



**CITY OF CLEVELAND
MUNICIPAL AIRPORT AUTHORITY
AGENDA
January 24, 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 (November, 2013)**
- IV. PRESENTATIONS**
 - A. Eric Nelson from Gotham Motor Cars
- V. UPDATES**
 - A. Land Purchases at Jetport (Verrill Norwood)
 - B. Hardwick Field Disposal (Verrill Norwood)
 - 1. Time Schedule
 - C. FBO Report (Taylor Newman or Representative)
 - D. Director's Report (Mark Fidler)
- VI. UNFINISHED BUSINESS**
- VII. NEW BUSINESS**
 - A. Revised Instrument Approach and Cell Tower Procedures (PDC)
 - B. Authorization for Chairman to Request Funding for the Runway Extension Justification Study \$20,000 (95/5 Match) (Page 1)

VIII. BOARD MEMBER REPORTS

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

IX. ADJOURNMENT

Next Scheduled Meeting – February 21, 2014, at 9:00 a.m., City Council Room

Information Attachments and Handouts:

Authority Attendance Log (Page 2)

Payments (Page 3)

Expenditure Summary (Page 4)

Revenue Report (Handout from Mark Fidler at Meeting)

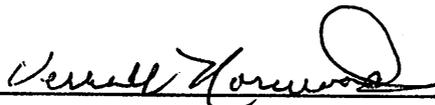
CLEVELAND MUNICIPAL AIRPORT AUTHORITY

- ROLL CALL -

MEETING DATE: Jan 24, 2014



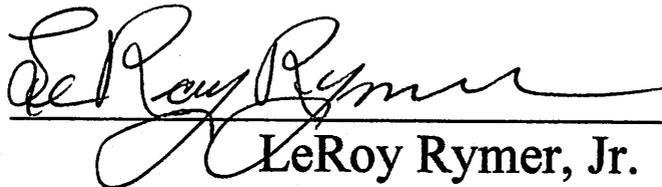
Lou Patten



Verrill Norwood



Lynn DeVault



LeRoy Rymer, Jr.



Mike McCoy

CLEVELAND AIRPORT AUTHORITY

SIGN IN SHEET

MEETING DATE: Jan 24, 2014

	Name & Company Name: (PRINT)	Address:	E-mail:
1	Tyler Suarez	Golden Era Motors 11366 Trade Ct. Jacksonville, FL	drive@goldeneramotors.com
2	Eric Nelson	Gotham Dream Cars 19336 Briarcrest Trail Orl, FL	eric@gothamdreamcars.com
3	Jody Frank	Amputation Foundation 506 Speedway Blvd. Hampton GA	pyroman37@attzero.com
4	Brad Sloan	Charter Comm	Bradley.Sloan@Charter.com
5	Joel PATTEN	CHARTER BUSINESSES	JOEL PATTEN @ Charter.com
6	Josh Nance	Charter Business	Josh.Nance@charter.com
7	Ron Fitzgerald	PDC Consultants	ronf@pdconsultants.com
8	MARK FIDLER	KRZR	
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**City of Cleveland
Municipal Airport Authority**

474 2nd Street SE
Cleveland, TN 37311

**Lou Patten, Chairman
Verrill Norwood, Vice Chairman
Lynn DeVault, Secretary/Treasurer
Mike McCoy
LeRoy Rymer**

January 15, 2014

Mr. William B. Orellana, Director
Tennessee Department of Transportation
Aeronautics Division
P. O. Box 17326
Nashville, Tennessee 37217

Dear Mr. Orellana:

The Cleveland Municipal Airport Authority hereby requests financial assistance from the Tennessee Department of Transportation in the amount of \$19,000.00 for the 700' runway extension project at the Cleveland Regional Jetport.

Attached is a completed application for financial assistance for the improvements.

We have available the necessary funds for the local share of this project and I am authorized to provide additional information or assurances associated with this request.

Please let me know if you have any questions or need additional information.

