I. CALL TO ORDER

II. ROLL CALL
   A. _____ Lou Patten (Chairman)
   B. _____ Verrill Norwood (Vice Chairman)
   C. _____ Lynn DeVault (Secretary/Treasurer)
   D. _____ Robbie Garrison
   E. _____ Steve Wright

III. ACCEPTANCE OF MINUTES (March 10, 2017)

IV. UPDATES
   A. Director’s Report (Mark Fidler)
      a. Accident at Jetport
   B. FBO Report (Contour Aviation)

V. UNFINISHED BUSINESS
   A. Discussion of Airport Authority Schedule – Bi-Monthly Meetings beginning May 2017 (Pages 1-2)
   B. Work/Planning Session for Future Planning at Jetport – May 19, 2017

VI. NEW BUSINESS
   A. Runway Extension Construction Bid Project
      1. Recommendation from PDC
      2. Motion to Approve and Accept Runway Extension Construction Bid as Recommended by PDC
      3. Motion Authorizing Chairman to Sign Letter Awarding Contract to Lowest Bidder
VII. BOARD MEMBER REPORTS

A. Lou Patten
B. Verrill Norwood
C. Lynn DeVault
D. Robbie Garrison
E. Steve Wright

VIII. ADJOURNMENT

Next Scheduled Meeting – May 19, 2017

Informational Attachments:

Payments (Page 3)
Authority Attendance Log (Page 4)
CLEVELAND MUNICIPAL AIRPORT AUTHORITY

- ROLL CALL -

MEETING DATE: Apr 7 2017

Lou Patten

Verrill Norwood

Lynn DeVault

Robbie Garrison

Steve Wright
## CLEVELAND AIRPORT AUTHORITY

### SIGN IN SHEET

**MEETING DATE:** Apr 7, 2017

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CHAPTER 6

ATTENDANCE REQUIREMENT FOR ALL BOARDS AND COMMISSIONS

SECTION

2-601. Attendance requirement for all boards and commissions appointed by the mayor or city council.

2-601. Attendance requirement for all boards and commissions appointed by the mayor or city council. (1) Intent and purpose; applicability. It is the intent of the city council and the mayor that the appointed members of all boards and commissions attend meetings as much as possible in order to contribute effectively. However, it is also recognized that appointed members may miss meetings from time to time due to various reasons. The purpose of this section is to provide for attendance requirements for members of all boards and commissions appointed by either the city council or the mayor.

This section is intended to be applicable to all boards and commissions whose members are appointed by either the mayor or the city council. It is recognized that the members of some boards and commissions are appointed by the city council, and the members of some boards and commissions are appointed by the mayor. It is also recognized that the mayor has certain statutory authority over the appointment and removal of members of the planning commission, and to the extent that there is any conflict between any state statutory provisions relating to the planning commission and this section, the provisions of state law will take precedence and control.

(2) General rule applicable to members of all boards and committees. The appointed term of any member who fails to comply with the applicable attendance requirements set forth herein shall automatically expire and the member shall then be replaced with another appointee, unless the member is re-appointed in accordance with the provisions of subsection (3).

(3) Effect of removal; reappointment of removed members. As a general rule, any member whose term expires due to lack of compliance with the applicable attendance requirements for that board or commission shall not be eligible for reappointment to said board or commission for at least one (1) year. However, if a board member's term expires due to lack of attendance caused by personal health reasons or other exceptional circumstances, the member may be eligible for reappointment without waiting a full year. However, to be eligible for reappointment without waiting a full year, the member must petition the mayor or the city council in writing for reinstatement as a member of said board or commission. The petition for reinstatement shall be addressed...
to the mayor if the mayor is responsible for making the appointment. The petition for reinstatement shall be addressed to the city council if the city council is responsible for making the appointment.

In the written petition, the member must demonstrate to the mayor or the city council that the member's failure to comply with the applicable attendance requirements was due to personal health reasons or other exceptional circumstances, and that the member's health has improved or the other exceptional circumstances have been resolved and that the member will be able to meet the applicable attendance requirements if they are re-appointed.

Upon receipt of the member's written petition, the mayor or the city council may re-appoint the member without waiting a full year if the mayor or the city council determine, in the exercise of their discretion, that the member's failure to meet the applicable attendance requirements was due to personal health reasons or other exceptional circumstances and that the member will likely be able to meet the applicable attendance requirements if they are re-appointed.

