

AVIATION COUNCIL OF ALABAMA
MINUTES

October 20, 2004

MEMBERS PRESENT:

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| Col. Ro Lewis | Kent Kelly | Stephanie Blankenship |
| John Lehrter | Phil Perry | |
| Art Morris | Bill Hutto | |

Meeting called to order.

Minutes were held over from July 21st and August 18th. Mr. Secretary would you cover those for us?

Phil: First, I need to say thank you to Art for covering for me at the August meeting, as I wasn't able to make it to the meeting at Talladega. I don't know if everybody got these in the e-mail first or not. I know you sent it to me. I forwarded them to somebody, but it may have just been to you, Ro. But, does anybody want me to read the minutes?

Ro: Could you read the minutes for us?

Phil: amid laughter, "Shucks. Yes, I could."

Ro: Let's just hit the highlights if you would. There were some very important things said during that meeting. Phil, would you address that?

Phil: Start out in July and move to August. You can read the financials. One of the things that I think stood out at that meeting was that we talked that there was no real follow-up to the invoices that had been sent out. That was one of the things that needed to be addressed and whether or not we needed to talk again about having a fee structure for smaller airports. Dr. Eagerton was here and he talked about the State grants and he said that the State will have money left over which was a good thing to hear from Dr. Eagerton, a little unusual. I think John, it was you who asked

whether the surplus gets carried over and the answer is yes, it does. We had some discussion there about the military funded program. We talked about whether or not we were working to try and get airports in to the NPIAS. Apparently that is what the Department of Aeronautics needs to do. Trying to get all of the airports of the State to do this. Col., you asked about the status of the State and the FAA's MOU and John said it was open for comments.

(Discussion)

Phil: Again, talking about money, the conference went in the hole this past year and we discussed whether or not we should move it to Montgomery. I think that there was a fair amount of discussion on that and then I believe, you Col., talked about the Executive Committee meeting via conference call or some other method. It seems so long ago, doesn't it? (Laughter). We talked about hiring our Executive Director as early as the July meeting and the decision was made in August. Art, this is where we first started talking about moving the web site. Any other questions about July 21st?

Ro: Do I have a motion for acceptance of the July 21st meeting minutes?

JL: I move we accept.

KK: Seconded.

Ro: So moved and seconded. All in favor. Aye. Aye's have it. And, our next set of minutes, August 18, 2004, Talladega, Alabama minutes.

Phil: Correct. Again, Art did an outstanding job taking these minutes for me. I appreciate that. Not being there but reading the minutes it's clear that you had a good meeting talking about Huntsville and the Tuskegee Airmen. To start with, a few preliminary remarks, Mr. President. Dr.

Eagerton didn't make it that day which is why my minutes from the July 21st meeting didn't make it up there. They were over at the State hangar waiting for him to fly them up. Again, the \$600K cap came up and Senators help. The very last statement on the very first page says Senator Shelby has helped fund many airports. Right now Senator Shelby has not let up, he is continuing in this election year to try and fund airports, mine being one of them. God Bless him.

Phil: The membership committee - Luann said that she had gotten with Robin on some of these things, again talking about restructuring the dues and a motion was made to mail out regular invoices using the current new structure in the month of September works on a new dues and structure after seconding the motion was carried unanimously. I don't know that I got an invoice in the month of September, I don't know.

SB (The voices just went out)

Phil: Again talked about moving the convention and looking into Montgomery for the next coming State ACA conference. And, then, Stephanie Blankenship was selected as out Executive Director. Congratulations, Stephanie. I assume it's congratulations, not condolences. (Laughter)

Stephanie: The jury's still out.

Phil: And, there was a contract fee set at \$250... The web page, (discussion with Art)

Ro: Do I have a motion to accept the minutes of August 18, 2004?

JL: So moved.

KK: Seconded.

