

**Fairfield County Airport Authority Board Meeting  
3430 Old Columbus Rd NW  
Carroll Ohio 43112  
Minutes for September 8, 2014**

**Meeting to order**

Glenn Burns called the meeting to order at 6:03 p.m. with the Pledge of Allegiance. Board Members present at this meeting were Glenn Burns, Bill Fagan, Bill McNeer, Michael Kaper, Lonnie Rush, and David Roebuck. Kurt Lape was absent.

Also in attendance were Greg Heaton, Lonnie Watts, Pat Rooney, Dennis Keller, Branson Rutherford, Tom Palmer, Chris Chapman, Jon Kochis and Staci Krisley.

**Opportunity for the Public to Address the Board**

No one from the public addressed the board.

**Approval of minutes for the August 11, 2014 Meeting**

*On motion of Lonnie Rush and second of Bill McNeer, the Fairfield County Airport Board voted to approve the minutes for the August 11, 2014 meeting.*

*Voting aye thereon: Rush, McNeer, Burns, Roebuck, Fagan, Kaper. Motion passed.*

**Approval of to accept the notes from the August 20, 2014 Special Meeting**

*On motion of Lonnie Rush and second of Bill McNeer, the Fairfield County Airport Board voted to accept the notes from the August 20, 2014 meeting.*

*Voting aye thereon: Rush, McNeer, Burns, Roebuck, Fagan, Kaper. Motion passed.*

**Meeting with Fairfield County Emergency Management Agency (EMA) Jon Kochis and Fairfield County Facility Director Dennis Keller**

Mr. Kochis requested the Board to consider allowing his storage facility to be built on County Airport Land. The storage facility would be a pole barn building approximately 5000 square feet that would house all of EMA's vehicles in one place. The height span would be identical to the current buildings located on the Airport. He and Mr. Keller visited the Airport to review options on building EMA's facility. They request three different options of land for the Board to review. (See attachment to minutes) Option 1 is outside the current fence line, beside the parking lot to the Historical Aircraft Squadron (HAS) hangar. They mapped off the availability of a 40 foot apron that would give them access to the road. Option 2 is anywhere in the grassy area, left of the new Hangar. Option 3 would be at the dead end of the main road.

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Mr. Kochis stated that building his facility on Airport land is the best option in his opinion but does have other options if the Board does not agree to his request. Having his facility at the Airport is a central location of Fairfield County and has easy access to Route 33.

Mr. Kochis stated that the facility will not be housed but there would be Hazmat training held at the facility once a month.

Mr. Rush stated that he spoke with Mr. Kochis extensively regarding the request.

Mr. Keller stated that he and Mr. Kochis talked with Lonnie Watts (Airport Manager) to let him know that they would be visiting the grounds and taking measurements. Mr. Keller also said that they do have other options such as the Liberty Center property but feels that this is the best location due to quick access of the northern end of Fairfield County.

Mr. Keller stated that there are no proposals yet. They just wanted to meet with the Airport Board to discuss the future possibility and receive feedback.

Mr. Kochis stated that there would be no costs to the Airport. Any expenses occurred would be paid by the EMA including moving the fence line if necessary.

Mr. Roebuck asked if they considered land north of the runway.

Mr. Kochis stated that they had considered it but there is no access to the road. A road would have to be built. The reason why the Liberty Center land is not a favorable option is because a road would have to be built there also. Building a road can be very expensive.

Mr. Heaton stated that many airports around the state cooperate with EMA and house their facilities. The FAA would need to exempt the land. Of all uses to exempt FAA land, EMA is favorable to the FAA. This could be a 9 month process and recommends the Board moves quickly.

Mr. Keller stated that they would like to start building by next year in construction season.

Mr. Kochis added that the timeline is negotiable.

Mr. Heaton stated that he liked Option 1, near HAS parking lot the best.

Mr. Keller stated that they also like Option 1 the best.

