

CHARLOTTE COUNTY AIRPORT AUTHORITY
MINUTES OF REGULAR MEETING – FEBRUARY 24, 2022 – 9:00 A.M.

5 **1. Call to Order**

2. Invocation

Commissioner Herston gave the invocation.

10 **3. Pledge of Allegiance**

4. Roll Call

15 **Present:** Chair Hancik; Commissioners Coppola, Herston, Andrews, and Oliver; Attorney Carr; CEO Parish; Mrs. McLaughlin; Mr. Duncan; Mr. Montoya, Mrs. Miller and Mr. Webb. **Others present:** Councilmember Kuharski; Commissioner Deutsch; Mark Kistler; Gary Quill. Pic Richards, Mr. Murry others from the private sector and a member of the press.

20 **5. Citizen's Input**

20 Councilmember Kuharski read the following official statement into the record. On February 16, 2022, Punta Gorda City Council meeting the suggestion was made during public comments the City of Punta Gorda had the legal authority to require developers within the city grant avigation easements to the airport for proposed developments were located within a flight path to the airport. An avigation easement is an interest in private property and the air overhead which grants to an airport the unobstructed use in passage of all types of aircraft in and through
25 the airspace to and from an airport. Pursuant to FAA's form avigation easement, the rights acquired pursuant to said easement, include the right of an aircraft. Councilmember Kuharski quotes, "Cause noise vibrations, fumes, deposits of dust, fuel particles incidental to the normal operation of aircraft fear interference with sleep or communication and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity
30 of an airport." An avigation easement can phase interest in private real property for which the property owner is compensated. Neither an airport nor any other governmental entity may compel a private property owner to grant an avigation easement without violating the due process clauses of the US constitution and the constitution of the State of Florida. The US
35 supreme court in no one vs. California Coastal Commission held that without payment of compensation, a government agency cannot withhold development of approval requested by a private property owner, unless the owner granted an easement for the benefit of the public where such easement was for the purpose of mitigating harm to the public cause by the development. The burden is upon an airport to negotiate the private property owner for the purchase of an
40 avigation easement not upon the local government to extort the same in return for development approval. End of statement. Chair Hancik commented that our staff is working with property owners legal counsel in trying to find a solution to the avigation easement. Commissioner Oliver asked to open for discussion. Chair Hancik asked if anyone else wish to speak to the item. Mr. Murry of Punta Gorda, City Manager did not want to speak on the item but provided
45 clarification on a comment made a position of the city moving flights from this airport to another airport. Wanted to clarify that the person that made that comment was an A to B email at a staff level for a project specific discussion recommendation was not for his preview and that was addressed but was not the position of the city of Punta Gorda, nor was it my position, nor does that person report to me. He is someone that is a project manager, and the city of
50 Punta Gorda's position is specifically that we support the airport and appreciate the job the airport is doing on the economic impact on our city and our surrounding community. Chair

5 Hancik commented he and Mr. Murry had a conversation about it last week and got the clarification. Commissioner Oliver commented that she watched the City of Punta Gorda Council Meeting in which our Chair attended as liaison and introduced himself as the Chair and then went on to discuss the avigation easement which is a topic that has not come before this Board. Nobody on this Board has voted as to what position we want to take, we haven't been fully apprised as to the development, what this avigation easement request would look like and frankly I have a real problem with that. I share this city's concerns that this is an unconstitutional taking to hold the development hostage and not grant requested zoning request unless they grant us this avigation easement. Without us providing any consideration for that.

10 Not providing the developer compensation for this very specific taking. The City has zoning regulations in effect. We have not been fully apprised on this and for staff to take the position that they are requesting the city to hold this until we get the avigation easement and for our Chair to go to the city council meeting and represent us as the Chair, not an individual citizen with an opinion on this matter concerns me. We have not voted on this, and I would not be in favor of an illegal taking or eminent domain in respect to this development. Chair Hancik commented that Commissioner Oliver's comments are noted. Commissioner Herston commented that we have discussed over the years the avigation easement and I didn't know the City of Punta Gorda, the zoning department or the City Council was requiring this avigation easement to be signed. I think it was Governor Scott who fixed the problem with our permitting process and our land development that an entity like the City of Punta Gorda can hold up an approval because swift mud hasn't issued their permit or DEP hasn't issued their permit, they can't hold a project up for other type department approval. The FAA it may be their air space, so there are all kinds of complications. Mr. Parish opined that it's been this Boards direction for many years and the states direction that entities such as the airport, City and County do whatever is necessary to protect airport uses. The City and County must follow very stringent guidelines for development in and around airports. The airport never demanded, but requested the city incorporate this into their approval and working with the developer. This is done with county developments, the loop development when it was underway. This is something the airport does on a regular basis. This is a mischaracterization to say were holding them hostage.

