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**From:** "Dale & Diana Barkley" <d...>  
**To:** <tquinn@edgarcountyillinois.com>  
**Date:** 09/19/2014 03:35 PM  
**Subject:** Fw: Edgar County Airport Apron Expansion / Fuel Tank Installation (PRG-4328 & 4144) SUSPENSION OF WORK

This was news to me and unexpected. --- Dale

**From:** Mlacnik, Alan D  
**Sent:** Friday, September 19, 2014 12:04 PM  
**To:** <mailto:airport@edgarcountyillinois.com> ; <mailto:dbarkley@ecicwireless.com>  
**Cc:** 'Barry Stolz' ; 'Robert Waller' ; Paden, Scott P ; Ragsdale, Charlie W ; Murray, BJ ; Borus, Richard A ; Long, Steven J ; Shea, Susan R  
**Subject:** Edgar County Airport Apron Expansion / Fuel Tank Installation (PRG-4328 & 4144) SUSPENSION OF WORK

All:

This morning I received direction from the Federal Aviation Administration Airport (FAA) to suspend all effort on the development of the apron expansion / fuel tank installation projects until further notice pending a review of documentation used in the justification of the programming by the OEIG.

In speaking with the FAA, it is recommended that we revisit and officially update the justification for the apron expansion in light of new based aircraft numbers and better explain the rationale used in the development of the fuel tank justification.

Apron area sizing should utilize guidance provided by the FAA to determine what (if any) apron space is justified, considering both aircraft parking and maneuvering of aircraft for fueling. Publications provided by Airport Cooperative Research Program of the Transportation Research Board on apron sizing should also be considered.

Information required for justification for a new tank will include, at a minimum, an inventory of the existing tanks and content complete with installation dates, local and federal participation costs and an accurate representation of existing monthly fuel purchases and current dispensing information (rates) for each tank. An explanation of the logistics and costs associated with having tanks less than 10,000 gallons should also be addressed. Consideration for maintenance of existing pavement must be addressed when requesting revenue-producing developments.

I believe that much of the information mentioned above may have already been developed as part of the formulation of the engineering report. I suggest we bring as much information as possible to our TIP session here at the Division next month (currently scheduled for Monday October 17) and we can develop a strategy to move the projects forward utilizing justification acceptable to the FAA.

Please call if questions.

**Alan Mlacnik, P.E.**  
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**Attachments:**

File: Copy of apron area.xls

Size: 58k      Content Type: application/vnd.ms-excel

File: Revenue generating facility eligibility.docx

Size: 56k      Content Type: application/octet-stream