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Mr. Kochis stated that the only negative aspect of building near HAS (Option 1) is there is no room for growth. They really want to stay with the current footprint of 5,000 square feet to keep their future budgets in line. There is limited room but 2 more bays could be added if necessary.

Mr. McNeer agrees that partnering with EMA is a good marriage, he is not enthusiastic about giving up aeronautical property. If the Board agrees to allowing EMA to build their facility it will not be an easy task getting Brian Tenkhoff with the FAA to review and approve it.

Mr. Kochis stated that they can extend their timeline due to the FAA's review timeline if the Board is willing to allow the facility to be built on their land.

Mr. Keller asked that the Board review the options and give them an answer by the next board meeting.

Mr. Rush stated that Option 1 is the best option due to being outside the fence line.

Mr. Heaton stated that there is a question that will have to be addressed to Brian Tenkhoff regarding dollars changing hands. The FAA's main issue will be if the land is made non-aeronautical then they will never want it to be aeronautical again.

**Approval to pursue the feasibility of allowing EMA to build a storage facility on County Airport Land**

*On motion of Lonnie Rush and second of Michael Kaper, the Fairfield County Airport Authority Board voted to pursue the feasibility of allowing EMA to build a storage facility on county Airport land.*

*Voting aye thereon: Rush, Kaper, Burns, Fagan, McNeer, and Roebuck. Motion passed.*

Mr. Kochis stated that he will update the Board of Commissioners on the approval to pursue the feasibility and thanked the Board for their time.

**Historical Aircraft Squadron (HAS) update on Airport grounds**

Branson Rutherford with HAS reported that the fuel truck is now in safe condition. He is still replacing parts but is now pumping fuel. The power steering was rebuilt for \$730. The brakes also needed repaired. The county engineer's office had a service manual for the truck. The master cylinder is repaired. The pressure valve is now cleaned up and brakes are now working. There were 100+ man hours involved and over \$1,000 in parts. There is about 2 days more of work to be done.

Mr. Rush stated that the Board appreciated Mr. Rutherford's efforts.

Mr. Rutherford reported that they repaired the runway lights.

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Mr. Rush stated that they identified that there were 21 lights on the taxiway and runway that needed repaired.

**Airport Manager Update with Sundowner Aviation**

Mr. Rooney reported that Mark with Phillips 66 was here. All discrepancies of their report have been gone over and fixed except for 1 problem with the filters. New filters with a date will be put on next week.

Mr. Rooney stated that they may want to attend the Phillips 66/Purvis Aviation Fuel Handling and Quality Control Class.

Mr. Rooney reported that he spoke with the Federal Communications Commission (FCC) regarding the localizer. The Lancaster localizer can't be found unless you take an instrument test. He found the password to website to fill out the form to give back the frequency.

**Standing Committee Updates**

- a. **Airport Improvement - update by Greg Heaton with Crawford Murphy Tilly, Inc. (CMT)**  
(Engineer's Report attached to minutes)

Mr. Heaton reported that Brian Tenkhoff with the FAA asked that the Board be ready to execute the acceptance of the FAA Grant Fiscal Year 2014.

Mr. Heaton summarized the result of the bids for the Hangar K construction project. (Letter of summary attached to minutes) Mr. Heaton recommended that the Board postpone the project based on the August 20<sup>th</sup> meeting discussion.

Mr. McNeer stated that Sundowner Aviation's lease has been amended that Hangar K is no longer a factor.

Mr. Rush stated that the Sundowner Aviation is pleased with their current accommodations. He recommends that the Hangar K construction project be put on hold and focus on the terminal renovations. The roof is leaking, the restrooms are not ADA compliant. These all need addressed. Ms. Knisley stated that the \$200,000 loan from the Board of Commissioners was intended for the construction of Hangar K. If the Board desires to use the money for the terminal renovation, the Airport Board would have to approach the Board of Commissioners for their approval.

