

Peachtree City Airport Authority (PCAA)
Thursday, October 16, 2025
Rescheduled Meeting Minutes
APPROVED

Members Present: Ken Fleming – Chairman, Max Braun – Vice Chairman, Gary Zarlengo – Secretary/Treasurer, Bill Beckwith - Member, Elizabeth Pfingsten – Member, Mark Oldenburg – Attorney, Denver Garrett – Assistant Director of Operations and Maintenance, and Hope Macaluso, A.A.E. – Aviation Director

Members Not Present: Steve Hanes – Alternate

I. CALL THE MEETING TO ORDER

Ken Fleming called the meeting to order at 7:00PM.

II. PLEDGE OF ALLEGIANCE

III. OPENING REMARKS

Ken Fleming gave the opening remarks.

- The Air Show was a success without any military aircraft. The total participation was around 10,000 with the majority in attendance on Saturday.
- Bryan Lilley from Air Dot Show has offered anyone who scanned their QR ticket code for the 2025 Air Show a complimentary ticket to the 2026 show. They are hoping to add a Friday show to next year's event. This is a good concession on Bryan's part. Next year will be the Blue Angels and they will be based at the airport for the show. If they add a Friday show, it will be a 4-day event.
- Kudos to Full Throttle for putting on a great show.
- We will be announcing the new PCAA members when they are both present.
- The smoke oil conversation is underway. We finally got a good contact at the Peachtree City Fire Department. It is Fire Marshall Trent Jenkins. We met with him last week. He is researching the issue and will get back to us with some clarification.

IV. PUBLIC COMMENT

- Dan Kornacki from hangar D14 spoke. Back in August, there was talk about the D1 through D14 leases expiring. This was 90 days prior to the leases expiring. You as a group were discussing what would happen with the leases. We have heard nothing.
- Ken commented that he meant to speak about this issue in his public comment. The authority is going to have a full Authority meeting and a public working session at Air Base Georgia on November 4th. The public is invited to attend, and this will be an opportunity to have open discussion. Ken's goal is to bring back the scheduled Thursday meetings to a realm of public comment without debate. At the public working session we will talk through the issues. The Authority will make their decision and vote at either the November or maybe December meeting.
- Beth asked what this means in the meantime for those leases.
 - Ken said the lease would go month to month.
 - Hope advised they will be at will tenants. She asked Mark to give more detail.

- Mark explained that they will be a tenant at the will of the Authority. They will have a limited term under their lease. Once the Authority's will expires, they must give the tenants certain notice under the law before they can require them to leave.
- Dan Kornacki verified that his understanding is they are all month-to-month until they are offered a new lease, or the lease is terminated. Is the new lease term being considered a one-year lease?
- Ken said he understands there is a lot of emotion and concern regarding the leases. There is no intent to move anyone out of their current location. The Authority combined AAAE training from 12pm to 3pm on November 4th with the workshop.
- Beth reminded everyone that is election day, and Ken told everyone to go and vote.
- Mark Strahler made a public comment. He had not talked to Dan but stated there should be some empathy for Dan. He just purchased that hangar for \$107,000.00, and now he is at risk of being tossed out. Mark ended his comment with that would be unfortunate.
- Ken advised that no one is going to be tossed out.

V. APPROVAL OF MINUTES

September 11, 2025 Regular PCAA Meeting

Gary Zarlengo made a motion to approve the August 2025 meeting minutes, seconded by Bill Beckwith.

Motion carried (4/0) Elizabeth Pfingsten abstained, for being absent at the September 2025 meeting.

VI. REPORTS

Development

- Max Braun did not have any updates on development.

Finance and Oversight

Gary Zarlengo gave the finance and oversight update.

- We ended the fiscal year on September 30th.
- Susan is within a day or two of getting our financials to our outside auditor.
- We ended up with about \$1.5 million of cash on hand.
- Our fixed assets are up about \$1 million. This is primarily due to the FBO renovations and the Apron expansion.
- Cash went down by approximately \$700,000.00. The cash went down, and the assets went up due to the grant money we have.
- For the November meeting he is planning on having a five-year summary by fiscal year of our capital expenditures. After that is ready it will be published to our website.
- Gary asked for clarification on the LDS property on the other side of the runway.
 - Hope answered regarding the 34-acre parcel, that it has been involved in a litigation the past few years. The parties have come to a settlement, and the county has placed certain stipulations on the property owner. Hope has a call at 1:00PM tomorrow with the property owner representative to get the details. Verbally, she's been advised that the county has stipulated the land be used only for aviation use.