Sincerely,

Lou Patten, Chairman
Cleveland Municipal Airport Authority

Enclosure:

cc: Janice Casteel, City Manager
Shawn McKay, Director of Finance
Cleveland Municipal Airport Authority

Payments

Merit Construction	T Hangars	Invoice 2	\$ 62,540.71
Merit Construction	T Hangars	Invoice 3	\$ 312,703.57
Merit Construction	T Hangars	Invoice 4	\$ 200,130.29
Merit Construction	Taxilanes	Invoice 3	\$ 232,018.20
Merit Construction	Taxilanes	Invoice 4	\$ 102,204.08
Merit Construction	Taxilanes	Invoice 5	\$ 26,978.03
PDC Consultants	Taxilanes	Invoice 8	\$ 11,803.00
PDC Consultants	Taxilanes	Invoice 9	\$ 5,140.00
PDC Consultants	Taxilanes	Invoice 10	\$ 3,823.00
PDC Consultants	T Hangars	Invoice 5	\$ 2,863.00
PDC Consultants	T Hangars	Invoice 6	\$ 2,150.00
PDC Consultants	Phase 3 Construction	Invoice 17	\$ 568.00
PDC Consultants	Phase 3 Construction	Invoice 18	\$ 3,436.00
PDC Consultants	ALP & Exhibit A	Invoice 3	\$ 6,902.00
Wright Brothers	Phase 2 Construction	Invoice 19	\$ 475.91
J&J Contractors	Phase 3 Site Improvements	Final Retainage (Inv. 7 & 9)	\$ 1,958.03
Hampton Backhoe	Sewer Construction	Final Retainage (Inv. 3 & 4)	\$ 3,453.67
Tonya Davenport	Relocation Payment		\$ 11,844.00