Neither the mayor nor the city council are under any obligation to re-appoint any member who is removed for failing to meet the applicable attendance requirements.

(4) Attendance requirements for boards and commissions that hold regular monthly meetings. Any member who misses one-half (1/2) of all regularly scheduled monthly meetings within any six (6) month period (January through June, or July through December) of a calendar year shall be removed and their term shall automatically expire.

(5) Attendance requirements for boards and commissions that hold regular meetings less than monthly (boards and commissions that hold regular meetings every other month, or quarterly, or semi-annually). Any member who misses two (2) consecutive regular meetings within one (1) calendar year (January through December) shall be removed and their term shall automatically expire.

(6) Boards and commissions that do not hold regular meetings but meet on an as needed basis. Any member who misses two (2) consecutive meetings within one (1) calendar year (January through December) shall be removed and their term shall automatically expire. (as added by Ord. of 11/25/96; and replaced by Ord. #2007-39, Nov. 2007, Ord. #2007-45, Nov. 2007, and Ord. #2009-06, Feb. 2009)
```
Date: 3/31/2017  
Time: 10:03  
GL6640  
User: CHRISTY  
March 2017  

City of Cleveland  
Account Analysis  

Fund: 322-CAPITAL IMPROVEMENTS PROGRAM FUND  

---Date--- Reference  Check#  Type  Description  Debit  Credit  Balance  
---Packet---  

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Note: Work Sessions are not a Regular Meeting-Attendance not Required.
April 6, 2017

Lou Patten - Chairman  
Cleveland Municipal Airport Authority  
Cleveland Regional Jetport  
251 Dry Valley Road NE  
Cleveland, Tennessee 37312

RE: BID TABULATION  
CLEVELAND REGIONAL JETPORT  
RUNWAY EXTENSION PROJECT  
TAD No. 06-555-0762-17

Dear Mr. Patten:

Enclosed for your information is the bid tabulation from bids taken on March 28, 2017 for the referenced project. A total of two bids were received and below is a summary of those bids.

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Base Bid Total</th>
<th>% Diff.</th>
<th>Eng. Estimate</th>
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<tbody>
<tr>
<td>Hinkle Contracting Company, LLC</td>
<td>$2,004,827.00</td>
<td>-12.13%</td>
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<tr>
<td>GLF Construction Corporation</td>
<td>$2,914,980.00</td>
<td>+27.76%</td>
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<tr>
<td>Engineers Estimate</td>
<td>$2,281,656.25</td>
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The grant available for the project is adequate; therefore after evaluation of the bid submitted by Hinkle Contracting Services, LLC, we recommend that the contract be awarded to Hinkle Contracting Services, LLC in the amount of $2,004,827.00. Hinkle Contracting Services, LLC is a qualified licensed contractor in the State of Tennessee.

If the Airport Authority and TN Aeronautics Division concur, then the Authority should forward an award letter on its letter head to Hinkle Contracting Services, LLC notifying them. A “Sample” award letter for your reference is attached.

Sincerely,

Rick Hudgens

Enclosures

Copy: Mark Fidler – Director KRZR (email)  
Steve Upshaw - TAD (email)
<table>
<thead>
<tr>
<th>Item Number</th>
<th>Spec. Section</th>
<th>Item Description</th>
<th>Unit</th>
<th>Estimated Quantity</th>
<th>Unit Price</th>
<th>Extended Total</th>
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<td>MOBILIZATION</td>
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## BID TABULATION

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<th>Unit Price</th>
<th>Extended Total</th>
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**BID TOTAL**

- **Engineers Opinion**: $2,281,656.25
- **Hinkle Construction Services, LLC**: $2,004,827.00
- **GLF Construction Corporation**: $2,914,980.00

*Denotes low bidder amount*
April 7, 2017

Mr. Chad Conley, Executive Vice President
Hinkle Contracting Services, LLC
360 North Middletown Road
Paris, KY 40361

RE: Cleveland Regional Jetport
Runway Extension Project
Cleveland, TN

Dear Mr. Winkleman:

In accordance with the approval of the State of Tennessee, you are hereby awarded the Contract for the referenced project in the amount of $2,004,827.00 based on your bid received on March 28, 2017.

The Engineer is preparing six (6) sets of Contract Documents and will transmit them to you for execution by you and your bonding company. Please be sure to include copies of your bond forms and certificates of insurance. Following execution of the documents, please mail all six copies to Mr. Lou Patten – Chairman c/o Mr. Mark Fidler – Airport Director, Cleveland Regional Jetport, 251 Dry Valley Road NE, Cleveland, TN 37312.

Please be advised that no work may begin until a Notice to Proceed is issued. A pre-construction meeting will be scheduled, and attendance by your major subcontractors, along with your intended job superintendent, is expected. Also at that time, you will be forwarded an executed set of Contract Documents.