Tenant Roundtable

- Bill Beckwith gave the tenant roundtable update. The workshop on November 4th will be a good opportunity for the tenants to speak with the Authority about their concerns and have a give and take.
- Ken added that he would like to add a review of the ALP (airport layout plan) to the agenda on November 4th. It will be a good time for our two new Authority members and our tenants to become familiar with the plan.

Operations - Denver Garrett, Assistant Aviation Director, Operations and Maintenance Denver gave an operations and maintenance update.

- Key Performance Indicators
 - Zero wildlife were lethally mitigated.
 - Zero reported bird strikes.
 - Zero reported aircraft incidents.
 - No fire hazard incidents.
 - No security incursions
 - Total aircraft operations were 12,309.
 - Total jet operations were 178.
- Av Gas Sold MTD: 13,287 Gallons out of the forecast of 32,550: At the current daily sales rate we are **~23% behind** for the month.
- Jet A Sold MTD: 9,932 Gallons out of the forecast of 24,650: At the current daily sales rate we are **~21% behind** for the month.
- On Tuesday, October 21st, we will have a runway closure for pavement sweeper operations from 0800L to 1000L. Peachtree City Public Works will be graciously providing the sweeper and corresponding operator. Denver will be working with Peachtree City to continue to arrange runway sweeping operations on an as needed basis.
- All Firearms/Suppressors for Wildlife Mitigation that have been ordered have arrived at the FFL (Federal Firearms License) besides one. Once the final firearm arrives, we will pick up these items.
- We have added a pedestrian gate to the fence line that borders stormwater outfall number 3. This will aid our ability to easily access the outfall for sampling purposes or emergency spill operations.
- We have hired a skid steer operator to remove vegetation overgrowth by the Area C hangars as well as by the Runway 31 approach. This will give us a baseline to maintain these areas with our own equipment, and hire out, if necessary, what we cannot maintain.
- We have had trees and vegetation overgrowth removed off taxiway G as you approach Area C that was growing within the taxiway free object area for the Airplane Design Group III aircraft. This will ensure proper wingtip clearance for large aircraft that may taxi to Area C.
- Next week Logan & Drew will conduct job interviews to attempt to fill the FBO lineman vacancy. Most of the applicants that are to be interviewed are pilots.
- Yesterday, we conducted job interviews for the maintenance supervisor position. We interviewed four candidates, and a job offer has been made. The prospective candidate is a veteran and has a well-rounded background in maintenance and operation of heavy equipment. He specializes in electrical work. This will be quite beneficial for airfield lighting and fuel farm maintenance and repairs.

- Gary mentioned that an acquaintance of his or one of their children go running back in that swampy area. He asked if the airport or the Department of Wildlife have a warning posted that firearms may be discharged.
 - Denver stated he would like to know how they go running back there and Hope added that it is private property.
 - Denver confirmed once the firearms are picked up there will be signs posted on the fence every 100 feet. Hope said that the adjacent property owner does have signs posted on their property.
 - Max commented that he would like to commend Denver and the maintenance team for how good the airfield looks. Hope agreed and said both Denver and Logan have helped with the grass cutting. Ken brought up that the observation area also looks great.

VII. FINANCIAL REVIEW

Aviation Director, Hope Macaluso, A.A.E.

Hope gave the financial report.

- September Revenue and Expense Highlights
 - Jet fuel gallons were well below target while Avgas gallons were well over. Overall revenues less cost of goods sold were a bit behind for the month.
 - Expenses were held down considerably.
 - Our net income was below for the month, but we made the year end budget very close to plan.
- Capital Expenses
 - We had several expenses in the month. Those were:
 - \$30,320 to finish up the FBO renovation.
 - \$2,500 to purchase a Ford Ranger that was surplus from Peachtree City.
 - \$30,401 toward the Stormwater Master Plan.
 - Our cash position dropped by \$54,718. We paid for two of our insurance renewals in the month- General Liability was \$20,255 and Auto Insurance was \$11,399.
- Grant Update
 - Terminal Apron Expansion Update- The contractor was back out this week surveying for some as-builts that are still a deliverable. We are close to closing that project out.
 - Runway Safety Area Study- GDOT has not made a final decision but are leaning toward installing Engineered Material Arresting System (EMAS) on both ends of the runway in a phased project.
 - ATCT Design- We received the final contract and Notice to Proceed on October 13. We will have the kick-off meeting next week. It is a 180-day project. Hope will submit our reimbursables to GDOT next week as well.
 - Gary asked if the design would expire. Hope said no it will not expire, but we may have to do another CATX environmental.
- Susan has been working diligently on our audit. We should be able to get everything to the auditors tomorrow. The auditors plan on being at the airport on November 4th, 5th, and 6th.

