

COBB COUNTY AIRPORT - MCCOLLUM FIELD
AIRPORT STRATEGIC PLANNING BOARD
(AIRPORT ADVISORY BOARD)

REGULAR MEETING MINUTES
October 5, 2020 – 4:00 P.M.
Virtual WebEx Meeting

Present of the Board:

Chip Kaczynski, District III, Chair
Roger Taylor– Pilots, Vice-Chair
James Boyle, Chairman Appt.
Clark Hungerford, Development Authority
Alisha Smith, Town Center Area CID
C.B. Fair, District I
JoAnn Birrell, Commissioner BOC

Representing Cobb County:

Karl Von Hagel, Airport Manager

Absent of the Board:

Mitch Rivera, District II, Secretary
Derek Easterling, Mayor Kennesaw
Chad Fulcher, Hawthorne Global Aviation
Charmaine Chin, District IV (via phone)

I. Call to Order:

Vice-Chair Taylor welcomed Members of the Airport Advisory Board and officially called the meeting to order at 4:10 pm.

II. Airport Board Business:

- a) **August Minutes** - Von Hagel presented the minutes from the August 3, 2020 board meeting. Motion made by Mr. Hungerford to approve, seconded by Mr. Taylor, all members in favor.

III. General Status Report:

a. **Airport –**

1. **Atlanta Gas Light Pipeline** – Von Hagel reported that AGL’s request for a pipeline easement on the west end of airport property under the runway 9 approach on the leasehold of SiteOne has been found acceptable by the parties involved, including the FAA. The proposed pipeline easement will not have any negative effect on airport operations or airport future plans The easement is scheduled for the Board of Commissioner’s consideration at its October 27 BOC Meeting.
2. **Marietta Auto Sales** – Von Hagel reported that the out-parcel on Barrett Lakes Blvd was purchased by a luxury used auto dealership. The dealership approached the airport about leasing 2 acres of adjoining airport property behind the parcel for overflow storage of automobiles. The FAA has approved the proposed land use as compatible with the approach to runway 27. The proposed lease restricts any activity that may negatively affect airport operations. The lease is scheduled for the Board of Commissioner’s consideration at its October 27 BOC Meeting.

3. **Disadvantaged Business Enterprise (DBE) Triennial Goal Update** – Von Hagel reported that the Airport’s updated DBE Goal was approved by the Board of Commissioners on September 8th. The Goal was updated from 11.97% to 11.17%. . The Goal decreased slightly due to the types of federally funded capital projects that are being requested over the next three year goal period. The goal wase published for public review.
 4. **Cessna Lane Name Change to Cirrus Way Proposal (Entrance B)** – Von Hagel reported that changing the name of Cessna Lane to Cirrus Way was approved by the Board of Commissioners. Aero Atlanta Flight Center and DLK Aviation requested the name change to correspond with their Cirrus-centric business models of both businesses.
 5. **Air Traffic Review** - Von Hagel reviewed Air Traffic and Customs Facility activity and the impacts of COVID. Both Fuel Sales and Aircraft Traffic have recovered from the dramatic impacts in April. Training activity has increased significantly in the last few months resulting in increased traffic volumes. Customs activity has not returned to normal as international travelers continue to deal with restrictions.
 6. **Noise Abatement** – Von Hagel reported that an email was sent to all the based customers to review noise abatement procedures.
 7. **US Customs Contract** – Von Hagel reported that Hawthorne has been accepted into the Reimbursable Services Program (RSP) to replace the User Fee Facility Program (UFF) that was going through a major cost restructure. The RSP will provide on-call inspections, while UFF provided a permanent stationed officer on the airport. The customer should notice no difference as aircraft provided 24 hours’ notice of arrival and the on-call CBP Officer will be on-site when the aircraft lands.
- b. Hawthorne Global Aviation Services –**
1. **Georgia Business Aviation Association Event** – Von Hagel reported that Hawthorne hosted the outside GBAA Networking and Static Display Event on Sept 16th from 11:00 – 3:00 again this year. Twelve aircraft were on static display and there were over 250 aviation business attendees from all over Georgia. The feedback from the aircraft manufacturers and GBAA was the event was an overwhelming success and plan to hold the event again next year.
 2. **Freight Activity** – Von Hagel reported that there has been a substantial increase in freight activity at the airport. Some of the aircraft being used are 737s and DC9s. Believe to be a short term activity due to supply shortages caused by Covid.
 3. **New Based Aircraft** – Von Hagel reported that a new Group III Global 5500 is due in December and talks to base two new Falcons are underway. Eight additional small aircraft are based outside since our last meeting.