We look forward to a successful relationship and timely completion of this project.

Sincerely,

Lou Patten
Chairman
Cleveland Municipal Airport Authority
Mark Fidler

From: Pete Van Dusen  
Sent: Tuesday, April 04, 2017 8:08 AM  
To: Mark Fidler  
Subject: Thank You

Mark,

I just wanted to take one more opportunity to thank you for the use of your facility for our annual driver’s training class. It is a huge relief to know we access to a safe and appropriate space to further develop our personnel. I appreciate your accommodation each year. If there is ever anything we can do for you, please let us know.

Thank you,

Pete Van Dusen Training Captain  
Cleveland Fire Department  
555 South Ocoee Street  
Cleveland, TN 37311  
(423) 650-7527
Mr. Lou Patten  
Cleveland Airport Authority  
474 2nd Street SE  
Cleveland, TN 37311

Dear Mr. Patten,

I am writing to you concerning the invoices that Voice of Evangelism has received for a fuel flowage fee at the Cleveland Airport. I wanted to respond based on the information Kevin Wright shared with you in December when he came by your office. According to the documents we have been provided, it is evident this fee is actually a tax despite it being designated a fee. These invoices have not been paid because, as you are aware, Voice of Evangelism is a non-profit ministry and therefore would be exempt from this tax. I am including a link to a court case with excerpts which highlight this issue in which the court determined the fuel flowage fee was indeed a tax.


Other jurisdictions have addressed the distinctions between a tax and a fee. The United States Supreme Court has stated that "an 'enforced contribution to provide for the support of government,' [is] the standard definition of a tax.

"The distinction between a fee and a tax is one that is not always observed with nicety in judicial decisions, but any payment exacted by the state or its municipal subdivisions as a contribution toward the cost of maintaining governmental functions, where the special benefits derived from their performance is merged in the general benefit, is a tax.'

Having decided the "fuel flowage fee" is a tax prohibited by K.S.A. 79-3424, the remaining issues are moot.

Respectfully,

Rev. Perry Stoofe  
President

The Ministry of International Evangelist Perry Stone, Jr.
Be it recorded that the Cleveland Municipal Airport Authority met in a regular session on Friday, April 7, 2017, at 9:00 a.m. in the Cleveland Municipal Council Room.

MEMBERS PRESENT: Lou Patten, Verrill Norwood, Lynn DeVault, Steve Wright and Robbie Garrison

MEMBERS ABSENT: None

CITY STAFF: Joe Fivas (City Manager), Renea Brown (Secretary), Mark Fidler (Airport Manager), Shawn McKay (Finance Director), Kristi Powers (Support Services Manager), Beverley Lindsey (Assistant to City Manager), Randall Higgins (City Reporter) and Melinda Carroll (Assistant City Manager)

FBO STAFF: Allen Howell

CONSULTANTS: Rick Hudgens

GUESTS: None

MEDIA: Larry Bowers (Daily Banner)

CALL TO ORDER
The meeting was called to order by the Chairman, Lou Patten, at 9:03 a.m.

ROLL CALL
Chairman Patten called the roll and is recorded above as Members Present.

ACCEPTANCE OF MINUTES
Chairman Patten called for a motion to accept the minutes from the March 10, 2017, meeting. Verrill Norwood so moved, seconded by Lynn DeVault and was unanimously passed.

UPDATES
Director’s Report
Runway Extension Update
The TAA Conference was held March 20th through the 22nd. He and Lou Patten both attended. He is a board member of this organization that serves the interests of Tennessee’s seventy general aviation
airports. TAA has been involved heavily in recent weeks with attempts to derail legislation sponsored by Southwest Airlines, seeking a $3 million cap on aviation fuel taxes.

**Director’s Report**

**Jetport Accident**

There was an accident at the Jetport on Sunday, March 26th at 2:27 p.m. The aircraft crashed on takeoff from Runway 21. Four passengers were onboard; there were no injuries. The post-accident evidence indicates to investigators that the primary causal factor of the accident was the inadvertent failure of the PIC/flight instructor to set the appropriate flaps for the anticipated takeoff at 50% setting. The student/owner over rotated the aircraft, striking the tail on the runway and subsequently entering an aerodynamic stall once the aircraft departed. It then skidded off the runway to the west in a counterclockwise rotation of approximately 380 degrees. The aircraft came to rest approximately 140’ west of Runway 21’s surface and 1700’ south of the approximate location where takeoff commenced at the Runway 21 threshold. EMS services were immediately called by CFM as was he. He contacted the Chattanooga Air Traffic Control and closed the Jetport pending further investigation and determination of status of the facility.