VIII. AGENDA ITEMS FOR DISCUSSION

None

IX. AGENDA ITEMS FOR ACTION

25-10-01 Approval of Settlement and Release Agreement with CC Planterra Ridge, LLC.

- Ken asked Mark to speak on behalf of this agenda item. Mark stated that this involves some trees from the Planterra Golf Course golf that were in the avigation easement, and they were taken down in 2021. It was over 100 trees. It was a big deal. Planterra wanted some of those paid for to be replaced in different areas and requested different types of trees. There were promises made, or commitments made, and it just fell by the wayside for a while. Max picked this back up about a year ago, and we needed to get it to a resolution. Mark's office started communicating with Steven Camp, who's present this evening. He is the General Counsel for Invited Clubs, which owns the Peachtree City clubs, as well as other clubs in the southeast. They were finally able to reach an agreement. Gary Steiner, in Mark's office worked on the settlement agreement. It is within the terms the Authority provided to them, and the terms of the Settlement Agreement is included in your package. Mark recommends that it be approved and that the chair be authorized to sign it.
- Gary asked for clarification when trees need to be removed is the easement obligation for Planterra or for us to remove those trees or any obstructions that grow into that area. Where does that obligation lie?
- Mark said the property owner is required to remove any trees that grow into the avigation easement. The more difficult question is if the aviation easement is so many feet in the air, and the trees only go barely into that area. Are we authorized to cut down all the trees, or ask that all the trees be cut down, even though we're just regaining portion of the space that really goes into the easement itself. This is a difficult issue under Georgia law that you and I can talk about later, but it's well within reason to resolve this matter pursuant to the terms of this agreement. This agreement does not bind the Authority to do the same thing if something like this happens again, whether with Planterra or any other property owner whose property we have an avigation easement.
- Max expanded on that from the history. The easement allows us to just ask the property owner to top the trees off. We took advantage of the fact that Planterra, shut down their operation to revamp. We used that time as an opportunity to go in and clear cut the ones that were in the easement. During that time the discussions were we will help you kind of get it back up. It wasn't clearly defined what the obligations were going to be, in exchange for taking the trees completely out. That was the nuance here, where we didn't just go in by the letter of the easement and say, we're going to cut it down to 100 or 33 feet. Max would expect that in the future, if we had an issue with Planterra's land, we could pay to top the trees off, or we may want to take these trees out completely. That's where this type of situation will come back into play, where we're going above and beyond what the easement requires.
- Gary said he appreciates that color, and he wants to make sure the minutes reflect that. One of the problems we've had in the past is we've had vague minutes and vague promises. When successor boards are staring at those minutes, they can't tell whether it's night or day when looking at what's been what's been written down. Please write down that the parties weren't very careful about defining obligations after the agreement was entered into.
- Hope said that historically, we have had a mutual agreement where there was a cost sharing between us and the golf course. We made the mistake of not putting it in writing this time, lesson learned, but we have done that before with the golf course. It was in writing going into it. It's just like Max said, this came up as an opportunity. The golf course was closed. It was a gentleman's agreement, so we won't do that again.
- Gary thinks that it is important history to document and have it in the minutes. In the future, the Authority can benefit from the ambiguity that kind of got imposed back in 2021.

Max Braun made a motion to approve the settlement release agreement and authorize the chair to sign it, seconded by Elizabeth Pfingsten.

Motion carried (5/0)

25-10-02.1.1 Consider FY2026-2031 Capital Improvement Plan for Grant Applications

- Hope advised the two items that are in play right now are the design for the air traffic control tower and the RSA and TSA study. The next thing would be EA permitting. These items are what's already being looked at by GDOT or already approved. If you look at number 27 and on, those are your future projects starting next year. There are two projects right now that we know we're going to need to spend something on, whether it be all local or partially local. That's the air traffic control tower, and then the EMAS.
- The entire plan for the next five years is built around these two things being our top priorities. Everything else that's in this plan are what we're going to send applications to GDOT and the FAA for grant funding. We may not get the grant funding; however, they still want us to submit the applications. First, to show that we need these things to happen and second, if something falls through. That is what these applications are going to be based on.
- The only applications we're submitting is for 2027 and is what's going in for this year. They are all associated with either the tower, runway safety areas, or the lighting on the runway.
- If we're ever going to get this terminal parking lot expanded, that will be a state project. I left that in there.
- We expanded the ramp last year. The next stage of that is to redo the existing ramp.
- The only other thing is to design a fuel farm replacement. We're going to go ahead and replace the motors and the skids here locally. Hope will probably be coming to the Authority asking for those funds. This grant request would be is to redo the whole containment and install larger tanks. The chances of getting funding for that is a low priority, but we still want to show the need.
- Ken asked if this all goes hand in hand with the three-phase motor upgrade. Hope said yes it does. She is working with the vendor to bring the price down that he initially quoted. Hopefully in the November meeting, she'll come back and say, this is what we can do. Hope is requesting that the Authority approve the grant applications, the capital improvement plan and the grant applications to be submitted to GDOT.
- Beth asked if everything is through 2027? Hope answered yes, we're only going to apply for the 2027. The remaining of these are just all planning placeholders.
- Gary requested a discussion. He asked if we have a paper study in the design for the tower. Hope said we will in April. Gary asked if Hope had the sense that they might be able to pull a few of these other small things up from 27 to 26? Is that feasible?
 - Hope answered it's possible they'll move phase one up for the EMAS. She does not have a final answer on that, but the application will be with them. Once the application is submitted, they pull it from there. The FAA's top priority is safety, and then way down the road is revenue development. The runway comes first, and then your apron. Once we have everything addressed on the runway, we can start broadening our requests.
 - Gary said he is just curious about some of the runway improvements, did you assume asphalt or concrete?