**Approval to defer the Hangar K construction project**

*On motion of Bill McNeer and second of Lonnie Rush, the Fairfield County Airport Board Authority voted to approve the deferral of the Hangar K construction project.*

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*Discussion: Mr. McNeer stated that it is hard to justify construction of a new hangar when there are currently 25 vacant Thangars and Box hangars.*

*Voting aye thereon: McNeer, Rush, Burns, Roebuck, Fagan, and Kaper. Motion passed.*

Ms. Knisley stated that she will report to the Board the deferral of the project.

**b. Community Relations – Michael Kaper**

Mr. Rooney reported that he responded to Mr. A. Resident's email complaint. He also reported that a lady left a message to complain about Rickenbacker's Blackhawks. She left no return phone number.

**c. Facilities and Grounds – Lonnie Rush**

Mr. Rush reported that the abandoned Cardinal Aircraft has been sold to Josh Knipp. His phone number is 419-961-8406. He spoke with Mr. Knipp. Mr. Knipp's intention was to rent a hangar in mid-September and will house the aircraft to make it flyable.

Mr. Rush reported on the status of the abandoned Hawker Jet. A letter from the County Prosecutor's office was sent to Adrian VanZyl authorized person for Hank Berger, owner of the Hawker Jet. Mr. Rush has spoke with Mr. Vanzyl. The letter was received. An earlier verbal agreement between Mr. Rush and Mr. Vanzyl was for \$700 to be paid to the Board for the storage of the aircraft and was to be removed by October 10, 2014.

Mr. Rush reported that he spoke with Butch Holgreive (sp?) with Alliance Air Parts. He provided the history on the Hawker Jet. Robert C. Long is the current owner rather than Hank Berger. The jet is worth a fair amount of money with the log books. Mr. VanZyl has the log books.

**d. Finance - Glenn Burns**

- Review of Financial Reports

Ms. Knisley asked the Board to review the following financial reports.

- **2014 Income & Expenses (All funds)**

Mr. Rush reported that Mr. Heaton said that there will not be additional engineering fees down the road if the board decides to pursue the construction of Hangar K and as long as there were no dramatic changes to the scope of the project.

- **2014 Detail Expense (Operating fund only)**
- **2014 Open Purchase Orders**
- **Smart Card balances (in-house fuel purchases)**

**Approval of Payment of bills**

*On motion of Bill McNeer and second of Bill Fagan, the Fairfield County Airport Board voted to approve the payment of bills. (See below)*

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Vendor	Amount	Description
CMT	\$145.00	engineering for rehabilitation of Apron B & C1 of the T/H G 7/5/14-8/1/14
CMT	\$8,372.66	engineering services for hangar K development 7/5/14-8/1/14
Sundowner Aviation	\$749.08	\$.10 (10 cents) per gallon of fuel sold @ Airport for the month of August
Sundowner Aviation	\$1,126.00	10% of hangar rent collected for the month of August
Total	\$10,392.74	

*Voting aye thereon: McNeer, Fagan, Burns, Kaper, Roebuck, and Rush. Motion passed*

**e. Security/Other – Bill McNeer**

Mr. McNeer reported that Mr. Tenkhoff with the FAA reviewed the June 11, 2014 approved KLHQ Minimum Standards. He is concerned about paragraph G and H. Mr. McNeer recommended a change for Mr. Tenkhoff to look over. (Recommended change attached to minutes)

Mr. McNeer reported that he let Mr. Tenkhoff know that drop times for skydiving is now a dead issue.

**f. Tenant Relations – Glenn Burns**

Tenant in F5 is vacating end of September.

**g. Fixed Based Operator (FBO) Liaison – Dave Roebuck**

Nothing further to report.

**Old Business**

**a. Land Leases/Hangar leases – increase or no increase for 2015**

Mr. McNeer reviewed all leases to the board. (Summary attached to minutes)  
 He recommends that at the October Board meeting, the Board does not exercise the option to increase the rent 3% to hangar tenants, not included the Bolger Hangar. He asked that the Board review his summary over the next month.

