

Peachtree City Airport Authority (PCAA)
Regular Meeting Minutes
Thursday, January 8, 2026
APPROVED

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

I. CALL THE MEETING TO ORDER

Ken Fleming called the meeting to order at 7:03PM.

II. PLEDGE OF ALLEGIANCE

III. OPENING REMARKS

Ken Fleming gave the opening remarks.

- Ken apologized for the short delay. He explained that there are 2 new Authority members starting this evening. Before they start Mark goes over the Georgia State Sunshine Laws. Which gives them an understanding of the boundaries established for the PCAA meetings.
- Margaret Amalfitano will be filling Max Braun's spot for a 5-year term. She introduced herself. She has been in the aviation industry for almost 40 years. She started as an engineer at Grumman Aerospace, which is now Northrop Grumman. She has lived Peachtree City for 30 years. She has her MBA in finance, currently working at Delta Airlines and is very excited to be here and honored to be part of this committee.
- Kevin Brady will be the new alternate. Kevin has a pilot background; he'll be an asset to the alternate and hopefully move into the full voting membership at the end of this term. He has been a Peachtree City resident for 3 years. He was in both federal and local law enforcement, a pilot for Homeland Security for about 10 years, a street cop for five years and is currently a pilot for Delta. He is happy to be here and looking forward to having some good conversation.
- In the last working session, which was specific to lease terms for hangars D1 through D14, Ken made a commitment to have another conversation with the tenants. The PCAA is going to do another working session where there can be open dialog. That's tentatively planned for February 3rd. It will be a public meeting.
- The other thing we're planning to do this first quarter, possibly the first week of March, is an offsite meeting for the Authority. This will be a public meeting that will be advertised. There will be an agenda. This is an opportunity for the authority to get away for a day and not have a meeting on site with some of the distractions that go on at the airport. For the new members, it might be a high-level review of the ALP (Airport Layout Plan). We'll also talk about opportunities coming up with growth and development. We will do some team building. It is a good way for the members to get to know each better and understand their roles and responsibilities.
- It has been discussed that the round table hasn't been successful in the past. Ken would like to revamp the round table. He'd like to open it up and have open discussion with the tenants. That's something that will be forthcoming. Ken is expecting some good changes and looks forward to Kevin's involvement in the tenant roundtable assisting Bill.

IV. PUBLIC COMMENT

Jay Herrin made a public comment:

- It's a good turnout tonight, we have many airline employees, and they don't have the opportunity to make the meetings. We do our best to try to let them know what's going on at the authority meetings. On behalf of the tenants, Jay welcomed both Margaret and Kevin. He advised this will be both a challenging and rewarding experience. He stated that anything they as tenants can do to support you in this job, they are ready and willing to do that. He said their hangar doors are always open, but they very seldom see authority members on the airport.
- Hope asked Jay to introduce himself. Jay apologized for not introducing himself. He is a 25-year tenant, has owned several hangars on the airport, and currently owns hangar D31. He stated again that the authority is welcome anytime the door is open to drop by and say hello. He would welcome the authority to come get the pulse of that side of the airport and understand what the tenants bring to the table, and not just what they hear in this meeting.
- Jay told Kevin it's great to have a pilot on the authority. In Jay's research in the last 10 years, we've had one active pilot as a full-time authority member. To that Bill advised that he received his commercial license in 1967 and he's been flying ever since.
- Jay continued, in November there were three authority meetings. One was November 4th, which was at the Commemorative Air Force, open to the public, and it was a well-advertised meeting. It was primarily a workshop for the authority. There was a meeting on November 6th. We had a tremendous turnout of pilots and tenants talking about leases and the way the airport authority interacts with our group. Then there was a meeting on November 13th, which was a regular meeting. Back to the meeting on November 6th- Jay did not see any record of meeting minutes posted online. There is also no record of the November 4th meeting online. He noticed on the agenda tonight that it says approval of minutes, and it mentions both November 6th and November 13th. He mentioned that those meeting minutes have not been dispersed. He stated that it appears that there are no minutes for those meetings. He requested that the Authority address that. He finished by saying thank you for the opportunity to talk. This is the only chance they get to see the authority in this environment and he wanted to revisit the fact that their doors are always open.
- Hope answered that meeting minutes hadn't been approved yet and we never post meeting minutes until they've been approved. We do post the abbreviated minutes prior to approval.
- Ken answered that the minutes have been circulated to the authority. They haven't been approved in session yet. They won't be published until they're approved.
- Jay advised the meeting minutes are generally posted several days after each meeting.
- Gary explained that is not accurate. For example, tonight's meeting minutes will be approved at the February meeting and posted after they have been approved.
- Jay asked again if there are no meeting minutes from the November 6th meeting, how can they be approved? He stated that if you look on the website in red letters on the top it says, "not approved" or "approved".
- Gary clarified that Jay raised the point about three meetings. To Gary's recollection the first meeting was not a PCAA meeting. The PCAA were there as guests in a training exercise.
- Ken also clarified, the first meeting that Jay referenced was a training session. There was very little, if any, discussion at the authority level. It was a training session that was a Zoom session with several other airports and authorities. He offered to get Jay the syllabus for the training if he'd like, but that's what the meeting was intended to cover.
- Jay asked the Authority to stay focused on the November 6th meeting, and he would like to know who said what and how the Authority responded at that meeting.
- Ken agreed and advised the meeting minutes would be approved at tonight's meeting.

