

2009 PEACHTREE CITY AIRPORT AUTHORITY ATTENDANCE RECORD

February 12, 2009

Report Date: Month Year

Name & Date of Appointment	# of Meetings Member Eligible to Attend	# Meetings Attended	# Meetings Absent	Meeting Dates Absent	Percentage Attendance
Mike Brady, Chairman 1/1/09 - 12/31/31	2	2	0		100%
Bill Flynn, Vice Chairman 1/1/07 - 12/31/11	2	2	0		100%
Richard Whiteley, Secretary/Treasurer 6/20/08 - 12/31/10	2	2	0		100%
Zaheer Faruqi 1/1/09 - 12/31/12	2	2	0		100%
Jerry R. Cobb 1/1/05 - 12/31/09	2	1	1	2/12/2009	50%

Peachtree City Airport Authority (PCAA)
Regular Meeting Minutes
Thursday, February 12, 2009
Aviation Center, Peachtree City – Falcon Field
7:00 p.m.

Members Present – Chairman – Mike Brady, Bill Flynn, Richard Whiteley, Zaheer Faruqi, PCAA Alternate – Bill Rial, Aviation Director – John Crosby, Assistant Aviation Director – Barry Griffith A.A.E., Airport Attorney – Doug Warner and City Council Member – Doug Sturbaum.

Absent: Jerry Cobb

I. ANNOUNCEMENTS

Chairman Brady called the meeting to order at 7:00 p.m. and asked if there were any announcements. Assistant Aviation Director – Barry Griffith A.A.E. reports that Runway 13/31 is scheduled for closure for runway restriping on Monday, February 16, 2009 from 1000-2000(L) and Tuesday, February 17, 2009 from 0800-2000(L) and that a follow up email notice will be sent out to all tenants.

II. APPROVAL OF MINUTES

Motion made by Bill Flynn and seconded by Richard Whiteley to approve the January 21, 2009 Regular Meeting Minutes with one word correction under Item VI. 09-01-01 Election of PCAA Officers “tenor” should be “tenure”; Motion carries 4/0.

III. REPORTS

Aviation Director – John Crosby indicates that as part of the runway closure that the electrical contractors are working on the PAPI's and ODALS. He stated that ILS Approach is scheduled to be published on March 12, 2009, however, due to FAA procedure regarding phantom trees depicted in the approach, the minimums went from 258' with 1 mile visibility to 271' with ¾ mile visibility and that staff is working with the FAA to correct these items for republication at a later date.

Aviation Director – John Crosby also reports meeting with the Georgia Department of Transportation (GDOT) Aviation Programs Director – Carol Comer and staff to discuss the proposed stimulus package being considered in Congress; that when and if it passes, FFC will be in a position to receive approximately \$2M in additional funding. He indicated that this funding could go toward further ramp/apron expansion in Area “C” or may be used to jumpstart Area “B” or for other projects such as extending and paving the transient ramp.

Richard Whiteley asked if this money can only be used for construction? Mr. Crosby indicated that it must be used for construction and that there will be specific reporting requirements that GDOT/PCAA must comply with. Mr. Crosby indicated he would be sending out a schematic of Areas "B" and "C" for PCAA members to review.

IV. FINANCIAL REVIEW

Aviation Director – John Crosby reports that he sounds like a broken record in that there is still no good news to report in the financials. He stated that fuel sales are way down and that surrounding airports are reporting low volume sales. He stated that the Airport Manager in LaGrange reports fuel sales have decreased by 40% compared over this time last year. Mr. Crosby stated that he has reduced staff and continues to keep expenses down to address the budget deficit.

Chairman Brady asked the Aviation Director to explain the net basis drop in the budget. Mr. Crosby stated that the current budget is significantly behind where we want to be and that we need to adjust it to get a more realistic picture. Bill Flynn reports that he and Richard Whiteley spent several hours with the auditors this afternoon to begin the process of adjusting the financials and look at getting more specifics on actual financial performance by the next PCAA meeting.