♀
 Date: 1/17/2014
 Time: 14:16
 User: KRISTI

City of Cleveland
 Expenditure Report
 January 2014

Page: 1
 Id: GL6660

Fund: 110-GENERAL FUND

Monthly Comparative % 58.3333

Acct Number	Account Name	ANNUAL BUDGET	MTD EXPENSES	YTD EXPENSES	UNEXPENDED
52500-111	SALARIES	68,500.00	2,632.73	34,664.00	33,836.00
52500-119	CONTRACTED SERVICES-FBO	90,000.00	9,000.00	46,944.35	43,055.65
52500-133	SOLD VACATIONS	1,400.00			1,400.00
52500-134	CHRISTMAS BONUS	200.00		108.28	91.72
52500-140	DENTAL INSURANCE	600.00			600.00
52500-141	SOCIAL SECURITY TAX	5,400.00	228.18	2,976.41	2,423.59
52500-142	HEALTH INSURANCE	9,800.00			9,800.00
52500-143	RETIREMENT EXP	11,700.00	495.73	4,810.43	6,889.57
52500-144	LIFE & DISABILITY INS	900.00	67.70	338.50	561.50
52500-149	WORKER'S COMP CLAIMS	500.00			500.00
52500-191	LAUNDRY & DRY CLEANING	600.00		-700.00	1,250.00
52500-197	CLOTHING ALLOWANCE	400.00		350.00	50.00
52500-211	POSTAGE/SHIPPING EXP	300.00		13.31	286.69
52500-221	PRINTING EXP	500.00		58.91	441.09
52500-228	SERVICE AGREEMENT-CU	300.00	50.00	300.00	
52500-237	ADVERTISING	2,000.00	973.75	1,762.25	237.75
52500-239	SUBSCRIPTIONS/MEMBERSHIPS	700.00		489.99	210.01
52500-241	UTILITIES EXP	37,300.00	1,113.91	16,433.11	20,866.89
52500-245	TELEPHONE EXP	7,100.00	396.37	3,626.75	3,473.25
52500-254	AIRPORT MASTERPLAN	5,000.00			5,000.00
52500-266	BUILDING MAINTENANCE	1,500.00	305.00	1,620.00	-120.00
52500-267	GROUND MAINTENANCE	1,500.00		804.99	695.01
52500-282	CAR ALLOWANCE	4,200.00	350.00	2,450.00	1,750.00
52500-283	TRAVEL & TRAINING EXP	2,500.00	172.00	172.00	2,328.00
52500-290	CREDIT CARD FEES	7,000.00		5,369.47	1,630.53
52500-291	LEASE AGREEMENT EXPENSE	30,000.00	2,500.00	15,000.00	15,000.00
52500-319	OFFICE SUPPLIES	1,200.00		16.62	1,183.38
52500-331	GASOLINE EXP	5,000.00	-1,124.94	116.12	4,883.88
52500-332	REPAIRS & PARTS	2,000.00	10.20	444.87	1,555.13
52500-333	AVGAS & JETFUEL PURCHASES	244,400.00	32,734.07	203,729.98	40,670.02
52500-511	INS-BLDGS & CONTENTS	5,000.00		7,517.79	-2,517.79
52500-512	INS-VEHICLES & EQUIPMENTS	1,500.00			1,500.00
52500-513	INS-GENERAL LIABILITY	1,500.00		2,940.00	-1,440.00
52500-599	MISCELLANEOUS	1,500.00		327.67	1,172.33
52500-911	LAND OPTIONS/PURCHASE			31,106.48	-31,106.48
52500-918	AIRPORT MITIGATION				
52500-932	SOUTHSIDE CORPORATE AREA			3,600.00	-3,600.00
52500-933	ENVIRONMENTAL MONITORING			4,890.00	-4,890.00
52500-934	ALP & EXHIBIT A			54,783.00	-54,783.00
52500-935	HARDWICK FIELD DISPOSAL		25,826.71	45,853.28	-45,853.28
52500-936	PHASE II CONSTRUCTION EXP			27,250.00	-27,250.00
52500-937	T-HANGARS CONSTRUCTION		202,280.28	822,615.37	-822,615.37
52500-938	JETPORT/TAXILANE ADDITION			532,244.61	-532,244.61
52500-939	SECURITY ENHANCEMENTS-GATE	9,600.00		9,588.00	12.00
52500-940	PHASE III CONSTRUCTION		4,004.00	15,906.71	-15,906.71
52500-941	GAS LINE EXPENDITURE			19,005.24	-19,005.24
52500-942	SMALL EQUIPMENT	1,000.00			1,000.00
	TOTAL CLEVE REGIONAL JETPORT	562,600.00	282,015.69	1,919,528.49	-1,356,978.49
	Fund Total	562,600.00	282,015.69	1,919,528.49	-1,356,978.49

MINUTES
CITY OF CLEVELAND
MUNICIPAL AIRPORT AUTHORITY
January 24, 2014
9:00 A.M.



Be it recorded that the Cleveland Municipal Airport Authority met in a regular session on Friday, January 24, 2014, at 9:00 a.m. in the Cleveland Regional Jetport Conference Room.

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

MEMBERS ABSENT: None

CITY STAFF: Kristi Powers (PW Support Services Manager), Mark Fidler (Airport Manager), Janice Casteel (City Manager), Melinda Carroll (Assistant City Manager), Mayor Tom Rowland, Shawn McKay (City Clerk), Randall Higgins (City Reporter), Renea Brown (Recording Secretary), and John Kimball (City Attorney)

FBO STAFF: Taylor Newman

CONSULTANTS: Ron Fitzgerald, Mark Paslick and Rick Hudgens

GUESTS: Tyler Suarez (Golden Era Motors), Eric Nelson (Gotham Dream Cars), Jody Fann (Army Aviation Foundation), Brad Sloan (Charter), Joel Patten (Charter Business) and Josh Nance (Charter Business)

MEDIA: Paul Leach (Times Free Press)

CALL TO ORDER

The meeting was called to order by the Chairman, Lou Patten, at 9:10 a.m.