25 A request was sent to the attorney and when received the zoning information, asked if anyone with interest or comments please send and return with comments. Have not made any further demands except to provide them with our form and the city has responded they will not have anything associated with it. The airport has not moved forward with it. Commissioner Herston commented that this would be best discussed at a workshop. Commissioner Oliver commented that this Board discuss these matters before a request is made from a governmental entity to another governmental entity about something that involves those other governmental entities jurisdiction and their project. Whether or not we want to enter into negotiations with the developer to negotiate an avigation easement. Looking into the avigation easement statue it refers to chapter 73, that the eminent domain statue. I would not be ok with us going through eminent domain proceedings to require them to grant us an easement. That is something we need to decide as a Board, that is Board policy. You all may have different feelings on it and that's fine. You can out vote me, but I'm opposed to eminent domain and this Board needs to have discussions about it without staff and the Chair taking a position and making it seem as we have voted on it and made a decision as a Board. I think we need to correct the record and make sure this miss representation does not hold and perhaps a letter to the city letting them know that Mr. Hancik was specking as an individual and that this Board has not voted on the matter. Mr. Herston interjected we may have acted on that Commissioner Oliver as another Board. That's history and will have to be reviewed. Chair Hancik commented that we have an obligation to protect this airport and its air space. There is a contract obligation to do that by

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accepting grants. I'm sure in Boards past, even before my time, there was direction to staff to ensure the protection of purchase and that's an outstanding obligation that I think we must review and for people to understand what that obligation is. Commissioner Oliver commented that she doesn't misunderstand the obligation to this airport. The problem is that we have on our agenda approval of \$16,000 grant or \$16,000 expense. This is a much bigger deal and needs the authority of the Board behind it, whether or not were going to rubber stamp it, it has to come through the Board and be voted on by the Board as a whole in order for it to have an effect. Chair Hancik commented that Commissioner Oliver's comments are noted into the record, and we will move on to the next agenda item.

6. Additions and/or Deletions to the Agenda

7. Consent Agenda

Commissioner Herston motioned to approve the Consent Agenda as presented. Commissioner Andrews seconded. Motion passed unanimously.

8. Secretary/Treasurer's Report

Mr. Parish reported on revenue expenses. For the year to date for the month of December the airport was over budget in revenue by \$330,000 and over budget in expenses by \$40,000 to gain \$262,000 over our proposed budget. The variance for the year is a positive \$586,000 or \$292,000 for the month. Accounts receivable is currently \$52.00 outstanding in the 60 to 90 days and 91 and over days is \$14,000 and the majority was paid in full, if not partial payments from each of the three that were out. Mr. Parish continued onto the balance sheet and income statement reflects what is in the financial review. Mr. Parish asked if there are any specific questions on the financials, no response on questions. Mr. Parish commented doing fairly for the year and continuing to monitor monthly our income flight passenger which is the driver for most of our income. Also monitoring the effects from Uber, Turo and the other entities that are operating on the airport. Mr. Parish noted in December the airport made \$10,000 from Turo, which is our first full month of Turo operating under their new contract. Commissioner Herston asked how do we tie into that revenue stream? Mr. Parish commented that no transaction cannot take place without an agreement with the airport. Turo has an agreement with the airport to get 6% of each transaction that take place at the airport. Turo has a location on the airport where they can do the transactions. Commissioner Coppola asked if Turo will need more space. Mr. Parish Commented at this time they will need no space and the transaction take 10 to 15 minutes. Commissioner Herston commented that the PFC and check register in our packet, could this be added to the slides? Mr. Parish commented this is for your review and not part of the financial statements, it's part of the Boards review packet.

9. Liaison Reports

- a) **Punta Gorda City Council** – Chair Hancik had nothing to report.
- b) **Board of County Commissioners** – Commissioner Andrews had nothing to report.
- c) **Metropolitan Planning Organization/Economic Development** – Commissioner Herston commented MPOAC meeting was held in Orlando on Thursday, January 27, 2022 and Mr.

