



## CITY COUNCIL STAFF REPORT

DATE: May 1, 2013

CONSENT AGENDA

SUBJECT: ACCEPT FAA GRANT No. 3-06-0818-050-2013 FOR AIRPORT PROJECT, AWARD CONTRACT FOR TERMINAL APRON PAVEMENT CONSTRUCTION, APPROVE CONSTRUCTION MANAGEMENT SERVICES AGREEMENT

FROM: David H. Ready, City Manager

BY: Airport

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### SUMMARY

This action contains three items of which all are relevant to the Airport's Terminal Apron and Taxiway G Pavement Rehabilitation Improvement Project. The action would accept the Federal Aviation Grant to fund the project, award the construction contract; and award the contract for construction management services on the project.

### RECOMMENDATION:

1. Approve FAA AIP Grant Acceptance amount of \$11,374,363.50 for construction and construction management services for the project.
2. Award the construction contract for the Airport Terminal Apron and Taxiway "G" Rehabilitation Project AIP 3-06-0818-050-2013 in the amount of \$10,838,638.00 to the lowest responsive bidder, Granite Construction Company of Indio, CA, in a from approved by the City Attorney.
3. Approve Contract Amendment No. 3 to Parsons Brinckerhoff Inc. Agreement No. 6256 Airport Professional Consulting for construction management services on the terminal apron and Taxiway "G" apron rehabilitation in the amount not to exceed \$535,725.50.
4. Authorize the City Manager to execute all necessary documents including up to ten percent (10%) additional change order work as required to address changes in the project scope.

## STAFF ANALYSIS

Consistent with the recommendation of the Airport Commission last fall, the City Council authorized the acceptance of an FAA Grant No. 49 for the design phase of an Airport Terminal Apron Pavement Improvement project. The design was completed and submitted to the FAA. Then pursuant to 7.03.040 of the Municipal Code, Council approved the plans and specifications for this project on March 6, 2013, as designed by Parsons Brinckerhoff, and authorized the formal bid process.

The Procurement Division posted and distributed the Notice Inviting Bids on March 13, 2013, advertised the bid on March 14, 2013, and March 17, 2013, held a Pre-Bid conference on March 20, 2013, and received four (4) bids by the April 18, 2013, bid closing date and time. The responsive bids received are as follows:

BIDDER	TOTAL BID
Granite Construction	\$10,838,638.00
USS Cal Builders	\$11,316,887.55
Vance Corporation	\$11,999,004.75
Griffith Company	\$12,927,880.00

Based upon the above, and evaluation by City Procurement, Airport staff, and the engineer of record, Granite Construction has been determined to be the lowest responsive bidder with a total bid amount of \$10,838,638.00.

Due to the timing of the FAA grant cycle of airport entitlement funds, it is necessary to first obtain Council approval of the grant ahead of the actual receipt of the grant documents. The commercial terminal apron, Taxiway "G" rehabilitation and the construction management services will all be supported under this one grant and the total amount budgeted is \$11,374,363.50, of which 90% or \$10,236,927.00 is being funded by the Federal Aviation Administration Airport Improvement Program.

The project's purpose is to replace and rehabilitate old asphalt apron and taxi lanes surrounding the two airport concourses and all of Taxiway "G." The Federal Aviation Administration puts considerable emphasis and expectations on airports to maintain all airside pavements to protect aircraft engines from ingesting debris caused by deteriorating pavements. This project has been in the FAA's planning cycle for two years and is considered a high priority. In order to complete a project of this size and phasing complexity with minimal disruption to the airline operations, work must begin this June and be completed in early fall in order to avoid the airport's busier season.

The Federal Aviation has a compendium of design and quality control protocol that must be strictly followed during the construction of new pavements. To accomplish the level

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of quality control required, the project includes the services of an independent pavement testing firm that is ASTM (American Society for Testing and Materials) certified. In addition, Parsons Brinckerhoff the “engineer of record” for this pavement project will be serving as the owner’s representative for construction management services and a contract is required to engage these services. To develop this agreement, a construction management scope was negotiated and includes a minimum of one and up to two full time on site resident engineers for the full duration of the project. The fee was calculated as a not-to-exceed using the current Council approved base services contract hourly rates. This process is consistent with the FAA requirements for developing these Airport Improvement Program grant funded professional service contracts.