- Hope answered we won't know that until it gets through the design process. They'll see what is more cost effective. When we expanded the apron, we were lucky to get concrete. You just don't know. Cobb County is overlaying their runway with concrete. So, it depends on how good the base is. They might be able to do ours that way too, and it's a cost saving, rather than an entire rip up. We will not know until we start the design.
- Gary asked if the airport would have any shutdowns due to the projects. Hope said we could close if we start getting into EMAS. If they do it phased, we could have a displaced threshold. If they're working on one end or the other, they may not close the entire runway. The larger jets still won't be able to come and go, but our tenants will be able to.

Elizabeth Pffingsten made a motion to approve to submit the grants for 2027 on the Capital Improvement plan to GDOT, seconded by Gary Zarlengo.

Motion carried (5/0)

25-10-03 Consider Abatement of the 2025 Greater Atlanta Air Show Agreement

- Hope spoke that we're in year two of a three-year agreement. Their fee to us this year is \$17,000. With the lack of military acts and the attendees that came this this past weekend, they're going to accommodate next year, the air show organizer mentioned that they're very strapped with the show. Hope mentioned that this is their second show of the year that they have lost money on. Their request is we cut the fee in half. Hope is not comfortable with that, because our expenses were closer to the \$12,000 mark. She would not recommend we charge them less than \$12,000. They still had to pay all the vendors that were here. They were set up as if this were a Thunderbird show, so their expenses weren't any less than if the military had shown up or not. The only exception was they did cut out the bussing, so they had a less of a bus expense. That's it. Everything else they spent on this year as, is as if we had a military show. Hope also mentioned they've been cutting trees on the adjacent property next to us. That has been a significant investment in cutting a show line for the Thunderbirds and the Blue Angels. They've put a lot of money in here locally and are requesting that we cut the fee this year.
- Max asked if we had a bad weather day, would they be coming to us for a fee decrease? Did they say anything about the one where they said they lost money on the other events? He thinks to astutely put it this sounds like, socializing losses and privatizing the profits. He thinks that's very apt here. There are risks involved with everything. This is not a profit center for this airport. It is a community goodwill event. Our September numbers came in low and who knows what October will be. In December, we are already looking at a slowing, maybe declining revenue position. He would not be comfortable doing anything less than covering our costs on this. Maybe we can flow that 5k to next year, and next year goes up to \$17,000.00. He doesn't see any reason why we should eat something outside of our control.
- Gary asked if the costs that were about \$12,000 were a marginal cost or are these the costs that were incurred? Hope said it included employee expenses as well. We did not pay for a tent this year. Last year we paid \$2,000 for that tent. That's another \$2,000 that would have come out of pocket. The \$12,000 includes all our actual expenses and the employee expenses. It does not cover any fuel sale loss. We did pull a report on Friday, Saturday, Sunday, compared to the previous Friday, Saturday, Sunday, with similar weather, we did sell less fuel because they didn't have the equipment here that we

expected to be fueling, and it was a major imposition on our tenants. We learned we're going to do the PPRs differently next year. It won't be as confusing.

- Beth commented that the Air Show should have insurance for the weather days. Ken added but probably not for a government shut down.
- Ken suggested negotiating a new contract with them for next year.
- Hope said that we do have a third year in this contract. So as a part of abating this we say we need to negotiate a new contract for next year.

Max Braun made a motion to abate that we offer \$12,000 in lieu of \$17,000 with the option to negotiate more specific terms for next year, seconded by Bill Beckwith.

Motion carried (5/0)

X. ADJOURNMENT

Elizabeth Pflingsten made a motion to adjourn, seconded by Bill Beckwith at 7:45 PM.

Motion carried (5/0)