ROLL CALL

The Chairman 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 November 15, 2013, meeting. LeRoy Rymer so moved, seconded by Mike McCoy and was unanimously passed.

PRESENTATIONS

Eric Nelson from Gotham Motor Cars

Eric Nelson explained his interest in CRJ is because Gotham Dream Cars is expanding across the

country and they want to open up a southeast market. They have elected him, a past client, to be their general manager for this operation. He is a native of Cleveland and graduated from Bradley High School. After graduation, he became involved in Marine Corp Aviation where he spent ten years. After the military, he went into contracting aviation where he went overseas and worked for different countries.

Gotham Dream Cars started ten years ago as an exotic rental car company. Since then, they have diversified the company and created different products: Dream Car Tour, Dream Car Sprint, and Dream Car corporate events. They also do a lot of charitable events.

The Dream Car Sprint is an auto cross course which is set up and the participants run three laps with a trained instructor in the passenger seat. This particular package starts at ninety-nine dollars and includes a photographic CD. Packages can also be upgraded to a more luxurious model of exotic car for a fee. He feels this will get the Jetport's name out there; help recognize small businesses in the area; and generate revenue for the airport.

They offer another product called the Test Drive which is their next level price range product or their medium market price. The cost varies from \$150-\$300 depending on the vehicle chosen. For this product, two cars are brought in to the Dream Car Sprint venue. Two individuals and two instructors would get into two cars and drive for ten miles on public roads. At the end of the ten miles, drivers would switch cars and drive the ten miles back.

Their medium to high market price is the Dream Car Tour which involves six cars. There is no instructor for this product and you are allowed a passenger in the car free of charge as long as they are not driving. Every twenty miles, everyone will switch vehicles; and by the end of the trip, the participant will have driven all six cars. The route is approximately 150 miles (round trip) lasting three to four hours. An a.m. and p.m. session is held on a Thursday, and the Dream Car Sprint is held on Friday, Saturday and Sunday.

They can also offer cars as a rental service or as a favor to your high-end clients, to attract clientele or to attract a certain customer base.

Safety is paramount. Gotham Dream Cars has had over 70,000 customers over the last two and a half years with zero incidents. The design of the course is so that, if something were to happen, the instructor would have plenty of room to get the car under control.

Golden Era Motors will be touring with Gotham Dream Cars this year. This company is similar to Gotham except they have classic muscle cars instead of exotics. They will be able to offer the test drives and car tours; but not the car sprint due to the stability and handling of the vehicles.

More information can be found at www.gothamdreamcars.com.

Board Member DeVault asked where he envisions the track being set up at CRJ. Mr. Nelson explained the smallest courses they like to run is 200 meters by 200 feet. At CRJ, he would like to use a portion of the apron. There will be daily flight checks with pre-flight inspections throughout the day to insure there are no safety concerns. They would perform checks throughout the day to make sure there is nothing on the apron. An aircraft that needs to come through would be accommodated very easily. There is only one car on the course at any given time. If aircraft movement is imminent, the course

would be shut down immediately and everyone would be moved to the side until the aircraft clears. There would be no interruptions to any flights.

Board Member Rymer asked about event spectators. Mr. Nelson stated on an average day, they will run approximately 100-125 participants. There are typically not more than twenty people on-site at a time. The only people allowed access to the driving surface would be his team and the person driving; everyone else would have to stay in the safety zone. A spectator viewing area will be provided near the Gotham Dream Cars trailer.

Gotham will be responsible for sponsoring the event. Tickets sales are through their website and third party sites such as Groupon and Living Social.

The southeast fleet is scheduled to start May 15th. He is waiting on CRJ and one venue in Birmingham to finalize and see what dates are available for them. Once he has confirmation, he will put together a schedule.

CRJ Financial benefits: Gotham Dream Cars will pay for the venue (approximately \$2,500 but not to exceed \$3,500) per day. He would like to do two runs per season.