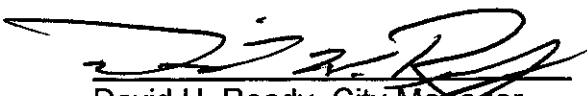
Under the arrangement, Parsons Brinckerhoff will provide a wide variety of related construction phase services including but not limited to; plan submittal review, full time on site inspection, labor compliance, construction oversight, project audit and closeout. A copy of the scope is attached. The project manager for Parsons Brinckerhoff will report directly to the Executive Director to ensure continuity throughout the project. Any additional changes in the construction costs as change orders will be brought to the City Manager for review and approval. This project construction management plan mirrors the same approach taken four years ago for the airport’s large runway pavement overlay project which was successfully completed within budget and schedule.

The Airport Commission unanimously approved the recommendation to accept the grant and provide for construction management services on this priority project.

#### FISCAL IMPACT

The cost of the project is estimated at \$11,374,363.50 and will be funded by AIP Grant 050-2013. AIP 050-2013 will provide 90% of the funding, the 10% or \$1,137,436.50 City match is budgeted in Account No. 416-6401-56149.

  
\_\_\_\_\_  
Thomas Nolan, Executive Director  
Airport

  
\_\_\_\_\_  
David H. Ready, City Manager

Cc: Bid Abstract  
Parsons Brinckerhoff – Scope of Services

**City of Palm Springs, CA**  
 Procurement Contracting Division  
**Bid Abstract**

BID ABSTRACT	Vendor & Bid Amount	Vendor & Bid Amount	Vendor & Bid Amount	Vendor & Bid Amount	Vendor & Bid Amount
<b>PROJECT NO:</b> IFB 13-16	GRANITE CONST.	VANCE CORP.	GRIFFITH CO.	USS CAL BUILDERS	
<b>PROJECT NAME:</b> Terminal Apron & Taxiway "G" Rehabilitation					
<b>DUE DATE: 4/18/2013</b>					
<b>BASE BID</b>	\$9,690,210.50	\$10,457,821.00	\$11,483,301.00	\$9,669,994.30	
<b>ALTERNATE #1</b>	\$435,260.00	\$425,105.00	\$471,283.00	\$642,400.00	
<b>ALTERNATE #2</b>	\$463,067.50	\$788,578.75	\$703,296.00	\$695,943.25	
<b>ALTERNATE #3</b>	\$250,100.00	\$327,500.00	\$270,000.00	\$308,550.00	
<b>GRAND TOTAL:</b>	<b>\$10,838,638.00</b>	<b>\$11,999,004.75</b>	<b>\$12,927,880.00</b>	<b>\$11,316,887.55</b>	
Whitnessed By:					
Date:					
PAGE 1					

April 4, 2013

Thomas Nolan, A.A.E.  
Executive Director  
Palm Springs International Airport  
3400 E. Tahquitz Canyon Way Suite OFC  
Palm Springs, CA 92262

Dear Mr. Nolan:

RE: Palm Springs Int'l Airport Commercial Apron and Taxiway G Construction Management Services

Thank you for the opportunity to propose for Construction Management Services for the Palm Springs Int'l Airport Commercial Apron and Taxiway G Reconstruction project. We have broken out these proposed services into the following two tasks:

**Task 1 Pre Construction Phase Services**

This task will be billed on a Time and Materials basis with a not-to-exceed cost of \$33,360 for the duration of the project prior to start of construction. It is expected that this service will begin on April 16<sup>th</sup>, after opening Project Bids – and conclude with start of Construction.

**Task 2 Construction Phase Services**

This task will be billed on a Time and Materials basis with a not-to-exceed cost of \$441,694 for the duration of 120 calendar days from June 1, 2013 to October 1, 2013 or filing of a substantial notice of completion of construction. This fee anticipates award of all Bid Alternatives in order to provide a Not to Exceed Contract Value. The fee anticipates providing Night-time or 'second shift' Inspector in anticipation of award of Bid Alternative #2.

