

Approved 11/15/2006

**MINUTES OF THE MEETING OF THE  
LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY ("LCCAA")  
BOARD OF DIRECTORS ("Board")  
HELD November 1, 2006 at the LOGANSPORT CASS COUNTY AIRPORT ("Airport")**

Attendance:

Board Members:       Mark Hildebrandt  
                              Tad Wilkinson  
                              Pat McNarny  
                              Paul Hipsher  
                              Bob Barr  
                              Dave Ingram

Guests:                 Tim Dalton, Airport Manager  
                              Don Tribbett, LCCAA Attorney  
                              Paul Shaffer, Butler, Fairman & Seufert ("BF&S")  
                              Rose Wagoner, Logansport Flying Service

**Call to Order:**

The meeting was called to order by the Vice-President, Tad Wilkinson

**Approval of Agenda:**

The meeting agenda was distributed for review. On a motion duly made by Paul Hipsher and seconded by Dave Ingram, the Board voted unanimously to approve the agenda.

**Approval of Minutes:**

On a motion duly made by Paul Hipsher and seconded by Bob Barr, the Board voted unanimously to approve the minutes of the October 18, 2006 regular meeting.

**Public Comments**

There were no public comments.

**Engineer Report**

Paul Shaffer distributed a CIP summary from a meeting with FAA and INDOT at the annual AAI Conference (see exhibit 1) for the Board to review and discuss. Paul Shaffer asked that anyone in attendance at the meeting forward any changes to him. He then discussed the issue of discretionary funding for next year for the Great Lakes region due to projects mandated at O'Hare and Midway Airports funding may not be available next year. He stated that the current plan is for the funding for these two projects to come off the top of discretionary funds which would place the runway extension project at great risk. Should the funding not be available we will request our NPE funds and will use them on the Ops Center apron or t-hangar taxiways. Paul Shaffer stated that the back up plan is to pursue a congressional line item. He then provide a brief overview of the process and what needs to be done and that it was important to keep FAA and INDOT informed of the proceedings. On a motion duly made by Dave Ingram and seconded by Bob Barr, the Board voted unanimously to instruct BF&S to proceed with the preliminary steps to secure a 2008 congressional line item.

Paul Shaffer distributed floor plan and cost options as requested by the Board for review and discussion. The first option was for a single structure that would contain office space and attached hangar and the second would be for a standalone terminal building. Paul Shaffer stated that the best option from a needs and cost perspective would be option 3. The building would have an overall dimension of 120' X 80' and includes a 75' X 20' bi-fold door and a 2 story office with 5,600 SF. Paul Shaffer commented that the cost for finishing the office space numbers will have to be reviewed since that was not his area of expertise. The estimated cost to construct presented was \$906,000. The second option was for a stand alone terminal building consisting of 3,200 SF with an estimated cost of \$600,000 to construct. Bob Barr

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communicated that the Board has talked several times about building t-hangars for local based aircraft and they have not been constructed because expected lease rates could not pay for the project when amortized over 20 years. He then asked how constructing a large corporate hangar could be amortized and paid for in the same manner. Tim Dalton stated that the hangar would be utilized to store airport owned equipment, but the overall goal is to attract a user that is not currently based at the Logansport/Cass County Airport. After a lengthy discussion Tim Dalton stated that after presenting construction cost for t-hangars the required rental rate is approximately \$200 per month and he was told by some that the airport could not fill hangars at that rate. He further stated that following that presentation he had been in contact with several aircraft owners and has firm commitments that would fill four of the six units. Bob Barr added that another was willing to commit, which would fill all but one unit. Tim Dalton then stated that based on the previously presented cash flows, both projects could be built and at no time has building t-hangars been excluded from capital projects. Paul Hipsher stated that the Board needed to make a decision regarding t-hangars and the ops center so that work can begin. Tim Dalton stated that he would like to see both projects begin next spring. On a motion duly made by Paul Hipsher and seconded by Pat McNarny, the Board voted unanimously to authorize BF&S to prepare design and engineering agreements to construct a six unit t-hangar. The discussion reverted back to the operations center and Paul Shaffer added that building an attached hangar is a positive step to attract the jet operators to the airport, which is why the airport is extending the runway. He further stated that the debate revolves around should the airport build the hangar now or later and it appeared to him that everyone agreed on the office portion. Bob Barr asked if the cost figures represented both the office and hangar ready to move in and Paul Shaffer stated that it was. Paul Shaffer stated that it might be better to prepare a bid for both options and see where the costs come in at. Paul Shaffer stated that the difference between building it all now versus phasing the project is roughly \$120K more, but that does not factor in higher cost for phase two because of inflation. On a motion duly made by Mark Hildebrandt and seconded by Dave Ingram, the Board voted unanimously to instruct BF&S to prepare design and engineering agreements to construct option 3.

Paul Shaffer stated that it is time to review the CIP and that it will be due February 1, 2007. Tim Dalton stated that he has started preliminary work on next year's submittal. He also thanked all that attended the AAI meeting and presented at the CIP meeting.

### **Old Business**

There was no old business discussed.

### **New Business**

Tim Dalton presented to the Board a list of Airport payables totaling \$18,264.03. On a motion duly made by Paul Hipsher and seconded by Mark Hildebrandt, the Board voted unanimously to approve the payables as presented.

### **Airport Manager Comments**

Tim Dalton reminded the Board that the airport would be used as a polling location next Tuesday.

### **Board Member Comments**

Paul Hipsher thanked the Board for taking positive steps in moving improvements forward.

Pat McNarny also thanked the Board and stated that he hoped that the Board would remember its mission which is to make improvements and attract new business.

Dave Ingram stated that he was also pleased with the progress made at tonight's meeting.

### **Meeting Schedule**

The next regular meeting of the LCCAA is scheduled for Wednesday, November 15, 2006 at 5:30 PM, at the Airport.

THEREUPON, there being no further business to come before the meeting, on motion duly made, seconded, and unanimously carried, the meeting thereupon adjourned.