

Meeting Minutes – CAPTG Planning Meeting

Winnipeg, MB
February 25, 2015

Attendees:

Name	Organization
Leanne Whiteley-Lagace	Stantec
Andre Leclerc	Transport Canada
Alice Krol	Transport Canada
George Nowak	Hatch Mott MacDonald
Geoff Petzold	TetraTech
Rico Fung	CAC
Ray Clement	CBR Technology
Mike Sucee	CRAFSCO Inc.
Graham Karlowsky	Transport Canada
Chris Olidis	ARA
Chris Stewart	GTAA
Justin Arnott	CAC
Marla Hughesman	DND
Myron Thiessen	DND
Jared Mitchell	DND
Surinder Brar	PWGSC

Welcome: **Marla Hughesman** opened the meeting @ 8:35 by welcoming everyone to the meeting.

Review of Previous Meeting Minutes

- 1) **Myron Thiessen** reviewed the minutes from the annual general meeting (AGM) held in September 2014.
- 2) **Marla Hughesman** moves that we adopt the minutes as read. **Leanne Whiteley-Lagace** seconds the motion. **CARRIED.**

2015 CAPTG Workshop

- 3) The date for the workshop is set for Monday September 14, 2015.
- 4) There will be another workshop hosted by SWIFT on the new TP312 by John Smythe. This could affect our numbers significantly if the new version of TP312 is officially released before the workshop. However, recent indications are that the new version may not be released until 2017.
- 5) Our last workshop was on best practices for materials, specifications and construction on asphalt, concrete and gravel surfaces.
- 6) **Rico Fung** suggested that we do a 2-3hr session on concrete overlays. Gary Mitchell, Rico Fung, and Elie El Hindy could give presentations. Rico also suggested that we might be able to see some actual paving work at the Montreal Airport since there is some work going on there this year. We all agreed that a tour would be nice but we wouldn't necessarily see anything different than what we've already seen. A unique issue for this project was how to rehabilitate the intersection of two crossing runways.
- 7) A site tour would be very beneficial for students and new attendees but hard to arrange. There are a lot of logistical hurdles to overcome.
- 8) The consensus was that the workshop should be diverse – i.e. should have asphalt, concrete, and gravel. It was suggested that we do a half-day on asphalt and the applicability of Superpave mixes on airfields. Another suggestion was dust suppression. **Chris Stewart** suggested that Vince Aurilio could do something since they are doing a mix design for GTAA. It was also suggested that it would be good to get a national perspective on this issue since Superpave is not being used everywhere.
- 9) **Graham Karlowsky** suggested something on construction operations (e.g. resurfacing a runway while keeping it operational). There is more and more night work because Transport Canada is not allowing work to be done during the day in some cases. But there are major issues related to night work – the quality is reduced. This presentation might be better suited to the technical track.
- 10) Another suggested option was to do some of the other concrete presentations that Rico suggested – paving equipment or a FAARFIELD demo. Concerns with FAARFIELD are that you really need to have several hours and do it hands on with computers. There are also concerns with the content of our workshop being too US focused in the past (e.g. US specs).
- 11) A session on roller compacted concrete is an option. It ends up being very rough so you would need to overlay with asphalt on an airfield. This approach has never been used on an airfield before, so it would probably be better suited for the technical session during SWIFT.

- 12) After a lot of discussion, a theme of construction best practices focused on paving equipment (for asphalt and concrete) and construction operations was settled on. The equipment presentations should focus on how the equipment works, what to look for, how to set it up, maintenance issues, etc. It was agreed that we should get equipment manufacturers, contractors, and inspectors involved. Possible speakers include someone from the OHMPA to speak on the contractor/equipment side for asphalt; maybe someone from industry could give the inspector view on concrete. A reasonable split would be 45 min. for the equipment perspective, 45 min. for the contractor perspective, and 45 min. for the inspector perspective, and then maybe a 60 min case study. Split the day into asphalt for ½ day and concrete for ½ day. Focus on do's and don'ts.
- 13) We will need a moderator for each ½ day session. Since **Chris Stewart** is responsible to coordinate the workshop, it would make sense for him to be the moderator.
- 14) The title for the workshop could be “Asphalt and Concrete Paving Best Practices – Equipment, Construction, and Inspection”.
- 15) Meals/food: hot breakfast is preferred since it seems to represent better value. For lunch, **Andre Leclerc** agreed to scope out and find a reasonably priced local restaurant. For afternoon coffee, we can just do coffee and maybe cookies. There were some problems with timings last year so better coordination is required.
- 16) It was agreed that we should again do the networking hour with the same format as previous years.
- 17) In terms of room set-up, we have a normal ball-room this year with the same SWIFT AV equipment.
- 18) Workshop price – it was agreed that we should keep it at \$185 including tax.
- 19) The idea of asking Sustaining Members to sponsor the workshop (up and above their normal membership fees) was discussed, but we agreed that it wasn't necessary since we have sufficient funds right now.
- 20) Speaker Gifts – Hope Air will be the charity of choice for SWIFT again this year. It was agreed that we should partner with SWIFT again (they paid for Workshop and technical track speakers last year).
- 21) Give-A-Ways – the chargers from last year were a good idea but were of questionable quality. Suggestions for this year are toques, scarves, bag tags, LED flashlights, tiles (help locate your keys or something else), high capacity (16GB) memory stick. We all agreed that we want to make sure we pick something that people will use. It just needs to be practical. Toques (red on black) and tiles are the top choices. **Myron Thiessen** to look into options and submit to the group for a final vote.