Our inspection services are in accordance with AC 150/5370-12A, and includes:

- Material and Equipment Submittal review / approval.
- Full-time inspection during construction to monitor conformance to plans and specifications and verify material quantities.
- Answer design RFIs
- Coordinate design modifications
- Review construction quantities and Contractor Pay Requests, recommend for approval and process for Palm Springs Int'l Airport Approval

- Review of Contractors payroll records and monitor compliance with Federal and State Prevailing Wage Rates
- Submit Daily Reports to the Palm Springs Int'l Airport, and weekly Reports of Construction to the FAA.
- Review Contractors Horizontal and Vertical Control and verify conformance with the Project Plans and Specifications.
- Review Contractors Geotechnical Quality Control Program and verify material conformance with Project Plans and Specifications
- Submit Weekly Construction Reports to FAA

**Task 2 Closeout Services**

This task will be billed on a Time and Materials basis with a not-to-exceed cost of \$35,464. These services will include completing a final project audit and Final Engineer's Closeout Report for the project.

In addition to labor cost, the project will incur other direct costs. We have anticipated ODC's of \$25,207 which are in keeping with those experienced in the similar size construction projects and are detailed in the attached spreadsheet.

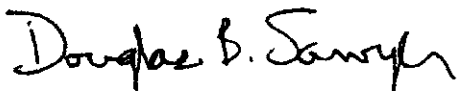
Our total anticipated fee as attached for all phases of work is a not-to-exceed amount of \$535,725.50.

Thank you for the opportunity to continue our service at Palm Springs Int'l Airport. As mentioned, this proposal is for a period that is expected to see the construction completed for the project in 120 calendar days. Attached is a project schedule that details the expectations utilized to produce the inspection hours within the proposal as well as the FAA guideline detailing the Sponsor's responsibilities for these services. Our proposal is in keeping with the 'Engineer's Responsibilities' Section 6b Construction Phase.

If there is any question about this scope of services or the proposed cost, please do not hesitate to call me at (909) 888-1106

Sincerely,

**PARSONS BRINCKERHOFF, INC.**



Douglas B. Sawyer  
Senior Vice President & Area Manager

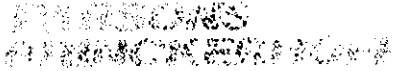
**PALM SPRINGS INTERNATIONAL AIRPORT - TERMINAL APRON RECONSTRUCTION  
CONSTRUCTION MANAGEMENT**

**Cost Estimate  
(Revised 4/1/2013)**

Task Designation	Task Description	Number	Administration	Project Manager (Chuck McCormick)+	Senior Resident Engineer (Paul Jacobson)+	Project Administrator (Trinette Smecko)+	Civil Engineer	Resident Engineer (Chris Swonke)+				Administrative Assistant (Kelly Stewart)	FIELD TIME	2-Man Survey Party+	Staff Inspector Overtime	Staff Inspector *	Senior Inspector** (Mike Stewart)	Total Hours	ODC or Sub Fee	Total Costs
				\$224	\$224	\$91		\$157	\$141	\$100	\$74	\$72		\$235	\$180	\$120	\$130			
	<b>Construction Management</b>																			
1.0	PreConstruction Phase			48	32	0	0	80	0	0	0	40	0	0	0	0	0	200		\$ 33,360.00
1.1	Submittal Review & Approval							40				40						80		\$ 9,160.00
1.2	PreConstruction Meeting			8	8													16		\$ 3,584.00
1.3	Tennant Meetings			40	24			40										104		\$ 20,616.00
2.0	Construction Phase			0	140	34	0	640	0	0	0	520	0	136	378	752	416	3016		\$ 441,694.00
2.1	Construction Management				60			280										340		\$ 57,400.00
2.2	Project Meetings				80			80										160		\$ 30,480.00
2.3	Inspection															752	416	1168		\$ 144,320.00
2.4	Inspection Overtime (8hrs +)														378			378		\$ 68,040.00
2.5	Review/Approval Pay Requests							80										80		\$ 12,560.00
2.6	Labor Compliance					34		40				240						314		\$ 26,654.00
2.7	Document Control							160				280						440		\$ 45,280.00
2.8	Geotech QA																	0	\$ 25,000.00	\$ 25,000.00
2.9	Survey QA													136				136		\$ 31,960.00
3.0	Project Closeout			50	16	0	0	40	0	0	0	200	0	0	0	0	0	306		\$ 35,464.00
3.1	Project Audit			10								80						90		\$ 8,000.00
3.2	Closeout report			40	16			40				120						216		\$ 27,464.00
4.0	ODCs																	0	\$ 25,207.50	\$ 25,207.50
	<b>Total</b>			<b>98</b>	<b>188</b>	<b>34</b>	<b>0</b>	<b>760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>760</b>	<b>0</b>	<b>136</b>	<b>378</b>	<b>752</b>	<b>416</b>	<b>3522</b>	<b>TOTAL</b>	<b>\$ 535,725.60</b>

