



**CITY OF CLEVELAND
MUNICIPAL AIRPORT AUTHORITY**

REVISED AGENDA

August 15, 2014

9:00 A.M.

- I. CALL TO ORDER**
- II. ROLL CALL**
 - A. _____ Lou Patten (Chairman)
 - B. _____ Verrill Norwood (Vice Chairman)
 - C. _____ Lynn DeVault (Secretary-Treasurer)
 - D. _____ Mike McCoy
 - E. _____ LeRoy Rymer, Jr.
- III. ACCEPTANCE OF MINUTES (June 2014)**
- IV. UPDATES**
 - A. Construction Updates (PDC Consultants)
 - B. Land Purchase – 4.2 Acres East of RR Tracks (Verrill Norwood)
 - C. FBO Report (Taylor Newman)
 - D. Director’s Report (Mark Fidler)
- V. UNFINISHED BUSINESS**
- VI. NEW BUSINESS**
 - A. Layout for Potential Lease of Parcel S2 to Bob Miller
 - B. Sports Car Club of America Event (Mark Fidler) (Pages 1-8)
 - C. Retro Motion Authorizing Chairman to SWPPP Application (Pages 9-11)

VII. BOARD MEMBER REPORTS

- A. Lou Patten**
- B. Verrill Norwood**
- C. Lynn DeVault**
- D. Mike McCoy**
- E. LeRoy Rymer, Jr.**

VIII. ADJOURNMENT

Next Scheduled Meeting – September 19, 2014

Informational Attachments:

Authority Attendance Log (Page 12)

Payments (Page 13)

Expense Report (Pages 14)

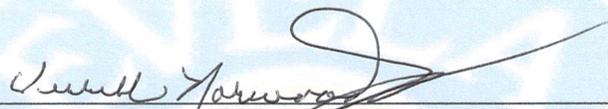
Revenue Report – To Be Distributed at the Meeting by Mark Fidler

CLEVELAND MUNICIPAL AIRPORT AUTHORITY

- ROLL CALL -

MEETING DATE: 8-15-14

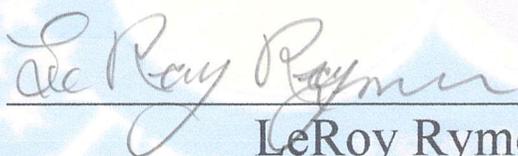
Lou Patten



Verrill Norwood



Lynn DeVault



LeRoy Rymer, Jr.



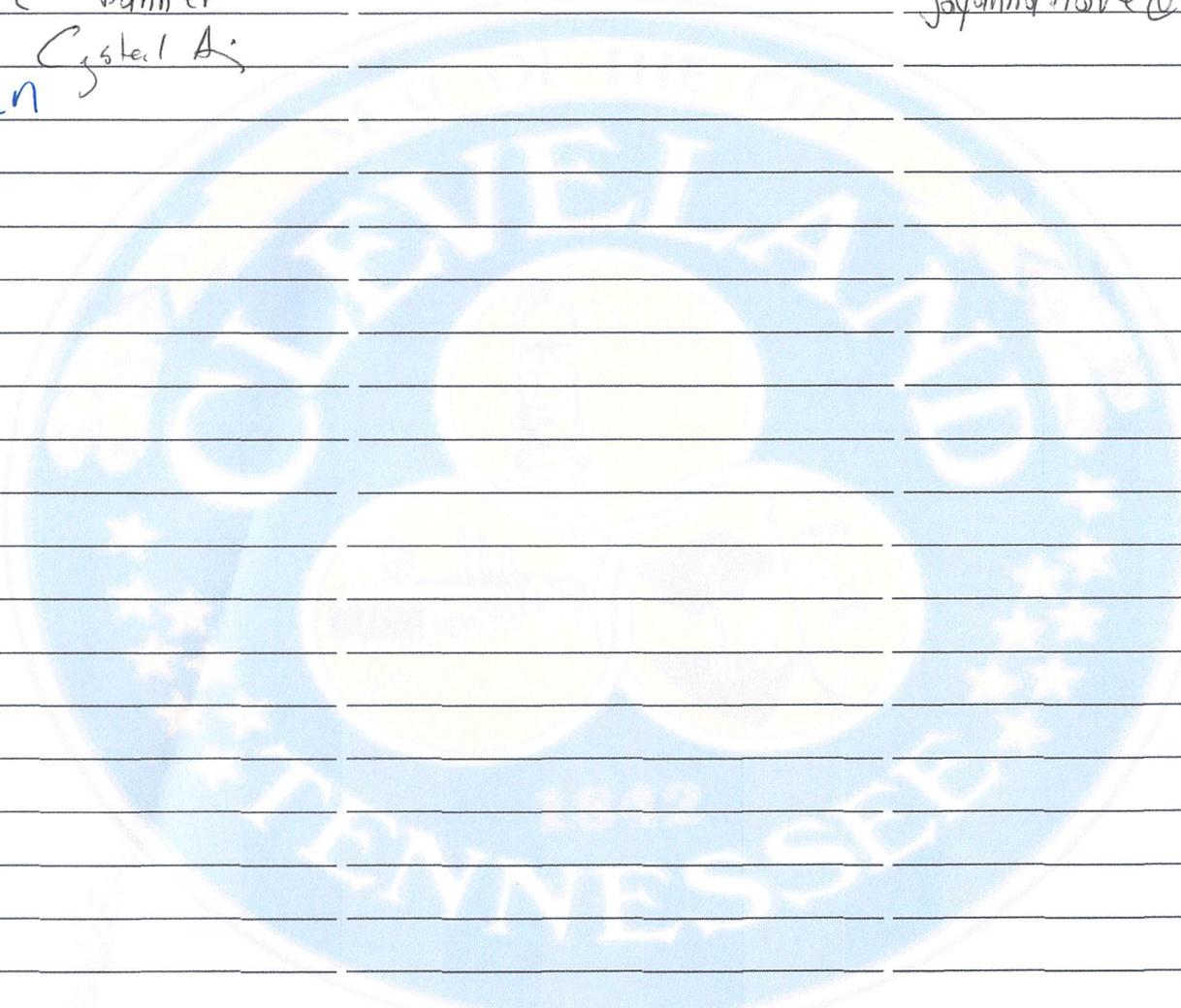
Mike McCoy

CLEVELAND AIRPORT AUTHORITY

SIGN IN SHEET

MEETING DATE: 8-15-14

Name & Company Name: (PRINT)	Address:	E-mail:
1 <u>Joyanna Love Cleveland Banner</u>		<u>joyanna.love@clevelandbanner.com</u>
2 <u>B. Newer Crystal A.</u>		
3 <u>Brian Moran</u>		
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Kristi Powers

From: Mark Fidler
Sent: Thursday, July 17, 2014 4:48 PM
To: 'Patten, Lou'; Lynn DeVault (LDEVAULT@checkintocash.com); Casteel, Janice (jcasteel@clevelandtn.gov); 'taylor.newman@crystalaironline.com'; Rymer, LeRoy; Mike McCoy (mmccoy5561@yahoo.com); Kristi Powers; Norwood, Vernell; Mark Fidler (mfidler@clevelandtn.gov)
Subject: FW: SCCA Event at KRZR
Attachments: SCCA promo.pdf

Attachment was stripped for some reason. Here's another try.
Mark

From: Mark Fidler
Sent: Thursday, July 17, 2014 4:10 PM
To: 'Patten, Lou'; Lynn DeVault (LDEVAULT@checkintocash.com); Casteel, Janice (jcasteel@clevelandtn.gov); 'taylor.newman@crystalaironline.com'; Rymer, LeRoy; Mike McCoy (mmccoy5561@yahoo.com); Norwood, Vernell; Kristi Powers
Subject: SCCA Event at KRZR

Authority Members and Friends,

I have been approached by Mr. Barry Langley, the Sports Car Club of America Regional Representative. Barry had seen the turnout we had for the Gotham Dream Car event and asked if we could meet to discuss an opportunity for SCCA to hold an event of their own here at KRZR. We had that meeting today and, after reviewing the specifics of their proposal, I suggest we give additional thought to hosting the event.

In a nutshell, here are most of the pertinent details:

- Event would (if possible) be held on a Sunday: 0700-1700.
- Typically 35-50 vehicles participating in driving. The course is set up with cones and it is a car vs. clock (not car vs. car) driving challenge. Only one car on the course at a time.
- Estimated attendance including drivers: about 125-150. Usually about 100 spectator/drivers attend.
- Return to KRZR: \$2200 for use of apron
 - Heightened publicity of our facility
 - Local community involvement with airport.

Please review the attached documents which describe the SCCA and likely will answer any questions you may have about the event. NOTE: This is a PRIVATE event, exclusively for SCCA members. Spectators are welcome.

The proposed event date is: 8/10, 9/21, 10/19, 11/9 or 12/7. If things work out as well as I anticipate they might, SCCA would likely wish to schedule again on an available later date.