On arrival at the Jetport, the Cleveland Fire Department reported there was no fuel or other fluids leaking from the aircraft and they were prepared to depart the scene unless required otherwise. He thanked them and instructed them to depart. Soon thereafter, he notified Chattanooga Air Traffic Control that the Jetport was once again open and any inbound air traffic should proceed normally.

Soon thereafter, he drove the instructor and the family to the Chattanooga airport where they rented a car and drove to their home in North Carolina.

An FAA Air Safety Inspector from the Nashville FSDO was dispatched to the Jetport. They spent much of the remainder of the evening photographing and documenting accident related information which included analysis, retention of fuel and retention of fuel specimen.

On Monday, the FAA and the NTSB furthered their investigation with the assignment of another safety inspector from Nashville. He reported that the NTSB wished to become more involved in the investigation. This is likely due to some irregularities with the way the aircraft performed after the crash such as lack of deployment of the airbags from the seat harnesses, a broken bell crank in the tail section and no report from the Emergency Locator Transmitter after the collision. Attempts to remove the aircraft on Tuesday were futile due to wet soil. The removal was postponed until Thursday at which time a crane was brought in to move the aircraft to a trailer and then to an available t-hangar.

The aircraft is still impounded by the FAA and NTSB. When they conclude their investigation, they will release it to him and he will release it to the insurance company for repair or demolition. He feels they will most likely repair it. The date for release is not known at this time.

*Mark presented a slide show of some of the photographs taken after the crash.*

The testing of the fuel conducted on scene was determined to be clean and dry and met the specific gravity of qualifications. All information was downloaded from the plane’s flight data recorder so the flight can be rebuilt.

Board Member Wright thanked CFM and the airport director for their professionalism.
Director’s Report
Cleveland Fire Department EVOC Training
The annual Cleveland Fire Department Emergency Vehicle Operators Course training was conducted at the Jetport March 27th through the 29th. He feels the Jetport is the perfect place for this training due to the open space and eight-acre ramp.

Required training leads to a lower insurance ISO rating for the City because they are able to do this training on an annual basis. It is good for all of us.

Director’s Report
TDEC Commissioner Rolfe Visit
Yesterday, he had the opportunity to meet TDEC’s new commissioner, Bob Rolfe, when he flew in for a visit. They had the chance to discuss the importance of general aviation airports and how the Jetport serves our community in numerous ways.

Mr. Rolfe was extremely impressed with the Jetport development and the City, as a whole, and looks forward to returning again soon.

FBO Report
Allen Howell reported:
• March was a good month; above average.
• Fuel sales are starting out good in April.
• By the next meeting, he feels they will have made a selection for a new FBO manager to replace Nora.

UNFINISHED BUSINESS
Discussion of Airport Authority Schedule – Bi-Monthly Meetings Beginning May 2017
Chairman Patten mentioned last month about possibly going to bi-monthly meetings. In the past, when there has not been a great deal of business, the meetings have been cancelled. His thinking is this would start in May and the Authority would meet on the odd months of the year. If we need to have a meeting, we can always have a called meeting.

Included in the packet was the attendance requirements for Boards and Commissions. For every other month or quarterly meetings, it says any member who misses two consecutive regular meetings shall be removed.

Chairman Patten called for a motion to change the Authority meetings from monthly to bi-monthly. Verrill Norwood so moved, seconded by Robbie Garrison and was unanimously passed.

Board Member DeVault asked that the Authority members be notified of the contractor meetings for the runway development.

Work/Planning Session for Future Planning at Jetport – May 19th, 2017
Immediately following the next meeting, there will be a work session to discuss future plans for the airport.
At the last meeting, the Authority agreed that a letter needed to be received from VOE by April 1st regarding the fuel flowage fee situation. Chairman Patten received an email last night at 10:25 p.m. from Kevin Wright. Mr. Wright forwarded a letter from Rev. Perry Stone saying why they feel they should not pay the fuel flowage fee. John Kimball could not be at the meeting today, but Chairman Patten did forward the email to him stating they would talk next week. We will continue to explore getting this fee paid.

NEW BUSINESS
Runway Extension Construction Bid Project
Recommendation from PDC
Rick Hudgens began by saying bids were taken for the runway extension on March 28th. Two bids were received; both were acceptable. PDC’s estimate was $2,281,656. Low bid of Hinkle Construction came in at $2,004,827 and the second bid was $2,914,980. The bids have been evaluated and a letter of recommendation of award has been submitted to Chairman Patten to award. In addition, he suggests speaking to Steve Upshaw with the Aeronautics Commission to receive his concurrence.

