

**Peachtree City Airport Authority (PCAA)**  
**Regular Minutes**  
**Thursday, May 9<sup>th</sup>, 2019**  
**Aviation Center, Peachtree City-Atlanta Regional Airport**  
**7:00 p.m.**

**Members Present: Tom Fulton – Chairman, Tom Lacy – Vice Chairman, Allen Morrison – Secretary/Treasurer, Charles Murray – Member, Kevin Lund – Member, Max Braun – Alternate and Airport Manager –Hope Macaluso, A.A.E.**

**Not Present: Nathan Lee – Airport Attorney**

**I. CALL THE MEETING TO ORDER**

Tom Fulton called the meeting to order at 7:00 p.m.

**II. APPROVAL OF MINUTES**

Tom Lacy made a motion to approve the April 11, 2019 minutes as written, seconded by Charles Murray.

Motion carried 5/0.

**III. REPORTS**

**Finance and Capital Budgeting – Allen Morrison**

Allen Morrison met with Hope, Mike and Ryan to go over the April Financials. Things are looking good but a little slower with fuel sales and said he was going to let Hope take us through the financials.

**Operations Report – Mike Melton**

Mike Reported:

**WWII Heritage Days**

The event went off very well. Saturday, we had a few operational hiccups that were quickly resolved. CAF volunteer group did a great job.

**RV Fly In**

May 18<sup>th</sup> will be the next RV Fly In. In years past they have had close to 60 plus airplanes on the ramp at one time for the Fly In. Like last year, the Young Eagles program will be doing rides for kids to take their first flight. The Falcon RV Squadron along with Aircraft Spruce will be doing BBQ at Aircraft Spruce. Aircraft Spruce will be hosting the food along with a customer appreciation day. I have been working closely with all involved and we have a great plan to accommodate both the RV Fly-In Aircraft and the Aircraft Spruce Fly In Customers.

### **Snowbirds**

The Canadian Snowbirds will be practicing here at the airport on May 22<sup>nd</sup>. The airspace will be closed during this time and a Temporary Flight Restriction has been issued. We have been working with the organizer of the practice and the Snowbirds to have a safe and closed to the public practice. We will send an email out to the tenants after our meeting with the City's SET committee, Police & Fire and the organizer next week. Of course, tenants are welcome to come out and enjoy but there will likely be road closures to prevent crowds from entering the field and creating a safety hazard for this practice. This is not an air show.

### **ODALS**

The contractor that will be doing the previously approved ODALS and Rotating Beacon project let us know that the parts are in for both but they are currently waiting on wiring for the project. Once the wire comes in we will have a firm date on installation.

### **Area C Parking Lot Lighting**

We are still waiting for the determination letter for the parking lot lights in Area C to come back from the FAA. We have been keeping GA Power in the loop. All the fixtures have been delivered and are just waiting for the FAA's go ahead.

### **Sewer Line Repair**

The sewer line at the flight school has had major issues and constantly being blocked and becoming very costly to continually maintain. We had to have the 30 plus year old sewer line removed and replaced as it was beyond repair. This has since been corrected by the plumbing contractor to the tune of \$8,876. This was not the fault of the tenant, just aging piping.

### **Landscape Lighting**

The contractor is working to repair the previously approved landscape lighting project. This should be wrapped up soon.

### **FAA Conference**

Hope and I attended the now annual FAA Southern Region Airports Conference shortly after the April Authority meeting. We attended many different presentations that included; airport compliance, protecting airspace and compatible land uses in and around airports and many other sessions. This is a free conference that the FAA puts on here in Atlanta and always proves to be a great learning experience every year.

## **IV. FINANCIAL REVIEW - Airport Manager – (Hope Macaluso)**

Hope reported:

**April 2019**

**Revenue and Expense Highlights:**

April was a good month primarily due to jet fuel sales. Revenues came in just over budget, as did expenses. Overall net income was 27% over budget. Expenses were mostly in line, being just 3.2% over budget. We are now at almost at 90% of budgeted income for the fiscal year with 5 months left.

### **Capital Expenses**

The capital expenses were related to the approved vehicle replacements.