Richard Whiteley asked why \$5,000 was spent this month on professional service fees? Barry Griffith reports these were primarily legal fees paid to Airport Attorney – Doug Warner's office. Chairman Brady asked what workman compensation was hit so hard in line item 6550? John Crosby reports that this represents a full year's payment for the workman compensation account. Bill Flynn indicated we will need to accrue workman compensation. Richard Whiteley asked why there was a disparity in FBO hangar leases? John Crosby stated that Falcon Academy has vacated the Annex Hangar and that four other FBO hangar lease agreements have been terminated recently which accounts for the reduction of lease payment. Richard Whiteley asked if money had been reimbursed from the Airshow which Mr. Crosby indicated that it had. Mr. Whiteley stated that the budget needs to be revisited. Chairman Brady stated that PCAA would provide a better breakout of the budget line items at a future PCAA meeting.

V. OLD AGENDA ITEMS

None.

VI. NEW AGENDA ITEM (see attached handouts)

02-09-01

Airport Operations Review – Preliminary

Chairman Brady indicated that he had recently been spending a great amount of time gathering information with staff at various meetings and conferences. Chairman Brady outlined to the PCAA a preliminary plan to review FFC airport operations. That the goal was to help define procedures on how FFC conducts business so that can be used in a positive way to help the financial side of the airport which is currently struggling.

Chairman Brady stated that he had staff create an organization chart recently showing hours of operation by position. He asked staff to post this information in a prominent place in the lobby. Chairman Brady highlighted airport job descriptions and emphasized a need for job description updates. He has also reviewed employee pay scales/grades. He stated that the PCAA would need to further review these items. Chairman Brady stated that he had also reviewed the Airport's Emergency Plan and that while the revision page noted last revisions in 1999 that there were 2005 page entries. He stated that staff will update this plan by April 30, 2009 and that there will be a section for PCAA members; that there will be a need for some training for PCAA members to know their roles during an emergency operation.

Chairman Brady stated that he has asked staff to provide a policy and procedures manual as more of a long range item. He also stated that FY07/08 budget assumptions were very thorough but were not defined for FY08/09. He stated that staff was working on this short range item with an anticipated completion time by March 15, 2009 and that it will mirror FY07/08 budget assumptions.

02-09-02

Airport Mission Statement Review

Chairman Brady stated that the PCAA and Airport Management in 2004 had presented a mission statement, some core values, goals and objectives to the Peachtree City Council for the operation of the Airport. He indicated that while it was impressive to read it felt like he was reviewing a MBA Case Study regarding the mission statement. He indicated a need to meet with FFC customers to see if staff was fulfilling these mission statement goals and objectives.

Chairman Brady stated that PCAA needs to establish an open forum with FFC customers who are primarily identified within three groups:

- 1) Tenants: consist of recreational pilots, corporate operators and commercial aeronautical businesses on the field.
- 2) City and County Governments, agencies.
- 3) Corporations within the City / County

Chairman Brady stated that a survey would need to be developed to get feedback from our corporate customers on our fulfilling of the mission statement and

goals/objectives. He requested staff to first advertise and setup meetings with the tenants to evaluate where PCAA wants to go from here. He is interested in finding out what people think of FFC's product and tapping into the ample experience and talent amongst airport tenants for good feedback to PCAA. He stated that this information will be used to develop a long-term business plan that will also have short-term and intermediary business goals.

Chairman Brady stated that it was his impression that FFC was a diamond that needs to be polished. He stated that past/current airport management had done an exceptional job in building infrastructure so that now PCAA has a product to market. He stated that his goal was to define our business plan/product so we can have a thriving facility to support all customers. With strong customer feedback, PCAA can improve quality and make sure FFC remains competitive.

02-09-03 Focus Committees

Chairman Brady took time to explain the planned concept for the focus committees. He stated that airport management staff has a full plate which demands a system that utilizes the full talent pool available. Chairman Brady stated that he wants to use the business and marketing talent of the PCAA along with the airport tenants to formulate these focus groups to review specific areas of responsibility. He stated that he would like two (2) PCAA members including PCAA alternate member (Bill Rial) to be involved in each focus group along with airport tenants. He wants to keep the groups limited in size as to be more effective. He outlined the following areas of responsibility and identified PCAA members who will lead these focus groups:

- 1) Finance, Accounting, Contracts & Administration: Bill Flynn (Lead) and Richard Whiteley.
- 2) Business Development and Marketing: Zaheer Faruqi (Lead) and Bill Rial.
- 3) Airport Operations: Mike Brady (Lead) and Bill Rial.
- 4) Airport Safety: Bill Rial (Lead) and Richard Whiteley.
- 5) Tenant Relations: Bill Rial (Lead) and Zaheer Faruqi.
- 6) Government Relations (City, County, State): Mike Brady (Lead) and Bill Flynn.
- 7) FAA Liaison: Mike Brady.
- 8) Business Plan Development: Richard Whiteley (Lead), Bill Flynn and Zaheer Faruqi. Airport Attorney-Doug Warner indicated that if three members are involved in one focus group that this would be subject to all Georgia Sunshine Laws which would require the meeting agenda to be published as a public meeting where minutes would need to be taken like during PCAA regular meetings.
- 9) Air Show Coordination: Mike Brady (Lead) and Bill Flynn.

