

# PEACHTREE CITY AIRPORT AUTHORITY MINUTES OF MEETING

March 13, 2002

The March meeting of the Peachtree City Airport Authority was held at the Aviation Center, Peachtree City-Falcon Field Airport, on March 13, 2002, at 7:00 p.m.

Those present were Chairman Catherine M. Nelmes; Secretary/Treasurer H.E. Buffington; Members: Jerry R. Cobb and Mark H. Harris; Airport Manager James H. Savage; and Assistant Manager Andrew Bolton.

Member Douglas A. Fisher was out of town on business and did not attend. Authority Attorney Douglas B. Warner was absent to attend to his wife who was recovering from surgery.

## I. ANNOUNCEMENTS

Mr. Cobb gave a brief review of progress on the Wings Over Dixie Airshow and Festival 2002. Several acts have been booked and he is awaiting confirmation on an F-16 demonstration aircraft and other active duty military aircraft. The Army Heritage Museum will be providing 7 aircraft to perform a Vietnam War reenactment, that includes pyrotechnic action. The show is planned for September 14 -15, 2002.

## II. APPROVAL OF MINUTES

A motion to approve the minutes of the regular scheduled meeting of February 13, 2002, as presented, was made by Mr. Buffington and seconded by Mr. Harris.

The motion passed unanimously.

## III. REPORTS

Mr. Savage gave the following report:

# AIRPORT MANAGER'S REPORT

March 13, 2002

1. As we reported last month, the Airport Improvement Program Project #12 continues at a very slow pace. The deadline for completion of the project was March 6, 2002, however, it is my opinion that several weeks of work remain.

On March 6<sup>th</sup>, Resident Engineer Julian McKenzie delivered a memo to Mr. Cline outlining a "punch list" of some 17 items that had not been completed by the deadline. That memo also asked for a schedule estimating when we can expect completion. Mr. Cline met with Mr. McKenzie on Saturday, March 9<sup>th</sup>, and indicated that weather permitting, he expected to complete the punch list items by Friday, March 15<sup>th</sup>.

While it may be possible to complete the job by Friday (and I hope he can) given Mr. Cline's performance to date, I think an additional two weeks is more realistic. Liquidated damages are accumulating at the rate of \$750 per day.

Paving has been completed on all taxiways and auto parking areas, however initial testing shows that some areas do not meet the targeted compaction density. The formulas for computing the percentage of payment due the contractor are based on core samples taken at various locations on the job site that are compared to samples taken at the asphalt plant at the time of construction.

Should the densities fall below a certain minimum, we can reject the pavement and require the contractor to remove it and re-pave that section. If we choose to accept the low density pavement, we would be obligated to pay the contractor at 50% of contract price. Because the formulas for this determination are somewhat complex, we have not yet received our testing engineer's recommendations. No payment for paving will be considered until we have that report, and the project will not be considered complete until we have made that determination.

The ten inch water line has been connected to the supply line and the "backflow preventer" box is under construction. The lid for the concrete block structure will be poured in place and must cure for one week before it can be disturbed. The two inch water line connection and meter will not be installed until construction around the box is completed.

Walker Whiteside, the lighting sub-contractor, has completed the installation of the new taxiway lights and signage. This project included the installation of a larger power regulator to accommodate the additional fixtures. Two signs were printed incorrectly and will be replaced. The light fixtures installed contain a high intensity quartz light bulb, which is different than the incandescent type bulbs that are used in all of our existing fixtures.

We have requested information regarding the service life and operating cost of these fixtures versus those with an incandescent type bulb. If there is no cost savings, or if

they should actually be more expensive to operate, they will be exchanged at someone's expense other than the Authority's.

2. Bids for the Terminal Area Drainage Improvement Project were received at 11:00 a.m. on March 12<sup>th</sup>. We received two bids, however one bid was faxed to us which did not meet the requirement that all bids were to be submitted in a sealed envelope, nor did it have all bid items priced.

The apparent low bidder was Scarbrough & Company, Inc. of Fayetteville, GA, in the amount of \$21,716.00. The non-responsive bid was for \$14,094.?? A portion of the faxed bid was missing.

When Mr. Scarbrough's bid is combined with Wilbur Smith and Associates engineering costs, the total exceeds our budgeted funds by nearly \$5,000.

I have written Mr. Scarbrough asking him to meet with us to discuss the possibility of adjusting his fee schedule to stay within budget. Failing that, we must re-bid the project or allocate additional funds for the work.

3. This last weekend was a busy one, in that we had several aircraft visit us that were associated with the "MBNA 500" held Sunday at the Atlanta Motor Speedway. The major race sponsor, MBNA, located three of their large jets here during the race, plus a helicopter to shuttle their passengers back and forth.

For the second year in a row, the Penske racing team staged their Saab 2000 here, to avoid the chaos and short field at Tara Airport. Mr. Penske also arrived and departed in his Lear 45, also shuttling to and from the race by helicopter.