Chairman Patten asked if the FAA or Tennessee Aeronautics would have a problem with something like this. Mark Paslick stated as long as it was controlled, he didn't think there would be an issue. Plus, other airports around the country have airshows and such all the time with no problem.

Mr. Nelson advised the course could be redesigned easily to accommodate any scenario. Also, if the event is shut down due to weather, they will come back. CRJ will be paid for the initial venue fees plus Gotham will negotiate how much to pay to come back on their off week or seventh week.

Chairman Patten asked about the market and the next closest venue. Mr. Nelson stated the closest venue is outside of Knoxville in Lenoir City.

Board Member DeVault feels like this event would potentially bring in a whole new group of people to the airport.

Board Member DeVault made a motion to work out negotiations with Gotham Dream Cars, seconded by LeRoy Rymer and was unanimously passed.

Jody Fann with Army Aviation Heritage Foundation

Jody Fann introduced himself with the Army Aviation Heritage Foundation based out of Hampton, GA. The AAHF is a non-profit 501(c) organization that tries to connect the American public with aviation. They allow people to see what it was like to fly in the Huey and the Cobra during the Vietnam Era. The AAHF travels all over the country performing airshows. They offer rides in the Huey and in the Cobra; and perform combat assault, down pilot and rescue at dawn reenactments.

Chairman Patten suggested possibly having them involved with the Open House and Jones Aviation hangar grand opening in the spring.

Mr. Fann stated the events fill up quickly. He currently has March 23rd and April 12th, 19th and 26th available.

Board Member DeVault wanted to know since this would interrupt air traffic; what issues are there if the Authority were to do something like this. Rick Hudgens advised a NOTAM would have to be issued.

Mr. Fann stated they liked to operate off of the grass. He doesn't feel their operation would affect the ramp area at all.

Board Member DeVault asked how much the helicopter lifts would be. Mr. Fann explained that depending on what had been worked out with the Foundation, it could be fifty to sixty dollars per person with the helicopter holding ten people per lift. For a charity event, they may give away ten or fifteen seats.

Taylor Newman doesn't feel like this will impact his operation. He was looking to do something for the open house when the weather is warmer. In Sparta, they have held events like this, and his operation does plane rides in conjunction with the helicopter rides. He is open to either including this in the open house celebration or making it an event by itself.

Mr. Fann said if there is a lot of publicity, the draw is unbelievable. Mark Fidler is to look in to this to see what will work. Board Member DeVault mentioned the 20th of April is Easter, so another weekend might want to be looked at. She also noted that Mr. Jones had more interest in coordinating with the cars. She would like to see them as two separate events. Mr. Fann advised calling the executive director for a specific date. He also mentioned that they do a revenue share; once they meet their expenses, they share a portion of the revenue.

Chairman Patten also feels like the car show and the helicopters should be two separate events.

UPDATES

Land Purchases at Jetport

Verrill Norwood reported the land purchases are complete. There were three trailers on the property and he is hoping the last one will be removed by Sunday. After this is finished, the billing will be prepared and sent to the State for reimbursement.

Ms. Leamon will most likely not return to her residence even though she has a lifetime estate. She is not physically able to stay by herself anymore. He has been speaking with Tommy Myers regarding removal of the home after she has officially moved out.

Mr. Norwood wanted the Authority to know that he was able to get Ms. Leamon money from both the City and Cleveland/Bradley Services to help with her electric bill. Also, Jack Longwith wants to continue to mow the property. He told him he didn't see a problem with that arrangement as long as from a legal standpoint everything was okay. Janice Casteel asked if he had signed any kind of waiver regarding liability. Board Member DeVault stated a lifetime estate charges them with maintenance.

Hardwick Field Disposal

Board Member Norwood reported Hardwick Field was closed on 12/31/13 at 4:00 p.m. Mark Fidler put down the X's, disconnected all of the electrical and put a lock on the gate. By March 14th, we should have possession of the field again from the FAA.

