

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
JANUARY 27, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Frank J. Cipriano  
John W. Kessler  
Dennis L. White

Absent: Don M. Casto, III  
Wm. J. Lhota  
George A. Skestos  
Susan Tomasky

OTHERS PRESENT: Gwen Langston, Controller  
Marla Rose, Columbus Dispatch  
Don Peters/Alan Harding, Columbus Flight Watch  
STAFF: Bush/Frankl/Holderman/Landis/Morgan/  
Newland/Schick/Tanner/Whitaker

Ransier called the meeting to order and noted that the Agenda would be modified somewhat to accommodate a Board member's request to have the reading of Resolutions early on so he could catch a flight. Prior to calling for the reading of Resolutions, Ransier called for the Facilities & Services Committee report since that report tends to relate more to the Resolutions. Cipriano, F&S Committee Chair, said there was no report this month since the Committee did not meet.

Reading of Resolutions

01-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ACCEPTANCE AND EXECUTION OF A MILITARY CONSTRUCTION COOPERATIVE AGREEMENT WITH THE UNITED STATES NATIONAL GUARD BUREAU FOR THE CONSTRUCTION OF A NEW MILITARY FRONT ENTRANCE AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Smith  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/1-27-09

02-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE EXECUTION OF A LEASE AGREEMENT FOR HANGAR 595 TO UNITED PARCEL SERVICE, INC., AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Kessler  
YEA: 4 NAY: 0 ABSTAIN: Ransier  
APPROVED/1-27-09

03-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH R.W. ARMSTRONG FOR ENGINEERING DESIGN AND BID PHASE SERVICES IN CONJUNCTION WITH THE CARGO RAMP #3 PHASE 4 RECONSTRUCTION (AIR CARGO TERMINAL #4 RAMP EXPANSION) PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Cipriano  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/1-27-09

04-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN AMENDMENT TO A LEASE WITH THE GENERAL SERVICES ADMINISTRATION FOR ADDITIONAL OFFICE SPACE FOR USE BY THE TRANSPORTATION SECURITY ADMINISTRATION AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: White ; SECONDED: Kessler  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/1-27-09

05-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH SMOOT CONSTRUCTION COMPANY FOR IMPROVEMENTS TO OFFICE SPACE IN THE TICKETING AND OPERATIONS LEVELS FOR THE TRANSPORTATION SECURITY ADMINISTRATION AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Cipriano ; SECONDED: Smith  
YEA: 4 NAY: 0 ABSTAIN: Ransier  
APPROVED/1-27-09

06-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH FLOYD BROWNE GROUP FOR DESIGN SERVICES RELATED TO THE RECONFIGURATION OF THE AIRPORT GOLF COURSE AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: White ; SECONDED: Cipriano  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/1-27-09

07-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH DYNAMIC CONSTRUCTION SERVICES, LLC, FOR PROJECT MANAGEMENT SERVICES AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Smith  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/1-27-09

White thanked the Chair for accommodating his request, which ensured that he would be able to vote on the Resolutions. Returning to the Agenda, Ransier asked if there were any additions or corrections to the Minutes of November 25, 2008. Hearing none, Kessler moved for approval; Smith seconded. Minutes approved unanimously.

#### Committee Reports

Business Development. Kessler reported that the Committee composed of himself, Casto, and Cipriano, met with Holderman recently. With everything that's going on in the real estate world and to keep up-to-date on the NetJets Project, Kessler noted that the Committee is meeting more often and will be updating the Board on developments fairly regularly. He asked Holderman to present the Committee's report to the Board.

Holderman reported that probably the two biggest projects we have going on are the Rickenbacker Global Logistics Park (RGLP) and the NetJets Project. These are the projects that we have the most investment and exposure in.

Regarding RGLP, the market has definitely slowed down there. Currently, there is about 4.2 million square feet of vacant space in that sub-market which is, historically, about two years' worth of inventory—fairly typical in that sub-market. The retailers that were our primary customers for these million square foot buildings have left the market and the investors that were buying the product have also gone to the sidelines. They cannot get financing and the equity ratio some of the lenders are requiring is at least 50 percent or more. In addition, cap rates for exit strategy have also gone through the roof. In the not-too-distant past, the cap rates were sub-seven or sub-six. They are now 8.75 to 10.5 which, on most deals today, would be a loss situation if one tried to sell at that cap rate level.

We have had some activity on our Building 936 (which means 936,000 square feet) which was finished in September, but we have had no leases signed. The activity seems to be smaller deals, which means we are going to have to break the space up. This is okay but the terms are also getting a lot shorter which is a concern on the exit strategy. Trying to balance all that right now is a difficult task and Duke Realty is doing everything they can to market that product. We would hope to see some action in the latter part of the first or second quarter; however, January through March is typically the slowest time of the year for industrial leases. If we do not start seeing at least some

activity, the end of the year would be a concern in terms of getting the building sold with somebody in it by that time. To make that viable, a lot of things have to change in this economy. What we may very well end up doing is leasing Building 936 and take the cash flow then make another cash-flow deal until such time as we can get a lease restructure or a new lease that has longer terms and a better economy.

We do have some build-to-suit activity by two 1 million square foot users in the market. We are looking at both and Holderman feels we have a very good shot at the one that we are going after hard. They are both confidential customers and he is hoping that we will start to know something on that in the first quarter of this year.

Even though leasing is really slow, he is not pushing any panic buttons yet. The RGLP will come back--it always does and when it does Rickenbacker will be the place it comes back first.

Regarding NetJets, the Project is tracking close to schedule with a lot of moving parts. The radar relocation is obviously the biggest piece of that and their site plan will be completed by the end of this week and given to us for various uses: Environmental Assessment, filing of 7460 height permits, other environmental issues affected by the site plan, etc.

Recently, NetJets sent the Authority a letter exercising their right to lease Option Area 1. This means they are going to add another ten acres to their development area which will take it from 58 to 68 acres. They are in the process of doing due diligence on the ten acres now and that will ultimately be incorporated in the initial site plan.

Things that are going on right now in connection with this Project:

- A traffic study of this whole region in terms of the impact NetJets bringing 3,000 people to the North Airfield will be. Preliminary findings are expected the first part of February and the final study is to be completed by spring. This will dictate what goes on at Stelzer and Johnstown Roads as well as a lot of the other major intersections that this Project affects.
- The radar relocation is going well, even though things change almost daily. The FAA is quite cooperative and we continue dialogue with them via conference calls to determine the fastest and best way to get that completed to accommodate NetJets' schedule.

- With design of the expanded apron and taxiway completed, we went out to bid and the bids came in substantially under what we had budgeted. Construction will commence in the spring and it is expected to be completed by the end of the construction season this year.
- Property acquisitions and cell tower relocations on Johnstown Road that are needed for the new main entrance to the North Airfield. Insofar as we know now, we are tracking on schedule to put this three-acre piece together.

Finance Committee. Smith reported that the Committee met earlier today and asked Langston to present the report in Byrum's absence.

Prior to presenting the report, Langston pointed out that the December financial statements are preliminary since we are still closing the books, finalizing the year-end accrual adjustments, etc., and even though we do not think there will be significant changes, there might be a change in some of the numbers as we continue through the closing process.

For the year ended December 31, 2008, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$80 million and Total Operating Expenses of \$54 million, leaving an Operating Income Before Depreciation of \$26 million. That is \$3.4 million greater than projected, due primarily to an increase in airline revenue as well as revenue from a rental car audit. The increase in airline revenue related to recognizing the expected bankruptcy settlement from Skybus. We recorded 72 percent, or about \$2.9 million, since we were offered that amount from a separate company and felt that would be a reasonable number to at least record since we were unsure of getting 100 percent. Under Depreciation and other Reconciling Items, Depreciation and Amortization Expense is under Budget by \$1 million due to fewer completed Assets coming on line than anticipated. In addition, Debt Interest Payments were under Budget by \$1 million due to the lower interest rate received on our Commercial Paper.

The Combined Statement of Net Assets Versus Prior Year End shows \$768 million of Assets Under Management and over \$123 million worth of Cash and Cash Equivalents, which is about \$7 million greater than December 2007 due primarily to the issuance of an additional \$5 million worth of Commercial Paper. In addition, we show over \$914 million in Land, Property & Equipment, which is an increase of \$52 million over December 2007 due primarily to on-going construction work in progress. This is offset by an increase of almost \$25 million in Accumulated Depreciation.

On the Liabilities side, Accounts Payable, Trade & Retainages are under Budget since the numbers have not yet been finalized. These Accounts Payable are kept open till mid-February and will be accounted for after that point in time. We have Commercial Paper Notes outstanding of \$30 million, which as mentioned previously, is an increase of \$5 million over December 2007. Also, Long-Term Debt has decreased year-over year by \$6 million due to paying down our debt service, leaving a balance of Long-Term Debt of \$104 million.

To conclude, Langston reported that the Authority will be receiving the County subsidy payment of \$4.3 million by early next week. This will be the seventh year of the County subsidy payment so we will continue to receive the subsidy for three more years.

Human Resources Committee. In Casto's absence, nothing to report this month.

Before moving on to the President & CEO Report, Ransier congratulated Kessler on his reappointment to the Board.

#### President & CEO Report

Shortly after our last Board meeting, we were notified that for the 16<sup>th</sup> consecutive year, we received a Certificate of Achievement for Excellence in Financial Reporting for the fiscal year ended December 31, 2007, for our Comprehensive Annual Financial Report. The Government Finance Officers Association issues this Certificate and it is the highest form of recognition in governmental accounting and financial reporting and is considered a significant accomplishment by any governmental entity. Roberts extended congratulations to Gwen Langston, Controller; Toni Streit, Assistant Controller; John Byrum, CFO; and the entire finance team.

Passenger activity for the month of December continues a trend—we were down a little over 18 percent compared to December 2007. For the year-to-date, we were down 10.5 percent fewer passengers than in 2007. On the positive side for the month of December, Delta, Northwest, and Southwest all were positive compared to December 2007 and for the year-to-date two airlines were in a positive growth mode: Northwest with almost 4 percent more passengers and Southwest, our largest airline, with over 8 percent growth compared to 2007. We ended up the year with 6.9 million total passengers and it was our second best year in history, even though we ended the year with numerous negative numbers. That was due to the fact that the first quarter of 2008 was a record first

quarter-Skybus was still operating until early April and it was also before some of the other airlines implemented capacity cutbacks in the late summer/early fall time period.

Roberts directed the Board's attention to the bottom of page 2 of the activity report that shows total numbers, by month, for 2005 through 2008. On a month-to-month basis, even after factoring out the first quarter of 2008, for several months passenger numbers were better than 2006, which was pre-Skybus—an indication of the positive trend for Central Ohio in this market.

By fourth quarter 2008, we started seeing capacity cutbacks by some of the airlines in an effort to deal with the turndown in the economy, fuel pricing, etc., which is what we are using to forecast what 2009 will look like. We budgeted 5 percent fewer passengers; however, with what we now know we are forecasting possibly in the fewer than 6 to 7 percent range. Of course, we do not know what carriers could potentially add back flights or capacity and what we are hearing now is that the airlines will be making a lot of seasonal adjustments, taking planes in and out of markets depending on local demand and seasonal information.

We just received word from US Airways that they will drop their last non-stop Las Vegas flight out of Columbus at the end of February. Las Vegas is getting hit pretty heavily by a lot of airline cutbacks—over a 20 percent reduction in flights now compared to about a year ago. Southwest will continue to service the Las Vegas market non-stop, so we are not losing total non-stop service to Las Vegas

In spite of these challenging times, AirTran's entry to our market in November has been very positive. AirTran is extremely happy with the response of the local community and as a result will be adding a flight to Fort Lauderdale starting March 5 and they just advised Whitaker that they will be adding a third daily non-stop flight to Atlanta, effective May 21. That will bring them up to six non-stop flights to four cities.

As part of our air service marketing, we continue to meet with our major carriers and try to work with them and encourage them to continue to not lose sight of Columbus and some of the opportunities here for more flights. Whitaker and Carter will be meeting with American Airlines in Dallas on February 2 and Roberts will join them in Dallas on February 3 for a meeting with Southwest. In addition, we are attempting to schedule a meeting with Delta in Atlanta.

We continue to support our airlines with some of the advertising and marketing. Last year, we established the flycolumbus.com website that has been popular and last fall we had some television advertising focused on the Central Ohio region. With the turndown of the economy, we needed to make it more visible that there are some affordable flights still that they can take out of Columbus. As a result, last weekend we participated in and co-sponsored the AAA Travel Show to highlight our airlines and travel website. As Whitaker described to the airline managers at this morning's monthly meeting, "it was a homerun." Several thousand people turned out for the Travel Show and over a thousand visited the Authority's booth. AirTran donated a couple of airline tickets as part of our give-aways so there was a lot of publicity and interest in Port Columbus and flying out of here.

This month marks 50 years of service by both Delta and United Airlines here at Port Columbus. The Chair and Roberts will be sending a letter to both of their CEO's expressing our appreciation and gratitude for them serving this community. In addition, Roberts presented a plaque and extended our thanks to both the Delta and United Station Managers at this morning's airline manager meeting. Later this week, Whitaker's Office has arranged a modest celebration. Each airline's ticket counter will have banners, flowers, balloons, and cookies will be offered to their employees and passengers to commemorate the occasion.

A few statistics. Last year, Delta was our third largest airline with over a million total passengers or about 15 percent of the market. After they completely consolidate with Northwest, they will be very close to Southwest in terms of market share. Delta currently has 24 daily departures to five non-stop destinations, 55 employees here at Columbus, and another 65 employees through Delta Global Services that provide a lot of their ground support.

Delta's PR Department provided a bit of interesting historical background. Delta first started in 1948 as part of a TWA-Delta interchange before starting to operate independently in January 1959. At the original ribbon-cutting ceremony, the ribbon cutting was assisted by the wife of Governor DiSalle and the wife of Mayor Sensenbrenner. They opened with three non-stop flights a day: one to Detroit and two to Cincinnati. To go to their other destinations—Lexington, Knoxville, and Atlanta—one had to go to Cincinnati. At that time, they had 17 employees at Port Columbus and three downtown in a ticket office located at the Deshler-Hilton Hotel, which no longer exists. Another interesting bit of history is that Delta installed and used the first enclosed jetbridge at Port Columbus in 1976.



United is our fifth largest airline, carrying over 640,000 passengers last year or a little over 9 percent market share. They currently have 13 daily non-stop flights to three destinations: Chicago, Denver, and Washington-Dulles and have about 60 employees here at Port Columbus.

Cargo traffic at Rickenbacker for 2008 was down about 9 percent with almost 200 million pounds moving through the facility which is equivalent to about 100,000 metric tons. Commercial landings were down 22 percent for the year and 50 percent for the month of December. This was due largely to AirNet's major reduction in activity last year as well as a cutback in some of the Far East charters due to the global recession and its impact on retail sales. We expect that trend will continue in the first quarter and are hopeful that things will stabilize over the remainder of the year. On a positive note, we had over 22,000 passengers last year through Rickenbacker which exceeds the 10,000-passenger level that keeps us eligible for our extra FAA funding.

We continue to be optimistic and energized about Rickenbacker's future. The groundwork has been laid with the Global Logistics Park, the Intermodal Terminal opening in 2008, and the Heartland Corridor with double-stack clearance all the way to Norfolk coming on-line in 2010. We think all these things will increase the volume of freight coming through the Rickenbacker area and Roberts has asked the entire staff, and in particular, our Business Development team and our Real Estate staff, to focus aggressively on relationship building and going after new tenant prospects.

Staff is working on the 2008 Annual Report and it should be available by next month's Board meeting. The theme this year is "focus." We are going to celebrate some of the successes we had in 2008 and, at the same time, recognize that there were a lot of challenges last year with the downturn in the economy and some of our passenger and activity levels.

Since this is the fifth and final year of a Five-Year Use Agreement with the airlines, we had our initial kickoff meeting today with two airline Corporate Real Estate representatives, one from Southwest and one from Delta. This initial two-hour discussion about what might be the issues was very good. Generally speaking, both parties are pretty comfortable with the framework that we have had and we think another five-year term is likely. Staff will continue discussions with these airline representatives over the next few months and hope to have an Agreement that we can support and recommend to the Board and other carriers by the middle of this year. That will give us time to incorporate it into our 2010 Rates & Charges and Budget as well as get the contracts circulated for signatures before the end of the year.

Earlier this month, we had a two-day visit from the Canadian equivalent of our Transportation Security Administration (TSA) to do inspections of airlines that operate between the U.S. and Canada. They also wanted to observe our security measures and from all indications, the visit went very well and they were favorably impressed.

Insofar as snow removal is concerned, we are in pretty good shape. We have used about half of our salt for this winter season so that is where we are probably most at risk. We should be okay as long as we do not have too many blizzards or major storms in the next couple of months. Potassium acetate is one of the chemicals we use and the potassium acetate strike has now ended; however, it does not look like production is going to get back up fast enough to help us this year. To address this shortage, we are focusing a lot on plowing and brooming as well as using sand and using less salt and chemicals to ensure that we can make our supplies last.

White asked if the airlines/general aviation were benefiting from the lower fuel prices. Roberts said she felt they were and noted that from what she is reading, 2009 is forecasted to be a pretty good year for the airlines, assuming the economy does not get worse and assuming fuel prices do not jump substantially. The last couple of years the airlines, because of their going to bankruptcies and downsizing and shedding some of their excess costs and expenses, have really right-sized themselves. In addition, by parking some airplanes and cutting capacity, their load factors are higher, so they are more profitable. In some respects, Roberts thinks the airlines are ahead of the curve because they had done so much of this in the last few years.

Tanner has been spending a considerable amount of time working with our paid lobbyists, both in Washington and locally, on putting together the Authority's stimulus requests to position the airport. We have a number of projects that are shovel ready at all three airports. There are different criteria and it is still evolving but we have included our Runway Relocation Project. That is about a \$175 million project to be designed this year and constructed in 2010 and 2011. It is not shovel ready this year; however, it would be shovel ready next year depending on how they define that.

At a recent conference Roberts attended, the top FAA airport person there shared that any funds designated specifically for airports are likely to flow through FAA and through the existing Airport Improvement Program (AIP) and be distributed through their normal mechanism for identifying priorities, capacity enhancements, safety-related, etc., versus possibly roadway and other

kinds of infrastructure projects that might be designated and handled through the State. We are working both directions—we have some projects that we are supporting such as the Interchange improvements at Rickenbacker, Alum Creek Drive/I-270, submitted by the Franklin County Engineer as a State stimulus request. The Logistics Council, Chamber, City of Columbus, business community, and the Authority have all written letters of support for that project. There are some projects like that that are off-airport that will benefit the airport but are not going to flow through FAA funding. We will continue to work for projects in both the Federal and State stimulus requests that we think we could accelerate or benefit from and help create jobs in the community.

One last item: Roberts asked the Board to recognize and congratulate Angela Newland who was appointed by the Governor to finish out someone's five-year term through 2013 to the State Board of Registration for Professional Engineers and Surveyors. She then read a short couple of sentences from the Governor's Letter of appointment to Angela as follows:

"I have made a commitment to the citizens of Ohio to seek out the brightest and most qualified individuals to serve our State and am committed to a high standard of professionalism in State government operations. Your experience, leadership skills, and your commitment to your community are evidence of your ability to be a conscientious and effective member of our team."

What is extremely special is that Angela is the first woman, ever, to serve on this State Board that has been in existence for over 70 years. The Board extended their congratulations and gave a rousing round of applause to Angela.

Other Business

With no further business to be brought before the Board, Ransier called for a motion to adjourn. Kessler so moved; Cipriano seconded. Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT & CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
FEBRUARY 24, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
Wm. J. Lhota  
Susan Tomasky

Absent: John W. Kessler  
George A. Skestos  
Dennis L. White

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP, Chief Financial Officer  
Marla Rose/Debbie Gebolys, Columbus Dispatch  
Don Peters/Alan Harding, Columbus Flight Watch  
STAFF: Bush/Frankl/Goodwin/Holderman/Landis/  
Langston/Laughlin/Meleski/Morgan/Newland/Schick/  
Tanner/Ward/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of January 27, 2009. Hearing none, Lhota moved for approval; Cipriano seconded. Minutes approved unanimously.

Committee Reports

Business Development. No report this month.

Facilities & Services. Cipriano reported that at this month's Committee meeting, they reviewed the approximately \$89 million worth of Capital improvements in process, discussed strategies to capture some of the stimulus money for our shovel-ready projects, and reviewed the Facilities-related Resolutions. The Committee recommended Board approval of the Resolutions.

Finance.

Byrum reported that for the month ended January 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$6.4 million and Total Operating Expenses of \$4.5 million, leaving an Operating Income Before Depreciation of about \$1.9 million. That is about \$38,000 greater than Budget—we were slightly under in Revenues collected and slightly under in Expenses. Under Depreciation and Other Reconciling Items, Debt Interest Payments are about \$100,000 less than anticipated, due to the Commercial Paper markets and the

low interest rates. We currently have about \$30 million outstanding at less than 0.6 percent interest on our short-term borrowing (30-60-90 day) and we are very pleased to continue to take advantage of the lower interest rate.

On the Combined Statement of Net Assets Versus Prior Year End, we have over \$761.5 million worth of Total Assets Under Management and \$113 million worth of Cash and Cash Equivalents, which is almost \$10 million less than we had at the end of the year. The Reduction in Cash was due to our paying Interest on our Bonds as well as paying Bond principal, Real Estate Taxes, and some Accounts Payable. These are normal reductions that occur in the month of January. Property has increased a little over \$4 million with the construction work in progress and that was offset slightly by an increase in Accumulated Depreciation.

On the Liabilities side, Accrued Taxes declined \$1.6 million, Accrued Interest declined a little over \$2 million, and Long-Term Debt declined \$3.5 million. In summary, we remain very stable and in a good liquidity position as we enter 2009. From a financial perspective, the Authority is very well off.

Smith added that the Committee discussed briefly some of our successes: the 2008 Audit as well as the Audit Plan for 2009 and noted that there is a new addition to the Finance team. Bush reported that Gloria Schuman, our new Senior Auditor, has been on staff for about three months now and is doing a great job.

Human Resources. Casto reported that Laughlin and staff have been working hard and successfully concluded negotiations with the FOP who, after a representation election, now represents our Police Officers. The Committee recommended Board approval of Resolution 12-09 that authorizes entering into a contract with the FOP.

The terms agreed to reflect a 3.5 percent salary increase retroactive to April 1, 2008, which is when the last contract expired and which is for the first year of a three-year contract. The terms are consistent with those of the Authority's AFSCME employees. In addition, there is a 10 cents per hour shift differential that was agreed to. During the second contract year, because of current economic conditions, the FOP agreed to a potential wage freeze similar to the wage freeze implemented for non-bargaining unit employees as well as the potential wage freeze negotiated with the AFSCME employees. It also includes precatory language which will allow both sides to discuss and review that at the time; however, there is no commitment, express or implied, that there will be a wage increase for contract year two. During

the third contract year, the FOP agreed to a 3 percent increase in wages for the contract period April 1, 2010, through March 31, 2011. That increase is also consistent with prior yearly market percentage variables granted to both AFSCME and non-bargaining unit employees. An additional 10 cents per hour increase in shift differential beginning in contract year three was also agreed to. In addition, effective July 1, 2009, other negotiated increases for benefits—medical, vision, etc., were agreed to.