Ro: Those in favor? Passed, unanimous. Now that we've concluded the minutes, our financial report, I chatted with Tom Shaw last night, Tom is unable to be here because of a funeral of a very dedicated employee, one of his right hands. He was at the memorial service, in fact, when I called. He called me back a bit later, said the financial report has not changed with the exception of \$250 for the mail out of the web site and I trust this will be the last pay out of that. But, he said there had been no other expenses and that he would be available approximately 11:45 to be on the safe side if we needed to chat with him about financial matters today. If we can defer that to the next meeting, do I have a motion for that?

Phil: Move to defer.

JL: Second.

Ro: All in favor? All opposed? The ayes have it. Special report, Hurricane Ivan. Ladies and gentlemen, as you know we had tremendous blow to the State during the recent Hurricane Ivan visit. I think, as we look back on this, we realize the State responded in a most impressive way. In fact, some of the editorials around the State said that if the Governor had not made an early decision to move the population from down on the gulf that there would have been hundreds, perhaps even a thousand lives lost, so we were very fortunate to have that. From our standpoint, airports from various areas were hit very hard. Early on, I got a call from the FAA asking what did I know. And, I passed on the information. They readily shared information with me. On the second day I called ALDOT and Dr. Eagerton was on the road and I give ALDOT high marks for getting around to the airports that were hit very early on. They were able to get out to view the airports first hand. But, just a little bit of background, Gulf Shores was probably the airport hit hardest. Over \$2M was the figure that I heard early on, it may have gone up or down a bit.

General Bowen, who was there as the first State agency official on the scene told me that Sunday, I saw him about 2 that Sunday afternoon, that he had moved his troops in from the east side, around the back of the hurricane, they got in as soon as the hurricane passed. They found that Gulf Shores had a number of hangars damaged and one hangar fell across a King Air 90 and basically totaled the airplane. There were other things, but I was just floored when he told me the water had moved in a mile inland and everything was flooded. There were just tremendous devastation down there and he was right on the leading edge. He kept me updated on various airport that he visited. Atmore, for example, was hit very hard, over \$1M damage to the airport at Atmore that was passed early on. A number of other airports around had some wind damage and there was in Monroeville, some damage there. On the eastern side of the state there were micro-bursts and many tornados that went up the eastern side, but thank goodness, not many of our airports got damaged. In the center of the State, it's almost something that we do not expect, but on the west side of Montgomery there was a squall line that went on up to Birmingham. For those of you that don't know, Dr. Myers, Richard and Betty's home was hit pretty hard. Quite a bit of damage and they are just getting their house back together up on the mountain there. They went down to the island and survived better at their place down on the island but a lot of damage to the Birmingham area, but again, the airport was not damaged that much. But all over the State, wind damage, for example, as you've flown or driven down I-65 you can see tremendous damage to timber and homes and what have you from tornados and things like that. We were very fortunate that we did not get too much damage at most of the airports. Again, the ALDOT visits, Dr. Eagerton, right in place right after the hurricane and I've logged what ALDOT did. I talked to Frank Farmer who was in the office early on and Frank kept me updated and I kept the FAA updated for folks who called me. I got calls from the FAA on a regular basis. One of the things that was very heartening, the FAA made calls around the state to those that we had reported were hit and they asked what's the extent of your damage, what kind of damage and they wanted a snapshot. One of the things, for example, my roof at Tuskegee. The seams peeled back just a

little bit and the ceiling tile got wet from the water and we lost a lot of ceiling tile a day or two later, it just got so heavy it just dropped down. But, they would ask what's the size of your hangar, what's the damage and they immediately were responding to Congressional inquiries and a bill was put in to help all of the hurricane areas and I think there was a \$1.7B bill that was passed. \$25M of that was for the immediate help to the airport, FAA, airports that had been damaged. Now, one of the things that we need to get out very quickly, ... I'll work with you on this. I got a call yesterday from the FAA, October 25th is the deadline for all the airports that had the damage that they can react to on an emergency basis, so we need to get the word out that October 25th is the deadline. There are six (6) questions that need to be answered and you qualify for the funds by virtue of the damage and they are going to react very quickly on funding that. The funding meeting will be in Washington, D.C. The FAA folks in DC will decide what airports are funded, but the idea is to do this very quickly. So, I will work with Stephanie on that and we will endeavor to get calls/correspondence out to all the airports that were damaged; remind them Oct. 25th is the deadline and that they must answer these 6 questions, get that in to the FAA and they will get that in for immediate relief for the hurricane related damage.