- 22) Do we want to invite local students (Carleton and Laval) and do we pay for them? The CAPTG Scholarship winner will be invited to speak at the technical track and we can pay for them. Suggestion was that we just offer reduced rates – say half price. **Marla Hughesman** agreed to check with SWIFT to see if they are doing a student registration. Should we offer all scholarship applicants free registration to SWIFT/CAPTG? We only had 5 applications this year but what about next year? We need to understand that what we do this year will set the precedence. After a lot of discussion, it was decided that we would offer two free registrations to the CAPTG workshop to each school (Laval, Carleton, Waterloo, Manitoba) and let the University decide who gets them.
- 23) It was also decided that we would offer two free workshop registrations to Montreal airport (as the host), one to MTQ; and one to other local airports (Quebec City). **Andre Leclerc** agreed to get a list of regional airports.
- 24) We will provide all Sustaining Members with a discount code for on-line registrations. **Marla Hughesman** to check to see if we can do the same for the universities.
- 25) SWIFT needs to have details for the workshop by end of April/beginning of May for inclusion on the website.

2015 SWIFT Technical Track

- 26) Marla summarized the schedule for the SWIFT Conference this year:
 - There will be a standard vendor day on the Wednesday which will take place in the mall beside the hotel. The plan is to have random vendor prizes throughout the day of the vendor presentations.
 - The plenary session will be all morning on the Tuesday. We will have 4 presentations in the afternoon, 4 presentations on Thursday morning and another 4 in the afternoon.
- 27) There is a Bird Strike International conference at the same time so that may draw delegates away.
- 28) There have been concerns again raised by members of the SWIFT committee with our sustaining members getting normal registration rather than being required to register under the “right-to-do-business” category. Right now, all members can register normally. The change for this year will be that the conference tags will show something different. Sustaining members will not be able to win vendor prizes.
- 29) There was a feeling amongst the SWIFT committee that there were a few presentations last year that were too much of a sales pitch. How do we control this? We would have to review the presentations in advance to make sure it is more unbiased. Maybe we need to provide more guidelines with the approval notification as to what they need to do (e.g. small company logo only; do not overly represent brand names, keep it as generic as possible, show your product/equipment but not claim it as the greatest or best, etc.). **Leanne Whiteley-Lagace** and **Rico Fung** to action this.

30) As a group, we reviewed all 12 of the submitted abstracts. They are as follows:

- a) A Case Study of Long-Term Performance of a Warm-Mix Asphalt Overlay on a Major Taxiway at a Primary Airport (Alex Bernier)
- b) Gravel Runway Surface Maintenance and Environmental Impact (Midwest)
- c) Connection of Taxiways between F and M at Toronto Pearson International Airport. (Kevin Chee)
- d) What the Pilot Needs (Ray Clement)
- e) Concrete Overlays for Existing Airfield Pavements (Rico Fung and Gary Mitchell)
- f) FAARFIELD Workshop (Rico Fung)
- g) Mitigation of Climate Change Impacts on Runway Friction - Kuujuaq Airport (Karolina Konarski)
- h) Aircraft Reinforced Concrete Pavement Construction - 443 (Maritime Helicopter Squadron Facility, Victoria, BC (Marla Hughesman)
- i) Innovative Asphalt Technology to Address Shear Distresses on Airside Facilities (Rabiah Rizvi)
- j) Evolution of Ottawa De-Icing Pad (Paul Walkington)
- k) An Innovative Airport Runway Braking Safety Analysis Method (Cheng Zhang)
- l) Additional presentation suggestions:
 - Construction Operations Planning – TC perspective, airport perspective (Geoff Petzold)
 - Airfield 21 Repair and Resurfacing (Jared Mitchell)
 - Montreal Overlays – (Elie El Hindy)
 - Digital Distress Identification – Geoff (Tetra Tech)

31) After the review, the Technical Track Agenda was finalized as follows:

Tuesday PM

- A Case Study of Long-Term Performance of a Warm-Mix Asphalt Overlay on a Major Taxiway at a Primary Airport (Alex Bernier)
- Innovative Asphalt Technology to Address Shear Distresses on Airside Facilities (Rabiah Rizvi)
- Digital Distress Identification – (Geoff Petzold to solicit a speaker)
- Texturing at Winnipeg Airport (Scholarship Winner)

Wednesday AM – Concrete Overlays

- To be run just after our AGM
- Rico Fung, Gary Mitchell, Elie El Hindy to speak. Rico to coordinate.

Thursday AM

- Mitigation of Climate Change Impacts on Runway Friction - Kuujuaq Airport (Karolina Konarski)
- Laval student presentations (1/2 slot each)

- Airfield 21 Repair and Resurfacing (Jared Mitchell)
- Connection of Taxiways between F and M at Toronto Pearson International Airport. (Kevin Chee)

Thursday PM

- Aircraft Reinforced Concrete Pavement Construction - 443 (Maritime Helicopter Squadron Facility, Victoria, BC (Marla Hughesman)
- Evolution of the Ottawa De-Icing Facility (Paul Walkington)
- What the Pilot Needs (Ray Clement)
- Construction Operations Planning (Geoff Petzold)

32) **Leanne Whiteley-Lagace, Ray Clement, Justin Arnott, and Andre Leclerc** all volunteered to moderate a session.

Other

33) Our Executive Meeting to be scheduled Tuesday morning during the Plenary session. Maybe 1100 to 1300 with lunch provided. **Marla Hughesman** to confirm timing and location with the SWIFT committee.

34) Our AGM will be scheduled Wednesday morning right after breakfast and just before our Concrete Overlay session. CAPTG will provide a hot breakfast for attendees.

35) SWIFT is discussing a partnership with Airports Council International (ACI) to be their airports maintenance and operations conference. This would mean alternating the conference site from Canada to the USA from year to year. If this happens, there would be significant problems for Canadian government delegates.

Adjournment: **Marla Hughesman** adjourns the meeting. Meeting was adjourned at 16:10.