Harris and myself attended. Had a discussion with the FDOT Secretary. New Executive Director, Mark Reichert who came out of retirement from the DOT. New Executive Director is doing a great job and did a report on his first 47 days in office. Went over the legislative updates, all the legislature documents that were following and went over an MPOAC survey that was conducted for all the Board members and staff directors. Had our usual report with the FDOT, Federal Highway Administration and Federal Transit Authority and went over some personal business related to the MPOAC. Joined a new organization it's a mileage-based user fee alliance and it's a national organization (MBUFA). The user fees from automobiles because of the electric batteries. Elected new officers. Had a joint MPO meeting with Lee County. Have a report from District 1 Secretary and went over the Burnt Store improvements that Charlotte County has accomplished that Lee County has not accomplished. Talking about forming a sub-committee of Lee, Collier and Charlotte Counties to coordinate transportation issues. Commissioner Deutsch led the way on the Purple Heart Highway initiative through Charlotte County. Charlotte County MPO conducted their regular meeting and had one issue on the agenda which was the 2022 safety performance measure targets as it relates to traffic fatalities, major injuries, and accidents. The five-year study on the rolling average of fatalities, average series of injuries, annual fatality rates and you compare our five-year rolling average with the states and were doing very well. Our goal is zero fatalities.

- d) **Community** – Commissioner Coppola commented on the Women's Club to give an update on airport activities. Went to the Charlotte County Liberty Caucus Group and heard candidates from County Commission from Districts four and two. Had a goodbye ceremony for Commissioner Don Lee. Roger Eaton's office is offering free passport pictures to anyone who's passport is expiring on Saturday at 8am.
- e) **State Legislation** – Commissioner Oliver commented on traveling to Tallahassee with James Parish and Jerry Paul (Lobbyist) who took us around and our Charlotte County School Board happened to be up at the same time, which was great overlap. Meet with Senator Albritton, Senator Krueger, Majority Leader Grant and I got to individually meet with few other reps and Governor DeSantis. The budget on the house side is 1.5 million and is currently in the senate side. As things get further through session hoping to end up with the full 3 million funding on air frame, maintenance, and AP Program Bldg. As to the house bill 445 and the T and Z bill, which would limit the fees that airports are allowed to charge to Uber and Lift to \$2. Currently it's as dead as anything, which is good news, but all sorts of things could happen at the end of session.

10. Attorney's Report

Attorney Carr reported on modifications to the concept regarding a license as opposed to a lease which has to do with sales tax issues. Reviewed the Punta Gorda office space lease and I have some documents relative to a purchase back of rental space that's being closed by Mr. Hackett and the firm. I have the task of Gulf Contours and the abatement agreement they're under. I have communicated with Gulf Contours again, with no response. I have asked staff to go out and document the fire damage, which still remains. Gulf Contours has done nothing about it and his prior representation to both the Board and I that he was going to have it fixed. Gulf Contours has done nothing nor responded to my inquiries relative to the contract for doing that. The abatement agreement Gulf Contours entered into required him to report quarterly to me as to what he is doing to transition from this facility to anywhere else. Gulf Contours has yet to provide me any reports despite repeated requests. Approximately six months into the one-year

abatement period and doesn't look like anything has changed. Gulf Contours remains a tenant subject to the abatement agreement and is not responsive to me.

11. CEO's Report

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10 a) **Development Update** – Mr. Parish commented on the progress of the spec building and the working on developing the RFQ, which is slow rolling it out due to pricing. It is projected to go out in the next couple of months. The self-service fuel facility bids were rejected and were rebidding with additional design requirements hoping that will lower the cost. The cost that was received are significantly higher than our existing self-serve fuel facility. Terminal planning study is underway. Had a good meeting with our planning people last week and we are done with number crunching and will start graphics next. The airport is working on getting the money that is set aside for terminal development in the new Bipartisan Infrastructure bill. There is 1 billion dollars annually for terminal development currently not eligible under the CIP program with the FAA, of that 20% goes to small hub airports and were looking for about 30 to 35 million over that period. It's about twice what will be allocated to us if you took the 80 small hub airports in the nation and divided evenly. We are one of the fastest growing airports and situated well to get some money. The rental car study is being incorporated into the terminal area plan. Going through the design projects, taxiway D continues to work forward on the design. It is a total rebuild of taxiway D and the money should be in place with the FAA. The real project is going to phasing as the airport operates through taxiway D. 50 x 50 box hangars are waiting on pricing from the contractor. The inline baggage systems are out for design and is in progress, which a very slow project, as the TSA has to approve and review each section and they are not swift in their reviews. The FBO hangar should have a GMP (Guaranteed Maximum Price) by May. I do have some pricing from them, it is more than originally budgeted and working on trying to trim the cost. I have multiple people looking to piggyback on the hangar and would like to build a second and third one, either we build it and lease it back to them or lease them the land. You will see over the next two years four to five large box hangars built on the GA ramp. The roadway network improvements today will be accepting the grant from the DOT. A bid will be put out in March and hopefully the airport can do major construction in front of the terminal during the week we are shut down for runway improvements. 422 rehab is underway. Received the permits for the wetlands, the second part of the wetlands and the airport will pay the credits. Building 207 and 600 hangars are going to the building department, and they are ahead of schedule as provided. The pavement is completed around the general aviation center, which also includes a parallel for 927. The general aviation center is on track for completion late March and will have a ribbon cutting 30 to 60 days after completion.