Please take a few moments to review the information and let me know if it is something you would like to consider. Compared to the Gotham event, this looks to be easy money.

Regards,
 Mark Fidler
 Director
 Cleveland TN Regional Jetport



Chattanooga Region

**SOLO DRIVING EVENT
PROPOSAL**

**CLEVELAND
REGIONAL JETPORT
CLEVELAND, TN**

CHATTANOOGA REGION - SPORTS CAR CLUB OF AMERICA

This is a proposal to conduct a Solo Driving Event at the Cleveland Regional Jetport. Listed below are the details of our organization, Solo Driving Events, and insurance coverage:

THE SPORTS CAR CLUB OF AMERICA is the country's largest motorsports organization, with 65,000 members, and headquarters in Topeka, Kansas. Through its 110 local regions, the SCCA conducts Solo Driving events for the enjoyment of members and the enthusiast public.

CHATTANOOGA REGION - SCCA was chartered in 1957 as a non-profit organization. Our 171 members participate primarily in Solo events. Many members participate in major Solo events throughout the U.S., and are qualified to organize such activities in our area.

SOLO EVENTS, sometimes called autocross, are considered non-speed events and are the fastest growing form of motorsports in the country. The SCCA sanctions thousands of autocross events each year, all conducted in strict compliance to National Solo Rules that have been constantly improved over the last 33 years. These rules address event operation, safety guidelines, and entrant conduct. A licensed Safety Steward controls safety, and we have a formal Safety Plan for our events.

- **Solo events are not races:** they feature tight, twisting courses defined by traffic cones. Emphasis is on driver ability and car agility. Entrants are clocked one-at-a-time as they drive through a twisting course as fast as possible, and time penalties are assessed for hitting a cone. Trophies are awarded for the fastest time in several different classes. Classes are provided for sedans and economy cars, as well as sports cars, and entrants are not required to be SCCA members.
- There is no single course for Solo events. Courses are tailored for almost any lot size and conform to Solo rules safety guidelines. A single timed run usually lasts 30 to 50 seconds.
- All cars must pass a safety inspection, and all entrants must have a valid driver's license. Entrants must sign an insurance waiver (minors must have legal permission and a waiver to compete). There is no admission charge for spectators, but an insurance waiver must be signed for admission to the event site.
- We have conducted events in the Central TN area since 1957, and currently use the Eastgate Mall parking lot in Chattanooga. We have also held events at the Chattanooga Auto Auction and Chattanooga State. Our number of event entries varies between 50 to 100 cars.

INSURANCE: SCCA provides event insurance covering participants, spectators, and property owners. The comprehensive general liability limit is \$10,000,000 and an insurance certificate is provided to the site owner. Additional coverage is available if necessary.

Thank you for the opportunity to present this proposal. We represent the SCCA in a serious, mature, and responsible fashion, and believe the proposed event can be beneficial to both of our organizations. For additional information, please contact the member listed below.

Berry A. Langley, Cell: 478-456-5302 E-Mail: rocket71@gmail.com,
8041 Mill Creek Rd, Signal Mountain, TN 37377

SCCA/SCCA PRO Master Insurance Plan 2014
Summary of SCCA Participant Accident Coverage
Written by ACE American Insurance Company
through Willis North America

General Description:

This insurance provides coverage at various limits for the following categories of participants that are injured in event-related accidents at SCCA or SCCA Pro events.

<u>A. Coverage</u>	<u>Non-SCCA/SCCA Pro Non-Member Participant Limits</u>	<u>SCCA/SCCA Pro Member Participant Limits</u>
Medical Reimbursement (Excess)	\$10,000	\$1,000,000
Accidental Death	\$ 5,000	\$ 25,000
Dismemberment by schedule up to	\$ 10,000	\$ 20,000
Loss of Work	None	\$100 per wk for 104 weeks with a 7-day waiting period

B. Terms, Conditions, and Exclusions:

These apply to all Participant Accident coverages and all types of events.

Requirements: Must have signed an annual Release and Waiver or have signed a Release and Waiver for the event; be issued a credential by SCCA or SCCA Pro, and must contact event medical or Safety Steward before the end of the event to report an accident which might give rise to a claim.

Conditions: All claims resulting from injuries arising at SCCA/SCCA Pro sanctioned events must first be submitted to the Participant's personal medical insurer (if any). The SCCA Excess Medical coverage will coordinate benefits with the personal medical insurer, but will not pay in addition to it. If there is no personal medical insurer, the SCCA program will become primary. Medical treatment must be prescribed by a MD or DO.

Filing/Benefit Period: Must submit evidence of first medical expense within 60 days of injury. Benefits are payable for medical expenses incurred up to 104 weeks after the accident.

Participant Definition: Drivers, crews, officials of the race, announcers, ambulance crews, tow truck crews, pit gate workers, and all other persons bearing passes duly and officially issued by the Named Insured. (i.e. SCCA, SCCA Regions, SCCA PRO Racing, Ltd., and, in some cases, the track).

Exclusions/Limitations: Thrill shows, Workers' Compensation related injuries, alcohol/narcotic related injuries, eyeglasses/contact lenses, dentures, crowns or caps, suicide, intentional/self-inflicted injury, illness, unless developed as a result of the covered accident, pre-existing conditions, chiropractic care and/or cognitive therapy unless specifically authorized by the attending MD or DO. Reimbursement is limited to charges which do not exceed those generally charged for similar medical or dental care.

Death Benefit Beneficiary: Death benefits are made payable to the estate of the deceased.

This brief summary is provided to facilitate your understanding of SCCA's and SCCA Pro's insurance program. The actual policy terms, conditions, limitations and exclusions control.

SCCA/SCCA Pro Event Insurance Plan 2014
Summary of SCCA Commercial General Liability Insurance
Written by National Casualty Insurance Company
through Willis North America

General Description:

This insurance is intended to protect SCCA/SCCA Pro, and their regions and members, and track owners, landowners and sponsors of the event, drivers and their crews, and owners and sponsors of vehicles entered in an event from Bodily Injury, Property Damage, Personal Injury, or Advertising Injury claims arising out of a covered incident at a SCCA or SCCA Pro event.

Type of Coverages:

The limits of the coverages are:

<u>Coverage:</u>	<u>Limits</u>
Bodily Injury (Spectator Liability)	\$10,000,000 per occurrence
Legal Liability to Participants	\$10,000,000 per occurrence
Products Liability	\$10,000,000 aggregate
Contractual Liability	\$10,000,000 per occurrence
Personal and Advertising Injury Liability	\$10,000,000 per occurrence
Host Liquor Liability	\$10,000,000 per occurrence
Medical Professional Liability	\$10,000,000 per occurrence
Officers and Stewards Errors and Omissions Coverage	\$250,000 per occurrence
Damage to Rented Premises	\$10,000,000 per occurrence
Restricted Area Personal Property Damage (includes Official Vehicles)	\$250,000 per occurrence*
*\$1,000 deductible applies	

Please note that the Deductible is "Zero" as it pertains to physical damage to the track, defined above as "Damage to Rented Premises". The Per Occurrence Limit is \$10,000,000.

Exclusions:

The exclusions include, but are not limited to:

- Concerts
- Amusement Rides
- Thrill Shows
- Events where no system is in effect to collect Waiver and Release forms from persons entering restricted areas.

Please note that this document represents a brief summary of the SCCA's insurance program. Each claim, loss or incident will be reviewed and adjudicated based on the actual policy terms, conditions, limitations and exclusions within the policy coverage form.

Frequently Asked Questions

Q Why should I host a Solo event?

A In addition to being a hero with your local SCCA region, it's a marketing opportunity for you. A Solo event can boost customer traffic for you and surrounding businesses. Solo events draw participants and spectators from a wide geographic area.

Q Who attends SCCA Solo events?

A Motorsports enthusiasts, naturally. However, the excitement of a Solo event also attracts a cross-section of people.

Q Will a Solo event damage my property?

A No. The course is marked by traffic cones just like you see on road construction sites. Nothing is permanent.

Q What about the noise?

A Sure there is a small degree of motor noise and an occasional tire squeal. However, since cars are not racing wheel-to-wheel, the noise is minimal. All city ordinances for sound are respected.

Q Will participants be safe?

A Safety for participants is our first priority. Viewing areas are well within the safety margins to assure against injury, and they are highly controlled so no one can wander on to the course.

Q Am I liable if there's an accident?

A Absolutely not. All events are sanctioned by the Sports Car Club of America. In the rare event of an accident, you are in no way liable for damages of any kind.

Q What about Insurance?