#### President & CEO Report

Roberts reported that, in terms of both passenger traffic at Port Columbus and cargo activity at Rickenbacker, it was a pretty poor month. Passengers at Port Columbus were down 27 percent compared to January 2008; however, if we factor out the almost 115,000 passengers that flew on Skybus last January, we would be down about 10 percent. Beginning with the April numbers without Skybus, the numbers should look a bit more normal. In comparison with our peer airports, nationwide, medium-hub airports were down about 14 percent. So when we factor out Skybus, Port Columbus is doing fairly well considering the Central Ohio/Columbus economy is not doing real well but doing better than a lot of other comparable metropolitan areas and certainly better than the rest of the state.

In response to Lhota's question about AirTran, Roberts noted that Whitaker met with them at their corporate offices about a month ago and asked Whitaker to report on that visit. Whitaker reported that AirTran is absolutely delighted with the market here. They have had a terrific response from the consumer side and since their four-flights-a-day startup, they are adding a flight to Fort Lauderdale starting next week and an additional flight to Atlanta in May, bringing them to six-flights-a day. Their loads have been good and consumer response has been excellent.

According to a recent press release, Direct Air is starting twice-a-week service back up to Myrtle Beach service on May 20 out of the Rickenbacker Charter Terminal. This is important to us since it helps us reach the goal of at least 10,000 passengers per year which triggers more Federal funding for Capital purchases. Also out of Rickenbacker, the cargo airline, Evergreen International, will be starting up air service to Shanghai later this year.

Earlier this month, Roberts, Whitaker, and Carter traveled to Dallas to meet with the schedule planning staff of Southwest. The purpose of the visit was mostly to make sure they are happy here and to say thank you for their service as well as describe a few opportunities they might want to consider for new non-stop markets

from Columbus. Southwest is very pleased and had positive things to say about Port Columbus and the response from the community and consumers here. They do not, however, have any growth planned for the Columbus market for the foreseeable future.

Southwest recently announced that they would be entering three major markets—Minneapolis in March, and Boston and LaGuardia later this year, which is pretty significant. Southwest has, in the past, avoided the big markets/big airports but it is thought that they are running out of places to grow so they are looking for the population density and demand factors that would allow them to continue to add capacity and be successful.

On March 18, Roberts, Whitaker, and Carter will travel to Atlanta to meet with the Delta Air Lines folks to show them a couple of markets that we think they might do well in, see what issues they may have with Port Columbus, and thank them for their service.

Extra copies of the 2008 Annual Report that was mailed out in advance of the meeting were available at the back of the room for those wanting more copies. The theme of the report is "focus" on performance and managing through some very difficult times.

Management staff has recently completed setting our 2009 organizational goals based on three strategic priorities. Those priorities are: people, process, and technology.

Focus on people is on not only our employees' staff development continuing on what we learned last year in our Best Practices Initiative, but also enhancing and leveraging community partnership as well as internal and external business relationships.

Focus on process involves continuing the good to great theme striving for excellence and the culture in looking at ways to maintain business continuity and preparedness in the event of emergencies, managing risk, taking a broader look at enterprise risk management, and improving organizational or operational efficiencies in the way we conduct business.

Focus on technology. The Ray & Barney Group has been engaged to stay on the first part of this year to help us look at how to centralize all of our technologies and look at a way to align what our technology needs are with our business needs to ensure that we can sustain the investments we are making. In summary, the above is just some of the examples of the things that we will be doing in terms of people, process, and technology and all of the departmental goals roll up to one of those three strategic priorities for the organization.

Newland, Roberts, and Wall traveled to Chicago February 18 for a meeting with the FAA in their Regional Office and there were staff from the Detroit District Office there and Washington National Office of FAA via conference call--20 people in all--to discuss the timing and proposed application we have pending for a multi-year funding request for our runway project. We have requested 75 percent of the total cost for the runway--a \$185 million project. That may be ambitious and we may get somewhere between 50 percent and 75 percent, with the balance to come out of our Passenger Facility Charge (PFC) collections over time. This means we would probably be looking at possibly this time next year going into the Airport Revenue Bond market issuing new debt that would be backed by these future PFC Revenues.

Regarding the pending FAA Reauthorization Bill before Congress, we are hopeful that it would lift the cap from \$4.50 for a PFC maximum to \$7 or \$7.50 since the PFC has not kept up with inflation and it would help significantly with Capital projects such as our runway. On any PFC application, we do have to go through a concurrence process with the airlines. This means we have to sit down with the airlines and discuss which projects are specifically being proposed to be funded with the PFC. If there is major opposition, there is typically a problem in getting the PFC's approved. We have not had any issues in the past with our Capital projects and have been talking about the runway with the airlines for several years. They have approved using PFC's for the environmental study which has already been done as well as some of the preliminary planning and design studies. Over the last seven years, we have spent a little over \$9 million on the work to date on this project.

It is thought that the biggest challenge we have is the forecast for activity levels, whether operations or passengers. The FAA revises those forecasts on an annual basis--looking out 20 years. Currently, everyone's forecasts are pretty much down and that affects the benefit-cost analysis for the funding application. As a result, we are performing sensitivity analysis to be submitted by the end of this week in an attempt to satisfy what the FAA is looking for. Our hope is that we will get the full Record of Decision on the environmental approval in April and the official funding decision by the end of Federal Fiscal Year 2010--August or September.

Related to the runway project, a pre-proposal meeting will be held in a couple of weeks for consultants who are interested in being construction manager and in submitting qualifications for that project. The construction management services contract for that project is estimated to be \$9 million or \$10 million.



On March 2, the Board Chair, Vice Chair, Roberts, and a couple of other staff will be giving a three-hour orientation to the new County Commissioner, John O'Grady, about the airports generally as well as a tour down at Rickenbacker. In addition, we have been asked to come before the County Commissioners in mid-March to present an update on all of our airports. They have a lot of interest in Rickenbacker because of their financial support as well as an interest in our Capital plans and program at Port Columbus. The Board Chair and Vice Chair will also be participating in that briefing.

Tanner was in Washington last week getting acquainted with several of our Congressional members' staff people. There are quite a few new staffers now as well as Congressman Zack Space, even though this is not his District, who has shown a lot of interest in our projects, especially at Rickenbacker. Tanner presented a lot of information on our stimulus project requests including funding for the I-270/Alum Creek Drive Interchange that we are collaborating with the Franklin County Engineer, MORPC, ODOT, and other public entities on. We are also looking for funding to help us with the East-West Connector between the south side of Rickenbacker and the Intermodal Terminal that would serve U.S. Route 23. Both of those projects would help alleviate some of the congestion concerns that are on the Alum Creek Drive corridor and even though there is a bit of a downturn in activity now, it will take a few years to get something physically constructed and we need to show a major commitment and progress on how we are going to solve those problems before some companies will want to locate down there and expand their operations.

From an operational standpoint, we took delivery this month of a new OSHKOSH fire truck for our ARFF Department. It has a capacity of about 1500 gallons of water and 200 gallons of foam and replaces a smaller 1995 truck. The price tag for that truck was \$745,000 with a useful life of 10 to 15 years.

We have placed a portable radar speed display unit on the new International Gateway roadway system that we hope will be helpful in slowing traffic on the roadway. With the elimination of two traffic lights our Public Safety Division is experiencing concerns with speeders.

With the completion of the rehabilitation of the Old Navy Hangar at Rickenbacker, the testing of a foam fire suppression system was required because of aircraft being inside the hangar. The state-of-the-art system is the first of its kind installed in a hangar in the United States, is very efficient, and cost approximately half that of a conventional system (\$480,000 versus \$910,000). In

addition, the ongoing maintenance burden is less than that of a conventional system. She asked Borden to briefly describe the system.

Borden explained that a conventional foam system has large chutes and the foam is pumped into a large duct system that dumps the foam out of the chutes into the base of the hangar which essentially fills the hangar with foam up to the level of the aircraft where the fire might be. This state-of-the-art system is more like a standard fire sprinkler system but instead of dispersing water it disperses foam. In the sprinkler heads there are spinners so when the system is initiated, the spinners fling the foam around the hangar and it fills the hangar to a much lower depth of foam because it puts the foam all over everything rather than just dumping it out of a few large chutes. This means it will put the foam on the fire and suppress the fire that way and cleanup is much easier. A Canadian company developed and installed the system and the test, which Borden watched, went very well.

In response to Lhota's question, Borden confirmed that the system is NFPA compliant. In addition, as part of our due diligence, the system was cleared in advance with the local Fire Marshal, code folks, and insurance company and it has been signed off by everyone.

Roberts reported that the windstorm we had a couple of weeks ago did not cause as much damage as the one we had last fall. There was some minor damage, including a regional jet that was pushed sideways and suffered a partially collapsed landing gear and also some damage to one of the loading bridges near the aircraft. In addition, there was a commercial power outage to the airfield electrical vault. Fortunately, the runway and taxiway lights were out for only about five minutes before the generator took over and the power was restored a short time later.

As a result of the miracle on the Hudson, the risk of bird strikes has received considerable media attention. Roberts asked Borden to present a high-level description of wildlife and bird control at all three of our airports and what we are doing to manage that problem.

Borden noted that, despite the fact that public attention on bird strikes is fairly recent as a result of the US Airways incident in New York, that phenomenon is certainly not a recent or uncommon occurrence. Bird strikes are very common at all major airports around the country, especially those with the right environment conditions—climate, geography, habitat surrounding the airport,

etc. At Port Columbus, we have averaged over the last five years about 47 reportable strikes a year and the FAA has very specific criteria as to what strikes you report and how you report them including the details that you have to go into so we are very meticulous about that. Because bird strikes are so common at airports and it is such a serious issue, the FAA has in the Certification requirements standards that we have to comply with and that they inspect for every year when we go through our Certification Inspection.

We have a Wildlife Mitigation Program that focuses on wildlife like deer, groundhogs, etc., as well as very much on birds. In addition, the detailed plan we have in place is reviewed by the FAA and we work with the U.S. Department of Agriculture to attempt to mitigate the environmental conditions that attract birds. Our three-pronged approach to mitigating the risk of aircraft striking birds at or on or around an airport include population control, habitat modification, and land-use management.

In terms of controlling the bird population, our Operations staff regularly patrol around the airport looking in the areas where one might expect birds to nest or to feed, and they engage in harassment whenever they find the birds. The harassment involves a couple of different ways. One is by stationary propane cannons which are large noisemakers that are placed on the airfield and are electronically controlled by timers so that they periodically make a loud bang to scare the birds away. The other is a portable pistol-like device that shoots what we call cracker shells that are noisemakers as well. Unfortunately, the birds get accustomed to the noise from both the propane cannons and the cracker shells and they fly away for a few minutes and then come right back.

The plan does have provisions for using lethal control in cases where the harassment is not effective. We use lethal control on both starlings as well as Canada geese. As everyone is aware, the New York incident involved an encounter with a flock of Canada geese and being such a large bird they can do quite a bit of damage. We have worked with the USDA and the Ohio Division of Wildlife for the permit to take Canada Geese when we need to do that. When our staff sees the fact that the harassment methods are not effective, we will use lethal control.

On habitat modification, we avoid designing things like ponds, especially retention ponds where there is standing water. We do use detention ponds when we have to or just ditches that will drain immediately and the grass is cut to a level where it is not hospitable or provides a food source for the birds we are trying to control.

On land management, which is becoming an increasingly critical component of bird control around airports, zoning regulations need to be established where land owners and developers surrounding the airport will use good land management practices to control bird attractants. Again, that includes such things as controlling detention/retention ponds—limiting the size, putting netting over them where possible, avoiding them where possible—and avoid creating habitats for the birds or for their food sources. The FAA has guidelines that provide suggestions in a five-mile radius around airports; however, it is only guidance so airports really need to rely on local jurisdictions to adopt zoning regulations which are important for airports to control that hazard.

In summary, hopefully we can make inroads into controlling habitat and reducing things that will attract the birds by working with the surrounding jurisdictions and land owners and developers. Unfortunately, in cases of migration, there really is not anything we can do about that—so that remains a hazard. Fortunately, we do not have much of a record of serious bird strikes here—really less than one a year that has caused damage to an aircraft. Over the last ten years or so, there was only one documented report of a strike on Canada geese which significantly damaged a 727.

Roberts added that, in addition to the bird control, we have invested a couple of million dollars on wildlife control by installing wildlife fencing at all three of our airports. The fences are ten feet high and go two feet underground and are topped by barbed wire. Since installation of the fencing was completed, we have not had an issue with deer, groundhogs, or coyotes.

Roberts acknowledged and thanked Don Casto for he and his family's donation and support for an Aviation Scholarship Program that was started in honor of Port Columbus' 75<sup>th</sup> Anniversary in 2004. The Casto and Wolfe families established this Program in honor of the role that their families played in the successful development of Port Columbus. This will be the fifth and final year of the Program and we are currently accepting applications for the 2009-2010 school year for two \$2,000 scholarships. One will be awarded to an aviation student at Columbus State Community College in the field of aviation maintenance. The other will be awarded to an aviation student at The Ohio State University in the field of aviation management. One of the first recipients of one of the scholarships was a young man named Eric Piime who started out as one of our Co-Ops in our Operations Department and he is now a full-time employee here.

Reading of Resolutions

08-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH HARRIS MILLER MILLER AND HANSON, INC., FOR THE PREPARATION OF A SITING AND MATERIALS STUDY FOR THE PROPOSED 13<sup>TH</sup> AVENUE NOISE BERM/WALL AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/2-24-09

09-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH MCDANIELS CONSTRUCTION COMPANY FOR THE NETJETS APRON EXPANSION AND TAXIWAY PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/2-24-09

10-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH POST, BUCKLEY, SCHUH & JERNIGAN, INC., TO PROVIDE CONSTRUCTION ADMINISTRATION, INSPECTION AND MATERIALS TESTING SERVICES FOR THE NETJETS APRON EXPANSION AND TAXIWAY PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Cipriano  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/2-24-09

11-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH THE EDGE GROUP FOR PRELIMINARY DESIGN SERVICES RELATED TO THE LANDSCAPING OF INTERNATIONAL GATEWAY AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Smith  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/2-24-09

12-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT & CEO TO ENTER INTO A NEGOTIATED COLLECTIVE BARGAINING AGREEMENT WITH THE FRATERNAL ORDER OF POLICE, CAPITAL CITY LODGE #9, RETROACTIVE TO APRIL 1, 2008, PAY PERIOD THROUGH MARCH 31, 2011

MOVED: Casto ; SECONDED: Lhota  
YEA: 5 NAY: 0 ABSTAIN: Ransier  
APPROVED/2-24-09

Other Business

With no further business to be brought before the Board, Ransier called for a motion to adjourn. Casto so moved; Lhota seconded. Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT & CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
MARCH 31, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
John W. Kessler  
Susan Tomasky

Absent: Wm. J. Lhota  
George A. Skestos  
Dennis L. White

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/ Chief Financial Officer  
Marla Rose, Columbus Dispatch  
Don Peters/Alan Harding, Columbus Flight Watch  
Jim Thompson, Airport Historian  
STAFF: Frankl/Goodwin/Holderman/Meleski/Morgan/  
Schick/Streit/Tanner/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of February 24, 2009. Hearing none, Kessler moved for approval; Smith seconded. Minutes approved unanimously.

Committee Reports

Business Development. Kessler had nothing to report this month.

Facilities & Services. Cipriano reported that the Committee did not meet this month. However, the Committee reviewed the Facilities-related Resolutions via e-mail. The Committee recommended Board approval of the Resolutions.

Finance. Smith asked Byrum to present the financials followed by a report from Holderman regarding discussion on the Real Estate side at the Finance Committee meeting.

Byrum reported that for the year-to-date through February 28, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$12.1 million and Total Operating Expenses of \$8.4 million, leaving an Operating Income Before Depreciation of \$3.7 million. That is about \$600,000 greater than Budget as a result of savings in Services which is below Budget. That will not be a permanent savings since Services tend to be somewhat slower at the beginning of the year and billings tend to lag. Interest Income is down

from what was projected as a result of the all-time record lows paid by Treasury Bills, etc. On the positive side, however, our Debt Interest payments are lower because we continue to borrow money in the Commercial Paper market at low rates. We currently have \$30 million outstanding in Commercial Paper at 0.6 percent interest rate which is very positive and expected to continue for a while longer.

On the Combined Statement of Net Assets Versus Prior Year End, we have over \$764.3 million worth of Total Assets Under Management and \$118 million worth of Cash and Cash Equivalents, which is slightly below where we were at the end of the year. The slight reduction in Cash was due to paying our Debt payments as well as Payables, certain Real Estate Taxes, and Accrued Interest that were due. Construction-In-Progress has increased by \$4.3 million which was offset by an increase in Accumulated Depreciation of \$4.3 million.

On the Liabilities side, we have paid a little over \$4 million for Accounts Payable and made our scheduled payments for Accrued Expenses. In addition, Long-Term Debt has decreased by \$3.5 million as a result of payments on our Debt obligations for 2009.

Holderman reported that the Authority has recently received several requests for rent delays and/or abatements as well as real estate tax abatements from tenants at both Port Columbus and Rickenbacker. In particular, the discussion in the Finance Committee focused primarily on the five on-airport hotels at Port Columbus. We discovered through intelligence that they are for sale and being marketed by a company out of Cincinnati. At this point in time, the hotels have not paid any rent or real estate taxes for 2009 which means they are roughly over \$500,000 in arrears.

The owners have put forth a five-point proposal on what they think they would need to remedy this situation that we are evaluating very carefully. We have engaged a special auditor experienced in the hospitality industry to examine the hotels' books. This is to ensure that, before we agree to any change in the lease structure for the hotels, we have a good solid foundation for why and that the hotels are really a viable enterprise going forward. In addition, we have asked for a summary of the debt structure on each hotel in order to understand how leveraged they are, who the leverage is with, and what the terms are to ensure that they can operate if we opt to agree to anything, if at all. The Authority will not respond to the five-point proposal until we get the results from the auditor as well as a summary of the debt structure on the hotels.



In summary, we have had several meetings with the principals of the five on-airport hotels and are doing our best to get good intelligence before making any decisions as far as what the Authority may or may not do.

In response to Kessler's question about their legal obligation as far as what they owe the Authority, Holderman said they are obligated and, technically, we could declare default. The result of a default would be that the lenders would have an obligation to replace them with a "qualified operator," which would be a long-term worst-case scenario if the lenders did not cooperate. Holderman thinks it would be in the Authority's best interest to try to help them find a qualified operator. To that end, he has had some conversations with people in the industry that think we could bring qualified operators in if the current hotels' principals were to leave. We will continue to do as much due diligence and intelligence gathering as we can to make sure we make the right decision and not a hasty one.

We have had a public records request for information on the hotels which we will comply with since we have an obligation to provide the leases and current financial status of those leases. Our negotiations with the hotels, however, are proprietary until such time as decisions are made regarding their status.

Human Resources. Casto had nothing to report this month.

#### President & CEO Report

Roberts reported that passenger traffic at Port Columbus continues to be disappointing from a statistical standpoint. For the month of February traffic was down 24 percent compared to February 2008 and down about 26 percent for the year-to-date. If one were to factor out the 99,000 passengers that flew Skybus a year ago, we would be down a little under 9 percent. The April numbers should start looking significantly better compared to a year ago because Skybus ceased operations in early April.

The month of February was the first month that passenger traffic of all of the airlines were down, including our largest carrier Southwest that was down about 1 percent compared to February 2008. The seat capacity, however, was down 27 percent but with passengers down 24 percent, that means we actually had higher load factors which is somewhat of a silver lining.

AirTran continues to be very positive for us and we are very pleased that they have come into our market. They added Fort Lauderdale service earlier this month and are going to add another Atlanta flight in May. AirTran added over 21,000 passengers in February which really helped our activity numbers as well.

As of June 8, Northwest Airlines will be moving over to Concourse C to co-locate with Delta. No major construction is expected as a result of that relocation. Full integration will not be completed until early next year and staff is currently working with them on signage which will probably be two sets of signage changes. It is thought that, initially, they will have both names displayed and then after the full integration Northwest's name will go away.

Rickenbacker numbers for the month of February are really no better than Port Columbus. They reflect what everyone knows is going on in the economy—imports are down and freight business generally, both air as well as ground transport, are down. Freight is down about 21 percent for the month and a down a little over 22 percent for the year-to-date. On a positive note, we recently had some Hong Kong activity picked up by FedEx. FedEx is our largest operator with 86 percent of the volume at Rickenbacker so they are a very significant operator and we are working closely with them to ensure that all of their facility needs are being taken care of.

Total Airport Services, a company that had been providing some ground handling services of primarily itinerant cargo aircraft at Rickenbacker, gave notice about a week ago that they were going to cease operations immediately. The Authority owns all the equipment, though, and we are looking at possibly staffing it ourselves or possibly picking up a couple of their employees on a part-time basis to handle the operations. Goodwin added that some other operators at Rickenbacker have expressed an interest in handling the operations so we will be working through this situation to determine which option is best for the airport and the users. Roberts noted that we are not seeing any lapse in service at this point in time.

We were notified a few weeks ago that the Authority was awarded a Grant of \$130,000 by the U.S. EPA to retrofit 16 of our heavy dump trucks and roadway sweepers with a filter device that will help reduce diesel emissions by up to 90 percent. The Grant will come to us through the EPA's Midwest Clean Diesel Initiative and will help us comply with the region's need to comply with Minimum Air Quality Standards. Since we are a non-attainment area, this Grant is a real positive for us and will help us with some of our environmental and sustainability efforts.

It was recently announced that Rickenbacker was one of the largest recipients of Federal Stimulus dollars flowing through the State for Central Ohio. We will be getting \$14 million to widen Rickenbacker Parkway from two to four lanes. The plan has always been to widen it to four lanes so that it becomes just like Alum Creek Drive, the divided four-lane highway. Design was planned anyway for this year with construction in 2010 and 2011 and there were some funds programmed under TRAC dollars through ODOT as well as some funding from MORPC. These Stimulus dollars will help us accelerate the project as well as free up some of the TRAC dollars for other projects in the State.

Another project that the Authority will probably receive some significant Federal Stimulus dollars has not been very well publicized as yet. Last year, we submitted a 30 percent design of the In-Line Baggage System project to TSA and were waiting to see where we fell in the priority listing of all major airports in the country. We recently learned that Port Columbus is one of 17 airports in the country to be solicited by TSA for an application for an In-Line Baggage System which would get those big machines out of the ticket lobby.

Two billion Federal Stimulus dollars has been set aside for airports with \$1 billion of it being handled through FAA formula normal Grant processes and the other \$1 billion going to TSA--\$700 million to fund In-Line Baggage Systems and the remainder for improvements at security checkpoints. Of the \$700 million for In-Line Baggage Systems around the country, two of the 17 identified airports are located in Ohio--Columbus and Dayton. Our project is estimated at \$56 million and we have been advised that we would probably receive between \$42 million and \$45 million from TSA. Our local match would be between \$11 million and \$14 million that we propose to pay for with PFC Revenues.

Combining those two projects, we will be approaching \$60 million worth of Federal Stimulus dollars coming to the Authority. Kudos to Tanner who has been the one chasing all these Stimulus dollars and trying to figure out what qualifies. A lot of his hard work is the reason the Authority is getting some of that money.