KK: What are the six questions?

AM: Things like, what type of airport you are, a small hub, general aviation airport, what type of damage you have, damage to hangars, were they private use hangars, public use hangars, were they covered by insurance, have you requested any other funds for any other federal agency in regard to the damage.

(general discussion)

Ro: Another thing to be mindful of is that FEMA will pick up quite a bit of this. It will be a shared FAA/FEMA emergency response from the information briefing I got from the FAA.

AM: I'm sorry, they also needed detailed description of damage?

SB: Yes. And the estimated cost.

(Further discussion to clarify)

Ro: Speaking of deadlines, the next item is the FAA Preapps due by November 15th and, of course, all of our engineering contractors for the various airports are well aware of that, but we just need to remind the mayors and the various airport authorities and cities around the state that word out too that November 15th is the deadline for the pre-app so that our funding will go smoothly. Not only will it help ALDOT and our Aeronautics Bureau, but it will definitely help the FAA in streamlining and moving the whole process forward very seamlessly this year. Are there any questions concerning the special report on the hurricane and the ALDOT and FAA items? Ok.

Next item, OLD BUSINESS:

Ro: The Aviation Council of Alabama Conference report, as you know we have to get set up for our annual meeting. We decided at our last board meeting that it would be held in Montgomery because of lack of a decent place down on the Gulf at this time and the hurricanes took care of that even more forcefully, so we don't have any options there. So, we decided to have it in Montgomery and we're going to move out very smartly. Our intent is to... we had a meeting set up in fact with Dr. Eagerton, Stephanie and myself the day before the hurricane and the hurricane was coming in very quickly and the weather was getting worse and we decided to cancel the meeting. We haven't been able to get back together, but one of the things that we need to do very quickly is to lock in the Embassy Suites and go on and set up for our meeting so plan to do that.

Stephanie: Let me ask if we can't have the meeting at Embassy Suites November 10 at 1 o'clock.

The reason we waited that far along, I talked to Dr. Eagerton. He's going to be visiting airports and is going to be tied up through the end of October so it will probably be the second week of November before we can meet for him to be at that meeting. We just need to be quicker. Embassy Suites is holding some just at various times during April waiting for us to come and commit to a date so we need to wrap that up with them if at all possible.

(Discussion)

Ro: We don't want to lose all the options. Perhaps we should move quicker, go over to the Embassy Suites and take a look at what the options are and perhaps we need to lock in the dates and if John can get with us prior to that, bring him in These are our dates, we could work that by phone or I could go by there, we could go by there.

Stephanie: I know they're holding it the week of the 15th and the 20th. That's in April, the actual possible We had it on the 22nd, 23rd, 24th of April last year. They are in a holding pattern waiting for us to give them a more definite time in April. That's either the second or third week in April.

JL: Are there facilities at Embassy Suites where we can have the actual conference?

Stephanie: LuAnn says there are.

Phil: Meeting rooms? Yes.

(Further discussion)

Ro: Would it be the consensus of the board then, that we go over and chat with Embassy Suites and go ahead and lock in the dates? I feel a little antsy about waiting until November because we'll have other competitors.

(Further mixed discussion).

BH: For everybody's information ALDOT is willing to co-host the event with us this year.

(More discussion of dates due to various events)

BH: Ro, one more question. Is the Legislature in session?

Ro: Not right now.

BH: No, I mean in April.