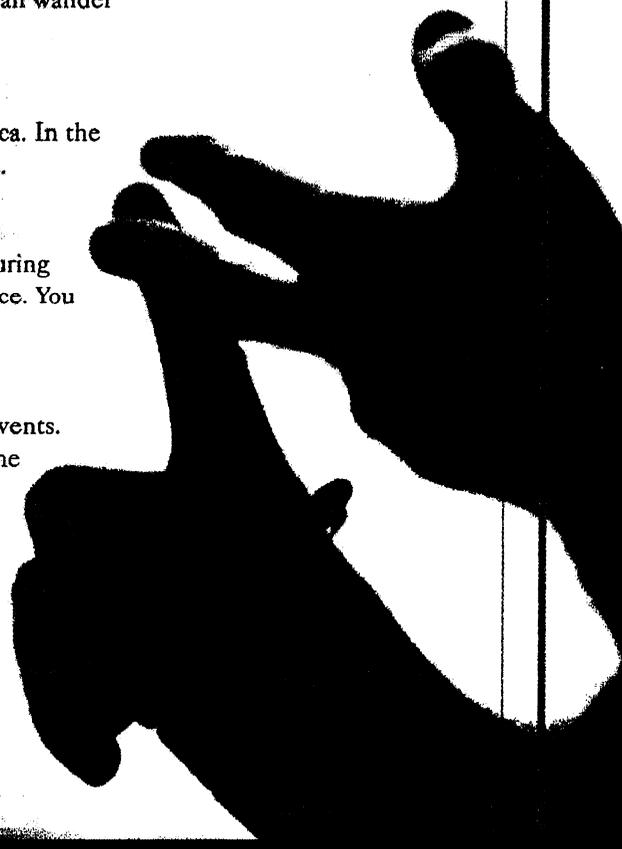
A A Solo event cannot take place without the sponsoring SCCA Region securing insurance and becoming sanctioned by the SCCA national office in advance. You will receive a copy of the plan or binder prior to the event.

Q How long does a Solo event last?

A Usually one day, but sometimes a weekend is blocked out for the bigger events. Typically the course will be set by early morning, and everyone will be gone by early evening.

Q Who cleans up when the event is over?

A We do. Your facility will be left in the condition it was before the event began – in some cases cleaner.



Economic Impact

Solo participants are upscale. They travel, dine out and frequent the shops during an event. Often they bring family and crew members increasing the number of potential customers for your business.

\$534 AVERAGE SPENT PER TRIP (Food, transportation and lodging)

\$2,000 or more	1.2%
\$1,000 to \$1,999	5%
\$500 to \$999	22.9%
\$0 to \$500	62.1%
Nothing	6%

\$128,439 AVERAGE HOUSEHOLD INCOME

\$150,000 or more	25.6%
\$100,000 to \$149,999	27.3%
\$80,000 to \$99,999	15.6%
\$50,000 to \$79,999	20.7%
\$20,000 to \$49,999	8.9%
Under \$20,000	1.9%

74% PROFESSIONAL & WHITE COLLAR

Proprietor/Self-employed	19%
Engineer/Doctor/Lawyer	19.5%
Executive Management	6.9%
Other Managerial Level	12.4%
Sales	5.3%
Other White Collar	10.5%
Supervisor/Foreman	1.9%
Technician/Skilled Craftsman	9.2%
Professional Mechanic/Auto Technician	2.4%
Retired/Student/Unemployed	12.9%

93.2% GRADUATED/ ATTENDED COLLEGE

Post Graduate Study/Degree	28.6%
College Graduate	34.9%
Attended College	29.7%
High School Graduate	5.8%

82.6% ARE HOMEOWNERS

Own Home/Condominium	82.6%
Rent Home/Apartment	12.9%
Live with Parents/Relative	4%

MULTIPLE VEHICLE OWNERS

	Cars	Trucks	SUVs
Four or more	17.6%	1.5%	0.7%
Three	18%	1.7%	1.2%
Two	31.5%	9.2%	7.1%
One	28.2%	47.1%	40.8%

WIDE VARIETY OF HOBBIES/ACTIVITIES

Bicycling	38.3%
Water Sports	27.4%
Bowling	11.6%
Camping/Fishing	34.3%
Gardening	16.3%
Golf	22.1%
Tennis or Racquet Sports	9.9%
Skiing/Snowboarding	27.3%



rice

Endorsement and Current Sites

I have had the pleasure of being the President of the Metropolitan Airport Authority for more than 15 years and although we have enjoyed literally hundreds of accomplishments during that time, I feel our greatest success has been having the privilege to host the Solo and ProSolo National Championships at Forbes Field.

David Stremming
President, Metropolitan Topeka Airport Authority

CURRENT SOLO SITES

Airports

	SCCA Region
Walesboro Airport, Walesboro, IN	Columbus Club
MCEDA (Grissom), Peru, IN	Detroit
Walnut Ridge Airport, Walnut Ridge, AR	Arkansas
Columbus Air Force Base, Columbus, MS	Mississippi
Moore Airfield, Devens, MA	New England

Racetracks

	SCCA Region
Route 66 Raceway, Joliet, IL	Chicago
Gateway International Raceway, Madison, IL	St. Louis
Lake Erie Speedway, Erie, PA	Misery Bay
Memphis Motorsports Park, Millington, TN	Mid South
S. Georgia Motorsports Park, Cecil, GA	Dixie
Talladega GranPrix Raceway, Mumford, AL	Atlanta
Heartland Park Topeka, Topeka, KS	Kansas

Fairgrounds

	SCCA Region
LaCrosse Fairgrounds, LaCrosse, WI	Land O'Lakes
Gwinnett County Fairgrounds, Lawrenceville, GA	Atlanta
North Dakota State Fairgrounds, Minot, ND	Badlands
Carlisle Fairgrounds, Carlisle, PA	Susquehanna
NY State Fairgrounds, Syracuse, NY	Central New York
Fresno District Fair, Fresno, CA	San Francisco

Industrial Facilities

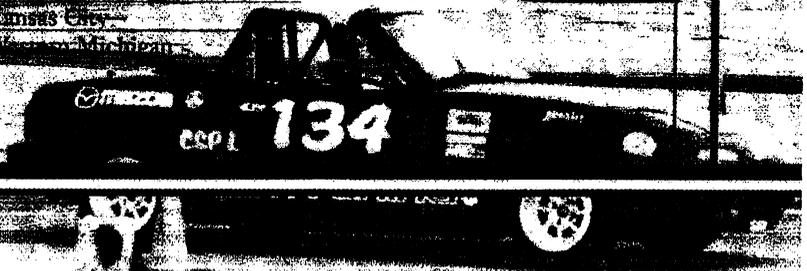
	SCCA Region
BMW Plant, Greer, SC	South Carolina
GM Powertrain Plant, Willow Run, MI	Detroit
Commodore Decatur Industrial Park, Bainbridge, GA	Dixie
Mack Truck World Headquarters, Allentown, PA	Philadelphia
Jore Corporation, Ronan, MT	Big Sky

Mall Parking Lots

	SCCA Region
Oak Ridge Mall, Oak Ridge, TN	Eastern Tennessee
Twin Rivers Mall, New Bern, NC	North Carolina
Schuylkill Mall, Frackville, PA	NE Pennsylvania
Arnot Mall, Horschheads, NY	Glen
Concord Mall, Elkhart, IN	Central New York

Stadiums

Papa John's Cardinal Stadium, Louisville, KY	Mid South
Qualcomm Stadium, San Diego, CA	San Diego
Sam Boyd Stadium, Las Vegas, NV	Las Vegas
Thuman Sports Complex, Kansas City, MO	Kansas City
Wings Stadium, Kalamazoo, MI	Western Michigan





TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Division of Water Resources

William R. Snodgrass, Tennessee Tower, 312 Rosa L. Parks Avenue, 11th Floor, Nashville, Tennessee 37243
1-888-891-8332 (TDEC)

Notice of Intent (NOI) for General NPDES Permit for Stormwater Discharges from Construction Activities (TNR100000)