40 b) **Marketing Update** – Mrs. Miller commented on the highlights from marketing community advertising. I handed out an updated airport information brochure map for the Board to take with them to share with the community. Some updates on the destination map are incorporated Sun Country, added a couple new photo spots by ticketing as people depart. One is located by the community corridor and one outside baggage claim. We encourage people to hashtag flyPGD. The new brochure map also mentions the PGD Air Center, and the new junction bar that's in the gate area.

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c) **Aviation Report** – Mr. Duncan reported on passenger counts, fuel sales and gallons pumped, aircraft ops, hangar vacancies, and routes. Mr. Duncan commented on following the merger

5 between Spirit and Frontier. If the Department of Justice allows the merger to take place those two airlines overlap about 30% of all the markets and hopeful that the outcome shows possibility that the airport may get some of the traffic either back from Frontier or some new traffic from Spirit. The industry is facing employee, pilot, and crew shortage as well as ground crew. Commissioner Oliver asked about the list of cities if the airport lost the Charleston flight. Mrs. Miller responded the destination is not on the schedule and was removed from the map.

12. Old Business

10 No old business discussed.

13. New Business

15 a) **FDOT Public Transportation Grant Agreement and Corresponding Resolution for Roadway Network Improvements Project** – Mr. Parish commented on the PGD transportation grant agreement from the DOT for the roadway improvements. We meet with the liaison from DOT and two days later received confirmation on funding. It will add a new lane out as well another lane at the terminal. The PGDA as well as the resolution that is required by the FDOT is in front of the Board members to review and will need Board action. Commissioner Oliver moved to accept the FDOT public transportation grant agreement and execute resolution 2022-02 and authorize the CEO to execute the grant agreement as presented. Commissioner Herston seconded. Motion passed unanimously.

25 b) **Portable Office Building** – Mr. Parish commented this item was not in our original budget. As the airport transitions from the current FBO to the new FBO location our jet fuelers that are working with Allegiant Airlines. The airport and the Tower don't want the trucks crossing the runway every time they need to get over to the ramps. Working with the Tower and TSA for a new access point onto the ramp, but the physical truck location and the people will need to be at the fuel farm. There is no location for them to sit, use a restroom and no computer access. Looking to purchase a temporary structure or portable office building for the workers to get out of the sun, do the paperwork and get in their trucks to fuel the airplanes. Working on pricing from a few manufactures and would like the Board to approve a not to exceed cost of \$30, 232.00. Commissioner Coppola asked if they were hurricane proof. Mr. Parish commented they are tied down and very sturdy. Commissioner Herston moved that the Board approve the purchase of a 20' long X 8' wide container converted to office and bathroom facilities not to exceed \$30,232.00 as presented. Commissioner Andrews seconded. Motion passed unanimously.

40 c) **New Maintenance Facility**– Mr. Parish commented there is a graphic in the package that shows a proposed maintenance facility and some modifications that will be required to the site that is currently occupied by Gulf Contours. Looking to start construction on the fuel farm for additional tanks, the agreement with Allegiant to build is complete. On Mooney Avenue you can see the location of the portable office building, the pink tanks are being installed, and the location for fuel trucks. Mr. Parish is concerned on the interaction with Gulf Contours deliveries and the million plus gallons a month of fuel being pumped. Semi-trucks are delivering 10 loads of fuel a day and our trucks are refueling 20 times a day, those two activities need to be separated. Mr. Parish commented he would like to start a development of a new maintenance facility, which will be for operations and maintenance. The operations department is losing their facility as they transition out of the FBO. Releasing the FBO building to the airlines that is operating here as they need room to expand for the new offices, maintenance as

