



**REPORT TO THE
BOARD OF DIRECTORS**

**RECOMMENDATION TO PURCHASE
ENGINEERED MATERIAL ARRESTING SYSTEMS
FROM
ENGINEERED ARRESTING SYSTEMS CORPORATION
AT
RONALD REAGAN WASHINGTON NATIONAL AIRPORT**

MARCH 2013

ACTION REQUESTED

- The Business Administration Committee approved and recommends that the Board approve the request for a sole-source agreement to purchase materials to install three engineered material arresting systems (EMAS) in the Runway Safety Areas (RSA) at the ends of Runways 15, 33, and 22 at Ronald Reagan Washington National Airport (Reagan National).
- Authorize the Airports Authority to negotiate and enter into a contract estimated at \$12,650,000 with Engineered Arresting Systems Corporation (ESCO) of New Jersey.

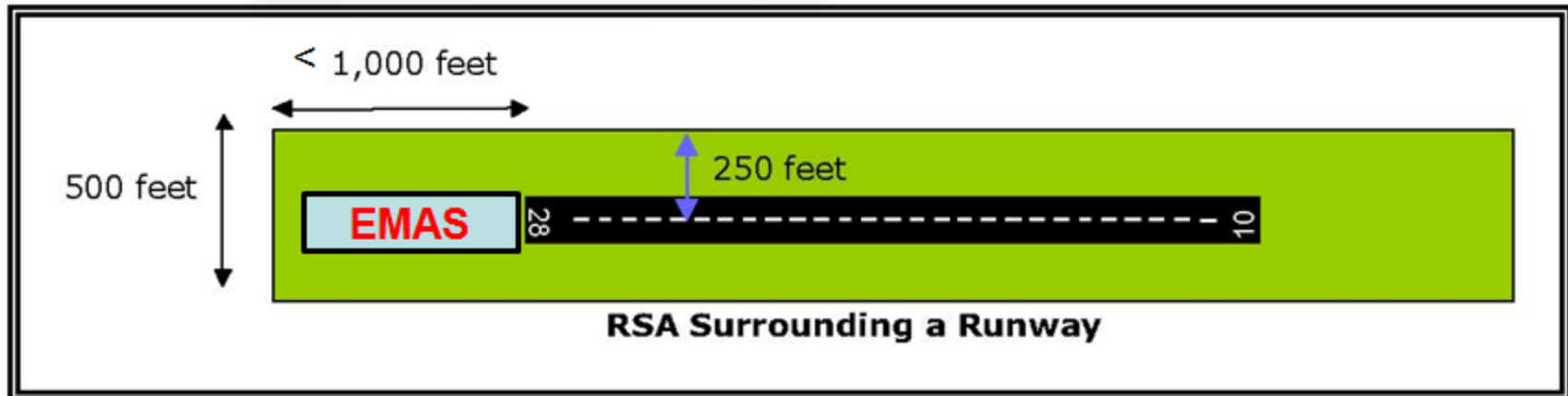
BACKGROUND

- The U.S. Department of Transportation (DOT) Appropriations Act for Federal Fiscal Year (FFY) 2006 and FAA Order 5200.8 obligate Airports to comply with regulatory requirements for RSAs by December 31, 2015.
- RSAs are typically 500 feet wide and extend 1,000 feet beyond each end of the runway.



BACKGROUND

- Use of EMAS technology is prescribed where the standard 1,000-foot RSA length cannot be obtained.





ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)

- EMAS is crushable concrete placed at the end of a runway.
- Tires of the aircraft sink into the lightweight concrete to help slow or stop an aircraft that overruns the runway.
- Presently, Engineered Arresting Systems Company, Inc., (ESCO) is the only EMAS manufacturer approved by the FAA and eligible for reimbursement under the Federal Grants program.