Airline lease negotiations are continuing very nicely with no major problems at this point in time. Our next meeting is April 22 and we are hopeful that, by mid-summer at the latest, we will have an Agreement to bring to the Board that would extend their existing Agreement by five years with some minor changes. We have had two meetings to date and they have been very positive and very friendly.

A decision has been made to relocate employee parking from their current location west of Stelzer. To the right of the current employee parking lot is an overflow public lot that was built during our peak with Skybus and we have never had to use it. That entire area has now been identified for our future Consolidated Car Rental Facility which will be opened in 2012. When that happens, that will free up the first two floors of the parking garage for public parking which is sorely needed. The relocated employee lot will be moved into part of the Blue Shuttle Lot closest to the Control Tower by fall. There are a few things that have to happen to the Lot before we can convert it and it is expected that this move will offer substantial savings on operating costs from the busing.

A couple of weeks ago there was an automobile accident on Sawyer Road. The driver, who had his wife and children with him, apparently had a heart attack as he was traveling west past the Post Office when his car jumped the curb and created a hole in the airfield fence. He was not breathing by the time the ARFF medics arrived, even though they were there very quickly. The medics used the defibrillator which brought him back to life and then transported him to Grant Hospital where he had emergency heart surgery and we learned that he survived. There were no injuries to his wife or children. Another example of the great response from our well trained medics and ARFF crew.

ARFF held an Open House last week to showcase their renovated expanded ARFF facility. The project was finished late last year and included building three additional vehicle bays, separate sleeping quarters for women in the ARFF unit, offices, and a training room. It was about a \$3.1 million project which brings the facility up to modern building code requirements and is very nice.

As everyone is aware, Angela Newland, our Vice President of Planning & Engineering, left last Friday for a position at Fort Lauderdale Airport. We are actively searching to fill that position and Roberts asked if anyone knew of anybody who might be interested to direct them to our website, [ColumbusAirports.com](http://ColumbusAirports.com) where there is a link for employment opportunities. We are taking only electronic on-line applications. In response to Casto's question, Roberts noted that we are not requiring a P.E. for this position since we have another Senior Design Manager position that is more important to have the Professional Engineer License. For the Vice President position it is more important to have strong leadership, understanding of capital development, planning, engineering, architectural, construction management—a realm of topics.

Smith asked if we would also be engaging a firm to do a national search to fill the position. Roberts noted that we will be using a firm to help supplement the on-line application process so that we will have a carve-out in the event someone comes to us that was not brought to us by the search firm we will be under no obligation to pay for that. What we want to do is to make sure we cover what we are actively looking for as well as attracting the ones that we want.

Our Board Chair was one of the stars at last week's Experience Columbus Annual Meeting delivering a talk about the airport community as part of the hospitality industry. Later in April, she will be going on a trade mission with Commissioner Paula Brooks and Sister Cities Board representatives to China to help market and promote Rickenbacker.

Earlier this month, Ransier and Smith joined Roberts and some staff to brief Commissioner John O'Grady on all the airport operations as well as give him a tour of Rickenbacker. A couple of weeks later, they both joined Roberts and Byrum for a briefing to all three County Commissioners. That briefing was a regular update of activity as well as our Stimulus projects and how to coordinate that in the region. Tomorrow, they will be joining Roberts and Whitaker to give Mayor Coleman a general update briefing of activity and air service in particular.

Last week, Roberts was in D.C. attending the industry's Annual Legislative Conference. While there she went up on the Hill accompanied by Michael Beer, our Lobbyist in D.C., and met with a number of our Congressional delegation and their staff. One of the biggest challenges facing our industry now is getting an FAA Reauthorization Bill through Congress. The Bill expired last September and has been on short-term extensions. Congress recently approved extending it through September 2009 which means we have funding through this Federal Fiscal Year.

One of the things that is most important to airports our size is an increase in the Passenger Facility Charge. It is currently capped at \$4.50 and has been there for several years—with inflation, it is now worth less than \$3. Projects such as our In-Line Baggage System and Runway are both going to be dependent on PFC Revenues for the local match so the Runway is the project Roberts spent the most time talking about with our members of Congress. We plan to send a letter this week that several of our delegation have agreed to sign onto to send to the FAA in support of the Federal funding portion for our Runway project. That would be a multi-year commitment of funding that will range from 50 to 75 percent of \$185 million and the PFCs would be very important to help us pay for our local match.

Tomasky asked if we had any delegation members on the critical committees and Roberts noted that we do not have any on Transportation and Infrastructure. We do, however, have a couple that are on Homeland Security which really doesn't help us with the Runway project. She pointed out that Port Columbus is in Congressman Tiberi's District and he will be here in a couple of weeks with Congressman LaTourette. Bolton Field is in Congresswoman Kilroy's District and Rickenbacker is in Congressman Austria's District. In the past, our Congressional delegation has been supportive generally of our projects so we continue to brief them on all of our airports.

In response to Cipriano's question, Roberts explained that when we ask for a PFC to be applied to certain projects we have to consult with the airlines. We have been talking with the airlines about using PFCs for our Runway and to match the Federal Stimulus dollars for the In-Line Baggage System and have pretty much gotten concurrence from our top two airlines that are representing the carriers. We have been briefing them on both projects for the last couple of years and have not sensed any opposition to the use of PFCs for those projects.

Reading of Resolutions

13-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN AGREEMENT WITH CLIFTON FAMILY FARMS PARTNERSHIP FOR THE LEASE OF APPROXIMATELY ONE THOUSAND TWO HUNDRED SEVENTY-SIX ACRES OF FARMLAND AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

14-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A NEW FOOD & BEVERAGE CONCESSION AGREEMENT WITH JUIPENG TANG, APPELBAUM ENTERPRISES, INC., DOING BUSINESS AS CUP O'JOE AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Kessler  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

15-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH URS CORPORATION FOR PHASE 2 DESIGN SERVICES RELATED TO RENTAL CAR AND RELATED FACILITIES AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Cipriano ; SECONDED: Tomasky  
YEA: 5 NAY: 0 ABSTAIN: Ransier  
APPROVED/3-31-09

16-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH COLLABORATIVE DESIGN, LTD., TO PROVIDE PRELIMINARY DESIGN SERVICES FOR THE ORIGINAL TERMINAL IMPROVEMENTS PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

17-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH REYNOLDS, SMITH AND HILLS, INC., TO PREPARE AN AIRPORT LAYOUT PLAN UPDATE FOR PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Smith  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

18-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH CARL WALKER, INC., TO ASSIST WITH THE DEVELOPMENT OF SPECIFICATIONS NEEDED FOR A REQUEST FOR PROPOSAL FOR REPLACEMENT OF THE CURRENT REVENUE CONTROL SYSTEM FOR ALL AUTHORITY-OWNED PARKING FACILITIES

MOVED: Kessler ; SECONDED: Smith  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

19-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH THE LOWEST RESPONSIVE, RESPONSIBLE BIDDER FOR THE ADMINISTRATIVE OFFICE RENOVATIONS PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT, SUBJECT TO REVIEW AND APPROVAL BY BOARD CHAIR AND FACILITIES & SERVICES COMMITTEE CHAIR PRIOR TO EXECUTION OF THE CONTRACT

MOVED: Tomasky ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/3-31-09

Other Business

With no further business to be brought before the Board, Ransier called for a motion to adjourn. Smith so moved; Casto seconded. Ransier adjourned the meeting.

Respectfully submitted,

A handwritten signature in cursive script that reads "Elaine Roberts" followed by a horizontal line.

Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS



MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
APRIL 28, 2009

BOARD MEMBERS

Present: Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
John W. Kessler  
Wm. J. Lhota  
George A. Skestos

Absent: Kathleen H. Ransier, Chair  
Susan Tomasky

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/ Chief Financial Officer  
William Bettac, Rural Metro  
Marla Rose, Columbus Dispatch  
Don Peters/Alan Harding, Columbus Flight Watch  
Ron Linville, Baker & Hostetler  
STAFF: Frankl/Goodwin/Holderman/Langston/  
Laughlin/Meleski/Morgan/Schick/Tanner/Whitaker

In the Chair's absence, Vice Chair Smith called the meeting to order and asked if there were any additions or corrections to the Minutes of March 31, 2009. Hearing none, Kessler moved for approval; Skestos seconded. Minutes approved unanimously.

Committee Reports

Business Development. At Kessler's request, Holderman presented an update on developments at Rickenbacker and on the Accounts Receivable situation with the on-airport hotels as well as others.

On April 15, the Authority closed with Duke on the initial 200 acre takedown they were to make at Rickenbacker—90 acres on the Rail Campus and 110 acres on the Intermodal Campus for future development. One of those sites will be the site of the next building once Building 936 is leased and sold. The Authority received \$5 million for that deal with Duke.

There is some increased activity on Building 936 at Rickenbacker. Building 936 is one of two buildings in the race for a whole-building (936,000 square feet) user. We have made a second counter proposal and Holderman feels we have a strong chance of getting Building 936 leased and sold since we have a buyer in the queue, assuming the lease deal goes through. If it does, we will then make a decision as to whether or not we go on to the next project.

There is also another full-building user that had been in the market at one time, went elsewhere, and has now resurfaced. So we are back in the race for that. This means we have two almost million square foot users in the market and Holderman thinks we are in good position to get one or the other of them.

Regarding the on-airport hotels that Holderman briefed the Board on at last month's meeting, we are still in an accruing arrear situation. On April 16, we met with all of the principals of the hotel and their counsel and asked for additional information that we did not already have. We have asked for a conference call with their lenders to find out about Forbearance Agreements that may or may not be in place and to ensure that they understand the status of the hotels with the Authority. We have also asked for loan and franchise agreements as well as an updated cash flow analysis to determine how much money is flowing out and where it is going. To date, we have gotten bits and pieces but continue to collect the final bits of information. In addition, we are in the process of gathering market and industry intelligence data from others in the industry about the market for five on-airport hotels, management fees, rates, and what kinds of things are typical in the marketplace that we should be aware of. In summary, we need to ensure that we are getting a good solid story from the hotels in order to compare that to what the market is.

On the other major Receivables, we undertook pretty aggressive collection efforts on Rickenbacker tenants that were in arrears. Air Tahoma, who was substantially in arrears, is now totally current; Snow Aviation, who was in arrears by \$25,000-\$30,000, will be current by May 1; AFCO, another significant arrearage, has indicated that they will provide us with a payment plan by May 1; and we presented a proposal to the hotel operator at Rickenbacker that would allow him to retire his arrearage over a ten-year period which we think he will accept. Thus, we have collected on the order of \$100,000 from those various tenants at Rickenbacker.

Facilities & Services. Cipriano reported that the Committee had an in-depth discussion on the major capital improvement projects that the Authority is undertaking and then asked Tanner to report on the Stimulus package.

Tanner reported that we recently received notice that we were awarded \$5 million of Federal Stimulus money coming to us through the OEPA's category of innovative projects for a Glycol Recycling Project. OEPA had been approached by Green Technologies Solutions, a local company, to do a pilot project at Port Columbus to recycle glycol. The process will turn the glycol that we

currently transmit into the City sanitary system at a significant annual fee into potable water and the chemical residual will be marketed/commercialized by this company, which we will realize a bit of profit from. The \$5 million will cover the entire project from the beginning to end. Once completed, we will no longer have those annual fees from the City, which continue to escalate on an annual basis. In addition, if this pilot program is successful, Green Technologies will commercialize this for airports around the world. The view is that this technology will revolutionize the way this is done and everyone--the OEPA, the Governor, and OSU President Dr. Gee--is excited about it. Dr. Gee in particular for perhaps the same application at the OSU Airport.

Finance Committee. Smith reported the Committee met with our external auditing firm of Clark, Schaefer, Hackett & Company to review the independent auditor's report. That report expressed that we had an unqualified "clean" opinion; no material weaknesses as it relates to internal controls over financial reporting; and there were no findings that were required to be reported by OMB Circular A-133, which is basically the accounting of our Federally funded programs. In the Executive Session, the auditors were very complimentary of Byrum, Langston, and the Finance staff regarding their level of knowledge and professionalism and the fact that they were very easy to work with.

Prior to presenting the financials, Byrum directed the Board's attention to the Comprehensive Annual Financial Report for 2008 handout, which has again been submitted for consideration by the Government Finance Officers Association (GFOA) for an award. We have received a GFOA award for 16 consecutive years and anticipate that the 2008 CAFR will qualify. Byrum extended thanks to Langston and her staff since she oversees the preparation of the CAFR.

On the financial statements, Byrum reported that for the year-to-date through March 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$17.6 million and Total Operating Expenses of \$13.9 million, leaving an Operating Income Before Depreciation of \$3.7 million. In comparison to Budget, that is about \$900,000 less than what we had anticipated. Under Other Expenses, we booked an expense of \$1,001,636 which represents the Reserve for Bad Debts that we increased as it relates to the on-airport hotels. Byrum believed that those Receivables needed to be reserved under generally accepted accounting principles. We continue to get very favorable rates on our Commercial Paper Program. We are borrowing \$30 million at 0.55 percent interest and hope that continues.

On the Combined Statement of Net Assets Versus Prior Year End, we have \$119.3 million worth of Cash and Cash Equivalents—both Restricted and Unrestricted, which is slightly less than where we were at the end of the year but very good and strong liquidity. The Allowance for Doubtful Accounts has increased as a result of the above-mentioned on-airport hotels and Net Land, Property & Equipment has increased a little over \$1.2 million with \$7.6 million worth of Asset additions, mainly in construction, offset by an increase in Accumulated Depreciation of \$6.4 million.

On the Liabilities side, there is a reduction in Trade Accounts Payable as we have paid our bills since the end of the year as well as paid our Real Estate Taxes and Interest due on our Debt. Long-Term Debt has been reduced by a little over \$3.5 million as we made the principal payment into the Bond Reserve Fund for this year's current redemptions. Including all of our Non-Operating Income and Grants, etc., we have an Increase in Net Assets of \$4.7 million for the year-to-date period. In summary, even though the times continue to be precarious, we continue to remain very strong financially with good liquidity reserves.

In response to Smith's request to comment briefly on our investments as it relates to our return versus STAR Ohio, Byrum noted that currently STAR Ohio, which is a very short-term fund which has a maturity length of usually less than 40 days, is accruing less than 0.4 percent interest. The Authority's longer term investments of two funds, the General Fund and the PFC Fund, go about 1.8 years and 2.4 years and that allows us to get returns of over 3 percent for the General Fund and about 2.8 percent for the PFC Fund. He explained that in a rising market where the cash is turning over quickly, STAR Ohio would out-perform our investments. However, in a declining market, our investments will out-perform STAR Ohio's investments very significantly. Byrum pointed out that we always look at an investment policy that goes over a market cycle since, if one looks at the very short term, that is the wrong emphasis and we continue to track that difference and continue to be very positive in relationship to our investments.

Lhota questioned Byrum about something he had read in *Business First* a couple of weeks ago that said the Authority was one of the largest property taxpayers in Franklin County. Byrum confirmed that we are, since any Authority property that is over a year's worth of leased time is subject to property taxes, such as the on-airport hotels where we have a five- or ten-year lease—we would pay the property taxes on those properties and seek reimbursement through billings. In other words, anything that is over a twelve-month lease goes on the property roles if it is subleased to

someone else. Regarding where that shows up on the financials, Byrum said that what we do is that we net those payments together, so it is really an offset of a collection.

Human Resources. Casto reported that there is one HR-related Resolution #27-09 today for the Board's consideration and that would be reported on at the Executive Session later in the meeting.

#### President & CEO Report

Roberts expressed her delight that we are coming to the end of the first quarter of numbers since, by next month's meeting when the April numbers are out, we should start seeing some much better reports. At Port Columbus, for the month of March passenger activity was down 23 percent compared to March 2008 and year-to-date down almost 25 percent. As a reminder, the first quarter of 2008 was a record first quarter in the history of Port Columbus. If we take the almost 125,000 passengers that Skybus carried in March 2008 out of the equation, we would be down about 6 percent for the month. So that will be what we will start seeing reflected in April because Skybus ceased operations the first few days of April last year.

Some positive trends--Southwest hit a first-time ever market share of 30 percent of all passengers for the month and was the only carrier that was up a little over 3 percent for the month. In addition, we gained 30,000 new passengers with AirTran that we did not have a year ago. Also, as reported before, AirTran announced a third flight to Atlanta that starts in May.

Cargo volume at Rickenbacker is down about 25 percent for the month and down about 23 percent for the year-to-date. Again, this continues to reflect the soft economic conditions that are also impacting the global economies. We are starting to see a bit of an increase in 747 freighter activity. So far in April we have had five heavy-lift operations come in and one scheduled for tomorrow is the Antonov 124 which is the second largest in the world; the largest is another version of the Antonov which has also been at Rickenbacker before.

In terms of passenger traffic at Rickenbacker, Direct Air will be starting twice-a-week service May 20 to Myrtle Beach. The Saturday bookings are doing very well; however, the Wednesday bookings are not doing quite as well. As a result, they have reduced their fares to \$49 one way to stimulate Wednesday travel.

Our TV commercial, FlyColumbus, that aired last fall received a bronze medal in an international video competition known as the Telly Award. There were over 13,000 entries submitted and judged by an independent panel of experts in different categories. Only about 7 to 10 percent of all the entries score high enough to get a bronze or silver Telly. Kudos to Whitaker and his staff as well as Creative Spot, the company that helped put that together.

The Authority has a new partnership with the Ohio Arts League. This is their 100<sup>th</sup> year of operation and we will be hosting quarterly art exhibits in the hallway behind Cup O'Joe. The first exhibit was installed today and features photographs by Ardine Nelson, an Associate Professor at Ohio State. The photographs feature gardens in Dresden, Germany, one of our official Sister Cities. Earlier today, Channel 6 and Fox News were in-house reporting on the installation and interviewing the artist.

We have also partnered with the Columbus City School District to display the artwork of their most talented students. The artwork, which will be installed in mid-May, will rotate on an annual basis and be displayed in the USO lounge area near the Concourse C checkpoint and the hallway across from Max & Erma's where the U.S. Postal Center was formerly located.

Roberts directed the Board's attention to a two-page handout depicting renderings of proposed advertising in the terminal by The James Cancer Hospital. Through our advertising agency, Clear Channel Airport Advertising, The James Cancer Hospital has expressed an interest in a major presence in the terminal. She wanted to bring the first rendering in particular to the Board's attention since it will be a major visual impact and she did not want the Board to be surprised and asked them to share any concerns they might have about the installation. It is a very, very large banner showing a picture of The James Cancer Center and it will be promoting the bicycle race, Pelotonia. The banner would be dropped down in front of the curtain wall in the center atrium and one would be able to see through it into the terminal. However, if one were standing in the ticket lobby looking out all one would see is the banner. Staff is comfortable with proceeding and the banner will be installed in about six weeks. In addition, they propose advertising to help promote the Pelotonia race in the tunnel over to the parking garage as well as a floor banner. This would be a major revenue producer for us and is a first major investment from The James here in the terminal.

She then directed their attention to a second handout—a copy of an article published in the May issue of *Airliner World*, a British produced magazine for an international audience. The article is a very nice history of Port Columbus that she thought the Board may have an interest in reading at their leisure.

Lease negotiations with the airlines continue to be positive. Staff met with seven of the carriers last week and everything went very well. We do not at this time anticipate any major problems in being able to wrap up those negotiations by this summer so we can bring an Agreement to the Board for consideration. By doing it early enough in the year we will be able to plug in new numbers for the rates and charges prior to starting into the 2010 Budget cycle this fall and it would hopefully allow us to get the Agreements executed before the end of the calendar year.

Tanner has begun producing a monthly electronic Government Affairs Newsletter that goes out to all of our elected officials—local, State, and Federal—as well as their key staff people as a way of keeping them apprised/updated/informed on our major projects or things we think they would be interested in knowing about. This is a way of keeping them informed of everything going on at our three airports.

As reported last month, our ground handling services provider at Rickenbacker, Total Airport Services, ceased operations. In order to handle the flights that come in, we looked at a number of options and determined that we would bring on most of their remaining employees as independent contractors. These were employees who staffed Total Airport Services and would be providing a service that they had been trained for. After in-house review with legal counsel, it was determined that they are considered part-time—they only work when there is a flight to be handled and, at most, that is four to five hours per flight. During the month of April, we had five very large wide-body cargo aircraft come in from Kalitta and Evergreen.

On April 18 there was a minor accident at Bolton Field but no one was injured. The pilot of a home-built aircraft declared an emergency. He did land safely but the nose gear collapsed and he skidded off the runway. The Columbus Fire Department responded and extinguished a small fire in the engine.

With the recent attention regarding the swine flu, Roberts asked Borden to give a brief update about what we are doing to address this as well as an overview of the situation.

Before getting into a discussion of the swine flu, Borden introduced a new member of our team, Bill Bettac, our new Fire Chief. Bettac, who took the reins of ARFF about two weeks ago, is employed by Rural Metro, the contract provider of our ARFF services.

As we have all been hearing on the news reports and as Chief Morgan, Emergency Preparedness Manager Monell, and Borden learned at a briefing at the City and County Health Departments this morning, the current outbreak of the swine flu originated in Mexico City and has spread to other countries. In the U.S., there are now 64 confirmed cases including 45 in New York City. There has been only one confirmed case so far in Ohio, although that may change. The symptoms are typical of the flu—fever, cough, sore throat, body aches, headaches, chills, fatigue, etc., and it is spread mainly person-to-person or by touching contaminated surfaces and then touching your face, eyes, or nose.

The Center for Disease Control (CDC) activated its Emergency Operations Center (EOC) this past Sunday in response to the growing number of cases. Also on Sunday, the U.S. Department of Health and Human Services declared a public health emergency in the U.S. which was immediately followed by the Department of Homeland Security (DHS) doing the same—DHS has the overall lead with respect to the Federal response.

To keep tabs on the situation, a City/County joint Health Department EOC has been activated here in Franklin County as well as the assessment rooms of the County's EOC and the State EOC.

Yesterday, the World Health Organization (WHO) raised its pandemic alert level to Level 4—on a scale of 1 to 6. Level 5 is considered to be a pandemic, so we are now just at one level below a pandemic which, frankly, is a little surprising given the relatively small number of cases worldwide.

The CDC is releasing one-fourth of the strategic national stockpile of both drugs and personal protective equipment, which includes masks, gloves, and suits if warranted, as well as respiratory protection devices. The drugs are anti-viral drugs, Tamiflu and Relenza, and they are distributing 12.5 million courses throughout the U.S. as a precautionary measure. Currently, there is no expectation that those will be needed—they will be primarily for emergency services personnel and for hospitals.

Customs and Border Protection has deployed additional personnel and implemented passive surveillance protocols to screen for ill persons crossing all U.S. borders.



The TSA has implemented similar protocols at airports. TSA screeners are to be on the watch for persons exhibiting flu-like symptoms. Those persons will be flagged and TSA supervision will then try to pull those persons out of line and ask them to get screened by public health officials. TSA does not have the authority to mandate that nor do they have the authority to mandate that a person not fly. If they believe this person is a potential swine flu case, they will turn that case over to the airline and it is essentially the airline's decision as to whether or not to allow that person to fly.