FAR Field rates 120  
CONSTRUCTION DURATION June 1st - October 1: 85  
\* Part-time Inspector will be utilized in the event of night operations, and with award of Bid Alternate #2.  
Staff Inspector hours calculated on 10hr work days (85) plus Saturdays  
(Inspection rate adjusted to meet current Davis Bacon minimum rate)  
\*\* Senior Inspector hours calculated on 1hr work days (85)  
(Inspection rate adjusted to meet current Davis Bacon minimum rate)  
+ Rates are based on contractual rate sheet current through Dec 2013

**EXHIBIT "E"**



451 East Vanderbilt Way  
 Suite 200  
 San Bernardino, CA 92408  
 Ph: 909-888-1106  
 Fax: 909-889-1884

**PALM SPRINGS INTERNATIONAL AIRPORT  
 AS-NEEDED AVIATION CONSULTING SERVICES**

**Parsons Brinckerhoff, Inc.  
 Rate Sheet Thru December 31, 2013**

Classification	Rate Range	Average Raw Rate	FAR Ovhd Rate	Fixed Fee	Average Hourly Bill	
			<b>158.200%</b>	<b>10.00%</b>		
<b>HOME OFFICE</b>						
PROJECT MANAGER	(\$75-\$85)	\$79	\$125	\$20	\$224	
TASK MANAGER	(\$75-\$80)	\$79	\$125	\$20	\$224	
QA/QC	(\$70-\$75)	\$70	\$111	\$18	\$199	
SENIOR PROJECT ENGINEER	(\$60-\$70)	\$68	\$108	\$18	\$193	
SENIOR ENGINEER	(\$55-\$65)	\$61	\$97	\$16	\$173	
CIVIL ENGINEER	(\$45-\$55)	\$47	\$74	\$12	\$133	
JUNIOR ENGINEER	(\$30-\$40)	\$37	\$59	\$10	\$105	
LICENSED LAND SURVEYOR	(\$50-\$60)	\$57	\$90	\$15	\$162	
UTILITIES ENGINEER	(\$40-\$50)	\$45	\$71	\$12	\$128	
HYDRAULICS/SWPPP	(\$40-\$50)	\$44	\$70	\$11	\$125	
SR. ARCHITECTURAL MANAGER	(\$85-\$95)	\$90	\$142	\$23	\$256	
ARCHITECT	(\$60-\$70)	\$63	\$100	\$16	\$179	
SMS TECHNICIAN	(\$60-\$70)	\$65	\$103	\$17	\$185	
PLANNER	(\$45-\$55)	\$51	\$81	\$13	\$145	
SENIOR CADD	(\$40-\$50)	\$44	\$70	\$11	\$125	
CADD	(\$30-\$40)	\$37	\$59	\$10	\$105	
PROJECT ADMINISTRATION	(\$30-\$35)	\$32	\$51	\$8	\$91	
ADMINISTRATIVE ASSISTANT	(\$20-\$28)	\$24	\$38	\$6	\$68	
PRINCIPAL IN CHARGE	(\$85-\$95)	\$88	\$139	\$23	\$250	CAP
SENIOR ADVISOR	(\$80-\$90)	\$85	\$134	\$22	\$241	CAP
	<b>Rate Range</b>	<b>Average Raw Rate</b>	<b>FAR Ovhd Rate</b>	<b>Fixed Fee</b>	<b>Average Hourly Bill Rate</b>	
<b>FIELD OFFICE</b>						
CONSTRUCTION MANAGER	(\$70-\$80)	\$79	\$87	\$17	\$182	
RESIDENT ENGINEER	(\$65-\$75)	\$68	\$75	\$14	\$157	
SENIOR INSPECTOR	(\$50-\$55)	\$52	\$57	\$11	\$120	
INSPECTOR	(\$35-\$45)	\$37	\$41	\$8	\$85	
OFFICE ENGINEER	(\$35-\$45)	\$42	\$46	\$9	\$97	
DOCUMENT CONTROL	(\$25-\$35)	\$31	\$34	\$7	\$72	
SURVEY MANAGER	(\$50-\$55)	\$52	\$57	\$11	\$120	
2 MAN SURVEY CREW	(\$100-\$120)	\$102	\$112	\$21	\$235	

\*BILL RATES ARE BASED ON AVERAGE HOURLY RATES  
 \*5% MARK UP WILL BE ADDED TO SUB-CONSULTANT COSTS  
 \*OTHER DIRECT COSTS (ODC'S) BILLED AS ACTUAL SUCH AS PRINTING COSTS,  
 TRAVEL COSTS, SHIPPING/DELIVERY COST, ETC.