Bill Flynn stated that PCAA members should work under the Aviation Director as staff to help accomplish the various tasks identified. Zaheer Faruqi indicated that

he thought this was too much work for the Aviation Director and that PCAA members should be tasked to assist in the setup of the focus groups.

Chairman Brady stated that he was interested in putting PCAA members along with airport tenants to work to build ownership and a better product. He stated that it was not the intent of the focus groups to usurp the authority of airport management but to compliment staff as an additional support function. Chairman Brady requested that staff send out PCAA contact information (email) to the airport tenants so that each focus group could start to be developed. He stated that focus group sizes would need to be kept to a manageable level for efficiency reasons.

Bill Flynn suggested that the PCAA Chairman should be the single point of contact as the airport spokesperson. Chairman Brady disagreed with that suggestion and stated that the Aviation Director would remain as the single spokesperson for the Airport and that he would work closely with the Aviation Director as needed. Chairman Brady requested that the focus committees flush out their ideas and coordinate them with the Aviation Director before the next PCAA meeting.

Chairman Brady stated that Airport staff is working on a better communication outlet and that recently he attended a FAA Communications Conference with staff where he learned about a new system being used in Daytona Beach International Airport. He stated that this type of system can be used to disseminate meeting information and also to alert pilots to extreme weather conditions. He indicated that he would like to see regularly scheduled tenant relations focus group committee meetings perhaps at first on a monthly basis and then maybe reduce to quarterly meetings. Chairman Brady thanked PCAA for their feedback and asked PCAA for a motion to approve this new approach.

Motion made by Bill Flynn and seconded by Richard Whiteley to accept Falcon Field Support (Focus) Committees as presented under item 02-09-03; motion carries 4/0.

02-09-04 Authority Vice Chairman Position

Chairman Brady stated that the house legislation that created the PCAA list only two (2) appointed positions (Chairmen, Secretary/Treasurer) and that he been in contact with Airport Attorney – Doug Warner about the creation of a Vice Chairman position. Airport Attorney – Doug Warner confirmed the legislation requires two official positions but does not prohibit PCAA from creating other positions and that it would not require an amendment to the legislation.

Chairman Brady indicated that he would like to designate an assistant to this position, someone he could directly work with to carry out all duties of the Chairman if he were unavailable. Richard Whiteley asked if PCAA would elect

the Vice Chairman position? Discussion between Mike Brady and Bill Flynn pointed out that as PCAA members change as political appointees that the PCAA Chairman could be faced with an adversarial type relationship in a Vice Chairman elected by PCAA. Chairman Brady stated that the Vice Chairman, if selected by the Chairman, would serve at the Chairman's pleasure during the Chairman's term only and that the next Chairman would have the opportunity to select a Vice Chairman.

Motion made by Richard Whiteley and seconded by Bill Flynn for PCAA to create the position of Authority Vice Chairman as presented under item 02-09-04; Motion carries 4/0.

Motion made by Richard Whiteley and seconded by Bill Flynn for the 2009 PCAA Chairman to appoint a PCAA member to the position of Authority Vice Chairman; Motion carries 4/0. Bill Flynn was selected by Chairman Brady as the Authority Vice Chairman.

Motion made by Bill Flynn and seconded by Richard Whiteley to revise the organization chart to have the Aviation Director report to the PCAA Chairman; motion carries 4/0.

02-09-05

Callula Hill Location Impact

Aviation Director – John Crosby used an aerial photo to describe location and development plans for the Callula Hill project. He pointed out the approximate location of the 80 proposed homes, clubhouse and cart paths. He stated that Pathway Communities has presented this information to the Airport and will hold publically advertised forums to discuss the project. He stated that the extended centerline of Runway 31 was approximately ¼ mile off the runway end.

