure for all airports. For the Town and the Airport Users it is much more useful for keeping wildlife off the runway with security a secondary issue. Having accepted federal funding in the past we are obliged to maintain the airport to FAA standards

On June 1st I supervised the May 24th crash site inspection by Attorneys Chris Johnston and Chris Martineau. They say they are representing one or both of the passengers. This inspection was allowed as a courtesy by the insurance company as the FAA had already completed their onsite investigation and released the aircraft back to the flying club. It did delay the removal of the aircraft by Myers Aviation until Tuesday June 3rd.

Also on June 3rd, the new generator was delivered and set in place with J&L completing the electrical hookup on Wednesday the 4th. There are still outstanding issues with regard to the LP supply to the generator. As this is a BOA managed project, the responsibility lies somewhere between the BOA, Cooper Engineering and Total Energy Systems. Kristian has been closely involved in the conversations.

Respectfully,