What we are doing internally to address the situation with our employees is more precautionary. We are encouraging our employees to wash their hands frequently; to practice a heightened level of sanitation while going about their job duties; using hand sanitizers more frequently; and asking them to avoid touching their eyes, nose, mouth, etc., especially if they have been in close contact with the public and especially if that is a member of the public who has been coughing, sneezing, etc. We plan to increase the amount of cleaning on surface areas, especially in the restrooms, and especially using additional sanitizers on sink tops. We are discouraging employees to pick up trash in the terminal unless they are wearing gloves.

We do have a stockpile of masks and gloves but will await direction from the public health agencies that it is advisable and warranted to disseminate them to our employees and any others that might have need of them.

In response to Cipriano's question, Roberts stated that the Interchange Project is on schedule. Staff meets with ODOT on a regular basis and currently everything is going according to schedule. The goal is to have the project done before Thanksgiving.

Reading of Resolutions

20-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING SUBMISSION, ACCEPTANCE, AND EXECUTION OF A FORTHCOMING GRANT FROM THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF AVIATION, FOR APPROACH OBSTRUCTION REMOVAL AT BOLTON FIELD AIRPORT

MOVED: Lhota ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

21-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH INFORMATION CONTROL CORPORATION FOR THE INSTALLATION, DESIGN, AND DEVELOPMENT OF KNOWLEDGE BASE AREAS FOR IMPLEMENTATION OF THE SHAREPOINT PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Skestos  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

22-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE TWO CONTRACTS WITH S.G. LOEWENDICK & SONS AND RAZE INTERNATIONAL FOR THE DEMOLITION OF RESIDENTIAL PROPERTIES OBTAINED FOR THE REPLACEMENT RUNWAY PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT AND RESIDENTIAL PROPERTIES IN THE AREA OF THE GLOBAL LOGISTICS PARK AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Cipriano  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

23-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH SHELLY COMPANY FOR THE BLUE LOT EXPANSION PHASE 3 AND RELOCATED EMPLOYEE LOT PROJECTS AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

24-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH THE DICK CORPORATION FOR GENERAL CONSTRUCTION ADMINISTRATION SERVICES FOR VARIOUS PROJECTS AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Skestos  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

25-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH SECURE USA, INC., TO DESIGN AND INSTALL PERIMETER SECURITY BOLLARDS AT THE CURB FRONTS OF THE TERMINAL BUILDING AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

26-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A NEGOTIATED CONTRACT WITH HLH SANITARY MAINTENANCE CONSULTING, INC., FOR CONSULTING SERVICES AND SOFTWARE TO ASSESS AND STANDARDIZE PERFORMANCE OF CUSTODIAL DUTIES IN THE TERMINAL AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

Prior to the reading of Resolution 27-09, Smith asked for a motion to take the Board into Executive Session pursuant to ORC 121.22(G)(4) and ORC 4582.58 to discuss the status of collective bargaining negotiations with AFSCME. Cipriano so moved; Skestos seconded. Roll call vote of the six Board members in attendance approved unanimously to take the Board into Executive Session. Executive Session convened at 4:40 p.m., April 28, 2009. Smith asked that staff and the public leave the Board Room.

At 5:10 p.m., April 28, 2009, Smith made a motion that the Board reconvene; Casto seconded the motion. Smith invited staff and the public to return to the Board Room. Roll call vote of the six Board members in attendance approved unanimously to reconvene.

Smith asked Roberts to continue with the Reading of Resolution 27-09. After reading Resolution 27-09, Casto moved to reject Resolution 27-09 as written and amend it as follows. Skestos seconded the motion to reject Resolution 27-09 as written and amend it as follows:

27-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT & CEO TO REJECT A PROPOSED ~~ENTER INTO A NEGOTIATED~~ MEMORANDUM OF UNDERSTANDING REGARDING WAGES AND BENEFITS WITH THE AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES, AFL-CIO, OHIO COUNCIL 8, LOCAL 3770, FOR CONTRACT YEARS 2 AND 3 (APRIL 1, 2009, THROUGH MARCH 31, 2011)

MOVED: Casto ; SECONDED: Skestos  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/4-28-09

Other Business

With no further business to be brought before the Board, Smith adjourned the meeting.

Respectfully submitted,

*Elaine Roberts*

Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
MAY 26, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
John W. Kessler  
Wm. J. Lhota  
George A. Skestos  
Susan Tomasky

Absent: Don M. Casto, III  
Frank J. Cipriano

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/ Chief Financial Officer  
Marla Rose, Columbus Dispatch  
Don Peters/Alan Harding, Columbus Flight Watch  
STAFF: Bush/Frankl/Holderman/Langston/  
Schick/Tanner/Wall/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of April 28, 2009. Hearing none, Skestos moved for approval; Smith seconded. Minutes approved unanimously.

Committee Reports

Business Development. Kessler had nothing to report this month.

Facilities & Services. Roberts noted that the Committee did not meet this month. However, the Facilities & Services-related Resolutions were sent electronically to the Committee members and there were no concerns expressed or questions asked.

Finance. Smith reported that the Committee did not meet this month and asked Byrum to present the financials. Byrum reported that for the year-to-date through April 30, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$23.5 million and Total Operating Expenses of \$17.6 million, leaving an Operating Income Before Depreciation of about \$5.8 million. In comparison to Budget, that is about a million dollars less than projected due primarily to booking an Allowance for Doubtful Accounts as it relates to the on-airport hotels under Other Expenses. If that situation resolves itself, we will certainly reverse that Expense, but in the meantime we believe that those Receivables needed to be reserved under generally accepted accounting principles. Debt Interest Payments remain under Budget—we are currently borrowing \$30 million for a little over 0.55 percent interest and rates continue to be very favorable to the Authority.

On the Combined Statement of Net Assets Versus Prior Year End, we have almost \$126 million worth of Cash and Cash Equivalents, up slightly from the end of the year. The Allowance for Doubtful Accounts at \$1.2 million has increased with the majority due to the above-mentioned Receivables owed by the on-airport hotels. Property, Plant & Equipment has increased about \$46 million and Construction In Progress went down \$38 million as a result of transferring the crossover taxiway from Construction In Progress into Assets.

On the Liabilities side, Accounts Payable has been reduced by \$6.1 million as we continue to pay for construction and other expenses; i.e., Real Estate Taxes and Interest payments. Long-Term Debt has been reduced by \$3.6 million and we have an Increase in Net Assets of \$6.5 million for the year-to-date period. Even though the numbers are not as good as we have seen in the past, we anticipate continuing throughout this year in a very strong financial position while we wait for the economy to recover.

Human Resources. In Casto's absence, Roberts noted that there was nothing to report this month.

#### President & CEO Report

Roberts reported that, as expected, April passenger activity at Port Columbus was considerably better than the first quarter of the year since the Skybus numbers have fully rotated out of the twelve-month period. Compared to April 2008, passenger activity was down 9.5 percent; for the year-to-date, we were down 21 percent. In addition, April was the first month that passenger numbers were down for every airline compared to the year before. We are currently projecting that we will probably end the year down around 9.5 to 10 percent which is probably consistent with the national trend.

Again reflecting what is going on in the general economy, cargo traffic at Rickenbacker for the month of April was down 22 percent and down 23 percent for the year-to-date. We have had some cargo activity recently with a modest increase in charters from Hong Kong and those numbers will be reflected in the May activity report. On the passenger side, Direct Air resumed twice a week service to Myrtle Beach from the Rickenbacker Charter Terminal on May 23.

Whitaker and his staff will be participating in the annual airline/airport Jumpstart conference in Montreal on June 3. The conference is hosted by one of our trade organizations and allows one-on-one meetings between airlines and airports. This gives an

airport the opportunity to sit down and discuss demographics and where the airport thinks the airline could make money if they came into our markets. Meetings have been set up with representatives of JetBlue, AirTran, Virgin America, Midwest, and Republic Airlines and all of the meetings take place in one day. The way it works is that the airport representatives go from room to room to present their story and try to make the case for coming to their respective airport. Hopefully, we will be able to tell you next month if there any were positive reactions to our story.

Airline lease negotiations continue. After having met with the corporate representatives about four to six weeks ago, we had a 1.5 hour conference call with them this morning and have another one scheduled in about two weeks. Everything is going extremely well and we anticipate that, after this next conference call meeting, we will be able to turn around a red-lined version of the lease document. Our hope is to have complete concurrence on all of the business terms by July and to get the language hammered out by the end of summer so it can be brought before the Board. With that accomplished, we will be able to have the new numbers and new methodology to go into our 2010 budgeting cycle. In addition, at the end of October we will be having our annual Rates & Charges meeting with the airlines to finalize a five-year continuation of the current Lease Agreement, which is a five-year agreement as well.

On Friday, May 29, from 3:30 to 5:30, we are hosting an open house in the center of the ticketing lobby to celebrate our partnership with the Ohio Art League, which has resulted in the new Port Columbus Gateway to the Arts. The first exhibit which features photographs of gardens of Dresden, Germany, by Ardine Nelson, Associate Professor at OSU, will be on hand as well as members of the Art League, Art Museum, and others. In addition to invitations extended to Authority Board members, we have also invited our elected officials.

Our PR/Communications staff is beginning to work with ODOT on some ideas for the ribbon cutting for the new interchange which is expected to be completed before Thanksgiving. From ODOT's perspective, they would like for the Governor to participate in the ribbon cutting and Congressman Tiberi, since he assisted in getting Federal funds for the project, definitely wants to be able to participate. Since we will be inviting all of the elected officials, it will be a challenge working around schedules to get a date confirmed, which we cannot do until we have a firm completion date for the interchange.

Tomorrow, May 27, is our new Vice President of Planning & Engineering Larry Spysinski's first day on the job. He comes to us from Atlanta where he was head of Pannatoni-East, which is a large Sacramento-based development company. According to Lhota, who participated in some of the candidate interviews, Spysinski has a 20-year history in Columbus having started his career with Turner doing the 30<sup>th</sup> and 31<sup>st</sup> floor of the AEP building and worked for Opus. In addition, Roberts noted that he has a construction management background and is LEED certified for environmental/energy efficient buildings. She expressed the thought that we are getting a highly talented member added to our team and she will be introducing him officially to the Board at next month's meeting.

Policy discussions regarding wages are continuing with our AFSCME Union representatives. We had a very positive meeting last week and will be meeting again later in June and will keep the Board apprised of progress and hopefully the Human Resources Committee will be ready to consider a recommendation later this summer.

Beginning in June, Roberts will start the first round this year of what is called Chats with the President with all of the employees of all shifts. There are about 17 or 18 meetings of about 1.5 hours each in an open forum format where she discusses key issues, what is going on, addresses concerns, answers questions, and gets feedback from the employees. The Chats are held about every six months and they have to be scheduled several months in advance because of all the shifts and the 24/7 schedule.

Under the Capital Program, we have a few large projects that we are continuing to make progress on:

- FAA Funding share for the replacement runway. We hope to know something in the July-early August timeframe since that affects our timing for a PFC application because the local matching dollars are coming from the proposed Passenger Facility Charge and we cannot start the application process until we know how much the Federal share is going to be. Several of our staff-engineers and planners—as well as our consultants are trying to respond to all the concerns, questions, and issues the FAA has on this project.
- Negotiations are continuing with TSA on the in-line baggage system in the ticket lobby. We expect to receive 80-some percent of that project from Federal Stimulus dollars and are currently negotiating the allowable costs. The remaining dollar



amount needed would also be included in our PFC application. We hope to have a final agreement by late June or July to bring to the Board.

- Negotiations, led by Borden, continue with the car rental companies for the future Consolidated Rental Car Facility that will be located off of Stelzer Road and 17<sup>th</sup> Avenue. Preliminary design concepts are being completed and the challenge is to tie the size of the facility with the cost of the facility and the ability to finance it in the market next spring backed by Customer Facility Charges. It is thought that in the next sixty days we should have at least a close to final concept along with some better cost estimates in order to go into final negotiations with the car rental companies. The intent is to get that wrapped up by the end of this year and be able to finish design by this time next year before construction could start.

The swine flu has abated considerably since we reported on that last month. There are still some confirmed cases in Franklin County and we have learned that all of those confirmed cases have at one time or another passed through Port Columbus. As a result, we are continuing to monitor things very closely and are continuing to enhance our cleaning and sanitizing routine throughout the terminal.

In response to Lhota's question, Borden noted that the confirmed cases that have passed through Port Columbus were documented by the Columbus Health Department. In each of those cases, the Health Department interviews the patient to determine the travel history, where they have been, and who they have been in contact with. We were unable to get the exact dates that they came through but it was fairly recent and the assumption was that they had contracted the disease elsewhere and then brought it home with them.

One other major issue Roberts called to the Board's attention was a meeting a couple of weeks ago with representatives of the City and community stakeholders to discuss the potential for an introduction of a shared ride service here at the airport. She asked Bush, who has been looking into having a similar kind of service here for the last two or three years, to give a description of the shared ride service.

Bush reported that it is our customers that are driving this to an operation called Super Shuttle that you see at 20 or 25 different airports across the country. In the past, the Super Shuttle had not been interested in smaller markets; however, they were recently purchased by Veolia Transportation, a huge worldwide

conglomerate, and Veolia wants them to start going into medium markets. In fact, Super Shuttle Service just began serving the Pittsburgh Airport.

What the service does is put common customers headed to common locations in a shared vehicle that will then take them door to door throughout the area to their various hotel destinations. It is a little less convenient than a taxicab but it helps to pool commonly located customers together to reduce the overall transportation cost and is a system that we would like to offer here. There are some regulatory issues that need to be worked out with the City so we have engaged the City in that process to help them understand what our customers need and what regulations need to be updated and changed.

Roberts added that we currently have three companies that rotate van service to the downtown hotels and we understand that they have had a difficult time sustaining their business levels. So the shared ride service would just be another kind of featured service that we could offer our traveling public. We are, however, moving cautiously due to the concern particularly from the taxicab operators who are aware of the issue and we have been working through that as well as some issues that would require some changes at the City Council level.

The annual FAA certification inspections for Port Columbus and Rickenbacker are tentatively scheduled for July 27. At Port Columbus, we have gone nine years with no deficiencies—a perfect record which is very good for this size of an airport. At Rickenbacker, we've done very well as well. We had a minor deficiency in 2007 and started our winning streak with no deficiencies with the 2008 inspection.

Smith asked if we had an update on the aviation cluster and Roberts said that there is nothing really new going on at this time. The Battelle study, which is due to be completed in July or August, is looking at some ideas related to aviation intellectual capital and tie-ins to the University. Kessler added that one of the problems, as he understands it, is they need a pretty good size piece of property contiguous to the airport and we do not have that assemblage to do the vision they first talked about. In addition, Roberts noted that NetJets has been reaching out to some of their major suppliers or vendors who are looking to expand and told them they would like them to consider Columbus. With the current state of the industry, however, nothing has come of that as yet but NetJets is certainly keeping that on their radar.

Reading of Resolutions

28-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE ACCEPTANCE AND EXECUTION OF AN INTER-GOVERNMENTAL AGREEMENT FOR HOMELAND SECURITY GRANT FUNDS FROM THE FRANKLIN COUNTY BOARD OF COMMISSIONERS FOR THE PURCHASE OF ADDITIONAL PUBLIC SAFETY PERSONAL PROTECTION EQUIPMENT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/5-26-09

29-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE ACCEPTANCE AND EXECUTION OF AN INTER-GOVERNMENTAL AGREEMENT FOR HOMELAND SECURITY GRANT FUNDS FROM THE FRANKLIN COUNTY BOARD OF COMMISSIONERS AND THE MAYOR OF COLUMBUS FOR THE PURCHASE OF COMMUNICATIONS EQUIPMENT

MOVED: Lhota ; SECONDED: Smith  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/5-26-09

30-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH KALKREUTH ROOFING FOR THE TERMINAL ROOF REPLACEMENT PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/5-26-09

31-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH GRESHAM, SMITH & PARTNERS FOR STORM WATER MANAGEMENT SERVICES AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Tomasky  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/5-26-09

32-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE EXECUTION AND DELIVERY OF AN AMENDMENT TO THE PARTICIPATION AGREEMENT ENTERED INTO BY THE RICKENBACKER PORT AUTHORITY IN CONNECTION WITH THE ISSUANCE OF TAXABLE AND TAX-EXEMPT REVENUE NOTES, SERIES 2001 (GRANT/RIVERSIDE PARKING FACILITY PROJECT) AND OTHER INSTRUMENTS, DOCUMENTS OR AGREEMENTS APPROPRIATE TO THE FOREGOING AND RELATED MATTERS

MOVED: Kessler ; SECONDED: Smith  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/5-26-09

Other Business

With no further business to be brought before the Board, Ransier called for a motion to adjourn the meeting. Tomasky so moved; Smith seconded. Ransier adjourned the meeting.

Respectfully submitted,

A handwritten signature in cursive script that reads "Elaine Roberts". The signature is written in black ink and has a long, sweeping underline that extends to the right.

Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
JUNE 23, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
Wm. J. Lhota  
George A. Skestos  
Susan Tomasky

Absent: John W. Kessler

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Marla Rose, Columbus Dispatch  
Michael W. Morris, Green Solutions Technologies  
Don Peters, Columbus Flight Watch  
STAFF: Bush/Frankl/Goodwin/Holderman/Langston/  
Landis/Schick/Spysinski/Tanner/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of May 26, 2009. Hearing none, Lhota moved for approval; Cipriano seconded. Minutes approved unanimously.

Committee Reports

Business Development. Nothing to report this month.

Facilities & Services. Cipriano asked our new Vice President-Planning & Engineering, Larry Spysinski, to introduce himself to the Board and give a bit of background information. Spysinski said this is his fourth week on the job here and he had lived in Columbus from 1982 to 2003, with the exception of a year before taking a job in Atlanta. While in Columbus, he worked for Opus North, and in Atlanta he worked for Pannatoni Construction. Roberts noted that he is LEED certified and brings some great new expertise to our team. Continuing, Cipriano reported that the Committee discussed the status of our Federal Stimulus funds package and reviewed the Facilities-related Resolutions which he recommended for Board approval.

Finance. Smith reported that the Finance team had received another award. This one is the "Making Your Tax Dollars Count" Award for 2007 from the Auditor of State and is the fifth consecutive year the Finance team has received this award. He noted that only about 5 percent of those that are eligible receive this award and then asked Byrum and his team to stand for the presentation of the award plaque.

After a rousing round of applause from the Board, Byrum credited Langston and her staff who do all the work on the CAFR and the financial information to keep the Authority in compliance.

Byrum reported that for the year-to-date through May 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$29.4 million and Total Operating Expenses of \$22.3 million, leaving an Operating Income Before Depreciation of \$7.1 million. In comparison to Budget, that is \$1.3 million less than projected due primarily to booking \$1.2 million as an Allowance for Doubtful Accounts as it relates to the on-airport hotels under Other Expenses. If that situation resolves itself, we will certainly reverse that Expense, but in the meantime we believe that those Receivables need to be reserved and we will continue to reserve 100 percent of their balances that are due. In addition, it is anticipated that that number will increase next month since second-half property taxes are due and the Authority will pay those taxes in order to not be in default which means the on-airport hotels will be in arrears. Under Depreciation and Other Reconciling Items, Investment Income is running about \$600,000 below estimate due to the low interest rates. On the other side of that, Debt Interest Payments are almost \$545,000 under Budget—we have \$30 million of Commercial Paper outstanding at 0.48 percent interest.

On the Combined Statement of Net Assets Versus Prior Year End, we have almost \$125 million worth of Restricted and Unrestricted funds. The Allowance for Doubtful Accounts at almost \$1.2 million has increased with the majority due to the above-mentioned Receivables owed by the on-airport hotels. The largest portion of our Assets is the Net Land, Property & Equipment which shows \$10.6 million of additions to date this year offset by Accumulated Depreciation of \$10.8 million. This means we are down about \$200,000 in the net book value of that.

On the Liabilities side, Accounts Payable has been reduced by \$6.1 million as we continue to pay for construction and other expenses; i.e., Real Estate Taxes and Interest payments. Long-Term Debt has been reduced by \$3.6 million and we have an Increase in Net Assets of \$7.6 million for the year-to-date period. We still remain very strong financially with good liquidity. We have been very conservative in our approach to managing the Authority finances and feel we are in a good position to continue through this recessionary period and come out the other side ready for a growth pattern.

To conclude, Smith reported that the Committee also reviewed the Authority's Technology Plan as well as the upcoming 2010 Budget assumptions.

Human Resources. Casto had nothing to report this month.

President & CEO Report

Roberts reported that we continue to have disappointing passenger numbers. Compared to May 2008, passenger activity was down 11.5 percent; for the year-to-date, we were down a little over 19 percent. She noted that we now have two months without the Skybus numbers factored in, so the monthly numbers are more consistent with national numbers for most airports. Regarding the year-to-date numbers, down a little over 19 percent, is still probably worse than average because of the record 1<sup>st</sup> Quarter last year with Skybus. We are forecasting that we will end the year down about 11 percent, which means we have to make up quite a bit of ground to go from -19 percent to -11 percent and are hoping that is not too ambitious.

Roberts got a call yesterday from Southwest. In November, they are going to cut their two daily flights to Philadelphia at least for the short term. At the same time, however, they are going to add back an Orlando flight which will be a third daily flight to Orlando, which is one they are going to take out in August. Southwest currently has 26 daily flights so it will be a net reduction of one daily flight in November and one in August for 24 daily departures at that time. US Airways, though, continues to serve Philadelphia with eight non-stop flights a day, so we still have good service to Philadelphia—we are not sure what that will do to the airfare without two airlines competing in the market.

On the plus side this month, American Airlines added a fifth daily flight to Dallas, Delta added an eighth daily flight to Atlanta, and Northwest added a fourth flight to Minneapolis. We think that those flights are probably summer adds and may not stay when their fall schedules come out, but that is the nature of the market right now. This makes it very difficult to forecast where we will end up the year and where we think next year will end up as well. However, for budgeting purposes, we are looking at next year being flat compared to where we end up 2009 which we expect to be very close to a final year-end number of about 6 million total passengers. The last time we were under 6.2 million passengers was 1995. So taking out the record year with Skybus, we have been very consistent in the 6.2 million up to 6.8-6.9 million range, reflecting the steady but gradual growth of our metropolitan area, which is still positive compared to the rest of the state. At other metro areas of the state, population is going down and the city of Cincinnati continues to get hammered by Delta reducing its flights there.

We continue to talk with the airlines and have had encouraging discussions with them indicating that they are just waiting for the economy and the demand for air travel to bounce back and they still see our market in a very positive light. As mentioned last month, Whitaker and his staff attended an industry conference earlier this month in Montreal and met with seven airlines: Spirit, JetBlue, AirTran, Alaska, Republic, Midwest, and Virgin America and all of them were pretty positive conversations. JetBlue, in particular, said they have always planned to come back to Columbus but probably not in the next year or two.

As in the past, Whitaker has some routine visits scheduled with some of the carriers in Europe to continue the dialogue about non-stop international service to Europe. Since the lead time for those kind of decisions take a couple of years, it is important to stay on their radar and give them updated information.

With the Delta-Northwest merger earlier this month, Northwest moved over to Concourse C. Northwest is now operating as a wholly owned subsidiary of Delta and hopes to get a single operating certificate from the FAA by the end of this year. Northwest is currently saying that they are not going to lease more extra space on Concourse C, however, we do not quite see how they are going to do that since they gave up two gates and generally they have three airplanes on the ground at once. They have the next couple of months to make a decision on space, since we are finalizing our airline Use Agreement.