### **Grant Update**

The current grant is still under way. The Environmental Assessment has come back from GDOT with comments to which WK Dickson responded to on April 25. We are awaiting final approval with these comments addressed.

Nathan Lee and I attended Magistrate Court this morning regarding the \$6000 in past rents due on the Annex/Blimp hangar by Atlanta East Aviation. The judge awarded the airport that amount and the attorney fees as well in the amount of \$937.

From NATA:

Last week, the FAA released its annual [Aerospace Forecast Report Fiscal Years 2019-2039](#). Highlighting the long-term outlook for general aviation as “stable to optimistic, as growth at the high-end offsets continuing retirements at the traditional low end of the segment.” The report states that the active general aviation fleet is forecasted to remain relatively level between 2019 and 2039, with continued growth of the turbine and rotorcraft fleets due to steady growth in both GDP and corporate profits, while the fixed wing piston aircraft fleet continues to shrink over the forecast. According to the forecast, the number of general aviation hours flown is expected to increase an average of 0.8% per year through 2039. As for general aviation fuel consumption, the forecasted consumption of avgas is projected to decrease by 0.6% each year from 2019-2039 versus the projected growth per annum of 1.7% for jet fuel.

## **V. OLD AGENDA ITEMS**

None

## **VI. NEW AGENDA ITEMS**

### **19-05-01 Consider TDK Resolution**

Hope explained this was piggy backing off of a resolution that the City of Peachtree City passed recently. Hope noted that this was to protect our Runway Protection Zone that TDK Boulevard currently lies within. Hope continued by reading the resolution:

PEACHTREE CITY AIRPORT AUTHORITY

STATE OF GEORGIA

**RESOLUTION OF THE PEACHTREE CITY AIRPORT AUTHORITY IN  
OPPOSITION TO THE EXTENSION TDK BOULEVARD AS THE PRIMARY NEW  
EAST-WEST CONNECTION BETWEEN FAYETTE AND COWETA COUNTIES  
AND REQUESTING REMOVAL OF SAID PROJECT FROM THE FAYETTE  
COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

**WHEREAS:** *Atlanta Regional Airport – Falcon Field lies in Fayette County along a shared border between Coweta and Fayette Counties; and*

**WHEREAS:** *Coweta and Fayette County industries, businesses, and residents utilize the Airport; and*

**WHEREAS:** *The extension of TDK Boulevard off SR 74 in southern Peachtree City to McIntosh Trail in southern Coweta County has been identified by both Coweta County and Fayette County in their respective Comprehensive Transportation Plans as a desirable means to increase east-west connectivity between the two counties; and*

**WHEREAS:** *TDK Boulevard lies within the Runway Protection Zone of the Airport; and*

**WHEREAS:** *A Runway Protection Zone exists to protect people and property on the ground: and;*

**WHEREAS:** *The Peachtree City Airport Authority is Sponsor of Atlanta Region Airport – Falcon Field; and*

**WHEREAS:** *As the Airport Sponsor, the Peachtree City Airport Authority is expected by the Federal Aviation Administration to take all possible measures to protect against and remove or mitigate incompatible land uses; and*

**WHEREAS:** *The Federal Aviation Administration considers a public road within a Runway Protection Zone an incompatible land use; and*

**WHEREAS:** *Coweta and Fayette Counties both have a vested interest in the public use of Atlanta Regional Airport – Falcon Field.*

**NOW, THEREFORE, BE IT RESOLVED,** *that the chairman and members of the Peachtree City Airport Authority do hereby officially oppose the TKD Boulevard Extension into Coweta County and do hereby request that the Fayette County Board of Commissioners*

*remove the TDK Boulevard Extension from the identified projects in the Fayette County Comprehensive Transportation Plan.*

Allen Morrison made a motion to approve the TDK Resolution as written, seconded by Tom Lacy.

Motion carried 4/1, Charles Murray opposed.