U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Advisory Circular

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**Subject:** QUALITY CONTROL OF  
CONSTRUCTION FOR AIRPORT GRANT  
PROJECTS

**Date:** 9/29/07  
**Initiated by:** AAS-100

**AC No.:** 150/5370-12A  
**Change:**

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1. **PURPOSE.** This advisory circular (AC) provides information to ensure the quality of construction accomplished under the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP).
  2. **BACKGROUND.** The FAA has the responsibility of determining whether all construction work accomplished under the AIP is in accordance with the contract documents. A report issued by the Office of the Inspector General indicated that, in some instances, work performed was not accomplished in compliance with plans and specifications. In addition, quantities of materials used were not properly measured and documented and testing or quality assurance procedures were inadequate.
  3. **CANCELLATION.** This AC cancels AC 150/5370-12, *Quality Control of Construction for Airport Grant Projects*, dated September 6, 1985.
  4. **APPLICATION.** The FAA recommends the guidelines and standards in this AC for airport construction projects. This AC does not constitute a regulation and in general is not mandatory. However, use of these guidelines is mandatory for construction projects funded under the Airport Improvement Program (AIP). Mandatory terms such as "must" apply only to those who undertake construction projects using AIP funds. For such projects, the sponsor, the sponsor's engineer, and the FAA project manager must assume the responsibilities outlined in the following paragraphs to ensure the materials and workmanship incorporated into a project are in conformity with the requirements of the approved or certified plans and specifications.
  5. **SPONSOR'S RESPONSIBILITIES.** The sponsor is responsible for all project engineering, including the preparation of plans and specifications, construction supervision, and inspection and testing for acceptability and quality. If the sponsor does not have the staff or the expertise to perform these services, then the sponsor should retain a consulting engineering firm. The consultant represents the sponsor and has overall responsibility for reporting on the acceptability and quality of the work. The relations of the consultant with the sponsor must be clearly defined by a written agreement before the start of work.
    - a. **Engineering Services.** AC 150/5100-14, *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*, identifies items that should be included in a contract for engineering services. In some cases, the sponsor may retain an independent firm to perform testing for project control. It is, therefore, extremely important that the contract clearly delineate the division of responsibility and authority between the sponsor, the consultant, and the testing firm. For example, the agreement should define the party responsible for designating the location and number of tests, for interpreting test results, and for follow-up procedures for failing test results.
    - b. **Pre-design and Preconstruction Conferences.** Pre-design and preconstruction conferences conducted by the sponsor should be held to discuss various items, including testing and quality control. AC 150/5300-9, *Pre-design, Prebid, and Preconstruction Conferences for Airport Grant Projects*, provides guidance for conducting such conferences.
    - c. **Supervision and Inspection.** The sponsor must provide adequate and qualified engineering supervision and construction inspection during all stages of the work. The FAA may request the sponsor to furnish

a written assurance that it has reviewed the qualifications of personnel who will be performing these functions and that they are qualified to do so.

**6. ENGINEER'S RESPONSIBILITIES.** The basic services normally required for airport development projects are the preliminary phase, design phase, bidding phase, and construction phase. The design and construction phases are directly related to quality of construction. AC 150/5100-14 contains a listing of activities normally performed during these phases.

**a. Design Phase.** The design phase includes all activities required to accomplish a complete project design, including development of plans and specifications. The standards contained in AC 150/5370-10, *Standards for Specifying Construction of Airports*, current edition, relate to materials and methods used in the construction of airports and must be used for projects funded under the FAA's AIP. Although these specifications reflect acceptable standards, practices, and techniques in airport construction, they are general in scope. For contract purposes, the various permissible options with regard to local materials, methods, and testing must be defined in the contract documents. In particular, the minimum testing frequency for job control must be specified in the project specifications.