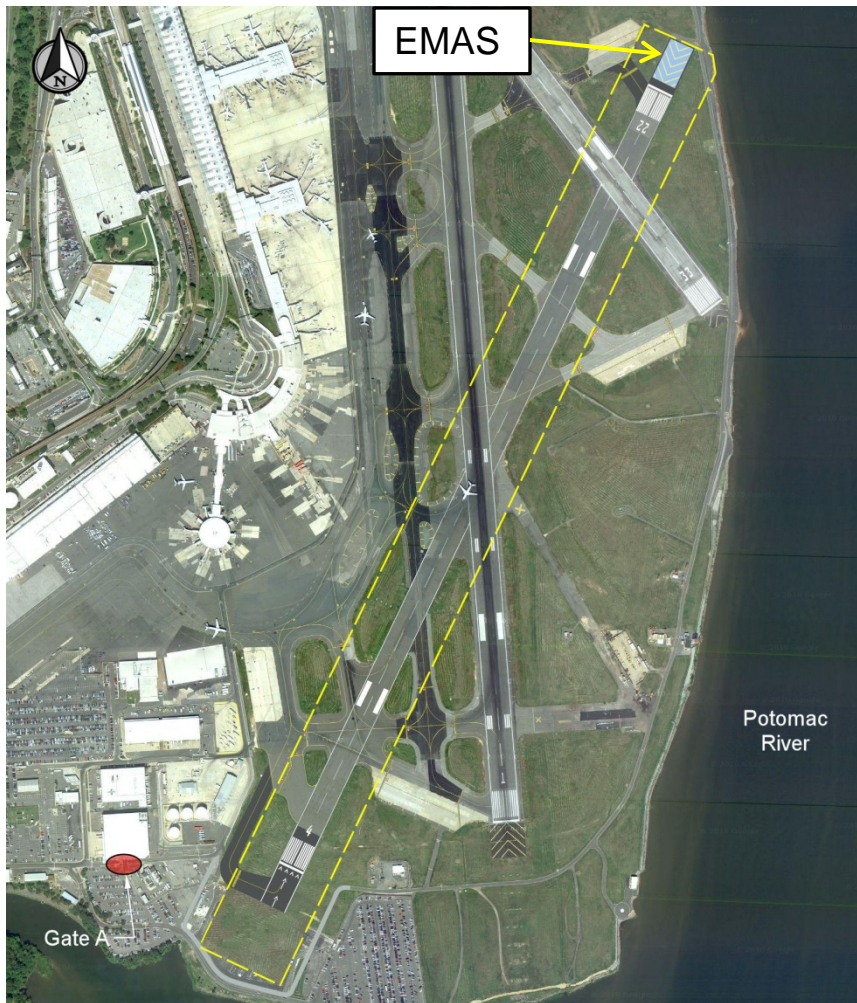


DCA Runway Safety Areas

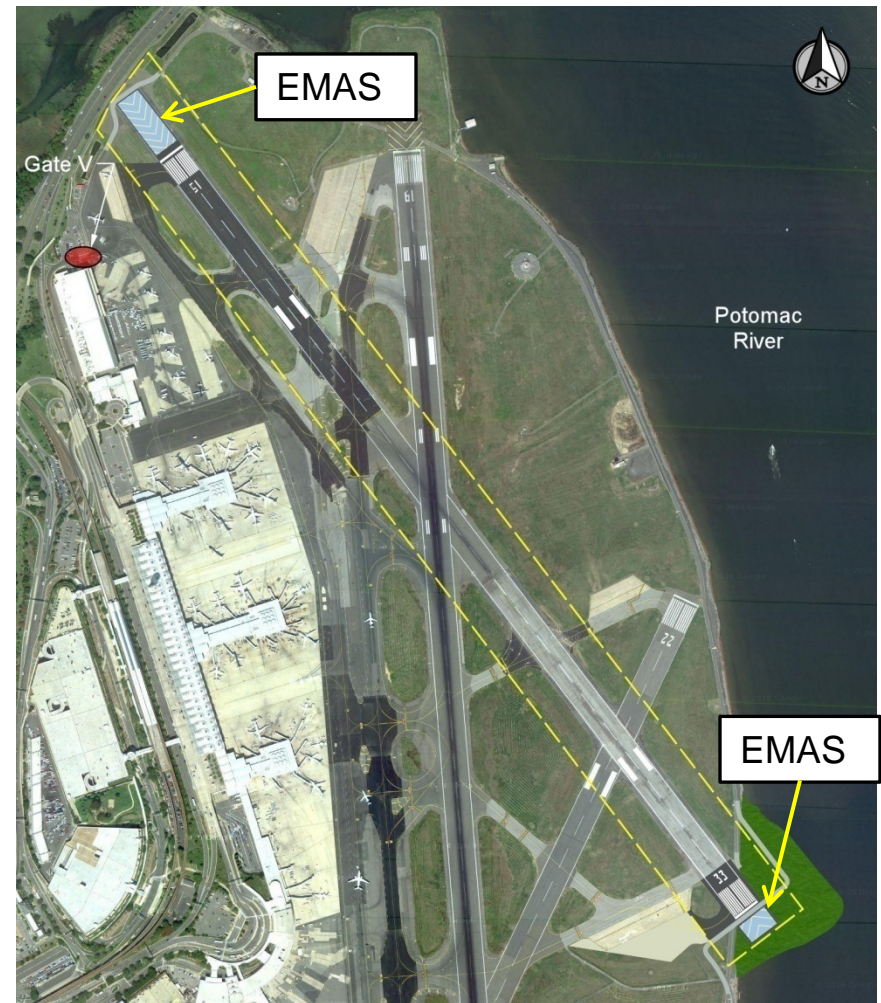
- DCA Runways 1-19, 15-33 and 4-22 required improvements in order to meet FAA standards.
- During 2012, improvements to Runway 1-19 extended Runway Safety Areas to 1,000 feet and did not require installation of EMAS.
- Runways 15-33 and Runway 22 require the installation of EMAS to achieve the equivalent of the 1,000 foot requirement.



DCA RUNWAY SAFETY AREA ENHANCEMENTS OVERVIEW



Runway 4-22



Runway 15-33



EMAS INSTALLATION



RECOMMENDATION

- The Business Administration Committee approved and recommends that the Board approve the request for a sole-source agreement to purchase materials to install three EMAS in the RSA at the ends of Runways 15, 33, and 22 at Reagan National.
- Authorize the Airports Authority to negotiate and enter into a contract estimated at \$12,650,000 with ESCO of New Jersey.

Proposed Resolution

Authorizing Award of Sole Source Contract for the Purchase and Installation of Engineered Material Arresting Systems at Reagan National

WHEREAS, The U.S. Department of Transportation Appropriations Act for Federal Fiscal Year 2006 and Federal Aviation Administration (FAA) Order 5200.8, Runway Safety Area Program, obligate Airports to comply with regulatory requirements for Runway Safety Areas by December 31, 2015;

WHEREAS, Engineered Arresting Systems Company, Inc., (ESCO) is the only Engineered Material Arresting System (EMAS) manufacturer approved by the FAA and eligible for reimbursement under the Federal Grants program;

WHEREAS, Runways 15, 33 and 22 at Reagan National require the combination of relocating runway landing and takeoff thresholds and the installation of EMAS materials in order to comply with the FAA regulatory and the Congressionally-mandated requirements; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to enter into a sole-source contract with ESCO for materials and installation of three engineered material arresting systems, consistent with the terms presented to the Business Administration Committee at its February 20, 2013 meeting.

Note: A sole-source contract; requires counted vote (10 affirmative votes).

*Recommended by the Business Administration Committee on February 20, 2013
For Consideration by the Board of Directors on March 20, 2013*