**19-05-02 Consider Acceptance of Tentative Allocation of Federal and State Funds in the amount of \$200,500 to Design Obstruction Removal – Off & On Airport and Airport Layout Plan.**

Hope reviewed the letter from GDOT regarding the Tentative Allocation for the design of obstruction removal and to update the airport layout plan. Hope noted that the last airport layout plan was in 2009 and that the face of the airport has changed drastically since then. The amount would cover the cost of both items. Hope also had asked GDOT about some of the reimbursables that were approved in previous Authority meetings. She was told that the reimbursables would be written into future grants. Our portion is the 5% local match which we would use our land swap to pay for. Hope clarified that the amount was incorrect in the original agenda item and the Tentative Allocation was actually \$220,500 as written in the letter from GDOT. Max Braun asked when the 2009 ALP was updated, was the master plan completed as well. Hope noted that the airport had never had a master plan completed as general aviation airports are not required to have a master plan. Hope stated that the airport would have to fund anything over and above the ALP and that she didn't see a need for a master plan to be completed at this time. Allen asked if the new Airport Layout Plan would address the conceptual plans for Area C. Hope answered that it would absolutely address any concerns or changes for Area C and other areas as well. It will be this fall before the contract is written and around a year to produce the plan.

Allen Morrison made a motion to accept the Tentative Allocation of Federal and State Funds in the amount of \$220,500 to Design Obstruction Removal – Off & On Airport and Airport Layout Plan as presented, seconded by Kevin Lund

Motion carried 5/0.

**19-05-03 Falcon Real Estate II Request for an Additional \$20,000 for Tenant Improvements.**

Hope reminded the Authority of the original \$30,000 for improvements of airport leased office space. The tenant had received bids for the work that they would like to have completed and the bids came in higher than anticipated. They are requesting an additional \$20,000 to complete that work. Tom clarified that the funds would be recouped during the term of the lease and the new lease amount would follow suit. Hope noted that it would be an addendum added to the lease and that they are adding two additional rooms as well. Allen asked if the plans to renovate would be approved by the airport. Hope

noted that any work that was to be completed would be approved by her. Allen asked if the plans would come in front of the Authority for approval. Hope stated that the plans would not unless the Authority would like it to. Tom noted that the lease was pretty tight and addressed many of the concerns that were being discussed. Charles Murray asked if this was a not to exceed amount. Hope confirmed that was correct and that anything above and beyond the approved amount would be the responsibility of the tenant.

Charles Murray made a motion to approve the additional \$20,000 for tenant improvements as presents, seconded by Tom Lacy.

Motion carried 4/1, Allen Morrison opposed.

**19-05-04 Consider Multiple Proposals from Interested Parties to Build Hangars in Area C.**

Hope reminded the Authority about the issue that was brought up at the last meeting regarding hangar C1 that was supposed to be built but never started. This, among other things was the reason for the presentation and possible layout change. Hope reviewed the 2009 Airport Layout Plan and noted that the original intent of Area C was to build hangars 7,000 square feet and more. Hope also noted that the Peachtree City Ordinances dictate that any hangar over 5,000 square feet require sprinklers so most individuals have tried to keep the hangar size below 5,000 square feet to reduce costs. Hope reviewed the current inventory of hangar space. Most of space was for aircraft storage and not for commercial hangar space. Hope reviewed the available lots for hangars to be built and reminded the Authority that the depicted hangar C4 lease had been approved in the December meeting but lease has not been signed. The reason the lease had not been signed was because there had been a lot of back and forth with the Fire Department, Building Department and Builders regarding the correct fire codes. It was not the fault of the lessee that the lease had not been signed.

Allen Morrison clarified that it was an approved lease and not a signed lease. He asked if they sign the lease, are we committed or are there other options right now? Tom Fulton stated that it would be up to the Authority.

Hope continued on to note that C5 as depicted in the drawing was the only lot that was available and there were at least two separate parties that were interested in that spot. There is no way to accommodate all of the requests to date without further development.

Hangar C1 was the first lease that was signed and never built so the lease terminated as a result of this. This potential tenant still would like to build, including the additional wings required for the larger door to accommodate larger aircraft.

The individual who built the existing hangar C3 would like to build a second hangar. Hope noted that the owners of C3 did everything on time and in order. They would like to an 80' x 60' hangar and signed a ground lease request form on February 25<sup>th</sup>, 2019.

Hope noted that it had not been presented to the Authority until now because of the final guidance given on the fire codes on April 29<sup>th</sup>, 2019.

Hangar C5 currently has two requests for that location a 50' x 50' for aircraft storage or the 80' x 60'.