Site or Project Name: Cleveland Regional Jetport		Existing NPDES Tracking Number: TNR	
Street Address or Location: 251 Dry Valley Road N.E.		Start date: 09-15-14	
		Estimated end date: 11-15-14	
Site Activity Description: concrete taxilane addition project		Latitude (dd.ddd): 35.2131	
		Longitude (dd.ddd): 84.7952	
County(ies): Bradley	MS4 Jurisdiction: City of Cleveland	Acres Disturbed: 4.9	
		Total Acres: 340	
Does a topographic map show dotted or solid blue lines <input checked="" type="checkbox"/> and/or wetlands <input type="checkbox"/> on or adjacent to the construction site? If wetlands are located on-site and may be impacted, attach wetlands delineation report. If an Aquatic Resource Alteration Permit has been obtained for this site, what is the permit number? ARAP permit No.: N/A			
Receiving waters: Little Chatata Creek			
Attach the SWPPP with the NOI <input checked="" type="checkbox"/> SWPPP Attached		Attach a site location map <input checked="" type="checkbox"/> Map Attached East Cleveland - 120NE USGS	
Site Owner/Developer Entity (Primary Permittee): (person, company, or legal entity that has operational or design control over construction plans and specifications): Cleveland Municipal Airport Authority			
Site Owner/Developer Signatory (V.P. level/higher - signs certification below): (individual responsible for site): Lou Patten		Signatory's Title or Position (V.P. level/higher - signs certification below): Chairman	
Mailing Address: 251 Dry Valley Road N.E.		City: Cleveland	State: TN Zip: 37312
Phone: () 423-472-7284	Fax: () 472-7762	E-mail: LPatten@cornerstoneinsgrp.com	
Optional Contact: Mark Fidler		Title or Position: Airport Director	
Mailing Address: 251 Dry Valley Road N.E.		City: Cleveland	State: TN Zip: 37312
Phone: () 423-472-4343	Fax: () 559-9789	E-mail: mfidler@clevelandtn.gov	
Owner or Developer Certification (must be signed by president, vice-president or equivalent, or ranking elected official) (Primary Permittee)			
I certify under penalty of law that this document and all attachments were prepared by me, or under my direction or supervision. The submitted information is to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. As specified in Tennessee Code Annotated Section 39-16-702(a)(4), this declaration is made under penalty of perjury.			
Owner or Developer Name; (print or type) Lou Patten		Signature:	Date: 7/21/14
Contractor(s) Certification (must be signed by president, vice-president or equivalent, or ranking elected official) (Secondary Permittee)			
I certify under penalty of law that I have reviewed this document, any attachments, and the SWPPP referenced above. Based on my inquiry of the construction site owner/developer identified above and/or my inquiry of the person directly responsible for assembling this NOI and SWPPP, I believe the information submitted is accurate. I am aware that this NOI, if approved, makes the above-described construction activity subject to NPDES permit number TNR100000, and that certain of my activities on-site are thereby regulated.			
Contractor company name (print or type): Hinkle Contracting Company, LLC			
Contractor signatory (print/type): (V.P. level or higher)		Signature:	Date:
Mailing Address:		City:	State: Zip:
Phone: ()	Fax: ()	E-mail:	
Other Contractor company name (print or type):			
Other Contractor signatory (print/type): (V.P. level or higher)		Signature:	Date:
Mailing Address:		City:	State: Zip:
Phone: ()	Fax: ()	E-mail:	
OFFICIAL STATE USE ONLY			
Received Date:	Reviewer:	Field Office:	Permit Number TNR Exceptional TN Water:
Fcc(s):	T & E Aquatic Flora and Fauna:		Impaired Receiving Stream: Notice of Coverage Date:

Notice of Intent (NOI) for General NPDES Permit for Stormwater Discharges from Construction Activities (TNR100000)

Purpose of this form A completed notice of intent (NOI) must be submitted to obtain coverage under the Tennessee General NPDES Permit for Discharges of Stormwater Associated with Construction Activity (permit). Requesting coverage under this permit means that an applicant has obtained and examined a copy of this permit, and thereby acknowledges applicant's claim of ability to be in compliance with permit terms and conditions. This permit is required for stormwater discharge(s) from construction activities including clearing, grading, filling and excavating (including borrow pits) of one or more acres of land. This form should be submitted at least 30 days prior to the commencement of land disturbing activities, or no later than 48 hours prior to when a new operator assumes operational control over site specifications or commences work at the site.

Permit fee (see table below) must accompany the NOI and is based on total acreage to be disturbed by an entire project, including any associated construction support activities (e.g. equipment staging yards, material storage areas, excavated material disposal areas, borrow or waste sites). There is no fee for sites less than 1 acre.

Acres Disturbed	= or > 150 acres	= or > 50 < 150 acres	= or > 5 < 50 acres	= or > 1 < 5 acres
Fee	\$7,500	\$4,000	\$1,000	\$250

Who must submit the NOI form? Per Section 2 of the permit, all site operators must submit an NOI form. "Operator" for the purpose of this permit and in the context of stormwater associated with construction activity means any person associated with a construction project who meets either or both of the following two criteria: (1) The person has operational or design control over construction plans and specifications, including the ability to make modifications to those plans and specifications. This person is typically the owner or developer of the project or a portion of the project (e.g. subsequent builder), or the person that is the current land owner of the construction site. This person is considered the primary permittee; or (2) The person has day-to-day operational control of those activities at a project which are necessary to ensure compliance with a SWPPP for the site or other permit conditions. This person is typically a contractor or a commercial builder who is hired by the primary permittee, and is considered a secondary permittee.

Owners, developers and all contractors that meet the definition of the operator in subsection 2.2 of the permit shall apply for permit coverage on the same NOI, insofar as possible. After permit coverage has been granted to the primary permittee, any subsequent NOI submittals must include the site's previously assigned permit tracking number and the project name. The comprehensive site-specific SWPPP shall be prepared in accordance with the requirements of part 3 of the permit and must be submitted with the NOI unless the NOI being submitted is to only add a contractor (secondary permittee) to an existing coverage.

Notice of Coverage The division will review the NOI for completeness and accuracy and prepare a notice of coverage (NOC). Stormwater discharge from the construction site is authorized as of the effective date of the NOC.

Complete the form Type or print clearly, using ink and not markers or pencil. Answer each item or enter "NA," for not applicable, if a particular item does not fit the circumstances or characteristics of your construction site or activity. If you need additional space, attach a separate piece of paper to the NOI form. **The NOI will be considered incomplete without a permit fee, a map, and the SWPPP.**

Describe and locate the project Use the legal or official name of the construction site. If a construction site lacks street name or route number, give the most accurate geographic information available to describe the location (reference to adjacent highways, roads and structures; e.g. intersection of state highways 70 and 100). Latitude and longitude (expressed in decimal degrees) of the center of the site can be located on USGS quadrangle maps. The quadrangle maps can be obtained at the USGS World Wide Web site: <http://www.usgs.gov/>; latitude and longitude information can be found at numerous other web sites. Attach a copy of a portion of a 7.5 minute quad map, showing location of site, with boundaries at least one mile outside the site boundaries. Provide estimated starting date of clearing activities and completion date of the project, and an estimate of the number of acres of the site on which soil will be disturbed, including borrow areas, fill areas, stockpiles and the total acres. For linear projects, give location at each end of the construction area.

MS4 Jurisdiction: If this construction site is located within a Municipal Separate Storm Sewer System (MS4), please list name of MS4. A current list of MS4s in Tennessee may be found at http://www.tn.gov/environment/vpc/stormh2o/docs/MS4s_Jan2012.pdf

Give name of the receiving waters Trace the route of stormwater runoff from the construction site and determine the name of the river(s), stream(s), creek(s), wetland(s), lake(s) or any other water course(s) into which the stormwater runoff drains. Note that the receiving water course may or may not be located on the construction site. If the first water body receiving construction site runoff is unnamed ("unnamed tributary"), determine the name of the water body that the unnamed tributary enters.

ARAP permit may be required If your work will disturb or cause alterations of a stream or wetland, you must obtain an appropriate Aquatic Resource Alteration Permit (ARAP). If you have a question about the ARAP program or permits, contact your local Environmental Field Office (EFO).

Submitting the form and obtaining more information Note that this form must be signed by the company President, Vice-President, or a ranking elected official in the case of a municipality, for details see subpart 2.5. For more information, contact your local EFO at the toll-free number 1-888-891-8332 (TDEC). Submit the completed NOI form (keep a copy for your records) to the appropriate EFO for the county(ies) where the construction activity is located, addressed to **Attention: Stormwater NOI Processing.**

EFO	Street Address	Zip Code	EFO	Street Address	Zip Code
Memphis	8383 Wolf Lake Drive, Bartlett	38133-4119	Cookeville	1221 South Willow Ave.	38506
Jackson	1625 Hollywood Drive	38305-4316	Chattanooga	540 McCallie Avenue STE 550	37402-2013
Nashville	711 R S Gass Boulevard	37243	Knoxville	3711 Middlebrook Pike	37921
Columbia	1421 Hampshire Pike	38401	Johnson City	2305 Silverdale Road	37601

1.2 Contact Information/Responsible Parties

<p>Owner: Cleveland Municipal Airport Authority 251 Dry Valley Road N.E. Cleveland, TN 37312 Contact person(s): Lou Patten – Chairman Mark Fidler - Airport Director Telephone No.: 423-472-4343</p>	<p>Area of Control: Cleveland Municipal Airport Authority is the principal land owner for the project.</p>
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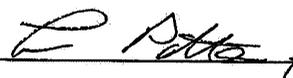
Responsibilities of Owner: (not an all inclusive list of responsibilities, only highlights some of the major points)

- The Owner will be responsible for submitting a Notice of Intent and application fees for coverage under the Construction Stormwater General Permit (CGP).
- The Owner will be responsible for general oversight of the project, including review of the SWPPP and any amendments and/or any corrective action needed.
- The Owner will participate, if necessary, in meetings to discuss CGP compliance issues.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature of Representative of owner and title: (must be signed by President, V.P. or equivalent)