Yesterday, the comment period on the Environmental Evaluation ended. At 4:02 p.m., a letter was sent

to the Feds stating there were no comments. Along with this letter, a notarized newspaper notice and a notice stating the Environmental Evaluation had been revised were sent. They had initially requested a change in the Environmental Assessment because they did not feel we made it clear enough to the public that they could request a public hearing.

The Environmental Assessment plus the Finding of No Significant Impact (which still has to be issued by the FAA) will be the subject of another public notice.

He spoke with Stephen Wilson yesterday who advised that by Thursday of next week, he expects it to go to the Federal Register; after their notice and additional letters changing hands, we should expect Hardwick Field to be ours no later than March 14th.

As far as the field is concerned, he is working on a layout out so more money can be made than if it were just sold as regular land. Two weeks from now, he will have the first draft. In all probability, it will go by auction with a reserve. He recently informed the City Council, he did not feel they would receive their money within the timeframe they wanted.

FBO Report

Taylor Newman reported the following activity:

- Things were seasonable slow in December.
- Approximately 1,200 gallons of jet fuel and 1,500 gallons of AVGAS were sold. Crystal Air's consumption of AVGAS was 600 gallons.
- Maintenance is reasonably busy. There has been a slight backlog.
- Flight training is still active. There are approximately 8 or 9 regular students. Interest has gradually increased since CRJ's opening. There is a quite a bit of interest from people located this side of Knoxville.
- Ground school started the first full week of January on Monday and Wednesday nights.
- The t-hangars are being occupied.

Other

Charter Communications Presentation

A Charter Communications representative was present to discuss the details of extending services to the Jetport. It was quickly noted that CRJ did not have fast internet service. There is approximately \$35,000 in construction costs to get services to the airport and the hangars. In their meetings with Mark Fidler & Patrick (Jones Aviation), they feel most of the hangar owners/tenants are interested in the services. There is an ROI (Return on Investment) calculation that has to be met before they can proceed. Signed agreements are needed with the various hangar owners for services. He has to meet a certain recurring monthly revenue figure. To be at a zero construction cost, out-of-pocket would be \$2870.00 in monthly recurring revenue. They can also look at the hangars under construction that might be completed within the next three to five months. If they are willing to sign on with a three year agreement for services they want, Charter is willing to add those figures into the overall total; keeping in mind that they will not be billed and services will not start until they are ready to occupy the hangar.

Once agreements have been received, you are looking at forty-five to fifty-five days to get the capital approval and then start the construction process.

Board Member DeVault said by her calculations, they would need fifteen contracts. The representative

stated that was correct. She asked about the exclusive franchise for the City. He said it was not exclusive and they do not operate under a franchise anymore. Board Member DeVault asked Mark if there would be ten to fifteen contracts at CRJ to get them to that number. Mark said not today. Ms. DeVault wanted to know if they would consider a contract that says "build it today and if we don't meet this monthly revenue by the end of the year then we have to pay some of the construction costs?" We are growing and once people sign up with AT&T, they aren't going back to Charter. The Charter representative said he didn't have the authority to make variations on their ROI capitalization. He would have to ask. Ms. DeVault stated the Authority is not in a position to pay construction costs and she personally thinks there will be ten to fifteen contracts here. People are building. She feels Charter should consider proposing a contract whereby we must have this amount of monthly revenue by a certain date. The Charter representative said he would make the request. He also mentioned he ran some additional numbers and at \$2,670.00, they would need \$3,000.00 in construction costs upfront; at \$2,280.00, they would need \$7,000.00 in construction costs upfront. Board Member DeVault wants him to see if they can do what she suggested.

Mayor Rowland asked if servicing the airport would help Charter open up residential customers. The representative from Charter stated they are already down to the corner of Tasso Road; the construction would only service the airport. The figure provided by their construction team is based on them being able to use some existing conduit. Mark Fidler asked if there was still something in the works to connect the water treatment plant to cable or fiber.