IV. Old Business:

- a) **Environmental Assessment (EA)** – Von Hagel shared the multiple contacts that have been between the FAA, State and Airport regarding finalizing the EA. The latest update to the EA was forwarded to the FAA/State on September 28th. After multiple rounds of FAA questions and iterations of the document, it is hopeful that the FAA will finalize and approve the EA soon.
- b) **Taxiway A Relocation Project** – Von Hagel reported that engineers are finalizing the preliminary engineering to include a detail budget for the 400' taxiway relocation. The current draft estimate for the construction is \$18.5 million. The original planning budget for construction was \$15 million. The preliminary design work will be complete in November. The information will be provided to the State/FAA on October 27th to ascertain their continued support for funding the project.
- c) **North Apron Rehabilitation Phase II Project** – Von Hagel reported that construction is substantially complete. The project was completed on-time and on-budget. The contractor completed the haul road repairs and punchlist items. This will be the last report on this project.
- d) **Aircraft Rescue Fire Fighting (ARFF) Station**– Von Hagel reminded the Board that the Fire Station project is still delayed awaiting funding availability. Because of additional aircraft basing at the airport filling hangars to capacity, the ARFF vehicle is losing its parking spot in a Hawthorne hangar. The FBO, Airport, and Fire Department are working together to identify alternate locations. Chair Kaczynski suggested a temporary structure, which Von Hagel replied is on the list of possible solutions.
- e) **Additional Hangar Opportunities** – Von Hagel reviewed the current status of the three locations being pursued for additional hangars. Considering the indefinite delay in the ARFF station, Von Hagel indicated that the Southeast ARFF Hangar Site is the most promising site for new hangar development. A site development grant request will be discussed with the State on October 27th to establish the State's interest in supporting the project.
- f) **FBO Terminal Parking Lot** – Von Hagel reported that Hawthorne has completed the north terminal parking lot improvement. The parking lot has doubled in size.
- g) **Airport Five-Year Capital Improvement Plan** - Von Hagel presented the same updated ACIP as presented at the previous meeting. (Attached Below) The annual update to the ACIP is due to the FAA by November 30th which is before the next Airport Board Meeting. Von Hagel will be meeting with the State on October 27th to discuss the draft ACIP and establish the State/FAA's interest in funding the projects, the timing of funding, and the amount of funding increments to be expected. After the October 27th Meeting Von Hagel will update the draft of the ACIP to reflect the guidance received at the State meeting. Von Hagel will then distribute the ACIP to Airport Board Members for comment and consensus through email. Afterwards the ACIP will be presented to the Board of Commissioners for approval on November 24th and then finally submitted to the State prior to November 30th. The Board Members concurred without objection.

V. New Business

- a. **Transient Landing Fee Concept** - Von Hagel presented the concept of landing fees. Hawthorne reports that over 500 aircraft last year used the airport's FBO Facility but did not purchase fuel. Without a fuel purchase a transient user does not directly contribute to the expenses of the airport. A significant number of aircraft use the runway and airport amenities without ever stopping at the FBO. Again, these aircraft do not contribute to the expenses of the airport. Based aircraft would be exempt from any landing fee as they contribute to the expenses of the airport. Von Hagel discussed with the Members how the landing fee concept came to be an item to be considered and the potential benefits of implementing a fee to share the expenses of the airport across all users. Von Hagel opened the floor to comments, experiences, and thoughts regarding the concept. Von Hagel compiled the list of comments and will assemble a list of pros/cons/follow-ups to discuss at the next Airport Board Meeting.

VI. Public Comment

None.

VII. Next Meeting/Adjourn:

The next meeting is scheduled for Monday, December 7, 2020, at 4:00 pm; location Airport Admin Bldg. Chair Kaczynski adjourned the meeting at approximately 5:15 pm.

