

# PEACHTREE CITY AIRPORT AUTHORITY MINUTES OF MEETING

October 10, 2001

The October meeting of the Peachtree City Airport Authority was held at the Aviation Center, Peachtree City-Falcon Field Airport, on October 10, 2001, at 7:00 p.m.

Those present were Chairman Catherine M. Nelmes; Secretary/Treasurer H.E. Buffington; Members: Jerry R. Cobb, Douglas A. Fisher and Mark H. Harris; Airport Manager James H. Savage; Assistant Manager Andrew Bolton and Authority Attorney Douglas B. Warner.

## I. ANNOUNCEMENTS

Mr. Cobb announced that the duct bank installation for future utility lines has been completed for Phase III of the Hangar Area "B" taxiway project. The general contractor has begun to mobilize equipment and will start earthwork next week.

## II. APPROVAL OF MINUTES

A motion to approve the minutes of the September 12, 2001, meeting as presented, was made by Mr. Cobb and seconded by Mr. Fisher.

The motion passed unanimously.

## III. REPORTS

Mr. Savage gave the following report:

### AIRPORT MANAGER'S REPORT

October 10, 2001

1. **VFR Flight Operations.** As I prepare this report, all aircraft operations within the "enhanced" Class "B" airspace that surrounds our airport are normal, except for VFR operations. Under the current limitations, VFR flight within this airspace is limited to dual flight instruction and supervised solo flight by a student pilot.

In spite of a wide spread industry campaign to contact our Congressional leaders, the FAA and the Department of Transportation, asking for relief, the National

Security Council has resisted lifting the ban without providing any explanation other than saying it is needed for "national security."

An example of how unrealistic the current rule can be applied. Recently, an instructor at the flight school had signed off a student to take a Private License check ride. The student was to fly to a location in Alabama, which would have been permitted under the current rules as "supervised solo."

Once the student had taken his check ride and been issued his certificate however, he would not be allowed to return to our airport because as a licensed pilot, "supervised solo" is no longer required or possible. He, like his licensed instructor, cannot fly VFR in the "enhanced" Class "B" airspace. Go figure.

- 2. GAA Conference.** I recently returned from a three day conference held by the Georgia Airports Association, for whom I serve as Treasurer. The turnout this year was the best the Association has ever had and even though it was not a planned topic, the number issue discussed was airport security.

Many hours were spent both in work sessions, and during the "networking" periods away from the crowd, discussing how small airports might best enhance security. Improved perimeter fencing, security cameras, increased police presence, "Neighborhood Watch" programs, and airport security I.D. badges topped the list of ideas offered. The problems most stated were twofold. How can an airport of 20 aircraft justify the expense such ideas would impose? And, what are we trying to prevent?

The general consensus was that in a free society there are no simple solutions to combat individuals who are bent on self destruction. GAA has formed a committee of airport managers, including myself, who will meet to develop a "pro-active" position on this issue and offer those suggestions to GAA members and the FAA for consideration. It is GAA's hope that we can develop a reasonable approach to the problem before additional rules such as the "enhanced" Class "B" airspace are imposed on the system by those who feel they "must do something" , but have no real understanding of the situation.

- 3. Invoice for WOD, Inc.** Included in your Friday pack was a copy of the invoice to Wings Over Dixie, Inc. for the extraordinary costs incurred by the Authority during the airshow that were not covered by the additional revenues generated.

We had estimated that our extra costs would exceed our additional revenues by about \$4,950.00. Actual excess costs are calculated to be just \$3,262.83 over actual revenues. Unless the Authority takes an action to the contrary, we will present the invoice for payment this week.

4. **Jet Limo, Inc. drainage issue.** Engineers from Wilbur Smith and Associates and myself met with our counterparts at Jet Limo, Inc. to discuss the drainage issues associated with the development of their property and the detention pond adjacent to the Aviation Center. WSA has reviewed the hydrological study performed by Jet Limo's engineer and has concluded that our underground system can handle both the Aviation Center's storm water and that being discharged from Jet Limo's detention pond during a "100 year" storm.