Cargo activity at Rickenbacker was a little bit better in the month of May, down 20.5 percent for the month compared to May 2008 and down about 22 percent for the year-to-date. The good news for the month of May was that we had six 747 cargo flights and staff continues to work aggressively to promote Rickenbacker in an effort to get more activity down there. Unfortunately, the shipment of cargo and goods is directly tied to the slow economy right now.

We had three flights to Myrtle Beach on Direct Air in the month of May and June will be the first full month with twice-a-week service to Myrtle Beach on Direct Air and they have extended their schedule to run through November 14 rather than their originally scheduled run through September 5. They have gotten fairly good reaction to the twice-a-week operation so we are hopeful but not particularly optimistic that we will hit the 10,000 passenger threshold that will trigger the extra Federal funding for Rickenbacker. The passenger count at Rickenbacker is currently a little over 3,600 and we are projecting 7,000 total passengers for year end.



As mentioned before, the airline Use Agreement expires at the end of this year and a team of our staff led by Whitaker and including Roberts, Borden, and several Finance members, have been negotiating with the airlines for a new five-year Use Agreement. In a telephone conference call a week-and-a-half ago, we got an agreement in principle. The next step is to prepare a red-lined version of the current Use Agreement to ensure that we have concurrence on all the terms once they see it in writing. Once that concurrence is received, it will be taken to the Board for its concurrence prior to the airlines circulating it through their legal departments for review and final signature before the end of the year. The negotiations started in February and we have had three face-to-face meetings and a couple of conference calls, so it was a very fast-tracked, extremely smooth negotiation effort.

On May 29, we hosted a reception in the atrium with the Ohio Art League to announce our partnership with them and to showcase the new Gateway to the Arts located in the hallway on the left before Max & Erma's. About a week-and-a-half ago artwork by the Columbus City School Districts most talented students was displayed in the USO lounge area near the Concourse C checkpoint and the hallway across from Max & Erma's where the US Postal Service was formerly located. In addition, we recently reached an agreement with the Art Museum. In August, they will replace the dated Kids Color Columbus art that has been on the two big walls facing the ticket counters for some time with really colorful wall wraps that showcase some of the art and some of the things that are going on at the Art Museum.

Last Monday, we received a check for \$2.76 million from the Skybus bankruptcy. Our Associate General Counsel, Nederveld, did a great job representing the Authority on the Claims Committee along with an outside counsel. Over the next three to four months, we expect to recover about another million dollars. At the Board Chair's and Vice Chair's request to look at the numbers, the final facilities and investment that we made for Skybus and Skybus-related improvements a couple of years ago ended up being \$10.3 million. The revenues that were generated from almost a million passengers that flew Skybus in a little less than a year, counting Passenger Facility Charges, an average for parking, food & beverage, rental car revenues, etc., was right at \$10 million--so it was almost a breakeven situation. In addition, as a result of the "claw-back" provision in our Air Service Incentive Program, if an airline that received a financial incentive for new service stopped service within a year, the incentive would be paid back to the Authority. As a result of this provision, the Authority will recover close to \$2 million for the waived fees which will be

credited in the 2009 assumed Rates & Charges for the airlines since they were paying higher fees due to the landing fees being waived for Skybus during their ten months of operations.

Lhota made a motion to have the Board send a letter, signed by the Chair, recognizing this outstanding accomplishment by Tanner, Nederveld, and the Legal team. Cipriano seconded the motion which was unanimously approved by the Board.

Roberts pointed out that some of the former Skybus facilities, specifically part of the operations space that was built for them, has now been re-rented recently to TSA for office space and we continue to look for creative uses for the remaining space. In addition, some of the improvements such as widening the security checkpoints will benefit us for years to come.

Lhota asked about an article he had read that said John Weikle is flying out of Toledo Airport. Roberts confirmed that he is operating Jet America under a charter certificate with just one airplane. Whitaker added that Lansing; Melbourne, Florida; Newark, New Jersey; and Minneapolis are some of the destinations that are in the cards but not necessarily in that order. A second airplane is to be secured later this summer under a wet lease. This means that Weikle does not represent the airline, he hires the airline to fly on his behalf much like Direct Air out of Rickenbacker where they are just a company that does not have any airplanes or reservation system but they farm those things out to third-party service providers.

Next week, Roberts will be completing her bi-annual chats with the President with all of the employee groups. She spends about an hour and a half with each work group on each shift. They have been very productive conversations that allow her to share her perspective on the industry and some of the things that are going on overall.

We are waiting for the FAA to give us a final decision on our Environmental Impact Study (EIS) as it relates to the future runway project. Because of the decline in operations and activity levels at Port Columbus, the FAA has asked us to redo our noise contours and projections for five years from now for projects that are either waiting on environmental decisions for projects or that are applying for funding for noise programs. When we did our Part 150 Noise Study a couple of years ago, there were over 200 homes that were recommended for sound insulation. That number has now shrunk to about 70 homes which means we will be having a public meeting on July 9 (the notice was published the other day) to share that information with the community.

The affected area is to the west of the airport--the East Columbus area--where we are also buying about 32-35 homes that are going to be in the future approach to the runway. The majority of the homeowners have already indicated that they want to sell and we have already acquired and closed on about a dozen homes. Now, because the noise contour has shrunk, homes in the area a couple of streets over are no longer eligible for sound insulation under the Federal program. Roberts met with the ward chairman June 19 to explain the need for the public meeting. He was disappointed but he understood.

Our Planning staff will be on hand and the FAA will come down from Detroit to lead the public meeting. As soon as the runway project is completed, the Authority will update the noise maps and double-check to see if they are what they were projected to be or if the contour has expanded. The noise maps are automatically updated every five years.

Roberts recounted a similar situation around 2000 when the stage 2 noisier aircraft were phased out and required to be replaced by new stage 3 engines that were quieter or be retrofitted. When that happened, the contour shrunk from a lot of the original noise maps, so a lot of the homes that people thought were going to be acquired or insulated were no longer eligible. In other words, it is a snapshot in time that one has to deal with.

Work on the Interchange Project is on schedule and we are still planning for it to be open before Thanksgiving.

A bit of national news that affects airports that offer TSA's Registered Traveler Program for expedited screening for members to go through a dedicated lane at the security checkpoints. The company that was providing that service has ceased operations. We did not offer that Program here at Port Columbus since, with three security checkpoints, it would have been very difficult to have a dedicated lane at each one of the checkpoints.

As a result of the closure of the OSU Airport's main runway for pavement rehabilitation, three business jets have relocated to Bolton Field for the duration of the construction which is expected to be completed by the end of September. This means we are seeing a bit of an uptick at Bolton Field in terms of activity and fuel sales. Prior to the business jets relocating to Bolton Field, our summer seasonal help from both Port Columbus and Rickenbacker did some summer fix-up: crack sealing, painting, etc.

For three consecutive years now we have hosted an FAA-sponsored Wildlife Hazard Management Training class for airports around the state. The class is conducted by Certified Wildlife Biologists from the USDA Wildlife Services Division brought in by the FAA and is very important in light of the recent Miracle Landing on the Hudson and the focus that has been on wildlife management and the efforts to control geese. Forty people took advantage of the training class—27 of those were our staff and 13 people came from other airports around the state.

As most are aware, the World Health Organization has officially declared that the H1N1 Swine Flu outbreak is a pandemic. We continue to monitor that closely so as to be prepared for what could be a bigger outbreak here locally.

As a last item, Roberts called on Tanner to brief the Board on the aviation camp for young people. Tanner reported that the formal name of the program is the Aviation Career Education (ACE) Academy which is a nationally recognized program developed by the Organization of Black Airline Pilots and the FAA. The goal of the Academy is to introduce disadvantaged and minority youths ages 12 to 17 to the various career opportunities that exist within the aviation industry. Last year NetJets was a primary sponsor of the program through the donation of planes to take students on individual flights. Our Administrator for DBE and Diversity, Damita Brown, is working closely with the Association and it has been agreed that the Authority would be a primary host and sponsor for this year's camp. The students will come here for a week of intense instruction in all facets of an aviation career and after a tour of NetJets it is planned that the top three or four students will take a flight from NetJets to OSU Airport where President Gordon Gee plans to greet the students when they arrive. In summary, it is an exciting program for young people and speaks well to the Authority's diversity initiative. Roberts added that both our Chair and Vice Chair will be part of the welcoming ceremony on July 6<sup>th</sup>, the first day of the program.

Reading of Resolutions

33-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH CRS DEMOLITION FOR THE INTERMODAL AND AIR CARGO CAMPUS BUILDINGS/STRUCTURES DEMOLITION PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Skestos  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

34-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH JACK DOHENY SUPPLIES, INC., FOR THE PURCHASE OF ONE HIGH-SPEED RUNWAY BROOM WITH DUAL SNOW PLOW ON A HEAVY DUTY CHASSIS UNDER STS 7751500408 STATE CO-OP PURCHASING CONTRACT FOR USE AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Skastos  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

35-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH BUS SERVICE, INC., FOR THE PURCHASE OF ONE 2009 FOURTEEN-PASSENGER PROPANE-POWERED SHUTTLE BUS FOR USE IN THE REMOTE SHUTTLE LOTS AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

36-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE NEGOTIATION AND ACCEPTANCE OF AN INTER-AGENCY LOAN FROM THE OHIO EPA FOR THE DESIGN, PURCHASE, AND INSTALLATION OF AN AIRCRAFT DE-ICER TREATMENT SYSTEM AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

37-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH THE LOWEST RESPONSIVE, RESPONSIBLE BIDDER FOR ADDITIONAL STORM SEWER CONSTRUCTION FOR THE EAST APRON DEICING AREA EXPANSION PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT, SUBJECT TO REVIEW AND APPROVAL BY BOARD CHAIR AND FACILITIES & SERVICES COMMITTEE CHAIR PRIOR TO EXECUTION OF THE CONTRACT

MOVED: Lhota ; SECONDED: Casto  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

38-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY  
RESCINDING RESOLUTION 03-03 AND AUTHORIZING THE PRESIDENT & CEO,  
SENIOR VICE PRESIDENT/CHIEF OPERATING OFFICER, VICE PRESIDENT/CFO,  
CONTROLLER, OR DIRECTOR OF FINANCE TO INITIATE PAYMENT OF FUNDS  
FROM ACCOUNTS MAINTAINED WITH DESIGNATED DEPOSITORIES BY THE  
AUTHORITY

MOVED: Tomasky ; SECONDED: Lhota  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/6-23-09

Other Business

With no further business to be brought before the Board, Ransier  
called for a motion to adjourn the meeting. Casto so moved; Lhota  
seconded. Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
JULY 28, 2009

BOARD MEMBERS

Present: Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
John W. Kessler  
Wm. J. Lhota  
George A. Skestos

Absent: Kathleen H. Ransier, Chair  
Susan Tomasky

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Marla Rose, Columbus Dispatch  
Don Peters, Columbus Flight Watch  
STAFF: Bush/Carter/Frankl/Goodwin/Holderman/  
Langston/Morgan/Schick/Spysinski/Tanner/Whitaker

In Ransier's absence, Vice Chair Smith called the meeting to order and asked if there were any additions or corrections to the Minutes of June 23, 2009. Hearing none, Lhota moved for approval; Cipriano seconded. Minutes approved unanimously.

Committee Reports

Business Development. Kessler had nothing to report this month.

Facilities & Services. Cipriano reported that the Committee discussed those projects in excess of \$2 million and called on the VP-Planning & Engineer to present an update on the South Runway Project. Spysinski noted that the Environmental Impact Statement (EIS) and the Letter of Intent (LOI) application for the South Runway Project have been submitted. We are now awaiting the FAA's Record of Decision (ROD) on the EIS, which we hope to have by the end of August. Regarding the LOI, we did a benefit-cost analysis which was submitted to the FAA at the end of June and we hope to hear from the FAA on that in September. If the FAA responds favorably on the EIS and LOI, then the South Runway Project would push ahead.

There is also a combination of projects associated with the South Runway Project including the golf course modifications, landing light relocation, and acquiring properties in the Runway Protection Zone (RPZ). Regarding the acquisition of properties in the RPZ as well as a part of the application, we hosted a couple

of public meetings that the FAA conducted to discuss the sound insulation program with the affected neighbors. The public meetings, however, received relatively low attendance. In summary, at this point in time we are in the queue with the FAA and just awaiting their response.

In response to Cipriano's and Skestos' questions, Roberts reported that for the South Runway Project, including the combination of projects, the latest estimated cost is approximately \$150 million to \$160 million. Assuming we get all of the approvals, we anticipate that the Project would be phased in over a couple of years. The original completion date was spring of 2012. Our design firm is under contract; however, they are currently on hold until we are assured that we have the funding before authorizing them to proceed to final design. Assuming we get approval, design would go through 2010 with construction in probably 2011 and 2012.

In conclusion, Cipriano said the Committee reviewed the Facilities & Services Resolutions and recommended all for Board approval.

Finance Committee. Byrum reported that for the year-to-date through June 30, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$35.3 million and Total Operating Expenses of \$26.9 million, leaving an Operating Income Before Depreciation of \$8.4 million. In comparison to Budget, that is \$1.6 million less than projected due primarily to booking \$1.7 million as an Allowance for Doubtful Accounts as it relates to the on-airport hotels under Other Expenses. If that situation resolves itself, we will certainly reverse that Expense, but in the meantime we believe that those Receivables need to be reserved and we will continue to reserve 100 percent of their balances that are due. Holderman is working with them on reconciliation of the matter.

Skestos asked if the Authority had thought about getting some kind of bids from other hotel chains. Byrum explained that Holderman is exploring a number of alternatives and Kessler asked Holderman to brief the Board on what is actually going on.

Holderman reported that we are working with all three lenders and that the ball is really in their court to either keep the existing management group in place or to replace them with another operator. That decision is not up to the Authority, although we do have approval rights of a qualified transferee. The lenders do have the obligation to pay the taxes and rent either via a work-out plan or a declared default which then triggers a grace period within which they have to pay. GE Capital is a lender on three of the hotels, WesBanco is a lender on one hotel, and Delaware County



Bank is a lender on one hotel. Each lender understands that obligation so this is not news to them. We have made a request that the lenders pay the taxes as soon as possible and we are waiting to see if that occurs. It is really a situation that is pay it now because you are going to have to pay it later and that is what we are trying to move along. As indicated earlier by Byrum, that Expense will get reversed at some point.

Continuing, on the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget, Byrum noted that under Depreciation and Other Reconciling Items, our Investment Income has fallen below Budget since the Federal Reserve has lowered interest rates about as low as they can. On the other side, however, the Debt Interest payments are \$657,000 under Budget as we continue to borrow short-term money in the Commercial Paper market with an outstanding balance of \$30 million at an average rate of 0.48 percent.

Regarding our current investments versus STAR Ohio, we have a number of investments out with our investment manager, Dennis Yacobozzi of United American Capital which is over a 200 basis point spread from the average that we have for both our General Fund and our PFC Fund. On a short-term basis, we are in STAR Ohio and they are at two-tenths of one percent and have a very short maturity date of less than 60 days. We have about \$65 million invested longer term, with an average maturity of over two years. Hopefully, the market will turn around before those mature and we have to reinvest that money again.

On the Combined Statement of Net Assets Versus Prior Year End, the Cash position has gone up about \$7.5 million since the end of the year attributable mainly to timing of payments. In addition, Receivables have come down in relation but the Allowance for Doubtful Accounts has increased \$1.735 million and, again, represents the above-mentioned Receivables owed by the on-airport hotels. Net Property & Equipment shows about \$13 million of additions to Property offset by Accumulated Depreciation, with almost \$770 million of Total Assets.

On the Liabilities side, we made our payments to Accounts Payable, reducing our Trade & Retainages and Total Long-Term Debt has been reduced by \$3.6 million after making principal payments on our Debt. In addition, we have an Increase in Net Assets of \$9.2 million for the year-to-date period.

Human Resources. Casto had nothing to report this month.

President & CEO Report

Roberts reported that passenger activity is still negative; however, it is improving. For the month of June, we were down 7 percent compared to June 2008, and down 17 percent year-to-date. With the exception of AirTran, which was not here a year ago, all of the airlines are down for the month compared to June 2008. We continue to forecast end-of-year numbers to be down around 11 percent, again due to the fact that first quarter 2008 was a record first quarter and Skybus was still here. Southwest continues to be our largest carrier with 28 percent market share and Northwest/Delta combined is at almost 23 percent market share.

Compared to other airports in the state, Port Columbus is doing considerably better according to a chart Whitaker's Business Development staff put together. They looked at the October scheduled flights and number of seats based on the size of aircraft for all airports in the state, including Cincinnati. Compared to October 2008, in October 2009 Port Columbus is projected to be down 4 percent in average daily seats and down 3 percent in daily departures. Cincinnati will be down 27 percent in average daily seats which was compounded by a double-digit decline the prior year so Cincinnati is really down, and down 26 percent in daily departures; Cleveland will be down 10 percent in average daily seats and down 7 percent in daily departures; Dayton will be down 17 percent in average daily seats and down 15 percent in daily departures; and Akron-Canton will be down 10 percent in average daily seats and down 5 percent in daily departures.

This means, on average statewide, all daily seats will be down 15 percent and all daily departures will be down 14 percent and Port Columbus is projected to be down only 4 percent in daily seats and 3 percent in daily departures which is considerably better than the other airports in the state. In terms of market share with the October 2009 schedule, Cleveland will surpass Cincinnati due to the downsizing of Delta—Cleveland will have 32 percent of all daily seats, Cincinnati will have 31 percent of all daily seats, and Port Columbus will have 22 percent of all daily seats in the state.

In response to Skestos' question about what happens to an airport if it has insufficient capital to continue, Roberts explained that in the 25-26 years she has been in the industry that has never happened. If it is a commercial airport with scheduled passenger service, it is usually self-sufficient or the local government that it is affiliated with will usually step in and help.

Kessler added that, when the City of Columbus transferred ownership of Port Columbus to the Authority, the City clearly told us that we were on our own which was scary and which is why we did not include the County-owned Rickenbacker at the time since John W. Wolfe was worried more about Port Columbus and was afraid that Rickenbacker would pull us down.

Roberts pointed out that that is really why Rickenbacker is a bigger challenge since the Authority took over its operation in January 2003. We are in the seventh year of the County's ten-year commitment to subsidize its operations and since Rickenbacker does not have the volume of passengers or resources like we have at Port Columbus such as parking, food & beverage, or Passenger Facility Charges it continues to lose money. To bring Rickenbacker to self-sufficiency, our strategy has been to get into industrial development, the rail-truck intermodal facility, and to generate non-aviation revenues that we can pour back into the airport. The plan is to use those non-aviation revenues to invest in things that will generate new revenue such as airport cargo buildings, maintenance facilities, etc.--things that we can lease and have an on-going revenue stream from.

Cargo volume for the month of June at Rickenbacker was down almost 43 percent and down nearly 26 percent for the year-to-date. Again, this continues to reflect the general economy with firms drawing down their inventories. In addition, AirNet who moved a lot of their business to Chicago, was down 11 million pounds for the year-to-date and FedEx, which is our largest carrier at Rickenbacker, was down over 8 million pounds year-to-date. We continue to have between two and three Far East charters a month; however, the tonnage on those flights does not offset the decrease by others. The Myrtle Beach Direct Air charter flights had almost 1400 passengers in June and we were just notified that they are going back to their originally scheduled termination date of September 5 rather than their recently announced extension of service into November.

Whitaker recently returned from Europe where he met with a couple of airlines and one airport. We remain optimistic and continue to get positive feedback from the airlines regarding our market and our positioning of the market.

The quarterly display by the Ohio Arts League located on the main ticket lobby corridor by Max & Erma's will be changing from the Dresden, Germany, garden photograph exhibit to a 3D art display and we will provide more information on that transition next month. Also, over the next couple of months, the Columbus Museum of Art will be changing over their "Kids Color Columbus" walls in

the ticketing lobby. In addition, we will be hosting a reception for the high school students who have a separate art display in two locations immediately after the September Board meeting. Details and invitation to follow.

In response to Cipriano's question about The James Cancer Center display in the atrium, Elaine said she had heard nothing but positive comments. Holderman added that he, too, had nothing but positive feedback.

Staff is working on the 2010 Budget and that will consume a considerable amount of time for the next couple of months. 2010 continues to look challenging for us—we are assuming that the passenger numbers will be flat and we are projecting that revenues will decline since a number of our concessionaires have a provision in their contract that their Minimum Annual Guarantee would go to an 85 percent factor of their prior year's payments. Staff will be meeting shortly on projected revenue and expect to bring the Budget to the Finance Committee and Board for review by late October and the Capital Budget is expected to be available for review by the Facilities & Services Committee in September.

Over the last four or five weeks, the Executive Team, under the leadership of Frankl, has been reviewing our five-year old Strategic Business Plan which actually went through December 2008. Because we were in the middle of our Best Practices, it was determined that that should be completed before taking a look at our strategy for the future in view of what is going on with the economy. The hope is to get a draft Strategic Business Plan to Board members for their review and input sometime this fall in the hope of being ready to adopt it at the November Board meeting.

As mentioned earlier, if we do not get approval for funding of the South Runway Project from the FAA, we will have some options that are not so very attractive, including have to reconstruct the existing runway in the same time period. If that is the case, we will have to justify that scenario and ask for funding for that from the FAA. We should have an answer from the FAA within the next 60 days and will keep everyone posted.

The Interchange Project is on schedule. In fact, it may be slightly ahead of schedule, weather permitting. Construction is targeted to be completed by November 1 and Whitaker and his staff are working to ensure we can get Congressman Tiberi and either the Governor or ODOT Director here for a grand opening ribbon cutting date before the Interchange is open for public traffic. Kessler suggested and Roberts agreed that former Congressman Hobson should be invited as well. Once the date is confirmed the Board members will be notified.

The project to install bollards to protect the Port Columbus terminal building from vehicles with explosives crashing through the entrances and into the building began two weeks ago. That work is actually running ahead of schedule and should be completed no later than mid-November.

All Airport ID badges will expire October 31. As a result we are required to re-badge about 3500 people by then. The process involves having to re-verify the identification of those people that work at the airport and completing a background check/security threat assessment. Schick will be sending an e-mail to the Board members next week with instructions for re-badging.

The former Skybus office and operations space on the lower level of Concourse B has been converted and remodeled into space for the TSA's Coordination Center. The Center is staffed 24 hours a day, 7 days a week, and will be a hub to monitor local, national, and international incidents as well as coordinate any kind of inter-agency communications. The Authority will receive full rent for that space as if it were being rented by an airline.

The annual FAA Certification Inspections of both Port Columbus and Rickenbacker began today and should be done by the end of the week. Right now, we're expecting good reports and have no reason to think they will not be as they have been in the last few years.

On a positive note, late last Sunday night one of our night shift Police Officers on bike patrol in the parking garage saw three suspects sitting in a car. The Officer thought they looked suspicious and in checking it turned out that they were involved in a rash of vehicle break-ins, including at the hotels. The Officer found a number of radios and GPS devices in the vehicle. Two of the three suspects admitted what they had essentially done and were taken into custody. We have vigilant and very qualified Police Officers here on duty all the time, 24/7. Kudos to our Public Safety staff.