**b. Construction Phase.** The construction phase includes all activities required after the award of a construction contract. The basic services of an engineering agreement normally include periodic inspection of the work in progress but not the services of a full-time resident engineer or inspector. Full-time inspection may be provided by the sponsor or by the consulting engineer under a supplemental agreement. In some instances, the sponsor may negotiate a separate agreement for services to be provided during this phase.

(1) **Resident Engineer or Inspector.** The resident engineer or inspector must have field experience in the type of work to be performed; be fully qualified to make interpretations, decisions, field computations, etc.; and have knowledge of testing requirements and procedures. The resident engineer or inspector must have the authority to reject both unsatisfactory workmanship and materials. Primary duties are as follows:

(i) Checks activities to ensure compliance with the plans and specifications. Informs the contractor of any work that is in noncompliance.

(ii) Ensures that all testing required by the specification is performed. All commercially produced products, such as pipe and reinforcing steel, that are used on the project should be accompanied by numerical test results or a certification from the manufacturer that the material meets the applicable standards.

(iii) Visits the testing laboratory to determine if it has the equipment and qualified personnel necessary to conduct the tests required by the specifications.

(iv) Ensures that tests are performed at the frequency stated in the specifications. Determine when and where tests will be taken and witness tests. If not indicated in the specifications, a sufficient number of tests should be taken to verify that the construction is acceptable.

(v) Reviews test reports and certifications for conformance with the specifications. Each test report for material in-place should, at a minimum, contain the following:

- (a) Test performed and date.
- (b) Applicable standard or project specification.
- (c) Test location.
- (d) Test result.
- (e) Action taken on failing tests.

(f) Lot size and location and adjusted contract price when statistical acceptance procedures are specified or when provisions allow for reduced payment.

(vi) Maintains a file of test reports and certifications.

(vii) Informs the contractor of deficiencies so corrections can be made and retesting performed prior to covering any substandard work with additional material.

(viii) Documents quantities of materials used on the project by actual measurements and computations in a field notebook or computer printouts retained in a folder. For materials paid for on a weight basis, a summary of the material placed each day should be kept in the field notebook. The notebook and/or computer printouts, supported by the original set of weigh tickets, is the basis for payment.

(ix) Maintains a set of working drawings on the job site that can be used to prepare "as-built" drawings.

(x) Reviews payment requests from the contractor.

(xi) Maintains a diary that should contain daily entries made and signed by the resident engineer. Each entry should include the following, plus any additional pertinent data:

(a) Date and weather conditions.

(b) Names of important visitors.

(c) Construction work in progress and location.

(d) Size of contractor's work force and equipment in use.

(e) Number of hours worked per day for contractor and subcontractors.

(f) The substance of important conversations with the contractor about conduct, progress, changes, test results, interpretations of specifications, or other details.

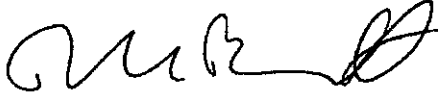
(xii) Submits copies of FAA Form 5370-1, *Construction Progress and Inspection Report*, or equivalent form to the appropriate FAA Airports Division/District/Field Office upon request.

**7. FAA PROJECT MANAGER'S RESPONSIBILITIES.** The FAA project manager has the responsibility to monitor the project to ensure the terms and conditions of the grant agreement are met, to maintain a broad overview of the construction to be reasonably certain the work is accomplished in accordance with the plans and specifications, and to evaluate the adequacy of the sponsor's construction inspection. FAA project oversight does not relieve the sponsor's responsibility of ensuring adequate supervision and inspection during all stages of the work and ensuring the work is in conformance with the plans and specifications.

**8. COMMENTS OR SUGGESTIONS.** Comments or suggestions for improving this AC should be sent to—

Manager, Airport Engineering Division  
 Federal Aviation Administration  
 ATTN: AAS-100  
 800 Independence Avenue, SW  
 Washington, DC 20591

**9. COPIES OF THIS AC.** The Office of Airport Safety and Standards is in the process of making ACs available to the public through the Internet. These ACs can be found on the Federal Aviation Administration (FAA) website at [http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/).

A handwritten signature in black ink, appearing to read 'DLB', is positioned above the printed name and title.

David L. Bennett  
Director of Airport Safety and Standards