Name: Lou Patten

Signature:  Chairman

Date: 7/21/14

Payments

PDC	Phase III Construction Admin	Invoice 22	\$ 624.00
PDC	Southside Development	Invoice 5	\$ 3,851.00

♀
 Date: 8/11/2014
 1
 Time: 08:11
 GL6660
 User: CHRISTY

City of Cleveland
 Expenditure Report
 August 2014

Page:

Id:

Fund: 110-GENERAL FUND

Monthly Comparative % 16.6666

Acct Number	Account Name	ANNUAL BUDGET	MTD EXPENSES	YTD EXPENSES	UNEXPENDED
52500-111	SALARIES	70,900.00	2,724.88	6,142.91	64,757.09
52500-119	CONTRACTED SERVICES-FBO	90,000.00	8,630.21	8,630.21	81,369.79
52500-133	SOLD VACATIONS	1,400.00			1,400.00
52500-134	CHRISTMAS BONUS	200.00			200.00
52500-140	DENTAL INSURANCE				
52500-141	SOCIAL SECURITY TAX	5,600.00	235.23	705.69	4,894.31
52500-142	HEALTH INSURANCE				
52500-143	RETIREMENT EXP	12,100.00	511.05	1,533.15	10,566.85
52500-144	LIFE & DISABILITY INS	1,000.00		135.40	864.60
52500-145	VISION INSURANCE			8.00	-8.00
52500-149	WORKER'S COMP CLAIMS	500.00			500.00
52500-191	LAUNDRY & DRY CLEANING	600.00			500.00
52500-197	CLOTHING ALLOWANCE	400.00		350.00	50.00
52500-211	POSTAGE/SHIPPING EXP	300.00			300.00
52500-221	PRINTING EXP	500.00			500.00
52500-228	SERVICE AGREEMENT-CU				
52500-237	ADVERTISING	5,000.00			5,000.00
52500-239	SUBSCRIPTIONS/MEMBERSHIPS	1,000.00			1,000.00
52500-241	UTILITIES EXP	46,900.00	143.07	3,283.13	43,616.87
52500-245	TELEPHONE EXP	7,500.00		1,894.06	5,605.94
52500-251	CONTRACTED SVCS-SECURITY	2,200.00			2,200.00
52500-254	AIRPORT MASTERPLAN				
52500-266	BUILDING MAINTENANCE	3,000.00			3,000.00
52500-267	GROUND MAINTENANCE	1,200.00		6,382.57	-5,182.57
52500-282	CAR ALLOWANCE	4,200.00	350.00	700.00	3,500.00
52500-283	TRAVEL & TRAINING EXP	4,500.00			4,500.00
52500-288	WORK SESSION MEALS	1,500.00			1,500.00
52500-290	CREDIT CARD FEES	12,000.00			12,000.00
52500-291	LEASE AGREEMENT EXPENSE	30,000.00	2,500.00	2,500.00	27,500.00
52500-319	OFFICE SUPPLIES	1,200.00			1,200.00
52500-331	GASOLINE EXP	2,000.00	175.38	325.77	1,674.23
52500-332	REPAIRS & PARTS	1,500.00		26.60	1,473.40
52500-333	AVGAS & JETFUEL PURCHASES	757,500.00		44,458.89	713,041.11
52500-511	INS-BLDGS & CONTENTS	8,500.00			8,500.00
52500-512	INS-VEHICLES & EQUIPMENTS				
52500-513	INS-GENERAL LIABILITY	3,000.00			3,000.00
52500-599	MISCELLANEOUS	500.00			500.00
52500-930	MITIGATIONS @ ROLLINGS HILL	10,200.00			5,100.00
52500-942	SMALL EQUIPMENT	1,400.00			1,400.00
	TOTAL CLEVE REGIONAL JETPORT	1,088,300.00	15,269.82	77,076.38	1,006,023.62
	Fund Total	1,088,300.00	15,269.82	77,076.38	1,006,023.62

Cleveland TN Regional Jetport

Sales By Item Summary

	May, '14		June, '14		YTD	
Fuels:	Quantity:	\$ Amount:	Quantity:	\$ Amount:	Quantity:	\$ Amount:
100LL AVGAS	3,572.63	\$19,307.44	2,338.45	\$12,209.18	15,745.28	\$83,893.85
Jet-A	<u>14,211</u>	<u>\$60,352.54</u>	<u>16,220</u>	<u>\$78,545.52</u>	<u>67,156</u>	<u>\$294,727.65</u>
	17,783.63	\$79,659.98	18,558.45	\$90,754.70	82,901.28	\$378,621.50
Aircraft Tie-downs:	22	\$230.00	4	\$142.00	39	\$515.00
Aircraft Ramp Fee(s):	14	\$1,050.00	15	\$1,125.00	37	\$2,775.00
GPU Fee(s):	0	\$0.00	0	\$0.00	2	\$50.00
Property Lease(s):	8	\$3,944.61	8	\$3,944.61	-	\$15,778.44
T-Hangar Lease(s):	20	\$5,650.00	20	\$5,650.00	-	\$28,250.00
Facility Rental(s):	1	\$50.00	1	\$250.00	20	\$4,270.00
Facility Donation(s):	0	\$0.00	1	\$5,000.00	5	\$44,000.00
\$ Total:				\$106,866.31		\$474,259.94

Cleveland TN Regional Jetport

Sales By Item Summary: FY 2015

	July, '15		August, '15		YTD		July Revenues	YTD Revenues
Fuels:	Quantity:	\$ Amount:	Quantity:	\$ Amount:	Quantity:	\$ Amount:		
100LL AVGAS	3,032.26	\$17,063.41			3,032.26	\$17,063.41	\$ 17,063.41	\$ 17,063.41
Jet-A	<u>14,687</u>	<u>\$71,678.14</u>			<u>14,687</u>	<u>\$71,678.14</u>	<u>\$ 71,678.14</u>	<u>\$ 71,678.14</u>
	17,719.26	\$88,741.55			17,719.26	\$88,741.55	\$ 88,741.55	\$ 88,741.55
Aircraft Tie-downs:	10	\$215.00			10	\$215.00	\$ 215.00	\$ 215.00
Aircraft Ramp Fee(s):	11	\$825.00			11	\$825.00	\$ 825.00	\$ 825.00
GPU Fee(s):	\$0.00	\$0.00			0	\$0.00	\$ -	\$ -
Property Lease(s):	8	\$3,944.61			8	\$3,944.61	\$ 4,059.10	\$ 4,059.10
T-Hangar Lease(s):	20	\$5,650.00			20	\$5,650.00	\$ 5,005.00	\$ 5,005.00
Facility Rental(s):	2	\$450.00			2	\$450.00	\$ 450.00	\$ 450.00
Facility Donation(s):	0	<u>\$0.00</u>			0	<u>\$0.00</u>	\$ -	<u>\$ -</u>
\$ Total:		\$99,826.16				\$99,826.16		\$ 99,295.65



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

P.O. BOX 17326
NASHVILLE, TENNESSEE 37217
PH (615) 741-3208
FX (615) 741-4959

August 6, 2014

Dear Airport Sponsor:

As you are aware, Tennessee, as a Block Grant State, administers several federal Airport Improvement Program (AIP) grants each year. These state block grants are divided into individual AIP funding categories with the three primary categories being state apportionment, non-primary entitlement and discretionary.

In May 2012, this office sent you a letter explaining Non-Primary Entitlements (NPE). In it we highlighted that Federal law (49 USC 47117) stipulates NPE funds are available "*...only during the fiscal year for which the amount was apportioned and ... the 3 fiscal years immediately following that year ... If the amount is not obligated ...within that time, it shall be added to the discretionary fund.*" We explained that the primary purposes of NPE grants are to support airport improvement projects to enhance airport safety, preserve infrastructure and meet FAA airport design standards. If you, the airport sponsor, have addressed and maintained all of the areas above to FAA standards, then the NPE funds may be used for revenue producing projects. It is important to make these NPE grants "active" and "responsive", and it is incumbent upon us to follow the timeline quoted above.

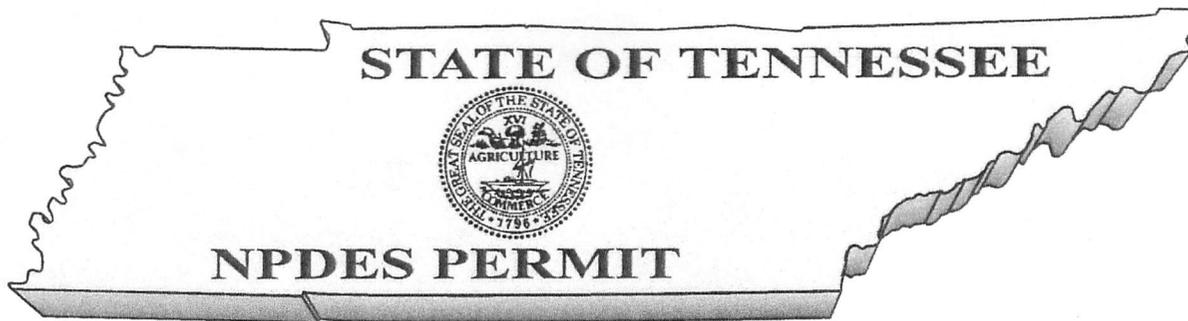
Additionally, we directed that an individual airport may not "bank" more than 4 years' NPE. We encouraged prioritization of important airport projects to effectively use the funds made available through this program. Your assigned Aeronautics Division Project Manager has the latest tabulation of your available NPE funding. If your total exceeds 4 years (\$600,000), you must work immediately with your Project Manager to exercise project activity to bring that balance below the \$600,000 level, paying particular attention to safety, infrastructure, and design standards. If you are unable to use the identified "excess" funds in the near term, we will work with you to "gift" those funds within our Tennessee airport system to put them to good use.