Ro: There is going to be a called session.

(Discussion)

Ro: That brings up our next item--the legislative committee. Bill has just brought up some excellent comments about dealing with legislators. Bill and I have worked for a while. I have seen more legislators this past time and one of the heavyweights of the senate, I got a chance to have some serious one-on-one time. I would have to wait and see how beneficial it was, but Senator Sanders from over in Selma, he knows all the rules and... (various comments).

At book signing, I got down to business and told the senator I really want you to support the Aviation Council and Legislator and we definitely need to institutionalize funding for our ALDOT Aeronautics Bureau and it needs to be done sooner as opposed to later. We need to change our archaic law that said funding is limited to only \$600K in matching funds. We need to have the general fund available to support our ALDOT Aeronautics Bureau. You should have seen the look on his face just change from this very nice man to this absolutely being very social and he turned into the lawyer/legislator. Very quickly in the mode of what will have to be given up to fund this and from that point on our discussion was very professional and he carried himself very well. This is the guy that was thinking of all the things in the legislature that would have to be done to do this. Obviously, thinking of what trade-offs would have to be made, but I will continue to work on him as I have others. We all as board members need to do that. Remind our legislators that we do have a situation with our airports in the state that need to be changes. With that, Bill have you discussed

Bill: I talked with some of our local... I talked with Mike Hubbard who is the Governor's Floor Manager, or whatever they call it, and he was last year willing to sponsor a bill if we wished him to and we decided as a board to pull back late in the game. Mike is willing to do that. He is Republican, of course. I also talked with our Democratic Representative Ted Little. Ted wants to

help airports as well and I've had him out to the airport in the last couple of months. (further side comments) I think Johnny Knight was willing to help sponsor a bill.

Delta has lost their fuel exemption in the State of Alabama. (Discussion) Has there been no identified opposition from Delta. No. (Discussion)

JL: I think whatever our opposition is we need to be in step with the Aeronautics Bureau. John is trying to do something. (discussion)

BH: We need to find our position then go down and sit down with Aeronautics and say look at this. We've talked to the legislatures, we think we can get the cap raised this year...(discussion)

Ro: May we say by acclamation that the board recommends that we work toward that we state our position that we remove the cap and that we work with ALDOT to support that position.

Phil: I think the board should authorize the committee to work the head of the Department of the Bureau of Aeronautics to come to a consensus of a package to present to the Legislature.

Ro: Does anyone have a second on that?

JL: I second that.

Ro: It's been moved and properly second to have that position. All in favor?

Aye.

Opposed? Aye's have it.

Ro: Next item, Membership committee. LuAnn is not here. We will do that later.

Homeland Security Task Force-- Russ is not available at this point.

JL: Has the task force even met? (Discussion)

Ro: There are some things that have to do with fencing, monitoring equipment for certain airports, airside areas versus the people side areas and if you have certain things that are not done then you can't get monies for hangars or for the 95% money for certain things that the FAA will fund. All of your airside aviation related things must be completed before you can use 95% FAA money for hangars, buildings, reception areas, etc.

(Discussion)

Homeland Security Task Force- we will ask Russ to fill us in later, but, obviously we need to track this because it could have far reaching implications for all of our airports. The Airport Authorities, the cities and the counties, all these airports must foot the bill for what we will have to do.

(Discussion) Make sure all airports have a business plan.