V. APPROVAL OF MINUTES

November 6, 2025 PCAA Workshop

Elizabeth Pfingsten made a motion to approve the November 2025 workshop minutes, seconded by Gary Zarlengo.

Motion carried (5/0)

November 13, 2025 Regular PCAA Meeting

Elizabeth Pfingsten made a motion to approve the November 2025 meeting minutes, seconded by Gary Zarlengo.

Motion carried (5/0)

- After the approval of both the November 6th and 11th meeting minutes, Elizabeth asked if the minutes would now be posted on the website. Ken answered yes.

VI. REPORTS

Development

There was not a development report.

Finance and Oversight

- Gary had three topics tonight. The audit for the prior fiscal year, September 30th, has been completed. There was a total of seven audit adjustments. Four of the adjustments were our recommendations, one of which was technical, one was related to the accounting for leases and a discounted cash flow basis. There were two other minor adjustments. Overall, there were no major or material findings, and we should get that final letter soon. It's due to Peachtree City, by January 31st, and is basically a clean audit.
- An overview of the health of the organization. We're going to change the financial reporting a little bit this year, at least at the treasurer's perspective. The treasurer will be talking about the health and the financial security of the organization.
- Our cash on December 31st was 1.8 million. It was approximately the same amount on September 30th, at the close of the fiscal year. Current assets as of December 31st were 2.2 million. Current liabilities were approximately \$400,000, which gave us 1.8 million of working capital, or a current ratio, or a liquidity ratio of about 5.5. Liquidity that talks about the health of the organization financially and being able to handle and accommodate financial shocks. We'll be tracking that on a quarterly basis. That's very typical in the industry, whether it's a commercial business or whether it's an entity like the airport authority. Those will be what we're reporting going forward.
- The current ratio back on September 30th, was about 4.0. In other words, \$4 of current assets were available to pay any current expenses that we owed. Such as accrued payroll, insurance, inventory costs, purchasing fuel that hadn't been paid yet and things like that. Current assets are defined as cash or inventory on hand, which is fuel and receivables, less any adjustments for future rents. This is the technical accounting adjustments that were referred to. The current assets were 2 million in September and 2.2 million on December 31st. Current liabilities were approximately \$500,000 on September 30th and about the same on December 31st. The differences between current assets and current liabilities are our working capital, and that's what leads to our current ratios of 4.0 versus 5.5. The health of the organization and the financial

ability the organization to withstand shocks is very strong right now. It's probably as strong as it's been in the last four to five years.