Hope noted that to date, no one has walked away from building in Area C. There has just been delays on fire code clarification. Hope noted that there were multiple other interested parties but nothing was in writing from any of those parties.

Hope state that there were currently 71 individuals on the T-Hangar wait list that a vast majority of those on the list preferred an individual hangar to avoid the potential of hangar rash that could result in a community style hangar. We have 5 on the community hangar wait list, 60% of those prefer a T-Hangar but ultimately just want a spot here. None of the proposed hangars significantly impact any of the wait list's mentioned.

Charles Murray asked where hangar C6 would go. Hope showed him on the map and noted that it would require a significant amount of grading as well as asphalt. Allen asked if the additional land development was in our current ALP. Hope responded that it was indeed in the ALP but that the development for that area would not be funded for potentially years by GDOT and the FAA. Hope explained that safety projects were far more important to the FAA and GDOT than development projects but that expansion is on their radar.

Hope reiterated that the potential C1 tenant is requesting a new lease for the same space plus the additional overage for the wing walls.

Hope noted that C4 had already been approved and that the same party is interested in building a 50' x 50' hangar in the C5 location.

Hope reviewed that C3 is existing and the same party is interested in building an 80' x 60' hangar in the whichever space is available.

Tom Fulton asked if the 50' x 50' hangar would fit in the C2 space. Hope explained that it would not due to the fire codes. Hope responded that it would not fit because there were only 50' from the edge of the C1 wing wall and the C3 wall. Allen commented that it would fit if the wings had not been added to C1. Hope noted that it still wouldn't work because there has to be 30' from the wall of C3 and that C3 was built without the fire walls because the city approved it without considering the entire build out plan. Anything built next to C3 has to be a minimum of 30' away, so the wing wall wouldn't make a difference. Tom Fulton stated that having the 50' x 50' hangar in the C5 position, seems to be a poor utilization of that space. Allen noted that we already have a problem between C1 and C3 that we have basically created dead space and he stated he would hate seeing dead space again. Hope noted that she had been working with all of the interested parties and she did not see a way to make all of the requests work given the space available. Tom asked Hope to explain the red line at the top of the drawing. Hope explained that the red

line was the build restrict line and that nothing could be built past that red line closer to the runway. Kevin Lund asked if Paul (Behrens) was willing to build a hangar larger than 50' x 50'. Paul said that he didn't want to make that decision right now but that he would be willing to work with the Authority and stated he would check into that option. Hope noted that Paul had gone through a number of different options. Paul stated he had been working tirelessly with Hope and Mike to sort through the fire codes and the costs associated with those. He stated he was not dragging his feet. He would take a closer look at a larger hangar and the costs associated with that. Hope noted that the Syracuse's had been working with the airport tirelessly as well. Allen asked Paul if the Authority said no to C5 would he not want to build C4? Paul stated that he wasn't going to give an answer to that right now do to the numerous considerations of that scenario. Paul reiterated that he was willing to work with the Authority. Vic Syracuse stated that from what he understood from the fire marshal that there could be 5' in between buildings with 2-hour fire wall. Hope explained that if both hangars had adjacent 2-hour fire walls then you could go as close as you would like to each building. Vic stated that the builders want 5 feet to be able to work on the building during construction. Vic said that if there were a way to construct a 2-hour fire wall then the 50' x 50' hangar could possibly go in between hangars C1 and C3. Hope reiterated that there is only 50' from the wing wall of C1 and C3 so there would only be enough room for a 40' wide hangar. Allen stated that if the Authority said no to the wing walls then the 50' x 50' could possibly fit. Paul stated that without adding a fire wall on C3 then you would have to build 30' from C3. Tom asked if the wall facing away from the hangar would require a 2-hour fire wall. Hope stated that the would only be required to wrap the wing wall with a 2-hour rated wall. Tom Lacy asked what the last discussion was about C1 and the wing walls regarding paying for all of the additional space as discussed in a previous meeting? Hope clarified that they did plan to pay for the additional wing wall space, all the way to the back of the hangar. An attendee (name not known) asked if there were other options for the door to eliminate the wing walls. Hope stated that the prospective tenant had researched many different options and to get the tail height and wing tip clearance for the size jet they are looking to house the had to go with that door. She noted that that was their best option.