NEW BUSINESS:

Ro: The Newsletter - please let me make the call now for our fall newsletter articles. We put out a newsletter every fall and I would ask all the members of the board if you have pictures, or if you have some neat things that have occurred, even some of the things we've talked about today. For example, what you've done in the security arena, or what have you. If you could just kind of address that in a short article. If you could get that to us by November 1. We'd like to get all articles in. Bill, Stephanie, and I will put our heads together and try and get our fall newsletter out. (Various comments)

Next Item- The Saturn V Project out of Huntsville. We had another meeting with the Governor concerning that. It's a \$38M project and it is going to take \$5M just to the Saturn V and get it in place as a rejuvenated item. This is going to be a huge project from the standpoint of tourism in the state, as you all know. I also want to report to you that there is an outfit called the Kingston Group and asked for a chance to brief the US Space and Rocket Center Board and they are willing to spend \$150M to build a 4-star hotel complex, rejuvenate all the buildings, put in additional tourist venues and just totally make that a destination. There is a new airline going in there with 10 flights per day. It started last week. The key thing is that this idea of rejuvenating the Saturn V and letting the world know that man was put on the moon by people here in Alabama. There is a new license plate that's been created. They really want to push that. They have asked directly for our support of the Saturn V project where we can and if it's the consensus of the board we may want to send a letter of support to the executive director up there so that they will have it on file as additional support. The Governor has told Lee Sintell to find some money

to help finance the operation. He has also told the ADECA boss to help find some money. They've asked for \$1.5 from the state. There is going to be a huge fund raising campaign. A letter of support from the Aviation Counsel of Alabama, they think, will help raise funds when they go to Boeing, Lockheed, etc.

JL: Why don't we pass a resolution to support that -----

Ro: Do I have a second on that motion?

BM: Second.

All in favor? Aye. Opposed. Ayes have it.

Executive Directors report - the personal property tax. Stephanie was not aware that the subject comes up annually. I wanted to put it in the minutes so that we knew that was something we had to take care of and we will work on that together. Membership renewal, Stephanie.

Stephanie: Robin has the invoices ready to go out. They should have gone out the first of the month, but we were waiting on a letter to go along with it. John, we need to update that letter and get it - everything is ready to go out with that.

Ro: The website, the domains.

Art: I've been talking to Chris Warrner with Delta and basically all we've been waiting for is a password to get into the existing website. For some reason we've been unable to obtain it. What we have done, a couple of suggestions have been made; the website domain is flyalabama.org and a suggestion was made to change it to aviationcouncilofalabama.org. I talked to Chris about that and he suggested that we might also want to lock down the domains, "net" and "com" as well before it's hijacked by somebody else for nefarious purposes. Say you're dot com and somebody duplicates that with dot net and they put pornography on it (interrupted). What I did find out is that one domain we can lock down and posting as well for \$150/year. Ok, that will buy us one domain name. After that it will be \$50/yr. We can get a couple more domains like dot net/ com. I don't have a price on that yet. Chris was going to get back with me today and couldn't get back with me. By the way, that is a really outstanding price, the cheapest I've ever seen. What he did

yesterday, since we did not have the password to go and unlock the website and bring it in was to download it on the front page then convert it over into a different program that is made by Macromedia. (more discussion) If he can't get the password today he's going to go ahead and start rebuilding. I called Betty in Atlanta and she would not give it to me. We are at the point where she is going to give us all the templates and everything.

Stephanie: She has not yet.

Art: (continuing discussion.) I think we're on the right track now. We can have this thing up and going fairly quickly. I think what we want to do is to officially move let Mark Thorn and them set this up as quickly as possible.

_____: So we're not going to wait for the password. We're just going to go ahead and do this.

Art: Let me check one more time to get the password. Let's go on to get the word out on the FAA deadline of October 25th information. What I would like to do is get the software in Stephanie's hands and that way if an update comes in Stephanie will be able to do that.

BH: What are we looking at as to the cost of the software?

Art: I might be able to get it for nothing. That's what I'm working on.
Discussion.

Ro: We need a motion to authorize Art's expenditure and immediate action to get the web site up and going whatever it takes. (Discussion on cost and billing)

JL: I recommend that we authorize up to \$300 for the domain.

Phil: Second.

Ro: All in favor?

Aye.

Those opposed. Ayes have it.

Motion to adjourn by JL. 2nd by Ro. Carried.



NEXT MEETING --NOVEMBER 17, 10:30 A.M.