well as new maintenance facility and a new storage facility. In the future if Gulf Contours leaves, I will transition that building to our fuelers and a shipping/receiving, since were not able to use that for maintenance in the near future. Chair Hancik commented that he would like to have a discussion on this before we get into a motion to approve/disapprove. I have a couple questions in advance of a formal motion. Chair Hancik commented he supports a new maintenance building. I brought this to your attention a few years ago to get rid of the tin city. It's long overdue and I believe it's going to be an expensive project. I do have a problem and I don't know how far the evaluation has gone at its location as much as the facilities across an active road as apposed of being on the inside of the fence, where most airfield maintenance facilities in my experience are located. The workers don't have to go through a couple of control gates to move mowers and equipment. I also have a question on the design of this facility; do you have an engineering firm that is going to design it as opposed to architectural? Mr. Parish commented on just the site. This is a schematic, haven't engaged in architectural. I want to get this on the radar, and I would like to start the site design and get some preliminary building cost. I have collected a few other airport building maintenance facilities that have been built in the last few years and did some schematic. Chair Hancik commented that brings in what you brought up on Gulf Contours and that is supposed to go away in another 6 months? To me it's not looking at the overall ALP and where you might put a building like this where Gulf Contours is. I believe its not a very stable building, of course I'm not engineer, I haven't been into it, and it would need a lot of help. To me it seems like it would be a better location for a facility, and I don't understand the relationship of putting Ops and airfield maintenance together. I'm sure you have a plan of how you want to do it and I think we need a briefing on it. I have no problem with going ahead with such a facility, because I imagine you're talking 1 to 2 million for a facility that will serve our needs and more. Mr. Parish commented on having tilt walls. Chair Hancik commented that he thinks the Board of Directors to move forward with it, but I think we should have an opportunity to review this as it goes, especially on the site. Mr. Parish commented the three sites that were looked at on the master plan and this is one of them, the other ones in my opinion would impede future aviation development. Keep in mind Gulf Course Blvd. will be closed from Mooney forward in the near future as we do the next phase of the 1533 development, which was to get Gulf Course out of the RPZ. This will push Challenger all the way through to Piper and then Gulf Course will end at Star except for access to Mooney. Mr. Parish commented were at the point we need to start planning. Last year in February I started planning and that was reversed. I need to get this going and the work on Gulf Contours is probably not necessary if the building is going to come back to us, if it's not and I don't want to assume it is, I want to make sure that I have presented enough information to the Board. I don't want to see an incident where a truck backing up full of cabinets runs into a fuel truck and the airport director ask why I allowed that to happen. Commissioner Andrews commented on the existing site improvements \$164,793 when we have an abatement agreement with the Gulf Contours which Mr. Goin is not in compliance. Gulf Contours has six months left and the building is supposed to be turned back over to the airport. My question is for our Attorney Mr. Carr; what are our options? Mr. Carr commented the entity remains a hold over the tenant on the premises and its lease has terminated, it's a hold over tenant to abate removal of them from the premises provided they comply with four contingents to which they are in default of. My professional opinion is they are in default of the abatement agreement as a result you can proceed with your removal today if you like or you can wait until the term is over or you could do it sometime before that. I would note that I requested quarterly updates of his anticipation of moving or removing himself from the premises so that we could best judge how to go about instituting a cause of action, should you feel to do so. Again, he has failed to respond to me in any way as to any plans to move. Your options are to proceed immediately