Tom Fulton recapped all of the requests that were on the table. Hope noted that, without getting hung up on spots, that they were requested within a day of each other, Vic had his in first and then Paul the next day. Hope clarified that she instructed Vic incorrectly on what the location name was, but ultimately that he just wanted a spot to build. She recapped that there are two individuals that want to build in the same location (C5) if C1 is approved. Tom Lacy asked if a 50' x 50' hangar was the largest that could be built in the C5 spot. Hope clarified that a larger hangar could certainly be built there.

Tom Fulton clarified that the Authority ultimately had the final say on what hangar was to go where and that first come first serve is not necessarily taken in to consideration. He noted that the decision would be made of what is the best utilization of the space. Paul added that his hangar in the C4 space would be large enough to house Jets or King Airs. The second hangar Paul was requesting may require grade work. Tom Fulton stated that someone would have to make those grade improvements to that space but it wouldn't

necessarily be the Authority. Tom Fulton noted that any future lease approvals should have some sort of sunset clause on that approval. Hope noted that we had started with a very simple form as the beginning of this process and the airport had not had this problem before. Paul reiterated that he felt bad that it had been that long but that it was an issue with all the code interpretations. Tom Fulton noted that was not a reflection on him, it was just a comment for moving forward with future interested parties. Allen asked Paul if he was planning to keep his aircraft in the hangar. Paul stated that he will own both buildings and that he was planning to keep his aircraft in one of the hangars. Tom Fulton asked Paul if he was planning on subleasing. Paul stated that he was initially planning on subleasing. Tom Lacy asked Hope what the realistic time line was before we started expanding the ramp. Hope noted that there is a five-year plan but there were too many other safety related projects that would take precedent and she could not give a realistic date. Allen asked how long the project had been on the five-year plan. Hope responded it had been on there since Area C was built ten years ago. Tom Lacy clarified that the FAA wasn't going to entertain the expansion until they had seen some progress on the existing space. Hope agreed and stated that was indeed the FAA's position as she had been told before. Kevin Lund asked how serious was the potential tenant of C1 was about those doors. Hope responded that he has to have those doors to make it work. Hope reminded the Authority that he has owned the steel for the building for a while so changing size was also not an option.

Tom Lacy made a motion to approve entering into a lease with C1 on the most recent terms, seconded by Allen Morrison.

Motion carried 5/0

Tom Fulton moved on to the next request for the 50' x 50' hangar.

Prior to making a motion, Allen explained that he would like the opportunity to take a closer look at the layout. He explained Paul would need some time to think about things if the Authority said no to the 50' x 50' and what the implications are of what we are deciding.

Allen Morrison made a motion to place a one-month moratorium on any additional hangar leases until a satisfactory layout can be determined, seconded by Kevin Lund.

Motion carried 5/0

Tom Fulton stated that by default that would put the other requests on hold to the next meeting. Tom also expected that C2 was either an option or not to put nail in that.

Allen Morrison asked if the area between C1 and C3 allowed for parking of cars. Hope stated that yes it could be used for car parking. Allen wanted to make sure that there was indeed going to be a use for that area in the future.

## **VII. Executive Session**

Prior to Executive Session Tom Fulton opened the floor for public comments with the understanding that the Authority had no obligation to answer or respond to any questions or comments that may arise.

Carrol Syracuse asked if the terms of the lease had changed. Tom responded that they had not. Carrol asked if there was anything that could be put into the lease to prevent dragging out beginning to build and building.

Mike McGowan suggested to continue building around the north side of the apron in Area C. Tom Fulton stated that is what the airport layout plan update would take a look at.

Allen Morrison made a motion to enter in to executive session for real estate matter at 7:59pm, seconded by Tom Lacy.

Motion carried 5/0

Tom Lacy made a motion to adjourn Executive Session and enter back into the Regular Meeting at 8:13pm, seconded by Allen Morrison.

Motion carried 5/0

## **VII. Adjournment**

Allen Morrison made a motion to adjourn the Regular Meeting at 8:14pm, seconded by Tom Lacy.

Motion carried 5/0

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Attest

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Tom Fulton, Chairman