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**INTEROFFICE MEMORANDUM**

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**TO:** TOWN OF LA POINTE BOARD OF SUPERVISORS  
**FROM:** MICHAEL DALZELL – AIRPORT MANAGER  
**SUBJECT:** MONTHLY REPORT  
**DATE:** 24 SEPTEMBER 2013  
**CC:** TOWN OF LA POINTE CLERK

There has been substantial work done on the runway lighting upgrade project. All new lights have been installed allowing unfettered runway use during daylight hours since the first week in September.

The existing airport emergency generator has been incorporated in the design even though it is too small to run the entire airport. This was a design consideration from the beginning. When it comes time to energize the system a technician from Generac will inspect and test the existing generator. J&L along with Rick Boya and I will then add as much of the electrical load as it can handle. Generators, apparently, do lose some capacity over time. The exact load capability will not be known until this testing takes place. Excess load will be moved to a secondary panel that will not have emergency service.

Peter Clark has approached me about the possibility of replacing the existing airport generator with one of sufficient capacity and the Town using the existing, smaller, generator for, say, the Town Hall. This would result in some small savings for the lighting project by eliminating a second electrical service to and the associated disconnect and breaker panel. It would also be a, relatively, economical way to provide emergency power for the Town Hall. The increased cost of the larger generator and new emergency transfer switch would be substantial, probably \$25,000.00 or so. I have had Rick Boya and Brad Volker working out the design changes. Gayle Stearn and Mary Strait at the BOA figuring out if there is funding available and whether the FAA would approve. Mary Strait's first reply was that they, the BOA, have pursued this in the past, asking for special consideration for airports on islands, and FAA has said no. But she has seen something in the new draft AIP handbook that makes her wonder if we might be eligible

A central question to all this is: who funded the original generator? If it was funded with federal or state airport funds we have to consider the prohibition against revenue diversion relating to using it for the town hall. I have just found out, 4:40pm Tuesday, that the generator was funded by the State Office of Justice Assistance in 2004. We need to see what conditions were set on sale, etc. I don't know if the Town has a particular contact but I will start with Tony Peterson in Madison tomorrow. It appears there is no longer an Office of Justice Assistance. That office is now in either Emergency Management or Justice. I'll find out.

On Sunday September 8<sup>th</sup> Kyle Potvin, P.E., of Applied Pavement Technology inspected the Airport pavement on behalf of the BOA. He informed me that we passed. Later that week Mark Pfundheller of the BOA did the every three year inspection of the rest of the Airport. I also met on Thursday of that week with David Gourgues of Aviation LS, Aviation Adjusters and Surveyors with regard to the accident in June. His firm insures a company that did some maintenance on the aircraft. The family of the pilot is asking questions about the maintenance on the plane.

Respectfully,