Approved

DRAFT

COBB COUNTY AIRPORT - McCOLLUM FIELD

ACIP UPDATE
FY 2021 - FY 2025

DRAFT

7/17/2020

PROJECT	SOURCE	TOTAL COST	FAA FUNDS	STATE FUNDS	LOCAL FUNDS
ACTIVE GRANTS					
Master Plan Environmental Assessment - #33	FEDERAL	\$295,274	\$265,746	\$8,930	\$20,598
North Apron Rehabilitation Phase III - #36	FEDERAL	\$2,493,092	\$2,243,783	\$121,561	\$127,748
Taxiway 'A' Relocation (Preliminary Design @ 400') - #34 Sup 2	FEDERAL	\$68,625	\$61,763	\$0	\$6,863
DBE Plan Update - Future	FEDERAL	\$8,000	\$7,200	\$0	\$800
TOTAL FY 2020 (CURRENT FISCAL YEAR)		\$2,864,991	\$2,578,492	\$130,491	\$156,009
FY 2021: (GDOT: JUL. 2020 TIL JUN. 2021)					
FY 2021: (FAA: OCT. 2020 TIL SEPT. 2021)					
Taxiway 'A' Relocation Environmental Permitting (Consultant Permitting + DBE Plan Reimbursement)	FEDERAL	\$250,000	\$225,000	\$0	\$25,000
Taxiway 'A' West Relocation (Phase 1 of 4) (Final Design + Environmental Mitigation Expenses + Construction)	FEDERAL	\$5,000,000	\$4,500,000	\$250,000	\$250,000
Southeast Hangar Area Site Development (Design)	LOCAL	\$100,000	\$0	\$0	\$100,000
Southeast Hangar Area - Site Development (Construction)	STATE	\$1,000,000	\$0	\$750,000	\$250,000
ATCT Equipment - Generator Replacement	FEDERAL	\$100,000	\$0	\$0	\$100,000
TOTAL FY 2021		\$6,450,000	\$4,725,000	\$1,000,000	\$725,000
FY 2022: (GDOT: JUL. 2021 TIL JUN. 2022)					
FY 2022: (FAA: OCT. 2021 TIL SEPT. 2022)					
Taxiway 'A' Relocation - Quarry Impacts /Easement/Fee (Phase 2 of 4) (Quarry Impact Damages related to Taxiway A Bridge)	FEDERAL	\$5,000,000	\$4,500,000	\$250,000	\$250,000
S. Parallel Taxiway Relocation - Acquire Tract AQ (10 acres) (1st of 3 Warehouse Parcels needed for 400' relocation Taxiway B)	FEDERAL	\$10,000,000	\$9,000,000	\$500,000	\$500,000
Runway 9/27 + Taxiway A/B + Apron Maintenance (Runway Rubber Removal + Rnwy/Txwy/Apron Pavement Remarking + Joint Repair + Crackseal)	STATE	\$300,000	\$0	\$225,000	\$75,000
TOTAL FY 2022		\$15,300,000	\$13,500,000	\$975,000	\$825,000
FY 2023: (GDOT: JUL. 2022 TIL JUN. 2023)					
FY 2023: (FAA: OCT. 2022 TIL SEPT. 2023)					
Taxiway 'A' Center Relocation (Phase 3 of 4) (Center Relocation Final Design + Construction)	FEDERAL	\$5,000,000	\$4,500,000	\$250,000	\$250,000
Terminal Area Development for Tract AQ (Site Preparation for Hangar Development)	FEDERAL	\$3,000,000	\$2,700,000	\$150,000	\$150,000
Acquire Tract AR (10.84 acres) (2nd of 3 Warehouse Parcels needed for 400' relocation Taxiway B)	FEDERAL	\$12,000,000	\$10,800,000	\$600,000	\$600,000
TOTAL FY 2023		\$20,000,000	\$18,000,000	\$1,000,000	\$1,000,000
FY 2024: (GDOT: JUL. 2023 TIL JUN. 2024)					
FY 2024: (FAA: OCT. 2023 TIL SEPT. 2024)					
Taxiway 'A' East Relocation (Phase 4 of 4) (Final Design + Construction)	FEDERAL	\$5,000,000	\$4,500,000	\$250,000	\$250,000
Acquire Tract AS (21.6 acres) (3rd of 3 Warehouse Parcels needed for 400' relocation Taxiway B)	FEDERAL	\$20,000,000	\$18,000,000	\$1,000,000	\$1,000,000
Design Taxiway B Relocation (Relocate Taxiway B to 400' design)	FEDERAL	\$300,000	\$270,000	\$15,000	\$15,000
TOTAL FY 2024		\$25,300,000	\$22,770,000	\$1,265,000	\$1,265,000
FY 2025: (GDOT: JUL. 2024 TIL JUN. 2025)					
FY 2025: (FAA: OCT. 2024 TIL SEPT. 2025)					
Taxiway 'B' Relocation Environmental Permitting	FEDERAL	\$250,000	\$225,000	\$0	\$25,000
Terminal Area Development for Tract AQ (Site Preparation for Hangar Development)	STATE	\$3,000,000	\$0	\$2,250,000	\$750,000
Runway 9/27 & Taxiway A/B Maintenance Runway Rubber Removal + Rnwy/Txwy/Apron Pavement Remarking + Joint Repair + Crackseal	FEDERAL	\$250,000	\$225,000	\$12,500	\$12,500
TOTAL FY 2025		\$3,500,000	\$450,000	\$2,262,500	\$787,500
FY 2026: (GDOT: JUL. 2025 TIL JUN. 2026)					
FY 2026: (FAA: OCT. 2025 TIL SEPT. 2026)					
Taxiway 'B' West Relocation (Phase 1 of 3) (Final Design + Environmental Mitigation Expenses + Construction)	FEDERAL	\$5,000,000	\$4,500,000	\$250,000	\$250,000
Terminal Area Development for Tract AS (Site Preparation for Hangar Development)	STATE	\$3,000,000	\$0	\$2,250,000	\$750,000
TOTAL FY 2026		\$8,000,000	\$0	\$2,250,000	\$750,000
TOTALS for FY2021 through FY2026 (inclusive)		\$78,550,000	\$59,445,000	\$8,752,500	\$5,352,500
NOTES:					
Projects shown with FEDERAL funding have a cost sharing of Federal (90%) / State (5.0% of Estimated Construction Cost) / County (Remainder)					
Projects shown with STATE funding have a cost sharing of State (75% of Estimated Construction Cost) / County (Remainder)					
Projects shown in FY 2021 that are not fully funded are intended to become a priority in FY 2022					