#### Reading of Resolutions

39-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE GRANT OF AN EASEMENT AND RELATED DOCUMENTS TO SOUTH CENTRAL POWER FOR LAND TO INSTALL ELECTRICAL TRANSMISSION LINES BETWEEN THE MIDWAY SUB-STATION AND THE RICKENBACKER SUB-STATION TO IMPROVE SERVICE AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

40-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ACCEPTANCE AND EXECUTION OF A FORTHCOMING GRANT/LOCAL-LET PROJECT AGREEMENT FROM THE OHIO DEPARTMENT OF TRANSPORTATION FOR THE RICKENBACKER PARKWAY PHASE 2A PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

41-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH PRECISION ENVIRONMENTAL CO. FOR ASBESTOS ABATEMENT AND MOLD REMEDIATION AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

42-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH LANDRUM & BROWN, INC., FOR THE PURCHASE AND INSTALLATION OF AN AUTOMATED AIRPORT OPERATIONS SOFTWARE SUITE AND ELECTRONIC AIRFIELD SAFETY AND AIRPORT STATUS INFORMATION DISSEMINATION PACKAGE FOR PORT COLUMBUS INTERNATIONAL, RICKENBACKER INTERNATIONAL, AND BOLTON FIELD AIRPORTS

MOVED: Casto ; SECONDED: Cipriano  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

43-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH VAISALA, INC., TO PROVIDE MAINTENANCE, INSPECTIONS, AND CERTIFICATIONS FOR CERTAIN NAVIGATIONAL AIDS AND COMMUNICATIONS EQUIPMENT AT RICKENBACKER INTERNATIONAL AND BOLTON FIELD AIRPORTS

MOVED: Kessler ; SECONDED: Skestos  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

44-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH MID CITY FOR THE AIRFIELD/NAVAID EMERGENCY GENERATOR REPLACEMENT PROJECT AT BOLTON FIELD AIRPORT

MOVED: Lhota ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

45-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH THE DICK CORPORATION FOR GENERAL CONSTRUCTION ADMINISTRATION SERVICES FOR VARIOUS PROJECTS AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Cipriano ; SECONDED: Lhota  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

46-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH JOHNSON CONTROLS, INC., UNDER STS 4463201008 STATE CO-OP PURCHASING CONTRACT FOR LABOR AND MATERIALS REQUIRED FOR THE CONCOURSE C CHILLER MODIFICATIONS PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Skestos  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

47-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH ULTIMAX, INC., FOR THE TERMINAL MODIFICATIONS FOR CONCESSIONS MARKETING PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

48-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH THE LOWEST RESPONSIVE, RESPONSIBLE BIDDER FOR ADDITIONAL SIGNAGE FOR THE INTERNATIONAL GATEWAY ROADWAY LOOP SYSTEM PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT, SUBJECT TO REVIEW AND APPROVAL BY BOARD CHAIR AND FACILITIES & SERVICES COMMITTEE CHAIR PRIOR TO EXECUTION OF THE CONTRACT

MOVED: Lhota ; SECONDED: Casto  
YEA: 6 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/7-28-09

At the conclusion of the Reading of Resolutions, Vice Chair Smith asked for a motion to take the Board into Executive Session pursuant to ORC 149.43 and ORC 4582.58 (B) and (C) to discuss financial and proprietary information related to business development. Cipriano so moved; Lhota seconded; roll call vote of the six Board members in attendance approved unanimously the

motion to take the Board into Executive Session. Executive Session was convened at 4:35 p.m. The public was asked to retire to the Lobby.

At 5:10 p.m., the Vice Chair moved to reconvene; Cipriano seconded; roll call vote of the six Board members in attendance approved unanimously the motion to reconvene. Smith then invited the public to return.

Other Business

With no further business to be brought before the Board, Smith called for a motion to adjourn the meeting. Cipriano so moved; Skestos seconded. Smith adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS



MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
AUGUST 25, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Frank J. Cipriano  
John W. Kessler  
Susan Tomasky

Absent: Don M. Casto, III  
Wm. J. Lhota  
George A. Skestos

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Don Peters/Alan Harding, Columbus Flight Watch  
STAFF: Bush/Frankl/Goodwin/Holderman/Holland/  
Kennedy/Langston/Morgan/Noyes/Schick/Sethna/  
Tabor/Tanner/Varga/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of July 28, 2009. Hearing none, Kessler moved for approval; Cipriano seconded. Minutes approved unanimously.

Business Development. Kessler reported that the Committee met earlier this afternoon and Holderman updated them on all activities. Staff is on top of everything in this interesting market and we are holding our own.

Facilities & Services. Since Cipriano was unable to attend the Committee meeting, Tomasky reported that that they reviewed the existing and current Capital projects, including the runway expansion that Roberts will be including in her report. The Committee also reviewed the Facilities & Services related Resolutions and recommended all for Board approval.

Finance Committee. Smith reported that the Committee met earlier today to review the financials and also had a continuing dialogue as it relates to next year's budget. He asked Byrum to present the financials.

Byrum reported that for the year-to-date through July 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$41.3 million and Total Operating Expenses of \$30.6 million, leaving an Operating Income Before Depreciation of \$10.7 million. In comparison to Budget, that is about \$1.1 million lower than projected due primarily because of Other Expenses related to the

Bad Debt Reserve set up for the on-airport hotels portion of their payments that have not been made. There is one positive. In July the Authority received payment of almost a million dollars from the hotels for their property taxes.

The Combined Statement of Net Assets Versus Prior Year End shows \$772.6 million of Total Assets, \$131.9 million of Cash—both Restricted and Unrestricted funds combined—which is about \$8.8 million better than the end of the prior year. As the construction season proceeds, we will continue to spend down our Cash for on-going Capital improvements.

On the Liabilities side, we continue to pay our Accounts Payable Trade & Retainages, as well as other Accrued Expenses, specifically Interest and Real Estate Taxes. We have made our Debt payments and reduced Long-Term Debt by \$3.6 million. In addition, we have an Increase in Net Assets of \$14.4 million for the year-to-date period. In summary, we remain very strong financially as we continue through these uncertain economic conditions we are in today.

Human Resources. In Casto's absence, Roberts reported that discussions are continuing with AFSCME regarding their reopener on wages for 2009.

Prior to getting into her report, Roberts presented a bit of background to explain the rationale for recognizing eight Authority employees that she invited to today's Board meeting.

A couple of weeks ago, the Authority hosted AAAE's Great Lakes Chapter's (GLC) Annual Meeting at Cherry Valley Lodge. The Committee that put this four-day meeting together was co-chaired by Goodwin and Frankl, both of whom are Past Presidents of the GLC. The Annual Meeting was attended by close to 300 airport executives and their families and was extremely well received. In fact, she got compliments throughout the four days that this was one of the best, if not the best, GLC Annual Meeting they had ever had and some of the attendees said that they wished we would host it here every year. Airports in twelve states—from Ohio to the Dakotas—and two provinces in Canada are in the Great Lakes Chapter.

In order to host this Conference, the Authority had to submit a proposal four or five years ago and required the Planning Committee to spend a lot of time over the last year to make this a successful event.

The Great Lakes Chapter passed the following Resolution commending the Authority's Planning Committee that Roberts read in its entirety and asked those individuals that were on the Committee to stand as their names were read.

WHEREAS, the 41<sup>st</sup> Annual Conference of the Great Lakes Chapter of the American Association of Airport Executives has been held at the Cherry Valley Lodge, Newark, Ohio, August 6-9, 2009, for the purpose of promoting airport management and conducting same in a conducive business and social atmosphere; and

WHEREAS, the attendees of the Chapter Conference have benefited from and enjoyed this annual conference and wish to acknowledge the efforts of the conference host airport planning committee;

NOW, THEREFORE, BE IT RESOLVED that the Chapter Officers, membership and attendees of the Conference hereby express their gratitude and appreciation to the members of the Columbus Regional Airport Authority, the management and staff of the Columbus Regional Airport Authority and their Conference Committee, Linda Frankl, Charles Goodwin, Paul Kennedy, Marc Sethna, Carol Holland, Angie Noyes, Angie Tabor and Barb Varga who have provided us with an exemplary conference. Dated August 7, 2009, and signed by Phillip E. Johnson, President, and Kenneth Newstrom, Executive Director.

The Board gave a rousing round of applause.

#### President & CEO Report

Roberts reported that passenger activity for the month of July is starting to look a bit better compared to the last few months. Activity at Port Columbus was down 4.7 percent for the month and down about 15 percent for the year-to-date. We are optimistic that will keep decreasing and hopefully get down around 10 percent for the year-end.

Continental and Midwest were the only two carriers that had an increase in passengers other than AirTran which was not here a year ago. That was due to both carriers having added additional seats to their market. As previously announced, Southwest will discontinue their two daily flights to Philadelphia in November; however, they will be adding back one of their Orlando flights so it will be a net decrease of one. We may also see some of our increased summer frequencies that were added to Atlanta and Dallas also eliminated this fall since the carriers are doing a lot more seasonal adjustments than they ever have in the past. Compared to some airports that we have heard are getting fairly sizeable cuts this fall, Port Columbus is doing pretty well.

On September 12, Direct Air will be ending their Myrtle Beach Charters out of Rickenbacker. As yet, they have not committed to coming back next summer but we are hopeful that they will.

Cargo volume at Rickenbacker continues to be extremely low. Compared to a year ago, tonnage is down about 40 percent for the month and down 28 percent for the year-to-date. The majority of that is attributable to reductions in FedEx activity combined with the near elimination of activity by AirNet. On the positive side, we had 10 Far East charters from Hong Kong and UPS is up in landed weight, even though they are down in total cargo tonnage.

In September, Brady, our Business Development Manager, will spend several weeks in Asia visiting airlines and logistics companies in China, Hong Kong, Taiwan, and Korea marketing Rickenbacker as one of the premier logistics locations in the country.

Tomorrow the Authority will be co-sponsoring with others the Ohio Global Summit and Governor Strickland's Excellence in Exporting Awards. Our Board Chair will be participating along with Whitaker and several other staff members. The State's international staff based around the world will be in Columbus for this event and we will have some time to spend with them to promote and educate them about Rickenbacker.

We have a new display in our Arts Corridor located in the hallway near Cup O'Joe in the central food/retail area. The display is titled "Not My Baggage" by Helma Groot, a Dutch artist who lives in Columbus. The art is a collection of two- and three-dimensional pieces that were inspired by a series of children's books called "A Family From..." in which families from different countries take their possessions and display them in front of their homes. The mobiles and paintings deal loosely with the idea of what we own, what we take with us, and what is most important to us.

The Authority will be hosting a reception for high school students who have a separate art display in two locations immediately following the next Board meeting on September 29. Details and invitation to follow.

We have concluded the review of the radar relocation for the NetJets project and we are not going to have to move the radar to meet the needs of NetJets for their future expansion. As a result, the Authority will realize a very big savings of several million dollars. The other on-going NetJets projects staff is working on include the expansion of their ramp, design for the future road relocation, and some stormwater improvements.

Regarding the runway project, we received the Record Of Decision (ROD) from the FAA on the Environmental Impact Study (EIS). That is usually about a year-and-a-half long process and we had hoped to get our ROD in April. However, due to the drop in activity for the airport and the new forecast for traffic in the future, we had to go through some additional analysis which included the rerunning of our noise contours. After submitting the revised numbers, FAA officially signed off on the EIS last week. The next step that we need to have happen is to have the FAA continue their review of our application for Letter-of-Intent (LOI) funding. Washington has come back with a pretty positive review of what we call the benefit-cost analysis for the runway and have said that it is official to relocate the runway. We do not know as yet if it is official enough that the FAA will pay for it substantially or what the timing is. Hopefully we will have an answer within 30 days at the very most.

On August 17 Authority staff and our Federal Security Director Don Barker had a conference call with the Transportation Security Administration Office in Washington regarding our in-line baggage system. TSA has proposed to pay about \$24 million for over a \$50 million system and we were hopeful that we would see more like \$35 million to \$40 million from TSA so we have been having discussions with them about the price that they were going to offer to pay for funding the system. Roberts received a call from Barker right before the Board meeting but has not had a chance to return the call. She is hoping that he has some good news from the TSA so that we will know how much their final offer to pay for it is.

Initially the airlines were reluctant for us to get started with this in-line baggage system project because of the increased operating and maintenance costs down the road. Fortunately, we were able to work out a reasonable compromise with the airlines on the assumption that TSA would pay for about 75 percent of the project. Since the TSA offered to pay less than half for the project, we continue to negotiate with them to at least get their funding level to the \$35 million range for us to consider proceeding. If TSA does not meet that number, we will probably just tell them to wait and put us in the queue for future funding.

Roberts called on Borden to give the Board a brief update on our two Federal Certification Inspections since the last Board meeting.

Borden noted that the FAA scheduled the certification inspections for both Port Columbus and Rickenbacker for the last week of July which was several weeks earlier than they typically have done.

As a bit of background, two years ago we began taking a new approach to the maintenance of the airports. We created teams combining employees from the maintenance forces at both Port Columbus and Rickenbacker to work on specific aspects of project work or maintaining the airfields at both airports. That process has really paid off and we are seeing results now in our inspections. In fact, our Inspector this year referred to Port Columbus as the "Gold Standard" of airports in the Great Lakes Region.

The Inspector started his inspection at Rickenbacker and we had a very successful report with no discrepancies. Congratulations to employees from Rickenbacker as well as Port Columbus who participated in preparing the airport.

Disappointingly, at Port Columbus we had two discrepancies on our Inspection Report this year and that breaks a string of nine years with no discrepancies. Those two discrepancies related to aircraft fueling operations by our tenants and the reason that they were written up on our report as discrepancies was that the Authority is charged by regulation with overseeing the maintenance and equipment and fueling practices of our tenants when they conduct fueling operations, especially for the airlines on our airports. So the Inspector had no choice but to go through the Authority in order to cite the operations of our tenant.

To address these discrepancies, we will be very focused on beefing up our inspection and auditing programs. We do have programs in place to perform quarterly inspections of all fueling operations and we will be evaluating ways to strengthen the standards and requirements currently in place as well as enforcement to ensure there are no discrepancies related to fueling operations in the future.

We were very proud of the job staff did in preparing both of the airports for the inspection and the Inspector commented about how very pleased he was with what he found on the conditions of both airfields.

Borden reiterated how disappointing it was to have Port Columbus' nine-year streak of perfect record broken in the manner that it was. However, we will deal with it and start anew.

Roberts added that, along with Borden, we have three individuals who also deserve credit for this effort. They are: Goodwin, our Director of Airport Operations; Sethna, Airfield Superintendent; and Chief Morgan, Director of Public Safety, who oversees our Fire Department whose records for ARFF response is part of the Certification Inspection.

We want to recognize Target and express our appreciation for their support of our Public Safety and emergency preparedness efforts. Target Stores has awarded a Grant in the amount of \$700 to the Public Safety Division for the purchase of a portable breathalyzer, a digital camera for incident accident and criminal investigations, and an incident command binder, which contains all the documents and other materials needed by the emergency response commander at the scene of an incident.

The installation of the bollards in the front of the terminal on the arrivals level has been completed and work is progressing nicely on the departures level. The project is scheduled for completion in mid-November but is actually a little ahead of schedule.

We are holding Monday, October 26, for the Interchange ribbon cutting which remains to be confirmed with the Governor or the ODOT Director. We are also working with Congressman Tiberi's Office regarding his availability. If you can, please hold the date and we will keep everyone posted as soon as the date is locked in.

As everyone is aware, we have been working on attracting international air service to Port Columbus for many years. Roberts asked Business Development Committee Chair, Kessler, to present an update to the Board on recent efforts.

Kessler pointed out that a Committee was composed of Whitaker and his staff, Alex Fischer of The Columbus Partnership, and himself. The best opportunity for service in 2010 given potential availability of aircraft and interest in new markets was British Airways to London-Heathrow and Delta Air Lines to Paris. Prior to going to London to meet with British Airways and to Atlanta to meet with Delta, several strategy meetings were held. The business community was also engaged and they got very excited and supportive of the prospect of an international flight. Kessler explained that we can only support one international flight.

Last month, the Committee went to London to meet with British Airways (BA) to discuss a BA international flight from Columbus to London Heathrow. Later that month, the Committee went to Atlanta to meet with Delta to discuss a Delta international flight from Columbus to Paris.

Since then, the Committee had several conference calls with BA to discuss revenue projections and resolve numerous questions. The last conference call the Committee and Roberts had with the BA hierarchy was held August 24. The Committee was optimistic about

a BA London Heathrow startup in 2010. Unfortunately, before the Committee could make its final proposal, the senior man from BA started the conference call by saying some very nice things about our staff and how thorough they were and also said it was the best presentation they had ever seen from a city in the U.S. He then went on to say their concern with the economy being what it is, that BA does not feel comfortable from their standpoint or ours going forward with the flights in 2010. BA did, however, say even though we are not going to do 2010, we are open to talking about 2011.

After the conference call, we noticed a BA news story announcing a billion British Pound loss in revenue this calendar year, which obviously explains BA's position to survive rather than starting a new route.

Regarding the Committee's visit to Delta in Atlanta, the representatives said that our presentation blew them away and what really impressed them was the business community's commitment to an international flight. In summary, however, Paris will not work for 2010 for the same economic reasons London will not—a very difficult economy.

Kessler commended Whitaker and his staff for the great job they did on this effort. There was a lot of work involved which resulted in the Committee's impressive and aggressive presentations to both BA and Delta. He also noted that the Committee now has a relationship with the top people of both airlines, but that Whitaker has always had a relationship with the top people. He is also very convinced that if the economy picks up a little bit we will secure a direct flight to either Paris, London-Heathrow, or other European hub city.

Roberts thanked Jack for his Board update as well as his and The Columbus Partnership's involvement through Alex Fischer and originally with Bob Milbourne for opening the doors of the business community. They all accompanied Whitaker to London and Atlanta and without their help we would not have gotten this far.

Reading of Resolutions

49-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY ACCEPTING THE TERMS OF A FORTHCOMING DEED OF RELEASE FROM THE FEDERAL AVIATION ADMINISTRATION FOR THE 1.795 ACRE PARCEL OF PROPERTY AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Kessler  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09



50-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY ACCEPTING THE TERMS OF A FORTHCOMING DEED OF RELEASE FROM THE FEDERAL AVIATION ADMINISTRATION FOR THE 37.016 ACRE PARCEL OF PROPERTY AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Smith  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

51-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY RATIFYING A MITIGATION AGREEMENT WITH THE OHIO DEPARTMENT OF NATURAL RESOURCES AND AUTHORIZING PAYMENT OF A ONE-TIME USE FEE IN THE AMOUNT OF \$111,650 TO MITIGATE WETLAND IMPACTS RESULTING FROM THE DEVELOPMENT OF THE GLOBAL LOGISTICS PARK AND ALUM CREEK DRIVE EXTENSION (RICKENBACKER PARKWAY) AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Kessler  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

52-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH ROBERT HALF TECHNOLOGY FOR PROJECT CONTROLS AND SCHEDULING SERVICES FOR VARIOUS PROJECTS AT PORT COLUMBUS INTERNATIONAL, RICKENBACKER INTERNATIONAL, AND BOLTON FIELD AIRPORTS

MOVED: Smith ; SECONDED: Kessler  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

53-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH APPLIED PAVEMENT TECHNOLOGY, INC., TO UPDATE THE PAVEMENT MANAGEMENT PROGRAM AT PORT COLUMBUS INTERNATIONAL, RICKENBACKER INTERNATIONAL, AND BOLTON FIELD AIRPORTS

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

54-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH MCDANIEL'S CONSTRUCTION CORPORATION FOR THE ARRIVAL AND DEPARTURE AREA RAILING IMPROVEMENTS PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Kessler  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

55-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY RESCINDING RESOLUTION 48-09 AND AUTHORIZING TWO CONTRACTS WITH THE LOWEST RESPONSIVE, RESPONSIBLE BIDDERS FOR ADDITIONAL SIGNAGE FOR THE INTERNATIONAL GATEWAY ROADWAY LOOP SYSTEM PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT, SUBJECT TO REVIEW AND APPROVAL BY BOARD CHAIR AND FACILITIES & SERVICES COMMITTEE CHAIR PRIOR TO EXECUTION OF THE CONTRACT

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 5 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/8-25-09

Other Business

Ransier noted that her term of office as Board Chair will end November 30. Therefore she appointed Don Casto as Chair and Bill Lhota as a member of the Committee to nominate a Chair and Vice Chair for the ensuing term commencing December 1, 2009, through November 30, 2011. The Board will be asked to vote on the nominations at its last meeting of the year, November 24, 2009.

With no further business to be brought before the Board, Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT & CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
SEPTEMBER 29, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
John W. Kessler  
Wm. J. Lhota  
George A. Skestos  
Susan Tomasky

Absent: Frank J. Cipriano

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Don Barker, TSA  
Marla Rose, Columbus Dispatch  
David Schmid/Dave Duncan, WesBanco  
Alan Harding, Columbus Flight Watch  
STAFF: Frankl/Goodwin/Gotschall/Holderman/  
Langston/Laughlin/Schick/Spysincki/Tanner/Wall/  
Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of August 25, 2009. Hearing none, Kessler moved for approval; Lhota seconded. Minutes approved unanimously.

Committee Reports

Business Development. At the Committee Chair's request, Holderman reported that there were two Resolutions, 56-09 and 68-09, that sort of relate to the same thing for the Board's consideration. We have been successful in getting a signed letter of intent with a major credit tenant for 937,000 square feet down at Rickenbacker. In conjunction with that deal, we had to buy roughly a three acre piece of property adjacent to the 937,000 square foot building where we have to build tractor/trailer storage for the tenant. In addition, there is a substantial tenant improvement package involved of roughly \$25 million which Byrum and Holderman are analyzing the feasibility of the Authority financing those improvements. However, the deal was made without that contingency. We do though have a third party conduit lined up to do the financing if, after the analysis, it is determined that it is a good deal for us to do it and if we can do it without triggering certain other issues.

Facilities & Services. Roberts reported that Cipriano, Committee Chair, notified us that he would not be able to attend today's meeting because he was in Florida since his brother had passed away last Saturday. He was the only Board member at the Facilities & Services Committee meeting this month but did review all the Committee-related Resolutions and had recommended that they all be considered for adoption by the Board.

Finance. Lhota reported that the Committee met prior to this meeting to review the financial statements and preliminary Budget as well as discuss Building 936. He then asked Byrum to present the financials.

Byrum reported that for the year-to-date through August 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$47.3 million and Total Operating Expenses of \$34.6 million, leaving an Operating Income Before Depreciation of \$12.7 million. In comparison to Budget, that is about \$800,000 lower than projected. In addition, we are about \$1.6 million below in our Operating Revenues (auto parking and airlines general aviation) as well as \$1.1 million of Other Expenses related to the Bad Debt Reserve that has been recorded for potential bad debts related to the on-airport hotels. If there were no Bad Debt Reserve, the Authority would be about \$200,000 or \$300,000 over Budget so we are continuing to work on that in order to have that collected and remedied.

Skestos asked if we felt as though we would have a closure on that and Holderman stated that we have reached a conclusion on the Concourse Hotel. WesBanco has formed an affiliate company, Buffalo Lodging Associates out of New York, that has taken over operation of the Concourse Hotel. We are very pleased that WesBanco has taken that course of action and we will be working with them on hopefully a mutually acceptable exit strategy in the very near future. That is one down and four to go.