**b. Email from Dan Bolger, notification of intent to exercise the option to extend his lease for another 5 years (10/25/14 expiration)**

Mr. McNeer reported that no motion is necessary to continue the lease unless Mr. Bolger is in default of the lease. The rent will be increased per the Consumer Price Index in October.

**c. Abandoned Aircrafts (discussed earlier)**

**d. McNeer term expires 12/31/14**

Mr. McNeer stated that he wished to be reappointed.

**e. Open Board Member appointment as 1/1/2015**

Dr. Burns stated that it would be nice to have someone with an engineering background.

**New Business**

Dr. Burns reported that he had a discussion with Mr. Chapman with Ohio Skydiving Center about complaints be filed against him for unsafe conditions. Dr. Burns talked to Kevin, Manager of the Columbus FISDO regarding the complaints. He asked Kevin if these questions are frivolous. There are 3 complaints that were made. 2 of the 3

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complaints can't be confirmed and 1 is still being investigated. He told him that they were not frivolous complaints and suggested that the Airport and Ohio Skydiving Center get along better.

Mr. Chapman stated that occurrences happen out here by other aircrafts. These occurrences are not being filed. He feels that this is a double standard.

**Adjournment**

On motion of Bill McNeer and second of Bill Fagan, the Fairfield County Airport Authority Board voted to adjourn at 7:41 p.m.

**Next meeting is scheduled for Monday, October 13, 2014 at 6:00 p.m.**

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Meeting minutes for the September 8, 2014 were approved on October 13, 2014.

Absent  
Glenn Burns

Absent  
Bill Fagan

Aye  
Lonnie Rush

Absent  
Kurt Lape

Aye  
Michael Kaper

Aye  
William McNeer

Aye  
David Roebuck

Staci A. Knisley  
Staci A. Knisley, Airport Clerk

**Fairfield County Airport Authority  
Special Board Meeting  
Notes for August 20, 2014**

**1. Call to Order & Pledge of Allegiance**

Mr. Rush called the meeting to order at 3:00 p.m. with the following board members present: Lonnie Rush, Bill McNeer and Kurt Lape  
Also present were Greg Heaton, Russ Neice, Darren Loos and Staci Knisley

**2. Hangar K discussion**

Mr. Heaton led the Hangar K discussion. The bid estimate for Hangar K replacement was \$485,000. Lowest bid was \$594,400 with an alternate of \$27,500 for the heated flooring.

Hangar K had specifications of 60 feet by 80 feet which was above the budget. The increase in costs were due to timing. Mr. Neice contacted bidders for feedback. The contractors had a good year and were busy with private work.

Mr. Heaton reported that when the bid specifications were completed they were working with the \$485,000 as the estimate without engineering fees. He now knows the current budget allows for \$414,000 after the engineering fees.

Mr. Rush stated that he did not believe carving the re-bid specifications for the construction of the project will not be enough to make budget. He talked with Sundowner Aviation and they said they were happy with the current arrangements and putting the project on hold.

Mr. Heaton stated that if the Board decided to put the project on hold for a few years would not increase his current contract. Unless the bid specifications change dramatically there will be no additional engineering fees.

Mr. Rush reported that the \$200,000 loan for the Hangar K project from the Commissioners repayment in the next few years depended on a future pipeline that was coming through. That project has been put on hold and will not happen or may never happen.

Mr. Neice stated that if the project was put on hold the Board may want to improve the fence around the concrete slab. There is no reason to remove the slab.

Mr. McNeer recommended that the Board be given rough numbers of what cutting the project will be.

Mr. Heaton reported that it was not unreasonable if rebid that the bids could come back at \$80 a square foot. Original specifications were 5200 square feet.

Mr. Heaton reported that cutting the project by lowering the building could cut costs.

Mr. Rush reported that the original contract with Sundowner Aviation was stated that they could lease Hangar K as part of being the Fixed Based Operating (FBO) Manager. Since Hangar K was demolished, the Board allowed Sundowner Aviation to use 4 T-hangars in lieu of Hangar K. They are



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also using a room at the terminal that at the time of the contract was being used by another tenant.