Board Member DeVault wanted to know the turnaround time for an answer. Charter hopes to have something back to the Authority in one week.

Other

Airport Layout Plan

Rick Hudgens reported a few weeks ago, they had a sixty percent meeting on the airport layout plan. There were lots of good comments; and they have gone back and incorporated a lot of them. They basically finished the ALP; then received a call stating a 700 foot extension was wanted instead of a 500 foot one. They are now at least ninety-five to ninety-eight percent complete on the ALP, and Exhibit A is ninety-nine percent complete. They should be able to submit plans to the Authority for review sometime next week; while at the same time submitting a 100% set to the State of Tennessee for their reviews and comments. After the comments have been sent to the FAA, the State and the Airport Authority, they will turn around and do eleven copies for additional signatures and then distribute to the proper individuals.

Impact of Cell Tower

Mark Paslick believes the runway can be at 6,200 feet. The problem is that during the time the original facility was built, the FAA allowed them to put roads outside the runway safety area but let them go through the runway protection zone. Now, anything done to that road...if we ever go any further, they won't allow us to stay in that runway protection zone. We would have to redo the road outside that zone which would push it way out there...if you go beyond 6,200 feet.

As far as approach 3 is concerned, he finally got in touch with someone in the FAA who was very helpful. In a matter of twenty minutes, he was able to identify the tower and tell us where we would have to move it to get it out of a "C" zone. When he had originally spoken with Alan Young, Alan said it would not impact the GPS approach from this end. Unfortunately, this was not accurate. We have a 30:1 instead of a 34:1 approach; the cell tower is at 31...it pushes your minimums up. Instead of getting

the best at 250 feet, you get 500 feet. On the other end, you will have a perfect approach at 250 feet. The visibility is at a mile and a quarter because of where the tower is located.

He has contacted the new owners of the cell tower and is still waiting on a return call.

The cell tower has to go down twenty-nine feet in order to get the best approach. He has all the answers to give the new owners; he just has to go through to see if they are willing to work with us.

Mark Fidler stated the Authority may want to consider what the cost benefit is of relocating the tower relative to the approach capabilities to the airport from the south. From an operations stand point, they will primarily be landing to the south where there will be no impact. They will be landing on runway 21 which the winds typically favor. If the winds favor runway 3 and they have to shoot a low instrument approach, they will not be capable of doing that. We will have to make a judgment call.

Chairman Patten wanted to know who the cell tower carries service for. Board Member DeVault stated AT&T. He advised he gave Rick a legal notice from the paper where Verizon is considering putting a tower in this zip code.

Board Member Rymer asked what Runway 3 was limited to with a WOS approach. Mark Fidler said he didn't have the exact number, but it was between five and six hundred feet and a mile and a quarter visibility requirement; as opposed to Runway 21 with two hundred and fifty feet with three quarters of a mile visibility. This should be in the February publication.

Board Member Rymer wanted to know if the FAA had been back to redo the flight check. Mark Fidler stated yes, that was when they cited the problem with the cell tower.

Director's Report

Mark Fidler reported the t-hangar move is finished. All construction has been completed with the exception of striping the taxi-lanes and some rehab work to the asphalt which failed upon installation. Once the weather gets warmer, both of these issues will be addressed. They will also be addressing a drainage issue where the asphalt meets the concrete apron.

During one of the cold weather events, one of the water lines burst in one of the t-hangar restrooms; but has since been fixed. Door skirts for the bottom of the doors have been installed which is keeping debris and bugs out.

The existing t-hangars are full; and there is a waiting list right now of ten or twelve more people.

There have been issues with the diesel fuel truck predominantly related to the cold weather operations. He met last week with the owner of Eastern Aviation Fuels and explained to him that we needed a fuel truck that is capable of delivering on-demand without issues; if this is not possible, we can't perform as we need to and that is not satisfactory. He was assured they would offer whatever support they could to make sure they are able to do that.