It is his recommendation to award this bid to Hinkle Construction Services. They also happen to be the contractor who did all the concrete paving at the Jetport except for the private hangars. From what he understands, Jason Rogers, the former construction manager, will be a big part of this. He doesn’t work for them anymore, but he is subcontracted with them to do the concrete work.

The contract books were overnighted to them yesterday. They will probably not sign them until they receive the award letter. Once they are signed, they will be sent to Mark for him to get to Chairman Patten. Once Chairman Patten and the attorney sign the books, a pre-construction conference will be set up. He would like to have a meeting before the pre-construction conference in two weeks to discuss the “game plan” and possibly get a schedule. He doesn’t anticipate a problem and hopes to get things started next month. This project has a fully funded grant from the State of Tennessee, so there is nothing stopping this from getting started on that end. This one had very few stipulations with it. Since it was all State money except for local money, there is no DBE required or Buy American; and the only wage rates were State.

Board Member DeVault asked what the timing and disruption would be for airport operations. According to Mr. Hudgens, in the subplans and bid, they are going to temporarily, permanently displace the runway 1,000’. This has both advantages and disadvantages. It will be displaced twenty-four hours a day until the project is finished. However, since the displacement will not be held in place by sandbags like you would do on a temporary displacement, it will allow airplanes to back-taxi and use the full 5,500’ of runway going to the south for takeoff. The lights will also be displaced. There will be a temporary displaced threshold 1,000’ to the south that will remain in place until we finish. Once the project is complete, you will go back to 5,500’; we can’t give you all 6,200’ until we get approval from the FAA on your approach. If you start using it before your approval is received, they will shut all of your approaches down. So, what we are doing is displacing it and marking it as displacement. You will have to get another project from the State to do an AGIS survey although there is probably enough money in this project to take care of it…we will have to do an estimate on that to find out. The FAA will then go and do some more approach procedures on this and you will get your new approach.

Mark and Rick spoke to a gentleman at the Aeronautics Conference from the FAA that Mark knew well about what they could do ahead of time to get the approach started. Rick will be providing him with the elevation and the coordinates of the new runway ends so he can try to create them but nothing can really
be done until the AGIS is in place. They will not do your approach until you have physical ends which won’t happen until you do the very first lane. His response for getting the new approach was eighteen to twenty-four months. It did not take that long before, so Rick is hopeful it will not take that long this time.

This contract gives 120 days to get the project done. Once work starts, he doesn’t see there will be a reason to stop unless there is bad weather. 120 days from the start day will give you the actual concrete in place and the displaced threshold. After that, we can start on the approaches.

Board Member Wright was curious if the threshold will be moved back to its original place after completion of the project but before the new approach is granted. This should allow you to able to use the same instrument approaches. Rick said yes; and in theory, you will be able to use the 6,200’ for takeoff to the south but not for landing.

Board Member Garrison asked if there would just be a line across the runway for safety and would there be chevron markings? Also, from a liability aspect, will there be a NOTAM out or something in the office explaining what we are doing? Rick advised there would be chevrons. There will not be a line running across the runway; there will be panels on the outside of the runway that will be held down with sandbags. The threshold lights will be out-boarded on the sides of the runway not on the runway. They are going to use the existing centerlines to paint chevron heads on those. At the end of construction, water blasting will be used to remove them as well as the numbers on the runway because lines will have to be drawn through them. These will be repainted while they are repainting the threshold on the new. As far as liability, this is the safest way to do things. Mark said a message could be placed on the AWOS broadcast. Mr. Garrison wants to make sure all bases are covered.