- Some of the \$1.8 million cash on hand is going to get earmarked as we go forward with the tower activities. Gary brought that up because everybody seems to think we're cash rich. We are not. Our cash gets tied up in these projects and we don't get reimbursed until the end of a project. We may not get reimbursed from the FAA for 12 to 18 months. The only alternative to having cash on hand is to borrow it from the bank, and we do not want to be in debt. We must be totally self-sufficient. The only benefit we get from the taxpayer is when we get grants from the FAA, occasionally matched by GDOT for capital improvements, runway improvements, taxi ramps, and any major items like that. Adding to the parking lot out front, maintaining the FBO, if we go to self-serve fuel, or wash racks must be paid for out of our working capital. We do not get grant money for that. That's the rationale why we're keeping a healthy cash balance, because liquidity is the strongest feature we have. The strongest asset we have to maintain right now is the ability to respond to sudden changes in the economy where we would have no source of revenue.
- The last item is the retreat. One of the agenda items Gary would like to talk through is the financial structure of the organization for the Authority members, so they can get a sense for some of these nuances. They provide a sense of health. It's not just how much cash you have in the bank. If we had \$1.4 million in the bank, and we had \$1.4 million due tomorrow, that would be a precarious financial position. Looking at those kinds of metrics are what we're going to focus on. Gary just wants to make sure that the Authority has that level of insight as to the financial structure and integrity of the organization. He'd like to put that on the agenda for that meeting, for maybe one or two hours on that topic.
- We have some balance sheet cleanup to do. We made a major restructure of our Chart of Accounts last year. We have a few more items left over that need to get taken care of in the next six months. Once we complete that, we will have done all the financial engineering we can for the next five years. Gary is really pleased with where Hope and Susan have brought us operationally on a financial basis. They're easy to understand, and they give him a good sense of confidence. This is a strong, stable organization and positioned to take on the challenges ahead of us with the tower and some of the other improvements that are going to be coming to the airport.
- Ken added that he wanted to echo Gary's sentiment and want to specifically call out Susan on her partnership and effort. He often comes to the airport staff meeting on Monday mornings, and often, when it comes around to Susan she starts out with "When I was here last night on a Sunday." Susan is very dedicated. Susan and Gary have partnered together to really overhaul the finances and how we report and what that information tells us. Thank you to both Susan and Gary. Ken also mentioned that we expect to get the final audit report by the end of this week. It was a long audit. It was very painful, but to come out of this audit clean the second year in a row speaks volumes about the effort that they have put into getting things in order and cleaned up in accordance with accepted practices.
- Gary also added that there were basically two audit adjustments that were not ours. When you spend \$30,000 the auditors like to find things because they feel that's the only way they show value, is to catch you on little things. To go through all that with a one-person accounting department and only end up with two small, non-material findings, is really extraordinary.

Tenant Roundtable

Ken addressed the tenant roundtable in his opening comments.

Operations - Denver Garrett, Assistant Aviation Director, Operations and Maintenance

- Key Performance Indicators
 - One fox and two deer were lethally mitigated from the airfield.

The fox appeared to be rabid and had no fear of humans. Georgia DNR as well as Fayette County Animal Control were made aware of the fox and the likeliness of it carrying rabies.