Mr. Rush reported that originally the Board thought there was an urgency to build Hangar K for transient aircraft. He believes that there is no transient aircraft so there is no longer a need.

Mr. Rush stated that he would like the Board to make the Terminal renovations a high priority and put the construction of Hangar K on hold.

Mr. McNeer reported that there is 68% occupancy in T-hangars.

Mr. McNeer would like documentation regarding the numbers for the rebuild of Hangar K to be presented to the full board.

Mr. Heaton stated that he would provide a 1-2 page summary to present to the Board in September. The summary will be scaled back with a new price estimate.

Mr. Loos reported on behalf of Sundowner Aviation that as long as they have a place for storage they are happy. They realize that the hangar can't be rebuilt if funds are not available.

Mr. Loos also reported that they would like to see terminal improvements such as adding a meeting room and making the terminal restrooms ADA accessible.

Mr. Rush recommended that the Hangar K project be put on hold until discussions at the next board meeting.

**3. Parachute Jumping/Minimum Standards**

Mr. McNeer reported that he spoke with Brian Tenkoff with the FAA regarding drop times for the parachute jumping. Mr. Lape stated that this was drop times were a dead issue.

Mr. McNeer reported that the FAA still has issues with the Minimum Standards Part G & H.

**4. Emergency Management Agency (EMA) possible building on Airport land**

Mr. McNeer asked Ms. Knisley to follow up with Jon Kochis, EMA Director to see if he still is inquiring about building on Airport land. If EMA wished to rent a hangar they would have to pay fair market value.

Mr. Heaton reported that the FAA looks favorable on Emergency Management agencies.

**5. Adjournment**

Bill McNeer made a motion to adjourn the meeting at 3:44 p.m.

**Next Meeting is Monday, September 8, 2014 – 6:00 p.m. @ Airport Terminal**

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**Fairfield County Airport Authority  
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**Engineer's Summary Report**

1. Previous FAA grants

-2212 response to FAA review questions submitted

2. FY 2013 Projects –

Project work completed, FAA grant Close-out underway.

3. FY 2014 Projects:

1. Rehab T/H G & Rehab Apron B and C1
2. Discontinued - Construct Apron Expansion (hangar K area site work) – determined non-eligible for FAA dollars.
3. Discontinued - Construct Hangar K –Design 100% complete. – Local only.

Hangar K project was publicly bid, with total of 4 bids received, with lowest apparent bidder at \$594,400. This is in significant excess of design budget. Following the special Board meeting held on August 20, determined to postpone the building's proposed rebidding at this time based on changed conditions since the projects formulation.

FAA federal grant still underway, anticipated prior to September 15th



CRAWFORD, MURPHY & TILLY, INC.  
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September 8, 2014

Dr. Glenn Burns  
Fairfield County Airport Authority  
3430 Old Columbus Road  
Carroll, OH 43112

**RE: 14650-01-00**

*Fairfield County Airport  
Lancaster, Ohio  
Hangar K Bidding  
Project Postponement Recommendation*

Dear Dr. Burns,

On August 20, 2014, the Board held a special meeting to discuss the bid results of the proposed Hangar K replacement project. The apparent low bidder submitted a bid of \$594,400.00 for the base bid, representing a value of over \$114 /s.f. This compares to the project budget of approx. \$80 /s.f.

This letter is to summarize some of the discussions at the Board meeting regarding the original building purposes and basis for determining that the project be deferred at this time.

A number of years ago, following the development of the Airport's Master Plan document, part of the field's lacking infrastructure was a hangar of sufficient size, (door span and height) to accommodate larger turboprop and corporate turbine aircraft should they desire to overnight at LHQ. At that time, only the "Bolger Hangar" and the HAS Hangar were physically large enough to accommodate these types of aircraft and neither was under the direction or control of the Authority or FBO. While this need still continues today, the economic recession in 2008 and beyond reduced the apparent need temporarily and with each year that passes, the potential for other options to meet this overnight need has grown.