Motion to Approve and Accept Runway Extension Construction Bid as Recommended by PDC Motion Authorizing Chairman to Sign Letter Awarding Contract to Lowest Bidder Steve Wright made a motion to recommend award pending the State Aeronautics Division concurrence. Verrill Norwood seconded the motion and was unanimously passed. This motion also included authorizing the Chairman to sign the award letter to the lowest bidder.

Other Chairman Patten mentioned Mark Fidler bringing up the “Southwest Bill” earlier. It is Senate Bill 259 sponsored by Mr. Tracy and House Bill 713 sponsored by Mr. Whitson. It is a caption bill and they inserted a body of the bill which will limit the fuel aviation tax to a maximum of $3 million for the operation of commercial passenger aircraft. It is called the Southwest Bill because Southwest Airlines is the only company affected by this at the moment. If you recall when the FedEx Bill passed two years ago, it put a maximum of $10 million which goes into effect next year. It has been “stepped” in and he believes next year is when it will reach the $10 million cap.

The concern that the Tennessee Aviation Association and others have is if this goes in, then FedEx will come back and want the $3 million cap for them as well. This will be devastating to the general aviation airports. FedEx was paying close to $42 million before when fuel prices were escalated. He is asking everyone to contact their Representatives and Senators. He has personally spoken with Kevin Brooks and Todd Gardenhire, but neither has followed back up with him. The Tennessee Aviation Association has been to the meetings and is trying to get this delayed; at the very least put in a study committee to look at the long-term implications and funding for the general aviation airports. If this passes in its current form, it’s going to be detrimental.
Board Member Wright asked if the Tennessee Aviation Association tried to come back with anything to try and regain some of the lost ground? It just seems that while this Improve Act, is or is not making its way through both chambers, would be a really good time to attach something on the floor to solve that. It seems like everyone in the House of Representatives wants to transfer money out of the General Fund to take care of it anyway. Mark Fidler is on the Board and said he was not aware of this effort being made.

Board Member Garrison wanted to know if general aviation would be exempt from aviation user fees. Mark said that was totally different from the State tax, but implementing an aviation user fee is something that is allegedly being considered for all aviation. Mr. Garrison said that would not be good and would hurt their business. He believes the AOPA is pushing for smaller airplanes to be exempt. Board Member Wright said there is a pretty strong voice for that in Washington with AOPA and others, but what worries him…the bodies represented here today need a plan to regain ground lost with the FedEx Bill. Chairman Patten advised there was an Airport Task Force that met several times and were members of the TAA. He and Gary Farlow were both on it. They made recommendations such as an economic development fund for aviation. It was not funded last year; it was established. This year the Governor’s got $15 million in his budget for that fund, but that’s not nearly enough.

Mark Fidler advised at the present time, Southwest Airlines pays about $6 million dollars in fuel taxes and every dime of that money is spent towards the betterment of aviation in Tennessee. It is basically a user’s fee in many respects. FedEx was by far the largest consumer of fuel in the State and was paying the appropriate tax for the quantity of fuel they consumed. They objected to being the largest entity of paying the fuel taxes and managed to get the lobbying through and have their share reduced. Chairman Patten noted FedEx is a Tennessee company and has their operations here and was talking about moving some of their operations. Southwest is not a Tennessee company and they make a lot of money off the passengers in Nashville. He cannot imagine them wanting to give that up; there would be others wanting to come in and take their place.

According to Mark, if this economic environment existed back when we were trying to build this airport, in all likelihood, it would not have been possible. The State’s budget for aeronautics is basically for maintenance and safety related; there is nothing for development.

**BOARD MEMBER REPORTS**

**Lou Patten** – None

**Verrill Norwood** – None

**Lynn DeVault** – None

**Robbie Garrison** – None

**Steve Wright** – None

**Adjournment**

Chairman Patten scheduled the next monthly meeting for May 19th at 9:00 a.m. with a work session to follow. Since there was no further discussion, Chairman Patten adjourned the meeting at 9:44 a.m.
Respectfully submitted,

Renea Brown,
Recording Secretary

Handouts:
Bid Tabulation Spreadsheet for Runway Extension Project
Bid Recommendation Letter from PDC
Bid Award Letter
Voice of Evangelism Letter
Appreciation Letter from Cleveland Fire Department

Information Attachments:
1. Airport Authority Attendance Requirements for All Boards and Commissions
2. Payments
3. Authority Attendance Log