

**Peachtree City Airport Authority (PCAA)**  
**Special Called Workshop**  
**Tuesday, February 3, 2026**  
**APPROVED**

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

**Members Not Present:** Margaret Amalfitano – Member, Kevin Brady – Alternate, Mark Oldenburg – Attorney

**I. CALL THE MEETING TO ORDER**

Ken Fleming called the meeting to order at 6:00PM.

**II. PLEDGE OF ALLEGIANCE**

**III. OPENING REMARKS**

Ken advised that this meeting is another opportunity to hear any concerns about the specific leases for hangars D1 through D14. This was not a voting item on tonight's agenda; it is only a discussion item. This item is set to be voted on at the next scheduled meeting.

**IV. AGENDA ITEMS FOR DISCUSSION**

Lease Terms for Hangar D1-14

- The Authority opened the floor to public comment.
  - Mark Strahler, (Hangar and airplane owner. Did not state what hangar)
    - Asked the Authority to elaborate what decision they are leaning toward.
    - Ken answered that he would prefer not to elaborate. Each Authority member gets a vote and out of fairness to his fellow Authority members he would prefer to have an open discussion.
    - Gary commented that he thinks it is fair to say they're not going to be month-to-month leases.
  - Lou Conti has a hangar lease at the Hampton airport.
    - Requested the Authority explain the current situation.
    - Ken said that the Authority will be having an offsite retreat that will be open to the public. There will be a lengthy discussion on the ALP. Everyone has access to the current ALP on the website. We are not removing hangars; we are moving hangars. Everyone will have options available to them. This will not be happening within the next year. Our priority is getting a tower. Those hangars are some of the oldest hangars at the airport, the cement is also some of the oldest at the airport. We are talking about upgrades and the evolution of the airport. We are going to start an environmental assessment of Area C. The ALP shows some box hangars where D1 through D14 are currently located. Hangars D1 through D14 may be moved to Area C. This would include new ramps, new taxiways, and new facilities. This would give the independent owners a place to go while also accommodating the jet growth. There's a lot of activity being driven by the community that this airport needs to take into consideration. The ALP was designed for that purpose.

- Gary Gray, Hangar D21
  - Asked what the options are, what is the timeframe and for the Authority to be as transparent as possible.
  - Ken answered that the environmental assessment of area C will be a 12-to-18-month process. The Authority is looking to line up all the leases to expire around the same time frame. They are looking at a timeline of around 5-years, and they want all the tenants to be prepared.
  - Gary Zarlengo added the Authority will not be tearing down the hangars. The hangars are owned by the tenants and have ground leases.
- Tommy Turner, Hangars D27 and D29
  - Asked if the Authority has a financial analysis to understand why this is the best decision.
  - Hope answered that the airport's engineering firm at the time WK Dickson put together a narrative to go along with the Airport Layout Plan. She will make sure that is on the airport's webpage for everyone to access.
  - Tommy suggested for the Authority to look at all the possibilities and to allow the tenants to help them explore different options. Including selling the hangars that the Authority owns, and having the tenants bring their hangars up to spec.
- John McClanahan, Hangars D8 and D9
  - Asked why the Authority doesn't want to put the new big box hangars in Area C instead of having Area A relocate.
  - Ken answered one reason is due to the age of the concrete.
- Jack Campbell, Hangar D26
  - Asked if the Authority has considered the financial cost, and if it could be shared with everyone.
  - Gary answered that the value of the ground leases is minimal compared to fair market value today. It's not just the numbers that are driving this decision. The basis of a hangar on a ground lease is the value that investment must be recovered over the term of the lease. If a ground lease has an inexpensive hangar on it for 20 or 30 years it has outlived its investment basis. The criteria is for the airport to have a master plan. It's not just an economic analysis. The FAA requires we not only manage those ground leases, but we also make sure the buildings are not leased to a single individual or something that can be passed along through an estate in perpetuity. It must be available as a public facility.
  - Ken said the Authority has been in the black for several years. We need enough revenue to continue to sustain the airport. The numbers will be available when it gets to the point that the Authority is ready to begin these projects.
- Chick Winship, Hangar D11
  - He has been at the airport for almost 25-years. The tenants are interested in keeping the investments they have made at the airport. He also agrees that Tommy's idea of selling the hangars the airport owns should be considered.
  - Ken clarified that the hangars will not be subject to any activity until there is a place for the tenants to move. They are not going to displace any tenants, that is anti-community and that does not support the goal of

the airport. The choices will be to move the existing hangar and make it viable or build a new hangar.