In addition, proposed financial lease revenues at the airport have been delayed and thus place the resources for constructing a new large hangar in more difficult financial condition. The deferral of rebidding the replacement hangar until such time that definitive revenue stream to pay back any loan would make sound financial planning.

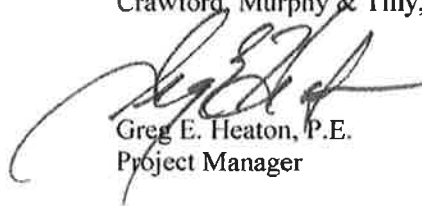
Lastly, as part of the FBO lease, Hangar K meets part of the FBO's operational need. With its demise, the effort to replace that facility grew from some early efforts to simply replace the door to replacing with a hangar large in footprint and taller in height to meet these larger aircraft needs and future office space considerations. During the time of project development, the economic recession impacts have continued to provide conditions of T-hangar space availability that meets the short to mid-term needs of the FBO and the airport.

While rebidding the project during the off-season, combined with the possible slowdown of private development work in the marketplace following this year's very active pace, will most certainly lower the bid values received, additional changes would also likely be needed to put the proposed hangar in line with its original budget figures. As such, some of the additional goals, larger door openings, public space and restrooms would need to be reduced or eliminated.

Therefore, as the current FBO needs are being met through the available hangar space, proposed larger hangar space might be available to the Authority or FBO via different means on the field due to the passage of time and lease arrangements and the delay in anticipated gas line lease revenues, CMT would concur with the Board's recommendation to defer the rebidding of the Hangar K project until such time that some or all of these conditions settle out some and future conditions can appear more stable. At such time, the plan sets can be rebid without much ado in their present form or they can be revised at that time based on then current space panning needs or desires.

If you have any questions, please contact our office.

Sincerely,  
Crawford, Murphy & Tilly, Inc



Greg E. Heaton, P.E.  
Project Manager



Option 1

+/- 2' from Fence

Option 2

+/- 40' from Road

New Hangar

Option 3



September 8, 2014  
Recommended Change

KLHQ Minimum Standards

Below is Paragraph VI G of the Minimum Standards as approved on June 11, 2014.

Operator is responsible for the safety of the customers they allow into the Airport Operating Area (AOA) and will develop and implement a plan to insure they stay on the access roads and off all taxiways, aprons and runways and away from all aircraft unless they are escorted by someone familiar with the operation.

It has been suggested by some readers that the wording maybe confusing as to the intent. The following is a different version for Paragraph VI G, which is provided for your consideration.

“Operator is responsible for the safety of the customers they allow inside the airport perimeter fence. The Operator will develop and implement a plan to insure that customer’s vehicle or person remain on the access roads and within the immediate vicinity of the operator’s business. A customer needing access to ramps, aprons, or unpaved and grass areas within the Airport Operating Area (AOA) shall be escorted by the Operator. This plan will also insure that the Operator’s customers and their vehicles never enter the airport Aircraft Movement Area (The Aircraft Movement Area includes runway 10/28, the parallel taxiway to runway 10/28 and the connecting taxiways between runway 10/28 and the parallel taxiway.)



**FAIRFIELD COUNTY AIRPORT LEASES**

**LAND LEASES**

Charles Eversole farm lease – 28-acre tract leased for \$28.00 per year from October 15, 2010 until December 31, 2020. This lease is a part of the Land Exchange agreement and the relocation of Election House Road.

Douglas Majors mowing services agreement – Mowing of grassy areas with contractor being compensated by collection of grass and hay. Agreement effective on March 12, 2014 and ends on December 31, 2014. Agreement automatically renews for one additional year unless either party gives written notice of termination no later than 60 days prior to December 31, 2014.