Holderman will be meeting with Delaware County Bank that is the Baymont Hotel lender in the very near future to try and negotiate an exit strategy. In addition, we just received our consultant's report that gave us recommended actions relative to GE Capital's loans to the other three hotels. Holderman will be meeting with GE Capital in the next week or so to determine how those properties shake out long term. Hopefully these lenders will do the same as WesBanco so that we can wipe out the Bad Debt Reserve.

Continuing, Byrum reported that Interest Income is below Budget as the Federal Reserve rates have fallen dramatically. As an offset to that, our Commercial Paper Debt Interest payments are almost \$900,000 below Budget. Currently, we are borrowing \$30 million at an average interest rate of about 35 basis points which we will take as long as possible.

The Combined Statement of Net Assets Versus Prior Year End shows \$134.2 million worth of Cash and Cash Equivalents which is up about \$11.2 million since the end of the year. As the construction season proceeds, we will continue to spend down our Cash for those projects as we head toward the end of the year. The Allowance for Doubtful Accounts is \$1.2 million that the majority represents the above-mentioned Bad Debt Reserve. In addition, we have added almost \$18 million worth of Land, Property & Equipment which has been offset by a little over \$17 million worth of additional Depreciation for a new increase in our Land of almost a million dollars. We have \$774 million worth of Assets under management and if we add back the Reserve for Depreciation, that is almost \$1.1 billion and Byrum is confident that the land values have increased since the cost.

On the Liabilities side, we continue to pay our Accounts Payable balances related to construction, Real Estate Taxes, and Interest on Debt. Those accruals will continue to grow as we move toward the end of the year. Long-Term Debt has been reduced by almost \$3.7 million for our principal and interest payments throughout the year. In addition, our Increase in Net Assets for the year-to-date is \$15.8 million

In conclusion, Lhota reported that according to Bush's update on parking, it is slowing down. Intuitively, parking is down since passenger traffic is down.

Human Resources. Casto reported that the Committee met recently and reviewed the 2010 salaries, wages, and benefits budget package that was distributed by management in early September. The Committee had no questions about the package and complimented the Authority and staff on the very clear and concise presentation that they had made. The Committee gave approval to the 2010 salaries, wages, and benefits as presented to be included in the overall Budget that will be reviewed by the Finance Committee in October and presented to the Board in November.

#### President & CEO Report

Roberts reported that the August passenger traffic statistics are starting to look a little better. In fact, it is the lowest year-

over-year decrease we have seen for about a year. Activity at Port Columbus was down 3.8 percent in August and down 14 percent year-to-date. In addition, Continental Airlines and Midwest Airlines were up in August compared to last year and all the other airlines except AirTran, which was not here a year ago, are still down year-to-date.

There are some air service modifications coming up in the next few months due to several airlines doing some seasonal adjustments and projecting some minor changes in their strategies of what their networks are going to be. Southwest will be adding a third daily flight to Orlando in November and AirTran serves that market with one flight a day. At the same time, Southwest Airlines will take away their two Philadelphia daily flights as part of a big reduction they are making in Philadelphia. We will still have six daily flights on US Airways; however, that probably means we will see fares go up with no competition. In January which is a downtime of year for travel, Southwest will also reduce their Chicago-Midway flights from 7 to 6 and reduce their Baltimore-Washington flights from 5 to 4 and we would expect those to come back up later in the spring. American Eagle has announced that beginning in April they will be serving JFK twice a day. Unfortunately, at the same time they are going to eliminate their one daily flight to both Raleigh-Durham and Boston which leaves Raleigh-Durham with no non-stop flights and probably means that Delta's fares for non-stop flights to Boston would go up with no competition.

One thing we are watching closely in the national press is some pending slot exchanges going on between Delta and US Airways that involve LaGuardia and Washington-National Airports. Delta is attempting to beef up their LaGuardia presence by taking some slots from US Airways and US Airways in exchange would take slots and beef up their presence at Washington-National. What that might end up doing is that we could lose some of US Airways six daily flights to LaGuardia. Currently both Delta and American serve LaGuardia with five daily flights each. So we do not know if Delta would pick up more flights to LaGuardia from here but that is something we are watching closely.

In summary, many of these are seasonal or changes in the strategies of the carriers to be responsive and to keep their costs down. We are optimistic about our markets and our ability to recover once the economy starts bouncing back which seems to be now. We continue to have a very aggressive marketing program led by Whitaker and he and Carter of his staff have several U.S. domestic airline visits scheduled in October.

Cargo tonnage at Rickenbacker continues to be down. Compared to a year ago, the tonnage was down almost 25 percent in August and about 27 percent year-to-date. As mentioned before, FedEx has adjusted their schedule and is very much impacted by the economy and is down 17 percent year-to-date. In addition, AirNet is down 94 percent year-to-date because they no longer use Rickenbacker as a hub and shifting most of that operation to Chicago.

Brady, our Business Development Manager, and a consultant we have engaged, are returning at the end of this week after three weeks visiting Beijing, Hong Kong, Seoul, Taipei, and Shanghai promoting Rickenbacker. Brady has indicated so far that conversations have been going well and that Rickenbacker is very well positioned when the economy turns around. In addition, Roberts read recently that one of the benefits to the economy may be an increase in exports which means the planes coming in with imports will return close to full with exports.

We are wrapping up our negotiations with the airlines on their new five year Use Agreement. Whitaker led the negotiating team and is putting together an Executive Summary of major changes that we will share with the Board for its review in the next week or so and then go over the financial impact with the Finance Committee next month in order to bring the proposed new Use Agreement to the Board for consideration at the October meeting.

Over the last two or three months we have been working on both our Operating and Capital Budgets as well as the preliminary airline rates and charges for 2010 which is a challenging process. The airlines, with fewer passengers and capacity cuts means the costs that are passed through to the airlines increase. As well, we are still seeing some increase in the overall Operating costs even though we have been able to hold the line on most of our expenses, including personnel. We will be meeting with the airlines on October 28 to review the rates and charges and will be bringing the full Budget to the Board for consideration at the November meeting.

The Management group has been spending most of the summer working on a Strategic Business Plan. A draft will be presented to the Board for review during the month of October in order to seek feedback so that we would be comfortable with recommending adoption of the Strategic Plan at the November Board meeting.

Resolution 64-09 for the Board's consideration today authorizes ratification of what is called an Other Transaction Agreement (OTA), with the Department of Homeland Security, Transportation Security Administration, that will provide us with a little over

\$35 million in Federal Stimulus money for the inline checked baggage system. The total project will be around \$50 million with the remainder being funded from Passenger Facility Charges. TSA in Washington has indicated approval of the Agreement but it is pending final sign-off by the Office of Management and Budget before issuing the final executed document. Roberts thanked Don Barker our Federal Security Director of TSA who was in attendance for he and his team's help in getting support for Federal Funds for this project. The schedule now will be to resume design, which is 30 percent done now, and finish that by next summer. Construction will start in the second half of next year and the project will be completely finished by late 2011. However, since getting the old machines out of the ticket lobby will be the last thing to be done, that may take until early 2012. It will be a terrific improvement to the airport as well as a great customer convenience.

With demand down in the parking garage and the car rental activity not growing as much because passenger volume is down, one major project we are postponing for probably three to four years is the Consolidated Car Rental Facility which will not be needed for expansion any time soon. Since it will take two to three years to design and build it, we are having discussions with the rental cars to get an agreement on triggers to determine when it would be time to start it back up.

On September 22, Board members Ransier and Lhota and staff members Tanner, Holderman, and Borden met with the U.S. Department of Transportation Secretary Ray LaHood. He was in town for a number of meetings including COTA. Prior to his departure back to Washington, the Authority representatives had 40 minutes of private time with him and Congresswoman Kilroy to brief him on a number of the Authority's on-going projects.

One thing that LaHood was very interested in was a recent application the Authority submitted for a TIGER Grant which stands for Transportation Investment Generating Economic Recovery. TIGER is \$1.5 billion of Federal Stimulus money that has been set aside for some really creative discretionary grants. The Authority's \$25 million application was for the following six multi-modal projects to continue to build on the success of the Rickenbacker Inland Port:

- Rail spur linking Norfolk Southern main line and Rickenbacker's Rail Campus - \$1.1 million.
- Pickaway East-West connector and Lockbourne Eastern Road (Phase 1) - \$8.0 million.



- Alum Creek Drive-Interstate 270-Groveport Road improvements (Phase 3) - \$3.0 million.
- Air Cargo Terminal #4 ramp expansion - \$5.0 million.
- Logistics Education Solutions Center and Workforce Transit Center - \$4.9 million.
- Advanced Traveler Information System - \$3.0 million.

On this TIGER Grant application, Tanner did a tremendous amount of work pulling together a working group over a very intense period of time - mid-August to mid-September. The community partners included Pickaway County, City of Columbus, MORPC, COTA, ODOT, and the Chamber and we engaged a technical writer from Battelle who helped put together the final document. In addition, the document included numerous letters of support from both U.S. Senators, all three members of Congress from Central Ohio, Governor Strickland, the ODOT Director, Mayor Coleman, all three Pickaway County Commissioners and County Engineer, the Villages of Obetz and Groveport, MORPC, and the Chamber, to name a few. Roberts passed out and offered copies of the TIGER Grant application document to the Board.

Roberts noted that the U.S. DOT received over 1400 TIGER Grant applications and they are committed to make decisions by February or possibly some sooner. In addition, their requirements include that only projects that could be executed and implemented within two years-early 2012-has got to be able to get done. The six projects that the Authority submitted comply with that requirement.

In conclusion, Tanner did a tremendous job leading the team to pull the application together by the deadline so if we get grants for any or all of the projects he is the one to give the credit to.

In response to Lhota's question about what was the other funding in these projects, Roberts explained that on each project's application we had to provide total funding already spent, future funding already committed, future funding anticipated or pending, TIGER Discretionary Grant Funds requested, and a total anticipated project cost to completion.

Last week we sent one of our Police Officers and his canine to Pittsburgh to assist with security at the G20 Summit. As a point of information, our explosive detection dogs are technically owned by the TSA and assigned to the Authority under agreements that we have with their Canine Program. Under that agreement the dogs

have to be available to assist other jurisdictions when the TSA asks us to assist, subject to the Officer's schedule and availability. We have often participated in those requests.

With the Chair's agreement, Roberts read the following Resolutions for the Board's vote in advance of a 15 or so minute Board briefing by Borden of a week-long security workshop that he attended in Israel with a few other airports at the invitation of Airports Consultants International-North America. This was in the event any Board members have a tight schedule since his briefing will probably take the Board meeting close to 5 p.m. when the reception starts near the Concourse C checkpoint for the student artists' reception. We have gotten a lot of nice publicity lately about our Arts Program in the terminal from both MSNBC and USA Today.

READING OF RESOLUTIONS

56-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PURCHASE OF 3.611 ACRES OF LAND IDENTIFIED AS PARCEL NUMBER 185002764-80 LOCATED ON THE WEST SIDE OF PORT ROAD BETWEEN SPIEGEL DRIVE AND ROHR ROAD IN FRANKLIN COUNTY, OHIO, AND OTHERWISE KNOWN AS THE STEDMAN PROPERTY AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Skastos ; SECONDED: Kessler  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

57-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH COMPLETE GENERAL CONSTRUCTION COMPANY FOR THE RUNWAY 5R/23L PAVEMENT AND LIGHTING REHABILITATION PHASE 2 PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Tomasky  
YEA: 6 NAY: 0 ABSTAIN: Ransier  
APPROVED/9-29-09

58-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH DLZ OHIO, INC., FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE RICKENBACKER PARKWAY PHASE 2 PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

59-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH KRONOS INCORPORATED FOR THE PURCHASE AND INSTALLATION OF A NEW HUMAN RESOURCE INFORMATION SOFTWARE SYSTEM FOR PORT COLUMBUS INTERNATIONAL AND RICKENBACKER INTERNATIONAL AIRPORTS

MOVED: Smith ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

60-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH NACR FOR THE INSTALLATION, DESIGN, AND INTEGRATION OF A PHONE SYSTEM FOR THE TELEPHONE SYSTEM UPGRADE PROJECT AT PORT COLUMBUS INTERNATIONAL AND RICKENBACKER INTERNATIONAL AIRPORTS

MOVED: Kessler ; SECONDED: Skastos  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

61-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH INTERNATIONAL TRUCK COMPANY FOR THE PURCHASE UNDER STS515 STATE CO-OP PURCHASING CONTRACT OF ONE HEAVY-DUTY SINGLE-AXLE DUMP TRUCK FOR USE AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Casto  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

62-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH G. MARCHI & SON FOR THE ARRIVAL AND DEPARTURE AREA SIDEWALK AND CURB RAMP IMPROVEMENTS PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Casto  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

63-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH KALKREUTH ROOFING FOR THE TERMINAL ROOF REPLACEMENT PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

64-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY RATIFYING AN OTHER TRANSACTION AGREEMENT WITH THE DEPARTMENT OF HOMELAND SECURITY TRANSPORTATION SECURITY ADMINISTRATION FOR THE INLINE CHECKED BAGGAGE INSPECTION SYSTEM AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Casto  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

65-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH VIC THOMPSON COMPANY FOR DESIGN AND BID PHASE SERVICES IN CONJUNCTION WITH THE INLINE CHECKED BAGGAGE INSPECTION SYSTEM PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Smith ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

66-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH THE COLUMBUS AND FRANKLIN COUNTY METROPOLITAN PARK DISTRICT AS WELL AS OTHER REQUIRED AND RELATED DOCUMENTS FOR THE DEVELOPMENT OF A WETLAND AND STREAM MITIGATION PROJECT TO BE LOCATED ON PROPERTY OWNED BY THE COLUMBUS AND FRANKLIN COUNTY METROPOLITAN PARK DISTRICT

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

67-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE EXECUTION OF AN AGREEMENT, ASSIGNMENT, AND ASSUMPTION OF LEASE AND RELATED TRANSACTION DOCUMENTS WITH CONCOURSE HOTEL INVESTORS, LLC; HOTEL CONCOURSE OHIO, LLC; AND WESBANCO BANK, INC.; CONSENTING TO THE ASSIGNMENT BY CONCOURSE HOTEL INVESTORS, LLC, TO HOTEL CONCOURSE OHIO, LLC, OF ITS RIGHTS, TITLE AND INTEREST UNDER THE GROUND LEASE AGREEMENT FOR 4300 INTERNATIONAL GATEWAY, COLUMBUS, OHIO (PARCEL NO. 010-192078), AND OTHERWISE KNOWN AS THE CONCOURSE HOTEL LAND AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

68-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A FINANCING LOAN AGREEMENT AND RELATED DOCUMENTS WITH A SPECIAL-PURPOSE ENTITY CONTROLLED BY DRCS 936, LLC, A SUBSIDIARY OF DRCS, THAT WILL MAKE AN INVESTMENT IN CERTAIN TENANT IMPROVEMENTS TO BUILDING #936 LOCATED IN THE NORTH CAMPUS OF THE RICKENBACKER GLOBAL LOGISTICS PARK

MOVED: Kessler ; SECONDED: Tomasky  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/9-29-09

Borden noted that the workshop was organized and hosted by the government of Israel and on the first day senior government officials briefed the group. The remainder of the week was spent on specific security briefings and site visits to security-sensitive facilities as well as presentations by Israeli technology companies. In fact, the Agenda was very intense and the group went from 7:30 or 8:00 a.m. until 9:00 to 10:00 p.m. each day.

Most of the time was spent at Ben Gurion, the only major commercial airport in Israel. One of the things that really stood out was that Ben Gurion, with the exception of sky marshals has the primary responsibility for all of the security measures. Their mission is very broad and was described in terms of a three-fold mission. First and foremost, they want to prevent attacks on airborne aircraft. The second part of their mission is to prevent and secure the airport itself from attacks. Third, they view as part of their mission the prevention of introduction of weapons and explosives into Israel.

Ben Gurion has 11 million total annual passengers and their security staff at the airport consists of 2500 employees and an annual security budget of about \$60 million dollars. This means Ben Gurion is very focused about security and they dedicate staggering resources to security. They consider three key elements to their security structure: processes and procedures, technologies, and personnel. Their philosophical approach is common sense security that means do not waste resources on people and things they know to be safe. The other component of their philosophical approach to security is what they call characterization based primarily on behavior observation and not so much on racial or ethnic characteristics. In addition, they have both conventional and high-tech security measures in place including bollards installed curbside and bomb-resistant window systems and trashcans in the non-secured areas. The access control system includes badges that are swiped or presented to a reader as well as biometrics that is a fingerprint reader.

One of the very interesting things at Ben Gurion is that they have only two entrances to the airport and those are both checkpoints. Every single person and every vehicle that enters the airport is put through a screening process that includes asking questions and uses under vehicle electronic scanners and license plate readers that records the license plate of every vehicle. The dog program is not operated by the airport—it is operated by an independent contractor and the dogs only screen vehicles at the checkpoints on a selective basis.

Like our U.S. airports, Ben Gurion is totally self sufficient—they generate all the revenues and have no subsidies from the government. Their largest revenue is from their duty-free retail. They generate \$140 million a year for the airport from sales of liquor, tobacco, perfume, and candy and public parking is their second source of revenue. In addition they have a per passenger fee of \$31 which is going up to \$37 which is also a very significant source of revenue for them as well as revenue from ground handling and other services they provide to airlines.

Other Business

Ransier complimented Borden for the terrific briefing and noted that it was time for the reception upstairs for the student artists. With no further business to be brought before the Board, Ransier called for a motion to adjourn. Casto so moved; Lhota seconded. Ransier adjourned the meeting.

Respectfully submitted,

*Elaine Roberts*

Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS

MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
OCTOBER 27, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
John W. Kessler  
Wm. J. Lhota  
Jordan A. Miller, Jr.

Absent: Susan Tomasky

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Bob Kuederle/Steve Callahan, Woolpert  
Matthew Hoyt, Baker & Hostetler  
Alan Harding, Columbus Flight Watch  
STAFF: Bush/Frankl/Goodwin/Gotschall/Holderman/  
Morgan/Nederveld/Schick/Spysincki/Streit/Tanner/  
Wall/Whitaker

Ransier called the meeting to order and welcomed our newest Board member Jordan Miller, President & CEO of Fifth Third Bank, Central Ohio. The Board gave him a rousing welcome and applause. She then asked if there were any additions or corrections to the Minutes of September 29, 2009. Hearing none, Kessler moved for approval; Lhota seconded. Minutes approved unanimously.

Committee Reports

Business Development. Kessler reported that the Committee is working hard but does not have a report this month.

Facilities & Services. Cipriano called on Wall to present a brief overview of the proposed 2010 Capital Budget. In addition to the large-scale exhibits—one for Port Columbus and the other for Rickenbacker—Wall presented, the Board was provided small-scale handouts of the exhibits. The major Capital Projects at Port Columbus include:

- The Hubler Road improvements for the NetJets expansion. That will be \$2 million to start construction in 2010 to be funded from a State Department of Development Grant.
- Completion of the deicer treatment system construction in 2010. That will be \$3.6 million to be funded from the U.S. EPA.

- Replacement of bag claim units 2 through 5 in the center of the terminal. Anticipating \$2 million cost to be funded from our Passenger Facility Charges.
- In-line checked baggage screening inspection system that will be two buildings added to the outside of the terminal. Construction will start in 2010 at a cost of \$14.3 million to be funded by a Grant from the Transportation Security Administration and our Passenger Facility Charges.
- Continuing design on Runway 10R/28L replacement project that includes entering into reimbursable agreements with the FAA for replacing NAVAIDS and radio equipment. That is a cost of \$7.2 million. For this project and the following stormwater detention project, we are anticipating a Letter-of-Intent from the FAA for a multi-year commitment of funding also and also with our Passenger Facility Charges.
- Completion of construction on the stormwater detention for Turkey Run. That is a cost of \$8 million.
- Replacement of our parking and revenue control system—computer equipment, ticket spitters, etc. That is a cost of \$3.3 million at 100 percent from Capital Reserve Funds.

The major Capital Projects at Rickenbacker include:

- Rickenbacker Parkway Phase 2A that will add two lanes for \$7.2 million of Stimulus Funding. It will be completed in 2011 for a total cost of about \$14 million.
- Fourth phase of the Cargo Ramp #3 reconstruction that will allow additional aircraft to park in front of the air cargo terminals. That is a cost of \$4.9 million funded by a combination of the State Department of Development Grant and the potential TIGER Grant recently submitted to the U.S. Department of Transportation.
- Second phase of the Runway 5R/23L Pavement and Lighting Rehabilitation project. That is a total cost of \$5.5 million.

Page 3 of the small-scale handout showed a multi-year outlook of capital expenses 2010 through 2014.

Cipriano then mentioned that the Committee discussed the Airline Use Agreement and asked Roberts to present a summary of it.



Roberts reported that the current Airline Use Agreement expires at the end of this year and we have reached an agreement in principle with the airlines subject to Board approval of the Resolution for consideration today. The terms of the Agreement are similar to what we have had in the last two five-year Agreements taking us to another five-year term through 2014. The biggest change would be a revenue-sharing arrangement with the carriers that would differ from the credit mechanism in past Agreements. This is actually more of an incentive to the airlines—the more they bring flights and passengers in will help raise the Authority's revenues which will give us more to share with the carriers. In addition, before sharing we are getting an extremely good deal having all of our Operating expenses covered, our potential debt and non-PFC related debt covered, about \$12 million a year indexed to inflation put aside for Capital matching funds, plus making sure we meet certain debt coverage ratios of at least 2.0 or higher. And finally, the airlines for have agreed to include all of our costs including Rickenbacker which is the first time they have ever done that since the merger. In summary, Whitaker led our internal negotiating team beginning in February and did a great job of coordinating the meetings and conference calls with the airlines and it was very cordial negotiating.

In response to Ransier's question about the accuracy of the newspaper's account of this, Roberts stated that it was quite accurate. This included that airlines supported both the in-line baggage project and the replacement runway project as well as to support or at least not oppose the PFC application that the Authority will need to file for the matching funds for the Federal Grants. Both of these projects, especially the in-line baggage project were controversial, because of the increased operating and maintenance cost that will come about. In fact, in 2011 once this about \$50 million facility is brought on-line, maintenance cost will be about \$2 million a year.

Finance. Smith reported that the Committee met prior to this meeting and asked Byrum to review the financial statements and to comment briefly on the effort that has gone on through the 2010 Budget. Smith has reviewed the Budget ranging from a summary to much more detail that will be available to Board members in any level of demand they would like. He then commended the Financial team in advance for all the hard work they did so that the Board could approve it in their November meeting. Byrum noted that Bush's Finance Division and our Manager of Financial Planning, Karmin Bailey, dug through the details.