Based on that information, it is WSA's recommendation that a large collection box be constructed to accommodate the three existing discharge pipes, plus a new one to be added that runs from the detention pond. This structure will be larger than what Jet Limo would have built if the two pipes from the Aviation Center did not run onto their land, thus more expensive. Based on preliminary estimates, WSA puts the additional cost at \$4,000.

So that future owners will be aware of how the existing system is constructed, easements should be granted by both parties allowing discharge to and from this new structure, into the Authority's underground storm water system.

5. **Airport Improvement Project 12.** Construction began last week on Phase III of this enduring project. The duct banks for utility installation were placed by Wynn Excavating at a total cost of \$17,569.25, or some \$15,000 less than the general contractor had bid for the same work. WSA's original estimate was for \$15,000.

The general contractor, Cline Services Corp., began moving equipment on site Monday with plans to be fully mobilized by next week. Mr. Julian McKenzie of WSA will be the Resident Engineer during the project. As a construction timetable is developed, I will report on the progress of the project. The contract with Cline calls for a maximum of 120 calendar days to complete all AIP and Non-AIP work.

6. **Fire Extinguishers.** It was brought to my attention this last week during a Quality Control inspection by Air BP, that the thirteen, 20 pound fire extinguishers that are strategically placed around the FBO hangar, contain an "ABC" dry chemical. These are extinguishers that were purchased by Stevens Aviation and were transferred to the Authority during the FBO lease termination.

The problem arises from the fact, as outlined on the document provided by AMEREX, that should any "A" type chemical (other than water) be used on an aircraft made of aluminum, the potential for severe corrosion within the structure is almost absolute. This would require disassembly of the aircraft and a complete corrosion treatment to prevent destruction of the aircraft.

The problem is compounded by the fact that the fire code requires the ability to fight type "A" (paper) fires in the hangar, as well as type "B" (fuel) and "C" (electrical) type fires.

In discussions with Pye-Barker, the company that services our extinguishers, the most cost effective solution appears to be to trade-in the thirteen "ABC" extinguishers for 13 "BC" type, and then to meet fire code, add four extinguishers that use compress air to propel water to fight any type "A" fires.

The estimated cost of this conversion is \$1,650.00. Trade-in value of the existing extinguishers is only \$25 per unit, due to fact that they are due for hydrostatic pressure testing next year, which would add approximately \$20 per unit to the cost of making the units available for sale as used equipment to other users.

It seems to me that we have no choice but to eliminate the potential for what could be a very expensive error, and replace the units as needed.

#### **IV. FINANCIAL REVIEW**

Mr. Savage gave a very brief overview of the financial report for the month of September, noting that in spite of the events of September 11<sup>th</sup>, fuel sales for the month were better than one might expect. Due mainly to the airshow, Avgas sales were better than budget, but Jet "A" sales lagged for the second straight month. Gross profit therefore, was \$6,005 less than forecast.

With the exception of payroll, which included the overtime associated with the airshow, all other expenses were held to less than budget. When combined with the increased Hotel/Motel tax revenue of \$25,806, the net cash flow calculation for the month ended a positive \$5,278 versus the expected positive cash flow of \$1,866.

Mr. Savage further explained that for the first ten days following the terrorist attacks, the airport, while officially open, saw very little aviation activity. Temporary staff reductions were made which saved some \$1,500 dollars and the operation has been closing an hour earlier than normal due to lack of traffic. Due to low cash flow, it was not possible to transfer the \$8,000 to the Reserve Fund as expected.

Mr. Savage expressed the view that even though traffic is down, when the current restrictions to VFR flight have been lifted and the economy begins its recovery he anticipates strong growth in corporate and general aviation. With the hangar area "B" site development underway, he believes that the airport will be in a good position to attract many corporate and charter operators to fill that growing need.

#### **V. OLD AGENDA ITEMS**

None.