Mr. Crosby stated that due to the close proximity of the development to the Airport, that future homeowner would sign disclosure statements in the property deeds acknowledging the airport's existence and aviation traffic. He stated a similar approach initiated by Airport Attorney – Doug Warner and former Airport Manager – Jim Savage was used for the Plantera Ridge subdivision. Mr. Crosby stated that all homes would be single family ranch style homes and that existing elevation for the third tier would be approximately 80' above runway elevation. He stated that the Planning Commission was working on developing two entryways into the subdivision.

Mr. Crosby stated that PCAA has not taken a formal position on the development. He stated that Pathway Communities is familiar with the deed restrictions used in the Plantera Ridge subdivision and would work with staff's legal representation on the development of this language. Chairman Brady stated he wanted to make sure there was adequate airspace protection to avoid any future possibility of inverse condemnation or possible lawsuits. Mr. Crosby stated that PCAA owns a

small corner portion of the property which impacts the Runway Protection Zone (RPZ) and that the future deed restrictions will identify height restrictions as established by the City's 1988 height ordinance. He indicated that proposed runway extensions would be included in the deed restriction and this should not impact runway displaced thresholds or approach slopes.

Airport Attorney – Doug Warner stated that he would work with Pathways Communities on the proposed language to include in the deed. He confirmed that Georgia law has a “come to nuisance” law that states that if you come to the nuisance (buy your home in Callula Hill) that you accept this nuisance was in place at the time of purchase which addresses any complaints that may surface after move in. He stated that the deed restriction/disclosure would carry over during resale to any new homeowners.

02-09-06

Sany America Location Impact

Aviation Director – John Crosby used an aerial photo to describe location and development plans for the Sany America project which encompasses approximately 340 acres directly south of the end of Runway 13. Mr. Crosby stated that the Sany America Company builds large cranes and concrete pumper trucks with booms that can extend up to 500' in the air and that the Sany representative have indicated that this equipment can be tested in a horizontal position.

Mr. Crosby stated that Sany America has been on a 90-day hold due to the poor economy and are evaluating the American and Chinese markets before deciding on what level of investment they will put in the Peachtree City area. Mr. Crosby stated that PCAA member – Jerry Cobb and staff have been meeting with Sany representatives for over three years. He stated that there have been numerous meetings over the last six months with Sany and with City, State and Federal officials in regard to the proposed development.

Mr. Crosby acknowledged the foresight of Airport Attorney – Doug Warner and former Airport Manager – Jim Savage for establishing Avigation Easements for Runway 31 Approach that extend over portions of the Sany development for airspace protection. He also stated that the City's ordinance has been very useful in the protection against any obstructions that would encroach upon the 34:1 approach slope.

Mr. Crosby stated that Sany continues to work a through the FAA's 7460-1 Notice of Construction process but is also evaluating current development plans which may be scaled back into phases. He indicated that Sany officials and Fayette County Economic Development Director – Matt Foreshee were given plans that depicted FAA Part 77 Surfaces prior to the acquisition of the property and the had been with Sany/County officials on the site and had personally witnessed the air traffic patterns to Runway 31 Approach.

Mr. Crosby stated that the "City Fathers" understand the concerns regarding airspace protection and have committed to support the airport in protection of these surfaces. Doug Warner outlined the 34:1 Approach surfaces (primary, transitional and horizontal) and indicated that Sany's proposed buildings appear not to impact these surfaces or the new ILS Approach. He indicated that while this was not the most ideal location for the development, that the City's ordinance is very beneficial toward airspace protection. Chairman Brady stated that he had had conversation with the Mayor who has pledged the support of the City Council for protection of FFC's airspace through the City's ordinance.

Chairman Brady asked Aviation Director – John Crosby to update PCAA on Area "B" and "C" development projects. Mr. Crosby used the aerial to describe construction work currently occurring on the Airport. He stated that Massana Construction is finishing punchlist items from the Taxiway "F"/NAVAIDS and Localizer Relocation project and that once these items are done the Area "C" – Phase II contract will be released to Massana Construction who was the successful lowest, qualified bidder.

Mr. Crosby indicated that Area "C" Phase II development includes paving Taxiway "F", utility infrastructure and roadway entrance, apron/ramp space for future hangars. As he previously indicated, additional stimulus money may be used to expand Area "C" development under Phase II that could include additional apron area for hangar development. The current phase would have space for three hangars and has a 180-day construction schedule.