The efforts we have been making over the last few years to attract some of the 350 aircraft that visit Tara Airport on race day, to Falcon Field, are starting to pay off. We pumped nearly 3,000 gallons of jet fuel on Sunday alone.

In conversations with FAA personnel who worked the temporary tower at Tara, it takes over two hours to launch all of the aircraft parked for the race. We will continue to send reminders to the race sponsors of our services in an effort to attract even more aircraft for the race in the fall.

4. Finally, I would like to remind everyone that the Authority will be meeting to discuss the airport with the City Council at their annual "retreat", this coming Saturday, March 16<sup>th</sup>, at 8:00 a.m., at the Wyndham Peachtree Conference Center. Ms. Nelmes will be making a "Power-point" presentation outlining the airport's progress to date and the Authority's plans for the future of Peachtree City-Falcon Field.

It is a public meeting.

**V. OLD AGENDA ITEMS**

None.

**VI. NEW AGENDA ITEMS**

**02-03-01 Consider capital equipment purchases:**

- (a) mobile radios for fuel trucks.**
- (b) passenger shuttle vehicle.**
- (c) aircraft service vehicle.**

Chairman Nelmes asked Mr. Savage to review the proposed equipment purchases and requested that each item be discussed separately and voted on one at a time.

**(a) Mobile radios for fuel trucks.**

Mr. Savage explained that with the recent increase in flight operations from corporate, flight school and based aircraft operations, it was his opinion that the continued use of the Common Traffic Advisory Frequency (CTAF) by airport personnel for aircraft service requests will over-burden an extremely busy aircraft band frequency.

Mr. Savage requested that the Authority approve the installation of a mobile radio in each of the two fuel trucks that operate on a business band frequency different than the CTAF. Mr. Savage explained that the Authority "inherited" the base unit when it assumed the FBO operation from Stevens Aviation, and that the unit has been used extensively during the last four airshows.

Mr. Bolton requested proposals from two electronic firms to provide two Motorola mobile units to match the Authority's base unit, along with on-site installation in the fuel trucks. The mobile units will have external speakers near the fueling bay of the trucks so that airport personnel will be able to hear radio calls during fueling operations.

A summary of the bids received are listed below:

**BEARCOM**

2 - ICOM F420S Mobile radios, equipment & installation	\$1,158.68
or	
2 - Kenwood TK 862 Mobile radios, equipment & installation	\$1,232.19
or	
2 - Motorola M1225 Mobile radios, equipment & installation	\$1,253.19

## DIVERSIFIED ELECTRONICS

2 - Motorola M1225 Mobile radios, equipment & installation \$1,369.28

Mr. Savage stated that it has been his experience that Motorola radios are designed for rugged commercial use and he recommended that the Authority authorize the purchase of the Motorola units as specified by Bearcom, for \$1,253.19.

Mr. Buffington and Mr. Harris both agreed that they had similar good experiences with Motorola radios and concurred with Mr. Savage's recommendation.

A motion was made by Mr. Cobb and seconded by Mr. Harris, that Mr. Savage be authorized to purchase the recommended radios at a price not to exceed \$1,300.00.

The motion passed unanimously.

### **(b) Passenger shuttle vehicle.**

Mr. Savage gave a brief review of the efforts of the airport staff to attract more and larger jet aircraft to the airport, citing the need at times to park such aircraft in areas somewhat removed from the entrance to the terminal.

He expressed the opinion that because the airport has excellent terminal facilities and a great reputation for service, he believed that the ability to shuttle passengers and crew from these aircraft to the front door, along with their baggage, should be the next step in maintaining a competitive edge over competing airports.

It was his belief that the vehicle could also be outfitted with "pintle" hooks so that it could double as a back-up aircraft tug when needed.

Mr. Savage distributed photos and brochures depicting the various proposals received from local suppliers, ranging from a new eight passenger unit, to a used four seat unit with a fold-down rear seat/cargo shelf.

Chairman Nelmes agreed that providing the passenger shuttle service requested would add to the airport's service image, but she did not believe it was an essential service and that other repairs and projects were more pressing. She stated that she would prefer to consider this request at a later date.

Mr. Cobb stated that he would not support the purchase of an eight passenger shuttle because he did not believe that one was needed.

After additional discussion by the members, it was agreed by general consensus that no action on this item would be taken at this time.

**(c) Aircraft service vehicle.**

Mr. Savage explained the frequent request from based tenants for assistance in airing tires and providing battery power for engine starts. He explained his concept of converting a used golf cart into an "aircraft service" vehicle that would provide compressed air and 12 or 24 volts starting power, that could also serve as an aircraft tug for light aircraft.

Mr. Savage had requested up to \$3,000 to purchase the unit, plus an additional \$1,000 to equip it with the necessary tools and components.

Considerable discussion was held by the members regarding the pricing of the unit, with Mr. Cobb expressing the opinion that a used unit could be purchased for considerably less than requested.

A suggestion made from the floor was to buy a smaller passenger unit, equip it with pintle hooks and place the service equipment on a small service trailer to be pulled behind the cart when needed.