## **VI. NEW AGENDA ITEMS**

### **01-10-01 Consider engagement agreement with Geeslin, Cordle, Johnson and Wetherington, LLP, to conduct an audit of the Authority's financial records for FY 2001.**

Mr. Savage gave a brief review of the engagement agreement stating that the maximum fee of \$7,700 was the same as last year and included the "single audit" required by the federal government of entities that accept federal grants.

The members concurred on the need for an audit, but preferred to receive the results sooner than the stated guarantee of March 15, 2002.

A motion was made by Mr. Fisher and seconded by Mr. Cobb to accept the letter of engagement as presented, at a price not to exceed \$7,700, except that the guaranteed delivery date should be changed to read January 15, 2002.

The motion passed unanimously.

### **01-10-02 Consider adjusting FBO service hours with the time change.**

Mr. Savage stated that he had added this item to the agenda for the public notice, but that he did not feel that it actually needed Authority action. The FBO has been closing at 8:00 p.m. since the implementation of flight restrictions in the enhanced Class "B" airspace and it was his recommendation that the 8:00 p.m. closing time continue throughout the winter months.

He indicated that once daylight savings time returns next spring, that a later closing time should be reinstated consistent with demand.

It was agreed that the item should be handled administratively, and no formal action was taken.

## **VII. EXECUTIVE SESSION**

### **01-10-03 Discuss land acquisition and other legal matters with Authority Attorney.**

Chairman Nelmes called for a motion to recess and reconvene in Executive Session to discuss the agenda item listed above.

A motion was made by Mr. Harris and seconded by Mr. Buffington to recess and reconvene in Executive Session to discuss land acquisition and other legal matters with the Authority's Attorney. The motion passed unanimously.

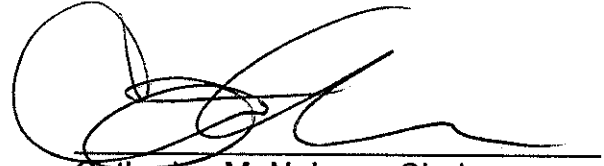
The issues stated above were discussed at length, but no formal actions were taken by the members. An Executive Session Affidavit is attached showing the concurrence of the members and is made a part of these minutes.

Hearing of no additional items for consideration in Executive Session or Regular Session, Chairman Nelmes called for a motion to adjourn.

At 8:47 p.m., Mr. Buffington moved to adjourn, which was seconded by Mr. Cobb.

The motion passed unanimously.

  
Attested by:

  
Catherine M. Nelmes, Chairman

**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: 10/10/01

[Signature]  
Notary Public  
NOTARY PUBLIC, FAYETTE COUNTY, GEORGIA  
MY COMMISSION EXPIRES MARCH 8, 2004

[Signature]  
Signature

CHAIRMAN  
Capacity

Date of meeting: 10/10/01

**CONCURRENCE OF AUTHORITY MEMBERS**

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

[Signature]  
[Signature]  
[Signature]  
[Signature]

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\_\_\_\_\_  
\_\_\_\_\_

**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

**PEACHTREE CITY AIRPORT AUTHORITY**

**RECORD OF ATTENDANCE AS OF:**

**October 31, 2001**

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	11	92%	2	2	93%
Jerry R. Cobb	12	12	100%	2	2	100%
Douglas A. Fisher *	10	10	100%	2	2	100%
Mark H. Harris**	5	5	100%	0	0	100%
Catherine M. Nelmes	12	12	100%	2	2	100%

\* New member as of 1/1/01

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

Members	Dates Absent	Type
H.E. Buffington	11/8/2000	Regular
Jerry R. Cobb		
Douglas A. Fisher		
Mark H. Harris		
Catherine M. Nelmes		

Meeting Dates	Type
1/10/2001	Regular
2/14/2001	Regular
3/14/2001	Regular
4/11/2001	Regular
4/19/2001	Special
4/25/2001	Workshop
5/9/2001	Regular
6/13/2001	Regular
7/11/2001	Regular
8/8/2001	Regular
9/12/2001	Regular
10/10/2001	Regular
11/8/2000	Regular
12/13/2000	Regular