- Zero reported bird strikes.
- One reported aircraft incident.
 - N420MM: Vans Aircraft RV-8
 - On 12/16/2025 at 1642L N420MM landed on RWY 31 and upon landing had a flat tire on the left main gear; no emergency was declared. Soon after, RWY 13/31 was closed so FBO staff could retrieve the aircraft and move it off the movement area. The aircraft was successfully recovered and normal operations resumed at 1710L.
 - No fire hazard incidents.
 - No security incursions.
 - Total aircraft operations were 6,763.
 - Total jet operations were 186.
- Av Gas Sold MTD: 5,897 Gallons out of the forecast of 22,000: At the current daily sales rate we are **~19% ahead** for the month.
- Jet A Sold MTD: 4,077 Gallons out of the forecast of 25,000: At the current daily sales rate we are **~28% behind** for the month.
- In April 2025, Airport Management created an airfield discrepancy map logging all our issues on the airfield, with pinpoints of where specifically the discrepancies are and corresponding details including descriptions and pictures of each discrepancy.
 - Out of the 162 discrepancies found, we have logged 73 discrepancies as repaired. The discrepancies that remain are not safety issues and existed when GDOT conducted our bi-annual airport inspection. GDOT did not identify nor label any of these discrepancies as action items for the airport to immediately resolve. We will continue to update and chip away at this map throughout the year.
- On 12/19/2025 it was identified that there were power delivery issues with the fuel farm, specifically for the avgas motor. Due to this, power to the avgas side of the fuel farm was shut down at the breaker until repairs could be made. Our fuel provider, Perry Brothers, provided us with a stop-gap measure to keep our avgas tank and pump operational, avoiding fueling interruptions. After diagnoses, it was determined that the underground power lines running to the fuel farm were spliced together in several places and was the root cause of our power delivery issues. To rectify the matter, all underground power lines were replaced with continuous lines. On 12/30/2025 power was fully restored to the fuel farm, and all our equipment was back in service.
- Last Tuesday, the FAA informed airport management that our Non-Direction Beacon (NDB) flight procedures will be unpublished by the FAA (A NDB is a navigation aid that pilots use to fly an approach to a runway). The NDB is owned and operated by the airport. The airport is working with the FAA to formally decommission the equipment. When decommissioned, the airport will try to sell off the old equipment, and property as well. We will need approval from the FAA to sell the NDB property.
- Tomorrow, airworthiness tests will be conducted on the airfield for a Sikorsky SH-3 Sea King helicopter. These tests will be taking place on the concrete pad and will include a hover test. The tenant that will be conducting these tests have arranged for PTC fire as well as ARFF from Dobbins AFB to be on location and standing by while these tests are taking place. This hover test will generate a fair amount of rotor wash, and the airport will be closing the concrete pad down and relocating all parked aircraft from the concrete pad for this test to take place.
- Gary asked if the NDB is offsite. Denver confirmed that it is located 5 miles from the threshold of runway 31 in Brooks, GA.
 - Ken said there had been some email communication about the decommissioning.
 - Hope added that it is still a published approach until January 22nd. After that date we can move forward. She has reached out to GDOT to see what needs to be done.

- Gary asked if the airport owns the land. Hope advised that it is owned by the airport, but it was paid for with federal dollars. She does not know what percentage and will need to find that documentation. The airport will need to go through an official land release with the FAA. The equipment was purchased with grant funding.
- Ken commented that Denver and staff worked the weekend at the fuel farm when it went down. They coordinated quickly with Perry Brothers to make sure we had a temporary remedy, and to ensure that we could continue to pump fuel as needed for the tenants. He knows there was a lot of hours spent at the airport trying to figure out what was going on with the wiring. It could have been a lot worse. He appreciates all of the effort on that.