Thank you for your prompt attention to this matter. For questions or more information, contact your Project Manager or Teresa Tanner at Teresa.Tanner@tn.gov or (615) 253-5926.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Orellana".

Bill Orellana, Director



Tracking Number TNR112483

NOTICE OF COVERAGE UNDER THE GENERAL NPDES PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (CGP)

Tennessee Department of Environment and Conservation
Division of Water Resources
William R. Snodgrass Tennessee Tower
312 Rosa L. Parks Avenue, 11th Floor
Nashville TN 37243

Under authority of the Tennessee Water Quality Control Act of 1977 (T.C.A. 69-3-101 et seq.) and the delegation of authority from the United States Environmental Protection Agency under the Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977 (33 U.S.C. 1251, et seq.):

Name of the Construction Project: **(New) Cleveland Municipal Airport South Taxilane Addition (4.9 acres)**

Master Tracking Number at the Site: **TNR112483**
Permittee Name: **Cleveland Municipal Airport Authority**
Contractor(s): **Hinkle Contracting Corporation (September 15, 2014)**

is authorized to discharge: **storm water associated with construction activity**
from site located at: **Tasso Road/Michigan Ave/Dry Valley Road, Bradley County**
to receiving waters named: **Little Chatata Creek**

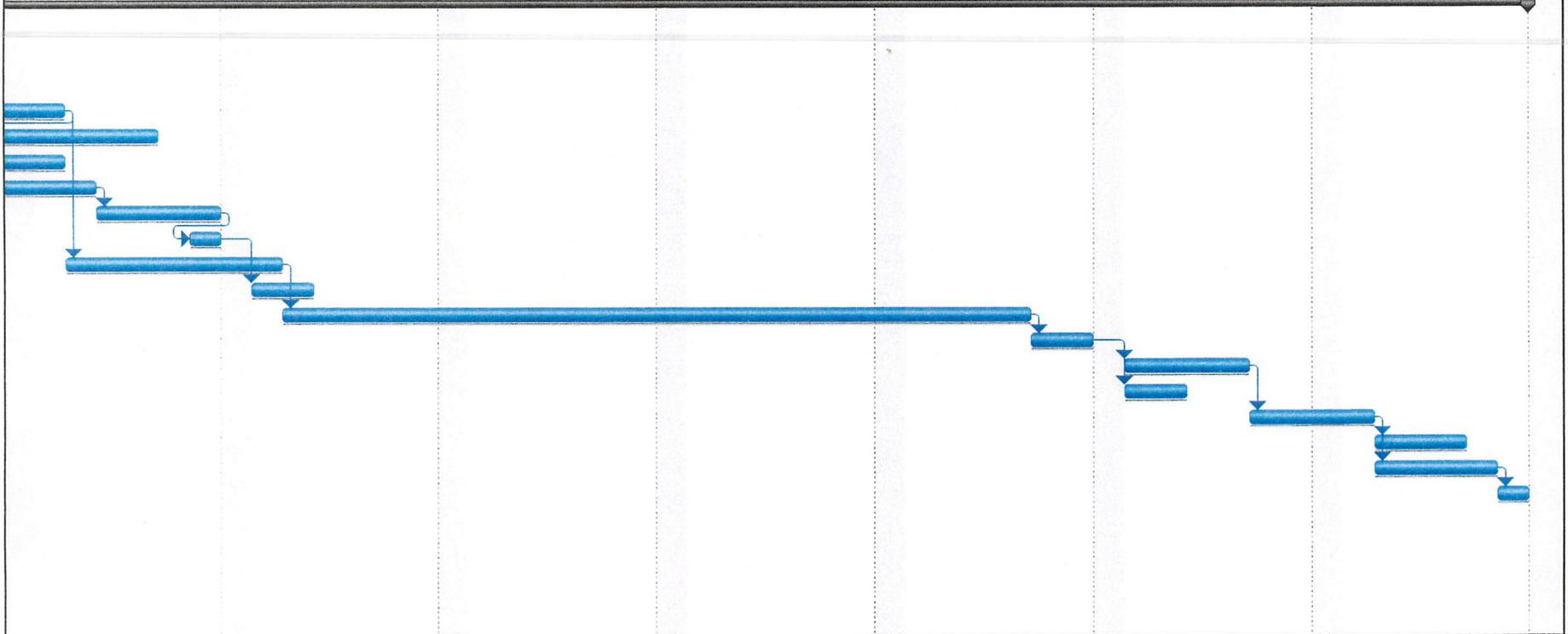
in accordance with effluent limitations, monitoring requirements and other conditions set forth herein.

Likely presence of threatened or endangered species in one mile radius: **NO**
Likely presence of threatened or endangered species downstream: **NO**

Additional pollution prevention requirements apply for discharges into waters which TDEC identifies as:
a) impaired: **YES** b) discharging into Exceptional Tennessee Waters: **NO**

Your coverage under the CGP shall become effective on **August 11, 2014**, and shall be terminated upon receipt of Notice of Termination.

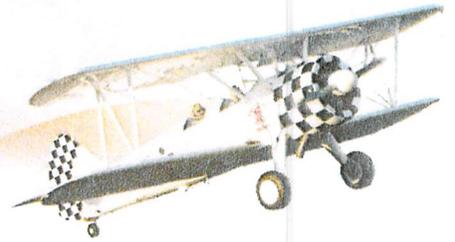
Sep 28, '14							Oct 5, '14							Oct 12, '14							Oct 19, '14							Oct 26, '14							Nov 2, '14							Nov 9, '14							No							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S



Project: Project Schedule 1 Date: Tue 7/29/14	Task		Milestone		External Tasks	
	Split		Summary		External Milestone	
	Progress		Project Summary		Deadline	



TUESDAY: 8/19/14



"Giving back to those who have given."

**2014
Tour Sponsors**



We are so excited to work with you this year!

Thank you so much for your time and for helping us provide "Dream Flights" to military veterans and senior citizens. Ageless Aviation Dreams Foundation (AADF) is thrilled you are willing to help us fulfill our mission of "giving back to those who have given".

A little background for you, Darryl Fisher founded AADF in 2011. The Foundation uses three 1940's Boeing Stearman airplanes to give Dream Flights to military veterans. The Foundation stages the airplanes in different locations to allow us the opportunity to give rides to veterans around the United States. We prefer to focus on WW2 or senior Korean War vets since time is of the essence for these veterans. We have had the privilege of providing over 500 Dream Flights in 27 states.

Regarding the event day, we typically give approximately 6-10 flights. Typically, we arrive at the airport the evening before the event. We begin giving rides about 9 a.m. the next day. We typically leave the airport that night. Each "Dream Flight" takes about 40 minutes from start to finish (meet the veteran, pictures, explain about the plane, the flight, etc.).

We are working with a local assisted living facility and each run the day differently. Some facilities have just a few people, some will bring several people. Some facilities will even bring other groups such as a band, Boy Scouts or youth military group to present the colors, a homecoming queen or cheerleaders, mayors/political figures, etc. Most all facilities contact the media. Sometimes the facilities bring a picnic lunch and have snacks and water for the day.

Thank you again for your help with this. Call me if you have any questions or concerns. Please check out our website for more information or testimonials (www.agelessaviationdreams.org).

Diane Winterboer

541-258-2053

Darryl Fisher, President

Carson City, NV 8906 ☐ Cell: 775-737-8906 ☐ Email: darrylf@agelessaviationdreams.org

**MINUTES
CITY OF CLEVELAND
MUNICIPAL AIRPORT AUTHORITY**

**August 15, 2014
9:00 A.M.**



Be it recorded that the Cleveland Municipal Airport Authority met in a regular session on Friday, August 15, 2014, at 9:00 a.m. in the Cleveland Municipal Council Room.