Board Member DeVault asked if they have to keep the diesel fuel in the tank of the truck warm, and wanted to know what problems they were having. Mark said no; they didn't have to keep the fuel warm, and they have actually had several problems. There has been a fuse blowing, but he thinks they have found and corrected the problem. Eastern Aviation has been very easy to deal with and they pay for any

servicing of the equipment when there is a problem. The oil sunk heater also had to be replaced so they could keep it plugged in at night. On nights when it is really cold, they put the truck inside the hangar. If the truck is not running, you can't pump fuel.

Taylor Newman said they have not actually missed any sales due to the truck's malfunction; they just don't want the potential to miss any.

Mark Fidler stated last week he had the opportunity to go to a conference in New Orleans put on by the National Business Aircraft Association. This conference is one of two large conferences they hold annually in the United States. What sets this one apart from the other is that it is geared towards schedulers and dispatchers. These are the people who manage the flight departments of large corporations. The Licensed Airplane Dispatcher is an FAA certificate just like a pilot's license or mechanic's license. It requires that you go back for recurrent training.

He went with the intention of seeing what the exhibitors do. There were exhibitors from nearly every location on the globe. Mark presented part of a slide show of his trip; however, due to the already extended meeting time and addition members needing to leave, Chairman Patten asked if he would finish at the next meeting.

NEW BUSINESS

Authorization for Chairman to Request Funding for the Runway Extension Justification Study \$20,000

Chairman Patten called for a motion authorizing him to sign the request for funding for the runway extension justification study. LeRoy Rymer so moved, seconded by Verrill Norwood and was unanimously passed.

BOARD MEMBER REPORTS

Lou Patten – None

Verrill Norwood – None

Lynn DeVault – None

Mike McCoy – (left at 10:32 a.m.)

LeRoy Rymer, Jr. – None

Other

Mayor Rowland advised he spoke with Ken Webb from Cleveland Utilities. They have a direct T1 line from CU. They do not need an outside source for high speed internet. He asked if he should explore the idea of the Jetport tapping into the same line; it was agreed upon that he should.

He also presented a framed print of the most unusual thing that's happened in Cleveland aviation. He started the presentation by giving a little, unknown history lesson of an early airport. Emmett Field was an airport beginning in 1929. It was southwest of the City, possibly somewhere around the Village, Keith Street or Grove Avenue. The field was a 1,500 foot long grass field that landed north and south. The fastest and highest, powered plane that ever landed at Emmett Field, with a number of people on the fourth of July 1932, was an U.S. Army plane from Mitchell Field, New York which was piloted by Lt.

Thomas W. Steed (believed to be from Cleveland). It had a four cylinder, 600 hp engine; costing \$39,500 and a speed of 160 knots.

He presented newspaper clippings starting from about 1987; as well as, a picture of Phil Robertson from Duck Dynasty.

He continued by saying the most unusual thing that happened in Cleveland Aviation happened in 1938 when there was one day of airmail service. Martin Little was the pilot and people commented about the gun he carried. Inside the framed print, is the authorization from the post master for the one day stamp, the one day stamp which reads 1838 Removal of the Cherokees / 1938 National Airmail Week, and the authorization for Mr. Little to be the delivery man that day. All letters that went out of Cleveland were hand stamped with that stamp. The airport was a grass field where Durkee Road is now. Very few cities in the nation had airmail service at that time.

He concluded by thanking everyone for their efforts and their continuing efforts.

Adjournment

The next scheduled meeting is February 21st at 9:00 a.m. Since there was no further discussion, Chairman Patten adjourned the meeting at 11:04 a.m.

Respectfully submitted,

Renea Brown,
Recording Secretary

Attachments and Handouts:

1. Runway Extension Justification Study Funding Request Authorization

Information Attachments:

1. Authority Attendance Log
2. Payments
3. Expenditure Summary