Mr. Crosby also stated that Area "B" design is complete and that PCAA may want to consider jumpstarting construction in this area. He also indicated that PCAA has not made a formal decision on how future hangars will be funded either through PCAA or privately. He felt that an acceptable mix will most likely be considered but this percentage is unknown at this time. He stated that any future hangar construction would have to meet PCAA specifications as part of the planning process. He mentioned the new Airport Layout Plan is in final review and will depict all developable areas on the Airport. He stated that dirt will be needed from the hill area behind the T-hangars as part of Area "C" development.

Chairman Brady took questions and participated in an open dialogue with many tenants in attendance. Airport Tenant – Jay Herrin congratulated PCAA members on their proposed plans and stated that it was a refreshing change on how the PCAA conducts business. He indicated that this meeting had been very informative and encouraged the PCAA to continue to keep everyone involved in the process of improving the Airport. Mr. Herrin said he thought we were on the right track in making the Airport profitable and that both the corporate pilot and the recreational pilot should be recognized in this effort. He pledged his support to the PCAA in this endeavor.

Chairman Brady said he was committed to providing good customer service and maintaining good communication with all our tenants. He reiterated that the development of the Focus Groups would give a great opportunity to those who want to get involved with improving FFC. He stated that FFC has tremendous potential and he is excited about the opportunities going forward.

VII. EXECUTIVE SESSION

Motion made by Mike Brady and seconded by Bill Flynn to enter into executive session to confer with legal counsel and discuss real estate matters at 8:40p.m.; motion carries 4/0.

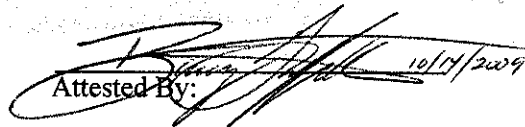
Motion made by Bill Flynn and seconded by Mike Brady to return to regular session at 9:30p.m.; motion carries 4/0.

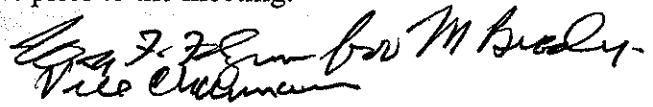
VIII. ADJOURNMENT

Motion made by Bill Flynn and seconded by Zaheer Faruqi to adjourn the meeting at 9:35p.m.; motion carries 4/0.

Note: This agenda is subject to change up to 24 hours prior to the meeting.

Attested By:

 10/14/2009


Mike Brady, Chairman
10/14/2009

PEACHTREE CITY AIRPORT AUTHORITY

EXECUTIVE SESSION AFFIDAVIT

The undersigned hereby states under oath, in the presence of a notary public, as subscribed below, that the undersigned presided over a meeting of the Peachtree City Airport Authority, in the capacity set forth below, on the meeting date set forth below.

A portion of this meeting was held in executive session and closed to the public, pursuant to motion duly made, seconded and passed by the Authority. The closed portion of such meeting, held in executive session, was devoted to matters within the exceptions provided by law, specifically as initialed below:

- Discussing matters protected by the attorney-client privilege. O.C.G.A. §50-14-2(1).
- Discussing the future acquisition of real estate. O.C.G.A. §50-14-3(4).
- Discussing or deliberating the appointment, employment, compensation, hiring, disciplinary action or dismissal, or periodic evaluation or rating of a public officer or employee. O.C.G.A. §50-14-3(6).

The closed portion of the meeting was held in compliance with the law, based upon the advice of legal counsel for the Authority, and based upon observation of all members present.

In witness whereof, the undersigned has signed this affidavit on the date indicated below.

Sworn to and subscribed before me this date: 2/12/09

Notary Public [Signature]

[Signature]
Signature

CHAIRMAN
Capacity

Date of meeting: 2/12/09

CONCURRENCE OF AUTHORITY MEMBERS

The undersigned confirm that the statements contained in the above affidavit are true and correct.

[Signatures of Authority Members]

[Blank lines for Authority Members]

OPINION OF LEGAL COUNSEL

The closed portion of the meeting of the Peachtree City Airport Authority referenced in the above affidavit was appropriate under Georgia law and was held pursuant to my advice and counsel.

[Signature]
Legal Counsel