VII. FINANCIAL REVIEW

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

- November and December Highlights
 - November was a positive month, but December was not. This was due to there being three pay periods in the month, which will even out over the course of the year and there were bonus payouts.
 - Our cash position increased.
- Grant Update
 - Terminal Apron Expansion Update- Final payments have been made and we will close the grant out soon.
 - Runway Safety Area Study- GDOT agrees that we add EMAS to both ends of the runway. GDOT is reviewing what level of environmental study must be done but is like just a Categorical Exclusion (CatEx). GDOT suggested that we use our entitlement funds for the design and environmental study. Michael Baker International is putting together the Scope and Fee for that process. GDOT currently plans to begin construction in FAA's FY2027, but there is possibility of getting the funds earlier. She expects to have a Tentative Allocation from GDOT for the design and environmental once we know the level of environmental needed and fees have been approved.
 - ATCT Design- A survey crew and geotechnical team have been out. The geotechnical crew is returning next week for additional work.
 - Elizabeth asked about the \$150,000 from the FAA and because we can bank it up to three years, what is our account standing at right now? Hope said that she'd have to get that balance, because we also have that extra bill funding in that account. They are comingled. Ken confirmed that Hope would be able to update the PCAA in February with the amount.
 - Elizabeth wanted to know if we have been banking the \$150,000.00 for three years or if we've been spending it. Hope advised that we have been banking most of it, but we have spent some of it. She explained that the FAA likes it if we bank it and roll it all into a project. It is less of an obligation for them, for the larger projects, to offset it. For the air traffic control construction, those grant applications are due the 15th of this month. Michael Baker is putting that together for us, and we'll get that sent off to the FAA for the construction grant.
 - Gary asked what the airport's share of the EMAS would be. Hope said it would be 90/5/5. The airport would be responsible for 5%. She also explained that they would do one end at a time. It will most likely start in 2027 but it is possible it could start sooner. We will need to have the design completed for the project to begin.

VIII. AGENDA ITEMS FOR DISCUSSION

26-01-01 Discuss Moving the Regular PCAA Meetings to a Different Day and Time.

- Ken began the discussion. The meeting cadence for the regularly scheduled meetings has been set for quite some time on the second Thursday of every month. The second Thursday of every month is no longer the best option, as the business grows and the accounting becomes more rigorous and a bigger load. The Authority has discussed moving the meeting to a different day, different week, and maybe a different time. The Authority would like to have an open discussion on what other day might work. Tuesday is at the forefront, because Ken doesn't want the PCAA meeting to interfere with the Peachtree City council meeting, which is always the third Thursday of the month. They've also discussed moving the time to 5:30PM, 6:00PM and 6:30PM. There will not be a vote on this tonight. If they make this change, it will be an open public comment and it would be well publicized when the dates and time would change.
- Gary commented that having the meetings scheduled early in the month from a financial perspective compacts a lot of data. He thinks the third week of the month would work best and evenings for the Authority members and tenants that work during the day.
- Bill agreed that the meeting should be moved to give the full-time staff time to let them work on what's important for the Authority.
- Elizabeth also agreed the third Tuesday at 6:00PM would be a good option. She thinks the Authority needs to be cognizant of Susan's time, and she should not have to work late evenings and weekends to get financial information to the Authority.
- Both Maraget and Kevin also agreed the third Tuesday each month at 6:00PM would work for each of them.
- Hope suggested sending out a survey to all the tenants. Ken agreed and told the tenants to let him know if they have any comments and they are planning on having this on the February agenda as a voting item.

IX. AGENDA ITEMS FOR ACTION

26-01-02 Election of Officers

- Gary asked Mark for clarification on the Authority voting for certain agenda items individually.
- Elizabeth asked Mark what items they should vote for individually.
- Mark said they should vote individually on financial items, election of officers, and resolutions because they're long-standing, and long-term actions.

Elizabeth Pflugsten made a motion to nominate Ken Fleming as the 2026 Authority Chairman, seconded by Bill Beckwith. Ken Fleming accepted the nomination.

Motion carried (4/0)

(For: Margaret, Elizabeth, Gary, Bill. Abstained: Ken)

- Ken thanked everyone and said he is honored. He said he is here to support everyone, be transparent and help the airport grow in a safe manner that benefits everyone, including the Peachtree City community at large.

26-01-03 Appointment of Vice-Chairman

Ken Fleming appointed Elizabeth Pflugsten as the 2026 Authority Vice-Chairman. Elizabeth Pflugsten accepted the appointment.

26-01-04 Appointment to the Fayette County Development Authority

Ken Fleming nominated Gary Zarlengo to represent the PCAA on the Fayette County Development Authority, seconded by Elizabeth Pflingsten. Gary Zarlengo accepted the nomination.