MEMBERS PRESENT: Lynn DeVault, Verrill Norwood, LeRoy Rymer, Jr. and Mike McCoy

MEMBERS ABSENT: Lou Patten

CITY STAFF: Kristi Powers (PW Support Services Manager), Janice Casteel (City Manager), Brian Moran (Intern), Mark Fidler (Airport Manager), Shawn McKay (City Clerk), Beverley Lindsey (Executive Assistant to the City Manager), Renea Brown (Recording Secretary), Melinda Carroll (Assistant City Manager), Tom Rowland (City Mayor) and John Kimball (City Attorney)

FBO STAFF: Taylor Newman

CONSULTANTS: None

GUESTS:

MEDIA: Joyanna Love (Cleveland Daily Banner)

CALL TO ORDER

The meeting was called to order by Lynn DeVault at 9:03 a.m.

ROLL CALL

Lynn DeVault called the roll and is recorded above as Members Present. Mike McCoy arrived at 9:06 a.m.

ACCEPTANCE OF MINUTES

Lynn DeVault called for a motion to accept the minutes from the June 27, 2014, meeting. Verrill Norwood so moved, seconded by LeRoy Rymer and was unanimously passed.

UPDATES

Construction Updates

Mark Fidler provided the following reports in PDC's absence:

- The ALP has been returned to the Authority and will be given to Janice Casteel to place in the vault for storage.

- The justification study is underway and Mark is continuing to receive feedback from those involved.
- Hinkle Construction is planning to mobilize by the first week of September for the Southside Development. Construction start-up is scheduled for September 15th.
- Weather permitting, next Thursday, Caldwell Paving will be applying the sealant coat to the asphalt adjacent to the T-hangars. All affected tenants have been notified.

Land Purchase – 4.2 Acres East of RR Tracks

Verrill reported the Environmental Assessment and the Indiana Bat study are now finished; no bats were found. As part of the bat study, eight trees consisting of Oak, White Oak and Cottonwood were taken down. The remainder of the trees will be taken down by the Public Works Department as time permits.

This project is now complete. We are still waiting for reimbursement by the State.

FBO Report

Taylor Newman reported the following activity:

- There is a steady amount of traffic, both transient and base customers, coming in and out of the jetport.
- Flight training activity has declined slightly due to summer month activities.
- October 18th is the date selected for the open house. He and Mark will start planning accordingly.
- Crystal Air has taken possession of a C-90 aircraft. Once the FAA has completed all the paperwork, the aircraft will be for charter.

Director's Report

Mark Fidler reported on July 17th, the runway closure indication markings were painted on the runway at Hardwick Field.

On July 24th, he attended a TAC meeting in Nashville where he requested and was awarded an amendment to the Phase III Land Acquisition grant. The funding is \$225,000. It's to augment the previous grant of \$325,000 for properties purchased for the development of the airport.

While at the TAC meeting, he had the opportunity to visit with Director Orellana and Commissioners Mullins and Culbreath. He expressed the Authority's interest in continued development at the Jetport; specifically the construction of aircraft storage hangar space. They expressed their interest in seeing us receive some non-primary, entitlement monies that have been designated but not used by assorted airports.

On July 30th, Director Orellana flew to the Jetport to further discuss the possibility of the non-primary, entitlement funds being available for our t-hangar construction. Director Orellana has sent out a letter informing all airport sponsors if they don't have plans for that money, he will give it to people who have a use for it. At this time, it is unknown exactly how much money could be given to us; it comes in \$150,000 increments.

Ms. DeVault asked if this money is subject to a match. Mark said no. Board Member Rymer asked if they were looking at a possibility of being able to construct at least a ten bay hangar. Mark explained it could take several months to know anything. A ten bay hangar is roughly \$850,000. If the amount

received falls short of the amount needed, a grant could be applied for but it would be subject to a match.

Pre-construction Meeting with Hinkle Construction

On July 30th, there was a pre-construction meeting with Hinkle Construction. In attendance was Jason Rogers, Lou Patten, LeRoy Rymer and several PDC representatives. Plans were reviewed for the south area development. The current schedule shows a start date of September 15th and an estimated completion date of November 15th.

Runway Justification Study Update

The questionnaires for the Runway Justification Study have been mailed out. All the returned questionnaires clearly indicate that the Jetport in its present configuration is limiting performance capabilities of mid to large cabin corporate aircraft especially when runway contamination is an issue. PDC is compiling the data received in defense of our request for extension to the north, Runway 3/21 by 700 feet.

Ageless Aviation Dreams Event

Coming up on Tuesday, August 19th, Life Care Centers of America will be bringing their intrepid senior citizens out to fly in a Stearman made possible and provided by Ageless Aviation Dreams; whose motto is "Giving back to those who have given". He would like to thank Jones Airways for allowing them to store their aircraft in their hangar in anticipation of this event.

Other

On October 14th, CRJ will be hosting the Airport Capital Improvements meeting for TDOT. He anticipates thirty to forty guests will be in attendance.

Open House

October 18th is the date selected for the Open House. There will be plane rides, static displays, food, games, prizes and the opportunity for the community to see what the airport is about. They are currently seeking sponsors to help offset the cost of the event.

PAPI Light Donation

There has also been some discussion on donating the old PAPI lights from Hardwick Field to the New Tazewell Airport; their lighting system was struck by lightning and it blew out the circuit board in their PAPI lights. He would like for the Authority to allow these items to be declared surplus property; it would be a donation and no monetary exchange will take place. **Lynn DeVault called for a motion stating the Authority agrees to declare the airport's old lighting system surplus so that it may be used by New Tazewell. LeRoy Rymer so moved, seconded by Verrill Norwood and was unanimously passed.**

Financial Report

Lynn DeVault wanted to know the dates on the financial report. Mark said the first page is calendar year-to-date; the second page of the report is fiscal year-to-date.

UNFINISHED BUSINESS

Hardwick Field Disposal Update

Janice Casteel called Philip Braden last evening in regards to a letter she received. She wanted to make sure he had received the letter she sent last week. He had received it and apologized for our

misunderstanding. Everything is good for us to dispose of the property and close on the properties at Hardwick.

Lynn DeVault wanted to know from which letter the thirty days should start from. City Manager Casteel advised the first letter sent on August 6th was not from Mr. Braden. The follow-up letter received around August 11th was from Philip and gave two conditions: 1) at least \$1,785,000 would be applied by the City towards the development of a new airport and 2) the noise factor at the old Hardwick Field site would not exceed what was there when the airport was there. She spoke with John Kimball and both agreed the noise factor will need to be included in the deeds. According to the video he watched of the auction, Mr. Kimball would assume certain conditions will be in the deed regarding what could not be there and what the noise levels could not exceed.

Lynn DeVault feels the best thing would be for someone to let the purchasers know when the thirty day clock started. John Kimball believes the best and fairest date should be yesterday, August 14th, when Janice received the final word from Mr. Braden.

Ms. DeVault brought attention to a couple of issues that have come up since the auction. According to her, there was a clerical error on the north end when the City conveyed the property to the Airport Authority; so the Airport Authority sold property that it didn't own. She was told by George McCoin there was a fifty foot strip that the Authority sold which was not conveyed by the City to the airport originally. She would like to make sure what was sold is what is being delivered. John Kimball was unaware of this issue.

The second issue is the people who bought hangars along Ramsey Street anticipate they can access those hangars from Ramsey Street. She is unsure if the City has to approve that or take further action to make sure it is available to them. She wants to make sure they can get to their property because you can't sell property without access; and they won't have access except from Ramsey Street.

The third thing that occurred to her is while the City owned the property, it didn't matter what the zoning was; however, when it sold it reverted back to the original zoning which is RA (Residential Agriculture). Hangars are clearly not either of those things which will lead to a zoning issue. It needs to be decided if the purchaser should apply for zoning or whether the City needs to affirm its willingness for those to be rezoned; but somehow they need to be moved to the proper zoning for what they are. Janice Casteel advised that the Council discussed the zoning and whether it would be more appropriate to rezone prior to the sale; they decided it would be better to wait because it was unknown as to if it would be sold in one tract or individual pieces. She believes the new property owners would request the rezoning not the City because they know what their use would be.

Ms. DeVault's concern is if the request is not approved after the sale, then the Authority has sold something that is clearly a commercial building not in its proper zoning. She feels the purchasers need assurance that their zoning requests will be accommodated. John Kimball sees two issues. First, the staff could look at the history...the uses could be grandfathered because they were lawful at the time they were put in. The City cannot agree in advance to zone property a certain way in exchange for a consideration. That is called contract zoning and is not lawful in Tennessee. He suggests getting Corey Divel to look at whether those structures would be considered lawful, preexisting, nonconforming uses because they were probably lawful at the time they were constructed. There's not really a zoning change per se. It's RA; it's always been RA before and after the sale. The auctioneer also announced what the zoning was before the property was sold.

While she appreciates the information, she's still concerned about having sold commercial buildings; if the requested zoning is not approved, it would be useless to them unless they wanted to live in it. She feels this creates a problem even if it's only a relationship problem. She thinks a letter from the zoning department saying the previous use was grandfathered would be the best and easiest answer.

She has asked Verrill Norwood to contact Jonathan Jobe or Corey Divel in order to get such a letter.