A motion was made by Mr. Harris and seconded by Mr. Cobb to authorize up to \$2,500 for the purchase of a utility vehicle for ramp operations.

The motion passed unanimously.

**02-03-02 Consider adopting Authority position regarding a proposed new housing sub-division planned for the west side of State Highway 74, at Rockaway Road.**

Chairman Nelmes requested Mr. Savage to give a brief review of the proposal as it has been presented to the City.

Mr. Savage explained that he and Chairman Nelmes had become aware of the proposal from a news report in a local paper, and that Mr. Savage had requested information from the City Planning Staff regarding the proposal.

City Planning Staff had indicated that the proposal was still preliminary, but included approximately 121 housing units on some 40 + acres, in a Limited Use Residential sub-division. Some commercial development would occur on the front of the sub-division that fronts on State Highway 74.

Mr. Savage showed an aerial photo of the city that depicts the noise abatement tracks from the airport and the approximate location of the proposed sub-division to the southeast of the airport, and Planterra Ridge sub-division to the north of the airport. These "informal" noise abatement procedures have been in place since 1990.

Mr. Savage reviewed how jet and large aircraft departing to the northwest are requested to turn away from Planterra Ridge and continue westbound until reaching 3,000 feet mean sea level before turning on course, but those departing to the southeast are requested to continue straight out along the extended centerline of the runway, which would have them passing less than one-half mile from the proposed sub-division during their climb to departure altitude.

Additionally, when aircraft are approaching the airport under instrument flight conditions, the primary approach to the airport is along that extended centerline to the southeast, and because aircraft must descend to a minimum safe altitude prior to reaching the airport, aircraft will be routinely less than 600 feet above the ground when they pass to the west of the proposed sub-division.

Mr. Savage offered his personal opinion that building houses that close to the final approach course to the airport's main runway seemed to be poor planning, in that the Authority in past actions had assumed that the area surrounding the airport would remain zoned for compatible uses, therefore spending over \$10 million in federal, state and local funds on airport improvements.

As the amount of air traffic increases at the airport, the potential for noise related complaints will increase at a similar rate. Property owners of houses located in the proposed sub-division may experience safety concerns and their property values may be affected accordingly.

Mr. Savage summed up his opinion by saying that he believed building a sub-division in that area was a "bad idea."

A general discussion by the members followed. Chairman Nelmes, expressed the view that a better time to express concern over the inclusion in the Land Use Plan of single family development in that area would have been when the planned zoning use was changed from General Industrial (as it is currently zoned) to Low Density Single Family, which apparently occurred in 1997.

Other Members shared opinions similar to Mr. Savage's, however the discussion centered on the fact that the proposal that was being reviewed by the Authority had not actually been submitted for consideration by the Planning Commission, and that until such a document was presented to the Planning Commission, the Authority could not offer a specific opinion.

By general consensus, it was agreed that Mr. Savage should ask the City to keep the Authority informed regarding the progress of this proposal, so the Authority could make an informed determination at a more appropriate time.

A motion was made by Mr. Cobb and seconded by Mr. Buffington to table further discussion on the matter until the next regular scheduled Authority meeting.

The motion passed unanimously.

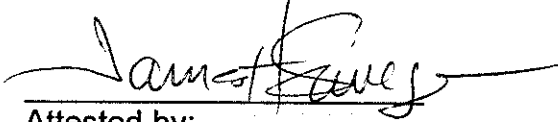
**VII. EXECUTIVE SESSION**

None.

Chairman Nelmes, knowing of no additional items for consideration, called for a motion to adjourn.

At 8:32 p.m., Mr. Cobb moved to adjourn, which was seconded by Mr. Harris.

The motion passed unanimously.



Attested by:



Catherine M. Nelmes, Chairman



**PEACHTREE CITY AIRPORT AUTHORITY**

**RECORD OF ATTENDANCE AS OF:**

**March 31, 2002**

Members	Regular Meetings Last 12 Months	Meetings Attended	Regular Attendance %	Special Called Meetings Last 12 Months	Special Called Meetings Attended	Total Attendance %
H.E. Buffington	12	12	100%	3	2	93%
Jerry R. Cobb	12	11	92%	3	3	93%
Douglas A. Fisher	12	10	83%	3	3	87%
Mark H. Harris*	10	10	100%	1	1	100%
Catherine M. Nelmes	12	12	100%	3	3	100%

\*\* New Member as of 5/18/01

Members	Dates Absent	Type
H.E. Buffington	1/22/02	Special
Jerry R. Cobb	12/12/01	Regular
Douglas A. Fisher	1/09/02 3/13/02	Regular Regular
Mark H. Harris		
Catherine M. Nelmes		

Meeting Dates	Type
1/09/02	Regular
1/22/02	Special
1/23/02	Workshop
2/13/02	Regular
3/13/02	Regular
4/11/01	Regular
4/19/01	Special
4/25/01	Workshop
5/09/01	Regular
6/13/01	Regular
7/11/01	Regular
8/08/01	Regular
9/12/01	Regular
10/10/01	Regular
11/14/01	Regular
12/12/01	Regular