Motion carried (4/0)

(For: Margaret, Elizabeth, Ken, Bill. Abstained: Gary)

Election of 2026 Authority Secretary/Treasurer

- Not a stand-alone agenda item.
- Ken spoke that Margaret has a master's in finance and that really stood out on her resume. Gary has been doing a great job as secretary/treasurer. That the statute is very clear that only one person can hold this position. Gary has agreed to work very closely with Margaret and Susan to get Margaret fully embedded in the airport's finances.

Ken Fleming nominated Gary Zarlengo as Secretary/Treasurer, seconded by Bill Beckwith.

Motion carried (4/0)

(For: Margaret, Elizabeth, Ken, Bill. Abstained: Gary)

26-01-05 Consider an Environmental Study for Area C Development

- Ken explained that in Area C, there's some potential opportunities on the forefront. Both C6 and C7 are being constructed. That opens the backside of Area C. That is the area for the environmental study or assessment that's being discussed tonight. Eventually, the authority is going to have to prove that area has potential. The good thing about environmental assessments is there's some shelf life on them possibly 3 to 7 years depending on changes. The longer we wait, the more the cost is going to go up. Ken thinks it's better to push forward with this now, to have it completed for when something does present itself as an opportunity for development then we are ready to move forward with development. If we approve this tonight, it will give them 12 to 18 months to complete the environmental assessment, and we'd understand what restrictions or limitations we would have with that area.
- Hope added that Michael Baker has put together a scope and fee for us for the environmental study of the remainder of the build out of Area C, as depicted on our airport layout plan. The fee that they have given us is \$149,156.00, and that will be the ask tonight.
- Gary asked Hope if this will be the ultimate environmental impact statement for Area C, if the shelf life does not expire. Hope answered that the study is good for 3 years. You can do an update to the study, but it cannot be stretched out too long. The goal once the study is complete to begin development within 1 to 2 years.
- Ken asked Mario Evans with Michael Baker to walk through an environmental assessment, and what that would look like logistically.
- Mario explained that the environmental assessment could take up to 11 months or longer. It will depend on regulations from the FAA and EPA. Michael Baker is currently working on some now that have been two years at other airports. It depends on who we would be assigned due to the new administration making some changes into the federal regulations that FAA have to abide by. The shelf life starts as soon as it's completed and recorded and you have about three years on that shelf life. You could possibly get in a year extension on that, but we like to be ready to go with any type of construction or development. There are about eight different things that you must go

through. For example, air noise, wetland biology, archeological, history, and anything like that. It will depend on if it's a full EA. Some of it is just cursory to get a report back to say what you found in the area. There are some wetlands over there that abut Area C and could get you into a Claymore, that will take you into a deeper environmental review. That can drag out your analysis as well.

- Hope explained a big part of the timeline is the FAA comments. It's not necessarily the study itself. Once you send it to the FAA, they'll come back with questions and comments. There's a back and forth that goes on, and that can be a reason it takes a while. Also, some of the rules have changed environmentally for what's required under the Trump administration. You also will have new people in the FAA that have not done this before. They've had people retire, move on, or go on to private companies.
- Jay Herrin asked if the new tenant in Area C is classified information. Ken answered that the PCAA will put it out to the public and ask what can be done with that land. Jay said it's very interesting that on the internet there is a public videotaped interview with US Aviation out on the airport's ramp that says they're going to build a 14,000-foot hangar in Area C, and it was going to be done sometime in February or March of 2027.
 - Hope answered that is one of the two hangars that are about to currently be built.
 - Jay asked why that had not previously been mentioned. It's always just been mentioned as a client for Area C. As the tenants, we'd like to know what's going on.
 - Hope answered that we had a public meeting, and the PCAA voted on who was going to build the hangars.
 - Ken advised that Lammes Construction is building the hangar. He also said that US Aviation is getting an \$800 million contract for military training. Part of that training will be in Peachtree City. The negotiations are between the developer, Lammes Construction and their lessee.

Ken Fleming made a motion to conduct an Environmental Study for Area C Development for \$149,156.00, seconded by Bill Beckwith.