to remove him from the building, wait until he makes any quarterly statement and that would be last quarter, three months from now. If he makes no progress towards giving me a plan for removal you could proceed than or of course you could wait for the abatement agreement to terminate and proceed than. I would note to the Board the abatement agreement gives a long and detailed history and notes that Mr. Goin promised that when he came here and begged for the abatement that he would not ask for any extensions or continuances of that process or of the lease. Commissioner Andrew commented that the problem is \$164,793 and were supposed to get the building back, I don't support spending that money. I rather see everything go as agreed upon. Chair Hancik commented that he agreed with Commissioner Andrew, and I don't know as far as staff and their work is concerned that they need to take in consideration that the building probably won't be there. Commissioner Andrew commented that in six months is really going to take place as planned. Mr. Parish commented he was planning to move into the building when he budgeted \$250,000 to redo a lot of the building so it would work for staff. I'm moving forward with the assumption that were not going to get that building back, because I'm moving forward with the assumption were a year ago. Commissioner Andrew commented that we have an agreement, he is not in compliance with the agreement, how much more can we keep going to commit this kind of money, how much more can we go? Commissioner Oliver commented that we should have a Workshop regarding this issue and give Mr. Goin an opportunity and notice that this will be on the agenda. I'm looking at a tenant that is current on rent, current on taxes as far as I've heard. I've not heard if they reached those two agreements. Gulf Contours employees 14 people including some who have different abilities than others. It's providing good jobs for people who might not otherwise be employed. I'm also looking at the project report from today, where were going to be constructing a replacement hanger for building 207 because were destroying that building. If we have history of replacing buildings that we need for one tenant it might be something to consider that we might want to do the same for this tenant, if we require that particular piece of land that's in the best interest of the airport. I think it's important to be fair to a 25-year tenant that is current on rent and taxes. Mr. Parish commented that 207 is a land lease and they own that building. Chair Hancik commented that we should have a Workshop on this as there is a lot to discuss on the building, design, and location. Mr. Parish commented that he has huge concerns about the traffic once we start parking our fuel trucks and the ten loads a day with semi-trucks and the 20 loads were filling up the fuel trucks and the traffic and controlling access to the fuel farm. It has been an issue since the Board decided to take maintenance out of that facility. The airport has evolved since the decision was made. I think this layout if we can ignore the maintenance facility for now, this layout would continue to allow a tenant top rate in here or would continue to allow the airport to operate in here without impeding on the fuel farm. If a new tenant moved into that building, it needs some upkeep, its 25 years old. Chair Hancik asked the Board to consider this item, or do you want to go to a Workshop? Commissioner Herston asked Mr. Parish is this a major modification to an approve site plan with the county or is it an individual site plan. Mr. Parish commented an individual site plan. Chair Hancik asked when does Gulf Course Rd get cut off? Mr. Parish commented in 2024 plan. Chair Hancik commented it would be the same time frame. Commissioner Oliver motioned to set a Workshop to come up with a creative win/win solution that will allow us to meet our long-term planning goals and complete necessary capital improvements, while maintaining viable manufacturing business on the airport premises. Commissioner Andrew seconded. Commissioner Herston commented he thinks the overall notion to work together with public and tenants is a good long-term thing to talk about. I think what Mr. Parish needs right now and I agree with it, would have a plan B in place in case things fall apart on Gulf Contours and we can't go where we want to go. I'm not opposed to a Workshop. Chair Hancik commented the Workshop is a good idea but not to put

any limitations on the Workshop as expressed and the Workshop might also include an education on avigation easements. Commissioner Andrews commented to have an open Workshop. **Commissioner Oliver motioned to make an amendment to have an open Workshop that will include but not be limited to discussing matters involving Gulf Contours, the planning of the new maintenance facility and discuss avigation easements and bring in a land use attorney. Commissioner Andrews seconded. Motion passed unanimously to have a Workshop on March 22, 2022 at 9:00am.**

d) New T-hangars, Building 606 (24 units) – Change Order Number 2 – Mr. Parish commented during the metal building shop drawing preparation process it was discovered that the overall length of the building as shown in the construction plan needs to be extended to allow for a clear door opening of 42 feet. The extended width of the building will increase cost of the metal building, building pad, building foundation, erection costs, concrete floor finishing, painting and electrical conduits and conductors. Board approval and CEO execution of Change Order Number 2 with Stellar Development, Inc. in the amount of \$36,792.37. **Commissioner Andrews motioned to approve the new T-hangars building 606 (24 units) Change order 2 and approval of CEO execution with Stellar Development in the amount of \$36,792.37 as presented. Commissioner Herston seconded. Motion passed unanimously.**

14. Commissioner’s Comments

Commissioner Oliver has no comment.

Commissioner Andrew thanked everyone for attending. See you on March 22, 2022.

Commissioner Coppola thanked everyone for coming to the meeting. Looks forward the March 22, 2022 meeting.

Commissioner Herston was glad to see Gary Quill and Mark and Paul from Kimberly Horn. I enjoyed the meeting today and staff did a wonderful job as always.

Chair Hancik will recognize Commissioner Deutsch who would like to address the Airport Authority. Commissioner Deutsch commented that you will see some major economic development activity happening around the airport by the end of the year. Thanked the folks that showed up last Wednesday for the ribbon cutting for the military service memorial. There were over 600 people that showed up.

15. Adjournment

The Meeting adjourned at 10:20 a.m.


 Kathleen Coppola, Secretary/Treasurer


 Robert D. Hancik, Chair