**Hangar/Building Leases**

**Hangar A** (Bolger) – Land Lease commenced October 1989 for 20 years with Lessee having the option of two successive periods of 5 years. First period commenced in 2009. Lessee notified Lessor’s agent (Staci) on June 1, 2014 to exercise the second 5-year option. **Rent adjustment based on CPI for Urban Wage Earners and Clerical Workers will be effective November 2014.** Current monthly rent is \$320. (Utilities paid by Lessee)

**Hangar B** (HAS) – Lease is with Fairfield County Commissioners. Lease is current through December 31, 2014. (Utilities paid by Lessee)

**Hangar H** (Gorsuch) – Two Land Lease Agreements (3,250 square feet each). Lease commenced on August 1, 2012 and terminates on July 31, 2037. **Rent adjustment is 3% increase per year on January 1.** Current monthly rent is \$111.60 for both leases. (Utilities paid by Lessee.)

**Building I** (Terminal) – Included in Airport Manager Agreement effective January 1, 2013 and expiring December 31, 2015.

**Hangar J** (Sundowner Aviation) – Lease includes building, but not utilities. Current lease is from May 1, 2014 until April 30, 2015 with Lessee having right to renew for 3 additional terms of one year each. **Rent adjustment is 3% increase per year on January 1.**

**Buildings F, G, O, P, & Q** – T hangar bays (Electric included) Rent adjustment is 3% increase per year on January 1.

Bay #	Sq Ft	18 cents	18.5 cents	Store 7.8cents	Store 8cents	Total
F1-F10	1276	\$230				\$230
F (W)Store	638			638		\$50
G2-G5	1276	\$230				\$230
G7-G10						
G1&G6	1914	1276/\$230		638/\$50		\$280

**FAIRFIELD COUNTY AIRPORT LEASES**

01-05	1276	\$230		\$230
07-011				
06 & 012	1914	1276/\$230	638/\$50	\$280
P2-P9	1079	\$200		\$200
P11-P20				
P1&P10	1579	1079/\$200	500/\$40	\$240
Q2-Q9	1079	\$200		\$200
Q11-Q20				
Q1&Q10	1579	1079/\$200	500/\$40	\$240

**Building R - Corporate/Box Hangars (Electric not included) Rent adjustment is 3% increase per year on January 1.**

Bay #	Square Feet	17 cents	Total
R1	3,000	\$510	\$510 (Lessee has exercised the right to renew first of three options for one year additional term – effective October 1, 2014)
R2-R6	2,500	\$425	\$425

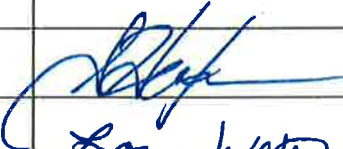

**OTHER FEES**

- Overnight T-Hangar Bay Rent – ?
- Parking Fee (Not overnight) - ?
- Ramp Fee Overnight – ?      Weekly – ?      Monthly - ?
- Tie Down Fee – (FBO provides tie down equipment and performs tie down) - ?

**Recommendations:**

1. Do **not** exercise the option of increasing rent by 3% on January 1, 2015 for Hangar H and J, T-Hangars (F, G, O, P & Q), and Corporate/Box Hangar R.
2. Tenants who rent a hangar bay without an initial lease agreement of one year will pay a 10% rental surcharge for the first 12 months.
3. Airport Manager to provide a schedule of fees to be charged for overnight hangar usage, parking fees, ramp fees and tie down fees. (To be included in this summary document – Section 8 of Airport Manager Agreement)

Fairfield County Airport Authority Board Meeting  
September 8, 2014  
Sign in Sheet

Print Name	Sign Name
GREG HEARDEN	
LONNIE WATTS	Lonnie Watts
PAT ROONEY	Pat Rooney
DENNIS KELLER	Dennis Keller
BRANKSON MUTHENFOLL	Pat Muthenfol
TOM PALMER	Thomas J Palmer
Chris Chapman	
Jon Kochis	