Motion carried (5/0)
(For: Margaret, Elizabeth, Ken, Gary, Bill)

26-01-06 Consider Assignment of Hangar C6 Lease

- Hope said the lease for C6 is currently with Base Leg Maintenance. Base Leg Maintenance has an agreement with Lammes Construction. Lammes Construction is already the tenant that is building hangar C7. They would now also build C6 which helps with expenses, doing both hangars in conjunction. Base Leg Maintenance would become a tenant of hangar C6 and not the leaseholder. Lammes Construction would be the leaseholder. The request is to assign the lease from Base Leg Maintenance to Lammes Construction.
- Gary brought up at the November 6th meeting one of the things that was talked about and one of the pieces of feedback that was given from the tenants were to be clearer about the life of the leases. One idea was generating a one-page addendum that says the expected life of the asset to be built is blank number of years, and the tenant should not expect a renewal beyond that, absent substantial and material improvement to the property. Gary wants to make sure that beginning with this lease assignment, all our tenants sign such an affirmation. This will eliminate anyone from saying you didn't tell me that the lease might expire in however much time.
 - Ken asked if the reassignment of a lease opens the lease up for that level of revision. Mark answered yes, they could add that condition on any items they would like to. The lease requires the approval for it to be assigned to a different entity.

- Gary would envision whatever that number turns out to be, we would negotiate with the lessee, that way it's in writing and we won't get a comeback that says, "You didn't tell me." That was one of the big objections, that was raised at the November 6th meeting, which falls as much on the Authority as the tenants. When we do lease renewals or write new leases, we should be very clear that a separate agenda states "This is the rule." If you don't do it, you won't be assigned the lease. If you sign it without this, it's a lease default, and your lease is terminated. Everybody goes on record, a buyer of a lease, a writer of a lease, any assignee of a lease, is clearly on the record as understanding these dates are firm absent material changes to the structures.
- Mark said this can be added via the assignment of the lease.
- Hope said it can be added as a condition of the lease.
- Gary said Mark can generate the language for Hope.
- Ken asked if they could vote on language that has not been generated. Mark said yes because you're amending the assignment and you're asking to approve that assignment and the language.
- Elizabeth clarified that the Authority is just voting on the reassignment. They're not voting on the terms or years. However, Gary's language request would be put in the vote.

Bill Beckwith made a motion to approve the assignment of the hangar C6 lease from Base Leg Maintenance to Lammes Construction, seconded by Elizabeth Pfungsten.

Motion carried (5/0)
(For: Margaret, Elizabeth, Ken, Gary, Bill)

26-01-07 Consider Lease Extension Addendum for Hangars C6 and C7

- Hope explained that the leases were signed in November 2024. They were given 18 months to get their certificate of occupancy. That will be the first week of May 2026. Due to logistics the steel for hangar C7 will not be delivered until May. Lammes Construction has requested an extension for both C6 and C7 to have their certificate of occupancy by August 2026. It would be an addendum to give them the additional time.
- Gary asked if the proposal is through August 31st?
- Hope said yes. How the lease currently reads is they only pay half rent during the construction period. So, part of the addendum will be beginning in May the construction period will be extended, but they will begin paying full rent on the ground lease in May.
- Elizabeth wanted to clarify that it would be extended to the end of August. Hope said yes, and that way the construction will be completed before the Air Show. Ken suggested adding an additional month as a buffer.
- Hope stated that September 30th is what the extension of the construction period would then go to with full rent beginning in May.

Gary Zarlengo made a motion to approve the lease extension addendum for hangars C6 and C7 from May 2026 to September 30, 2026, and will begin paying full monthly rent on May 7, 2026, seconded by Margaret Amalfitano.

Motion carried (5/0)
(For: Margaret, Elizabeth, Ken, Gary, Bill)

X. ADJOURNMENT

Beth Pfingsten made a motion to adjourn, seconded by Gary Zarlengo at 8:16PM.

Motion carried (5/0)