She also mentioned the access to the 9.35 acres to the south is difficult, for lack of a better word. It is encroached upon, not navigable and doesn't belong to the Airport Authority. She needs to know what the resolution is going to be. It belongs to the City and not the Authority; but it was surveyed and presented at the auction as though the access was owned and to be conveyed. This is still an open issue and needs to be resolved. John Kimball advised he had spoken with George McCoin. From his understanding, Mr. McCoin is still looking at it and trying to figure out various options. What he doesn't feel can be done is improving the property because that would change the terms, in his mind, of the sale. If improvements are made, it could have changed the outcome of the bids.

She feels the problem is the survey that was presented at the sale included the sixteen and a half foot access which does not belong to the Airport Authority; it belongs to the City. How can the purchaser have access to the property if it belongs to the City and not the Authority? She would argue that in the statement regarding improving the property, if the survey said it was going to be conveyed and it's not; then there's a diminution of value in the property.

Mr. Kimball is not sure of the answer to this problem. He feels pretty confident that the auctioneer made known that all easements and whatever else was there would be conveyed with the property. He has only spoken with Mr. McCoin once, so he doesn't know exactly what his final decision is. Perhaps Mr. McCoin could research it to see if it is something that the City could abandon to the property owner.

Ms. DeVault said all of the things she has brought up are all things that the Authority needs to have resolved before closing.

She wanted to know if there was anything that could be done regarding access to the hangars from Ramsey. All of the hangar properties touch Ramsey. Janice Casteel said the City would work with the property owners on driveways. Tommy Myers could help determine how much of an entrance they have onto Ramsey; and if they provide the tile, the City will install it for them.

Verrill Norwood said they already have access. Jones has access from Airport Road; Jabaley has a driveway and a gate from Ramsey and so does Garrison. Lynn was unaware of that. Kevin Wright believes she may be thinking of the old Ramsey Street which he thinks may be abandoned. It services the hangars on the other side. Ms. DeVault said the property Mr. Stamper bought has access to Airport Road.

John Kimball said there is a process in the City code to abandon an alley way, street or unopened right-of-way. One of the things the ordinance requires is for them to look at it to see if it can be abandoned, should be abandoned, or abandoned with conditions. This is something that has to be looked at when those types of requests are received. The process actually starts with the Planning Commission. He doesn't know if this is the solution that she is looking for though. Generally speaking, what happens is it is abandoned to the contiguous property owners. Mr. Kimball asked if there was an error on the

survey that was shown to the public. Lynn said yes; the sixteen and a half foot strip was surveyed in with the property which would imply it was part of the sale. John suggested asking Mr. McCoin to discuss that with the surveyor.

Mr. Kimball stressed that this is not his area of expertise. He did watch the video with the announcement saying the Authority is selling the property as is, where is, with its current zoning, etc. Sophisticated buyers were buying this property. He's not saying that the zoning issue will be a problem or not; he's saying it was sold with the zoning known. The City Council does not decide whether to rezone or not; it just has to go through the process. If it's not grandfathered, then the property owners may want to look at what they would like to have it rezoned to. The staff at the planning office would have to research it to determine if they think it could be rezoned and to what zone.

There is a difference between contract zoning where you are having something rezoned in exchange for something else; and conditional rezoning where the zoning body recommends certain conditions be imposed on the use of land as a condition of rezoning from one zone to another. The difference being in conditional rezoning, the zoning body imposes conditions for the protecting of the surrounding uses as opposed to a preordained deal. This would be another option if it is not grandfathered.

He also mentioned that you generally don't have an issue if there's not a more offensive use. It really just depends on what the land is being used for.

Janice Casteel said she asked Corey Divel by text if the hangars at Hardwick Field will be grandfathered in as preexisting, nonconforming use for new owners who purchased their hangars from the Airport Authority. Corey's response was yes; the use runs with the land and not the owner.

City Manager Casteel will also check to see if Jonathan Jobe can provide the maps they used when it was going through the Planning Commission.

NEW BUSINESS

Layout for Potential Lease of Parcel S2 to Bob Miller

Mark Fidler handed out a drawing to the Authority. Bob Miller approached him a few months ago expressing interest in possibly constructing a hangar with an office and shop facilities. He and LeRoy met with Bob last week in order to discuss his plans for the utilization of the property on the east side of the Jones hangar and parallel to Dry Valley Road. The taxiway with the paved access road, that will commence next month, will provide access to his hangar.

LeRoy Rymer said the original plans for the thirty-five foot taxiway have been changed to it being a twenty-five foot access road. He has spoken with Rick Hudgens who doesn't see that as a problem. The plans had to change due to the 20 ft. x 40 ft. shop going in there. He had to move it back ten feet from the access road. There would be no object free area there, and absolutely no aircraft taxiway. It becomes an access road for the west side development that is currently being worked on.

Mark said the original design function was for it to serve as both a taxiway and access way. However, with Mr. Miller's proposed plan, it is not necessary to use it as a taxiway.

LeRoy Rymer asked Mr. Miller if the plan still looked consistent with what they talked about. Mr. Miller said yes. He had two primary goals. The first is to have frontage facing the main entryway into the parking lot for the existing terminal and to match the esthetic characteristics of the existing terminal.

He feels this layout gives him the room to do that and will enhance the airport entry area. He can only hope that the tenants who build on the other side of the entrance will follow suit. The second goal...he didn't feel that thirty-five feet taxiway was necessary just for one access. Reducing that amount down to twenty-five feet for that length and putting the aircraft access on the other side of the building towards the fifty-foot taxiway seemed to be more practical. He will also be housing twin turbo helicopters in the building; so by having the wider access and air taxiing in, it keeps any downwash or other particles that would come out free from other hangars or anyone else's. He is very pleased with air taxiing in from the fifty foot taxiway and feels all of his goals have been accommodated with the design. It would also free up an opportunity in the Jones hangar, if for any reason in the future, they want to expand more towards the twenty-five foot entry drive.

LeRoy Rymer feels their parking area needs to be larger. He doesn't think thirty-five feet will be enough to accommodate parking; possibly forty feet or more would be needed. Mr. Miller asked if Mark would email the design to him so he could send it to his team to add in the parking spaces. He would like to go out and take some physical measurements in order to scale it off and get a better idea. There may be some additional space there to work with. Board Member Rymer is also requesting a memo from Mr. Miller stating "yes" this is what they are planning to do.

Mr. Miller plans by the end of next week to have the dimensions plugged in and be able to confirm if shifting is needed; once that is complete, they will be able to finalize the plan.

Lynn DeVault explained to Mr. Miller that he is the first person to build at CRJ that was not an old tenant. For filing purposes, certain procedures need to be established such as an application process. In addition, the markup that was received from his attorney was not circulated to the entire Authority. The lease will require approval and additional time will be needed for review once the final draft is received.

Mark advised he still needs to discuss the reversion clause with Mr. Miller. Lynn said the clause in the lease was not standard but may still be workable. The language basically says if you get to the end of the lease and it becomes airport property, you have another year to market it as long as you are paying the rent. She doesn't see why that would be a problem as long as the rent is being paid. Once the final draft is received, Board Member Rymer would like Mr. Kimball to take a look at it. He also noted that the construction crew is starting to mobilize. He is pretty sure a change order will be needed; so things need to be squared away quickly if this is the route we are going.

Sports Car Club of America Event

On August 10th, the Sports Car Club of America held a competitive driving event where seventy sports cars tried to beat the clock. There were approximately 300 people in attendance; and G-Daddy's BBQ provided the food. The event staff did a great job, had terrific attitudes and brought everything they needed for their own housekeeping. In addition, after the event was over, they cleaned the restrooms and all the windows upstairs. They paid CRJ \$2,200 for the day's use of the apron. They tentatively have plans to return on September 21st, October 5th, November 9th, and December 7th.

Retro Motion Authorizing Chairman to Sign SWPPP Application

Included in the packet is the revised stormwater discharge permit. The permit differs from the last one in that it's applicable to projects under five acres. **Lynn DeVault called for a retro motion to authorize the Chairman to sign the revised stormwater discharge permit. LeRoy Rymer so moved, seconded by Verrill Norwood and was unanimously passed.**

BOARD MEMBER REPORTS

Lou Patten – Absent

Verrill Norwood – None

Lynn DeVault – None

Mike McCoy – None

LeRoy Rymer, Jr. – None

Other

Kevin Wright asked if there had been any progress on the ramp lighting. Mark said no because he had to wait until the new fiscal year started.

Adjournment

The next scheduled meeting is Friday, September 19th at 9:00 a.m. Since there was no further discussion, Lynn DeVault adjourned the meeting at 10:12 a.m.

Respectfully submitted,

Renea Brown,
Recording Secretary

Attachments and Handouts:

1. Sports Car Club of America Event
2. SWPPP Application

Information Attachments:

1. Authority Attendance Log
2. Payments
3. Expense Report
4. Revenue Report