- Chick asked why it make sense to get rid of D1 through D14 hangar leases and still have other hangar leases that will need to expire.
- Ken agreed from a business perspective it makes sense for the Authority to align projects.
- Chick said the last point he would like to make is the FAA says nothing about the length of time a hangar can exist. The hangar needs to be maintained. Once a lease ends it can be renewed by the same person. He wants to make it clear when the Authority says the FAA requires them to do something, they do not actually require it.
- Ken explained they will be extending existing leases, not writing new leases.
- Gary said that assets built on a ground lease need to be reasonably amortized over the investment life, not the economic life. The bigger the investment, the longer the lease. The FAA's concern is they do not want these things to become in perpetuity de facto. They are meant to be ground leases, and understand they recover their investment over the economic life of the lease.
- Ken and Gary both agreed with Chick that the FAA does not have that requirement. Ken said a more accurate way to characterize that is the Authority must meet criteria through the grant assurances.
- Hope said the tenants do not have to go through anything until they reach 50-years. Ken added there is language about maintaining the building and making significant improvements.
- Brian Metzger, Hangar D30
  - Reiterated that the Authority does not want to kick the tenants out and they want a place for them to go. When the D1 through D14 leases come up and the Authority provides land for them to build or move their port-a-port will they have first right of refusal? He doesn't think that's written down anywhere, but from what the Authority is saying it should be written down. When the time comes, the tenants will have a place to go, and the ability to say yes or no. No one else will be able to come in before them with the ability and the money to build.
  - Ken said he is not opposed to that.
  - Brian suggested it should be noted and written down for future reference. Hope said it will be in the minutes.
- Lou Conti, recently retired from real estate development with Cousins Properties.
  - Looked at the site plan. Confirmed the meeting is about hangars D1 through D14. He inquired about t-hangars A, B, and D15 through D27 also showing those hangars to be removed.
  - Hope was able to confirm the lease expirations. D15, D16, and D17 expire in 2031. D18 expires in 2034 and D19 expires in 2033. The Authority owns t-hangars A, B and the entire FBO hangar complex. The long-term plan is to reconstruct that entire area.
- Dave Bowers, Hangar D17
  - Asked how many people are currently on the T hangar waitlist. Will those people also be accommodated or only the current tenants?
  - Hope advised there are currently around 80 on the waitlist. The Authority would be increasing the number of hangars to accommodate some of the

people on the waitlist. Area C on the other side of the runway is a larger area. We have just started the environmental assessment of that area.

- Dave asked if the corporate hangars where the port-a-ports are currently located, are already spoken for and how much they would be leased for?
- Hope said there is not a proposal or a customer, only the Airport Layout Plan. The Authority is getting the leases lined up so they can act when the time occurs.
- Dave asked Gary what a fair market value is on a ground lease.
- Gary said most of the leases are adjusted year to year, and sometimes real estate tracks with the CPI.
- Hope stated that currently D1 through D14 pay \$165 a month, or \$128,520 per year. They do not have a plan but need to get to a point to move forward. The most recent ground leases were signed at \$1.57 per square foot.
- Dave asked why the Authority is not building on the land behind Gardner Lowe or across the other side of the runway.  
Hope said the Authority is looking at developing the other side of the runway, and that is where they are considering moving everyone. To build out area B, hangars would also need to be torn down to access that area. It is the same situation as Area A.
- Dave suggested the Authority should consider increasing the ground lease to fair market value instead of relocating the existing hangars.  
Ken said they will take all suggestions into consideration.
- Mike McGowan, Hangar D26
  - Has been at the airport for over 30 years. The thing that is most upsetting is how the tenants in D1 through D14 are being treated, and that it is coming across as a threat. He asked how long will it take to pour the concrete and build hangars? Hope answered at least 3 years. Mike asked why they cannot be given at least a 3-year lease?
  - Ken said that a 3-year lease is an option, and there are a lot of misperceptions out there. The Authority is being transparent; there is change coming to the airport. It will be managed in a way that is best for all. It will be in a way that promotes growth, manages growth, and is fair for the community. He apologized if it has come across as threatening, that is not the Authority's intention.
  - Mike wants to make sure the Authority is aware of the history. The tenants have experienced this before, and they do not want to experience it again. He appreciates the Authority saying that is not their intention.
  - Gary commented that the Authority has acknowledged the 1-year lease option is not a good idea. He also said that the Authority would include the option for the D1 through D14 tenants if they found another option to allow them to terminate their current lease. It would be the right thing for the Authority to do.
- Patrick Burrows, Hangar D7
  - Commented that the Authority has mentioned the possibility of moving the hangars over to the new area due to the condition of most of the hangars and they will have to meet certain specs or options. He asked if he is correct to assume their hangars will probably not be included?
  - Ken said he does not know the answer to that question. There is some legal background that will need to be understood before making a verbal commitment publicly.



- Ken added that it could include all the infrastructure, stormwater, utilities, taxiways, ramps, and potential hangars. It is a blank slate.
- The current hangar owners will most likely not be able to move their existing hangars due to the new building code requirements. John also commented 6-7 years ago before he purchased his hangar, he did his due diligence and met with the Authority. The 20-year lease was ending and several Authority members said, we'll just give you another 20-year lease, and when that expires, we'll do another 20-year lease. He understands lease terms can be changed. He asked the Authority to share the information with the tenants as it becomes available. The large box hangars are not suited for people to tinker or do maintenance on their aircraft, and that is why a smaller hangar is preferred. He asks the Authority to keep that in mind when making future decisions.
- Ken thanked everyone for coming out, talking and sharing. The Authority will be taking all the suggestions into considerations. He also stated for the record that the Authority must follow the Sunshine Laws. Outside of the Authority meetings, no more than 2 members can meet at a time. If there are more than 2 members it is considered a meeting. If anyone would like to meet with any 2 members, they would be happy to meet with any of them.
- Gary Gray, D21
  - Asked for clarity that the Authority is committing that there will be hangar space built on some other area of the airport before any of the people affected will be displaced.
  - Ken answered that is a fair commitment.
  - Gary said he would caution that it is probably a best effort. He said that may be the Authority's intention, but he would be hesitant to call it a commitment since they are not voting this evening.
  - Ken ended with saying he is a mechanic by trade and has always had a passion for aviation. What the independent owners do for Falcon Field is key to the community. Fayette County benefits from all the activity at the airport. The airport is going to evolve, and the Authority wants to help it to evolve safely and to best benefit the community.

## V. Adjournment

Elizabeth Pfingsten made a motion to adjourn, seconded by Bill Beckwith at 7:09PM.

Motion carried (4/0)