Byrum reported that for the year-to-date through September 30, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$53.3

million and Total Operating Expenses of \$38.5 million, leaving an Operating Income Before Depreciation of \$14.8 million. In comparison to Budget, that is about \$400,000 lower than projected. In addition, our Other Expenses had a zero budget in 2009 but are \$954,000 for the year which represents our estimate of a Bad Debt Reserve related to the potential bad debts of the on-airport hotels. We hope and anticipate that that will turn around prior to the end of the year and may be able to reverse that as we receive payments for those bad debts of on-airport hotels. Interest Income is a little over \$1 million under Budget since that is because the Federal funds rate has been between zero and a quarter of a percent for most of the year. However, on the positive side Debt Interest Payments have been close to a million dollars below projection. We currently have \$30 million of Commercial Paper outstanding at an average rate of about 28 basis points which is a little over a quarter of one percent interest and anticipate that we will reduce that a bit before the end of the year reducing what is called the AMT component and probably have outstanding about \$21.5 million at the end of 2009.

The Combined Statement of Net Assets Versus Prior Year End shows \$134.4 million worth of Cash and Cash Equivalents. That is up about \$11.4 million since the end of last year, and we continue to be very strong on a liquidity basis which allows those funds to be invested appropriately in investment vehicles that we are allowed to be in. The Allowance for Doubtful Accounts is close to \$1.1 million that the majority represents the increase in the above-mentioned Bad Debt Reserve. In addition, Net Land, Property & Equipment has increased \$2.8 million with \$22.2 million worth of Assets and our Depreciation has increased by \$19.4. Total Assets Under Management is \$774 million and if we add back the Accumulated Depreciation Reserve it would be well over a billion dollars under management.

On the Liabilities and Net Assets side, Accounts Payable have declined and we have continued to pay our Accrued Expenses of Real Estate Taxes and Interest on time and they continue to build until the payment date which means we will continue to see those Expenses grow as we move toward the end of the year. Long-Term Debt has been reduced by almost \$3.6 million as we have paid our Principal on Debts that are outstanding. In addition, our Increase in Net Assets for the year-to-date is \$17.9 million

Human Resources. Casto had nothing to report this month.

#### President & CEO Report

Roberts started off her report with some really good news!

Yesterday the Authority received a check for \$1,058,026.93 cents for the Skybus bankruptcy settlement. That brings us to 83 percent of our original claim which is just phenomenal and we do expect it to be our final payment. As a result, she invited our Associate General Counsel, Allen Nederveld, to the meeting for his representation of the Authority on the creditor's committee. Even though as a public entity he could not vote, he represented the Authority's interest and did an extremely good job by getting us a total of almost \$4 million out of about a \$4.6 million claim. The Board gave him a rousing round of applause for the terrific outcome of his work. She added that as of ending up with an 83 percent recovery, some of that goes back into the offset from the airline Rates & Charges but we are extremely pleased with that outcome.

To continue the good news, Port Columbus passengers in September compared to September 2008 were up 3 percent and that is the first increase in 18 months. We are hoping that is a sign of good things to come. Year-to-date we are still down about 12 percent but to put that in context, the first quarter of this year we were down about 27 percent which was a lot of that in comparison to Skybus from their demise in April 2008.

Passenger activity in September compared to a year ago on American, Continental, and Midwest were all up and of course AirTran our new carrier that was not here last September. Additionally, AirTran continues to be a really positive addition to our family of airlines. They have announced a second flight to Fort Myers beginning November 19 and we hope that continues to be a permanent addition and they are also upgrading all of their Port Columbus aircraft to 737s, which would result in about 120 more seat capacity on a daily basis by December. This bodes very well for our market and AirTran is positive and happy with what they are seeing here.

USA 3000, the airline that provides our weekly Cancun charters, is coming back to Port Columbus in February. On November 4, Southwest stops serving their two daily non-stop flights to Philadelphia and have a reduction in some of their winter schedules—one flight each to Chicago-Midway, Baltimore-Washington, Tampa, and Orlando. However, since they are seasonal adjustments, most of those flights will be scheduled to come back in the spring. Starting in April, American will be dropping their Raleigh-Durham and Boston flights but will be adding New York's JFK.

At Rickenbacker, in September cargo was down 14 percent in tonnage compared to a year ago but this is some sign of improvement since in prior months cargo tonnage has been down over 20 percent and

year-to-date is still down significantly at 26 percent. We have also seen an increase in some of the Asian charter flights which we hope reflects a positive trend for Rickenbacker.

Regarding the new Airline Use Agreement that Roberts reported on in the Facilities & Services Committee report, the carriers were very pleased with the nature of those negotiations and the way they turned out—we think we have a truly win-win in terms of the Agreement.

The Annual Rates & Charges meeting will be held in town with the airlines tomorrow or via calling in by telephone because of travel budget cuts. That is when we go through the proposed Budget, talk about the impact on the airline costs for next year, and give them an update on some of our Capital projects. Since the Board's Finance, Facilities & Services, and Personnel Committees have reviewed all parts of the Budget, unless there are major concerns for Budget adjustments from the carriers the Board will be considering the full Budget package at its final meeting of the year in November.

This morning, Roberts participated down at the Intermodal Terminal in a Norfolk Southern video documentary regarding the expansion of the Heartland Corridor to accommodate double-stack trains. The interview included how all that came about, how it got developed, the community involvement, and the role of the Airport Authority. The firm working with Norfolk Southern to produce the video said it would be about a 20- to 25-minute video and was sure they would be able to give the Authority a copy. Since others were interviewed, Roberts thinks they will probably have about two minutes of her on the video.

Last week Whitaker and his staff put on our Annual Foreign Trade Zone seminar for over 50 participants. This is an informative educational seminar that we host to really let companies know about the benefits of the Foreign Trade Zone that the Authority operates down at Rickenbacker.

The ribbon cutting/dedication of our new Interchange Project at I-670 and Stelzer Road is confirmed for November 16 and remarks by the VIPs in attendance will be around 1 p.m. We have not heard from the Governor's Office about his availability but the Director of ODOT will be there since this was a joint project we did with ODOT. The Authority funded about 60 percent of the Interchange Project and it is a prominent piece of infrastructure that opens up the gateway to the airport. All three traffic lights at the entrance to the airport will now be gone and it lays out the future road configuration for our second terminal when we need it—

the 2020's timeframe. The Interchange has been a long time in coming. It has been talked about for about 15 years or longer and been under construction the last two years and is coming in slightly ahead of schedule.

Every other year the Authority goes to New York for the annual meetings with the rating agencies and in the alternate year the rating agencies come here and we give each of the agencies a tour of our facilities. On November 3 and 4, Roberts, Byrum, Bush, and Spysinski will be traveling to New York City to present an annual briefing to all three rating agencies—Moody's, Standard & Poor's, and Fitch—to keep them up to speed in what we are doing on our financials, even though we are not expecting to be in the bond market for probably at least late 2010 or early 2011.

In response to a question by Kessler, Roberts said that our bond rating varies by agency and Byrum noted that our rating is basically a single A and generally the larger hubs tend to be a double A. He also noted that Port Columbus is better than average for our size of an airport. Debtwise, we are about \$30 to \$32 per enplaned passenger; average is around \$80 outstanding which means we have a very good coverage ratio. In fact, since the staff presenting the annual briefing to the rating agencies have been going through the report they know that our gap coverage is over 4 and our indenture coverage is over 3 and the requirement is 1.25 so a lot of very positive things. As far as our liquidity is concerned, General Fund Cash is 669 days worth of when you take your cash in the General Fund divided by the Operating Expenses, which means the Authority has almost two years of cash. This is a very strong standpoint from what the rating agencies look at. In summary, Roberts noted that we keep advising the agencies of what we are doing and how we are managing through some tough times as well as passenger downturns.

As those Board members that have been on the Board for some time, we have had historically a Five-Year Strategic Business Plan and our last Plan went through 2009. However, because we were in the middle of a major evaluation of our organization last year that we completed in late 2009, we decided to postpone trying to update the Business Plan and incorporate some of those changes.

Roberts then directed the Board's attention to a handout titled "Columbus Regional Airport Authority Strategy Map." It is an eight-page draft that staff has been spending a considerable amount of time working on as a proposed Strategic Business Plan. We would welcome the Board's feedback, comments, or suggested changes within the next couple of weeks on the Strategy Map via telephone or e-mail. The Map has really eight major strategies

with key objectives and goals underneath each key objective. They are somewhat broad in some cases but there will be detailed action plans and performance measurements that will be rolled out of this by each of the Operating units.

On November 9 the Management Team is going offsite for an all-day Management Retreat to focus on the priorities for 2010, the action plans, what are some of the performance measurements, and staff will spend a full day working on that. If the Board is comfortable with this proposed Business Plan, we will be bringing it back in its final form for consideration at the November Board meeting.

In response to Smith's question, Roberts stated that it is our intent to work toward a balanced scorecard for our measurements and key performance indicators. As everyone knows, a year ago Frankl became our Director of Strategy and Organizational Effectiveness and has been heading up this effort; however, it has been really a group effort of the entire Management Team to solicit input from their staff.

Borden and his team's preparations for winter operations are well under way. All seasonal workers have been hired and training is in progress and we are fully stocked up on chemicals and sand so that we do not run short. In addition, staff has been working with ODOT to develop a cooperative plan for snow removal on the new Stelzer Road/International Gateway Interchange since ODOT has to come in off of I-670 to beyond the Red Lot on International Gateway to turn their plows around and go back out. This meant that when the Interchange was being designed and throughout the process the maintenance, snow removal, who is going to do what, and where do those boundaries stop and start had to be negotiated carefully.

There were a couple of employee items Roberts wanted to make the Board aware of and directed them to the "In the Loop" handout, which is our every other month extensive employee newsletter that is also distributed to the Board. On the front page of this issue the article is something that was quite extraordinary. One of our employees, an Airfield Equipment Operator Brad Conrad, donated a kidney to one of his co-workers, Vince Herriott, in July. Both Brad and Vince are doing quite well and have recently returned to work. Members of our AFSCME bargaining unit held a reception and and celebration for them over at the 94<sup>th</sup> Aerosquadron recently.

Lastly, and unfortunately, Bernie Meleski is not here to be recognized and most of the Board know and have seen him for years in these meetings. He, as our Director of Planning & Development

will be retiring after 33 years--beginning with the City's Aviation Division prior to its becoming the Airport Authority. Kessler and Casto said "he is too young to retire" and Roberts noted that she has referred his name to ODOT to serve on an Advisory Committee on transportation representing aviation and planning and thought that was something he would like to do in his spare time.

READING OF THE RESOLUTIONS

69-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY APPROVING THE TERMS AND CONDITIONS OF A SIGNATORY AIRLINE OPERATING AGREEMENT AND LEASE AT PORT COLUMBUS INTERNATIONAL AIRPORT AND AUTHORIZING IMPLEMENTATION AND EXECUTION THEREOF

MOVED: Kessler ; SECONDED: Smith  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/10-27-09

70-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE EXTENSION OF THE CONTRACT WITH RURAL METRO FIRE DEPARTMENT CORPORATION TO PROVIDE AIRCRAFT RESCUE AND FIRE FIGHTING, EMERGENCY MEDICAL, TRAFFIC AND SECURITY PROTECTION SERVICES AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Casto ; SECONDED: Lhota  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/10-27-09

71-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH THE LOCHARD CORPORATION TO PROVIDE MAINTENANCE AND SUPPORT SERVICES FOR THE NOISE AND FLIGHT TRACK MONITORING SYSTEM FOR PORT COLUMBUS INTERNATIONAL, RICKENBACKER INTERNATIONAL, AND BOLTON FIELD AIRPORTS

MOVED: Smith ; SECONDED: Cipriano  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/10-27-09

72-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH REYNOLDS, SMITH AND HILLS, INC., FOR CONSTRUCTION ADMINISTRATION AND TESTING SERVICES FOR PHASE 2 OF THE RUNWAY 5R/23L PAVEMENT AND LIGHTING REHABILITATION PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/10-27-09

73-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH AMERICAN STRUCTURE-POINT, INC. (FORMERLY AMERICAN CONSULTING, INC.), FOR ADDITIONAL DESIGN SERVICES FOR THE SECURITY ENHANCEMENTS PROJECT AND TO PROVIDE DESIGN SERVICES FOR THE TERMINAL APRON UNDERDRAINS & PAVEMENT REPLACEMENT PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Smith  
YEA: 7 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/10-27-09

At the conclusion of the Reading of Resolutions, Ransier asked for a motion to take the Board into Executive Session pursuant to ORC 121.22 (G)(1) and ORC 4582.58 to discuss employment status and/or discipline of an Authority employee. Lhota so moved; Kessler seconded; roll call vote of the seven Board members in attendance approved unanimously the motion to take the Board into Executive Session. Executive Session was convened at 4:45 p.m. The public was asked to retire to the Lobby.

At 5:12 p.m., Ransier asked for a motion to reconvene. Kessler so moved; Lhota seconded; roll call vote of the seven Board members in attendance approved unanimously the motion to reconvene. Ransier then invited the public to return.

Other Business

With no further business to be brought before the Board, Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT & CEO'S OFFICE DURING NORMAL BUSINESS HOURS



MINUTES  
COLUMBUS REGIONAL AIRPORT AUTHORITY  
NOVEMBER 24, 2009

BOARD MEMBERS

Present: Kathleen H. Ransier, Chair  
Dwight E. Smith, Vice Chair  
Don M. Casto, III  
Frank J. Cipriano  
William R. Heifner  
John W. Kessler  
Wm. J. Lhota  
Jordan A. Miller, Jr.  
Susan Tomasky

OTHERS PRESENT: Rod C. Borden, VP/Chief Operating Officer  
John E. Byrum, VP/Chief Financial Officer  
Steve Hermiller, Mannik & Smith Group  
Marla Rose/Columbus Dispatch  
Alan Harding/Don Peters, Columbus Flight Watch  
STAFF: Bush/Frankl/Goodwin/Gotschall/Holderman/  
Kelby/Langston/Morgan/Schick/Spysincki/Tanner/  
Wall/Whitaker

Ransier called the meeting to order and asked if there were any additions or corrections to the Minutes of October 27, 2009. Hearing none, Kessler moved for approval; Lhota seconded. Minutes approved unanimously.

Committee Reports

Business Development. Holderman presented the Board an update on a couple of areas of interest that Kessler, the Committee Chair, asked him to report on. The first area of interest was about the on-airport hotels that we have had a dialogue on for the last multiple Board meetings.

The Concourse Hotel has reverted to WesBanco who has taken it over via a deed in lieu with the borrowers. Buffalo Lodging Associates has been put in place to operate that hotel and in terms of that hotel we have not missed a beat.

Delaware County Bank is the lender on The Baymont Inn and we have negotiated in good faith with them for a period of time. On October 29 the Delaware County Bank was given a notice of default that triggered a 30-day cure period at the end of which time they have an obligation to pay the Authority all of our back rent in full. That period ends on Monday, November 30, so Holderman sent wire transfer instructions and is hoping that they follow up and we get our back rent then. They have also requested that we approve a management company for that hotel by the name of GF

Management out of Philadelphia. We have researched them and they are a good qualified company and when that ultimately transfers over that will be who will manage The Baymont Inn.

The Hilton Garden Inn, the Hampton Inn, and the Comfort Suites are all under the GE Capital loan umbrella. We have been working with GE Capital out of Phoenix over the last multiple months trading proposals back and forth. They have hired their own appraiser as we did to value the hotels and determine a structure possibly to go forward with. Holderman made a proposal back to them and they are now evaluating the situation and intend to get back to us no later than mid-December with a workout plan from their perspective. This project has elevated itself to GE Capital's corporate office in Connecticut, so it is getting a little bit of higher level of attention than it was for a few months. The Committee's goal is by year end to have a resolution to those three hotels as well.

The second area of interest to report on was NetJets. A couple of positive things we feel from the NetJets perspective is that we have reinstated our bi-weekly conference calls with their folks and also involve their architects and engineers and some of the folks that are in the planning process for the new campus. They have encouraged us to go forward with a couple of components relative to infrastructure that we already had in the pipeline. Those being the development of the new entrance to the North Airfield, what we call the Hubler Road entrance, which we are designing and intend to construct next year which is \$2.2 million of Grant money from the Ohio Department of Development. In addition, the Franklin County Engineer's Office has applied for OPWC funds to do a majority of the improvements dictated by the Traffic Study we have done to Johnstown Road and Stelzer Road. We should know by possibly mid-December at the earliest where we are in the priority for those funds. If we are in high or medium priority, there's a reasonable chance that we could get those monies and start those improvements potentially next year which would put us out ahead certainly of anything that NetJets would do development-wise.

Roberts and Holderman have a meeting December 3 with David Sokol the new interim Chairman of NetJets and Adam Johnson one of their Senior Vice Presidents, to talk about NetJets development long term and what their plans are as well as to just kind of get us up to speed on their current thinking. We have read a lot of negatives about the jobs they let go; however, we do think they are still a strong organization that has projected a profit for next year, even though they lost \$500 million this year.

Roberts added that we are waiting on some dates from Mr. Sokol's office for an Authority-hosted dinner with the Board and him and some of his senior staff in order to build a relationship.

Prior to proceeding with the Committee reports, Ransier and the Board welcomed William R. Heifner as the newest Board member.

Facilities & Services. Cipriano reported that the Committee, which includes Heifner, our newest Board member, as well as Tomasky, met on November 16. The Committee reviewed the Capital Improvements Projects in excess of \$2 million and also reviewed the Facilities & Services-related Resolutions, which they recommended all for Board approval.

Finance. Smith said the Committee has not met since the October meeting; however, the financials were distributed. He then called on Byrum to present the report. Prior to that, however, Byrum pointed out that included in today's packet is our Annual Operating and Capital Budget Resolution and a copy of the Summary is available on the credenza or if any Board member preferred the realms of paper of detail they should let him know and he would provide it to them.

Byrum reported that for the year-to-date through October 31, 2009, the Combined Statement of Revenues, Expenses and Changes in Net Assets Versus Budget shows Total Operating Revenues of \$61.3 million and Total Operating Expenses of \$42.7 million, leaving an Operating Income Before Depreciation of \$18.6 million. That is \$1.7 million greater than we had budgeted and is much more positive than we had reported in previous months because we received partial payment on the Skybus bankruptcy claim that was recorded as Revenue. We continue to run behind on our Interest Income because the currently available interest rates for short-term markets continue to be at record lows. On the positive side, Debt Interest Payments are well over a million dollars below projection as we continue to the very positive transactions we have had in our Commercial Paper Program. We currently have \$21.5 million outstanding which is a reduction from \$30 million that we had last month as we reduced \$8.5 million of the Alternative Minimum Tax (AMT) portion. We were actually paying 10 basis points more for AMT than the non-AMT so that component was retired and our average borrowing currently is at 23 basis points which is less than one-quarter of one percent. What that means is that we will continue to use that diligently and prudently as a way to have Capital.

The Combined Statement of Net Assets Versus Prior Year End shows \$135.7 million worth of Restricted and Unrestricted Funds, which is an increase of \$12.7 million over the previous year-end. In addition, Net Land, Property & Equipment has increased a little over \$4 million and we have had \$25.9 million worth of cost offset by an increase in our Accumulated Depreciation of \$21.8 million. Total Assets Under Management is \$779.4 million.

On the Liabilities and Net Assets side, we continue to pay our Accounts Payable on time and have reduced that compared to the previous year-end. The \$30 million in Commercial Paper notes that next month when we get November's statement it will be \$21.5 million and under the Long-Term Debt we have reduced our Outstanding Principal by almost \$3.7 million.

Human Resources. Casto reported that there is one HR-related Resolution, number 83-09, and if the Board recalls it approved the negotiated Collective Bargaining Agreement that was effective April 1, 2008, with AFSCME, Local 3770, at our August 2008 meeting. At the time the Agreement was negotiated the parties left the wage provisions for Contract Years 2 and 3 open pursuant to a reopener clause in that Agreement. The Authority has been negotiating with AFSCME over many months on a Memorandum of Understanding for Contract Years 2 and 3 which cover April 1, 2009, through March 31, 2011. During those negotiations, the parties have recently reached a tentative agreement to the following terms and conditions for wages and benefits for Contract Years 2 and 3:

- Effective April 1, 2009, to March 31, 2010, wages remain unchanged from Contract Year 1 (April 1, 2008, to March 31, 2009).
- In lieu of any changes in wage rates paid during Contract Year 2, the AFSCME members employed by the Authority prior to April 1, 2009, shall receive a one-time lump-sum payment of \$1,500.
- The Annual Market Variable for Contract Year 3 will be 3.0 percent.
- Employee wages for Contract Year 3 shall be modified by the Annual Market Variable for merit increases effective with each employee's Contract Year 3 contract review date.
- Employee contributions to premiums for medical, dental, and vision plans for Contract Year 2 remain at Contract Year 1 levels. Employee premium contributions for 2010 advance to Contract Year 3 levels per the Collective Bargaining Agreement.

The Committee recommended Board approval of Resolution 83-09 and as an FYI the Bargaining Unit members will be voting today on the proposed terms stated in this Memorandum of Understanding.

President & CEO Report

Roberts reported that passenger activity at Port Columbus for the month of October was down just a little under 1 percent compared to October 2008 and down about 11 percent for year-to-date. She is of the opinion that this reflects the improving situation. Both American and Midwest had better numbers than they did a year ago and AirTran has just finished their first full year of operations at Port Columbus.

The Buckeyes trip to the Rose Bowl will help us out with some charter traffic as well as some additional scheduled flights. Continental Airlines has already announced four new non-stop flights that can be booked any time to Los Angeles from December 28 through 31 departing at 10:25 a.m. and arriving around noon using 737-800 aircraft which seats 160 people. Continental now has only one return flight on January 2 but they may add more depending on the demand. There are other airlines that may add some additional Los Angeles flights for those attending the Rose Bowl.

Insofar as charters to the Rose Bowl, we currently have nine charters that we are aware of with eight of them going out of Rickenbacker and one out of Port Columbus. The charters include the team, the band, and some of the boosters. We have the four bands from Central Ohio that are going to be in the Rose Bowl Parade this year. The bands are from: The Ohio State University, Ohio University, the Ohio State School for the Blind, and Pickerington-Central High School. Pickerington-Central will also be marching in Macy's Thanksgiving Day Parade.

Whitaker's staff was involved last year for the first time and will again be involved this year as an Airport Authority sponsor at the AAA Travel Show at Vets Memorial January 22-24. The significance is that more than 10,000 people attended last year and it gives us an opportunity to promote all the airlines who use and fly into Port Columbus who do not have enough funds to do their own local marketing. So we partner with AAA and also promote the FlyColumbus.com website.

After the October Board meeting, we had our Annual Rates & Charges meeting with the airlines Corporate Real Estate Representatives. The meeting went extremely well and they accepted our Budget and for the first time that anyone can recall the Representatives did not ask for a single adjustment or question anything in the proposed Budget. In addition, they were extremely complimentary of our efforts to control costs during these difficult times and also the rates that were proposed for the carriers next year.

The day before the Annual Rates & Charges meeting, Southwest Airlines who is our largest carrier brought in their executed Use Agreement so we had a signing ceremony between Roberts and Southwest's Representative at the meeting. Since then, we have received Delta's Use Agreement and expect the remaining carriers to send in their Use Agreement before the end of December.

At Rickenbacker, October cargo tonnage was better, down 7.6 percent compared to October 2008; however, still down significantly for the year-to-date—down a little over 24 percent. We are starting to see a positive trend of improvement in terms of activity level and we have a lot of additional charters coming in on 747s from Hong Kong daily for both September and October. Unfortunately, FedEx, UPS, and of course AirNet, which had already downsized in 2009 are going to collectively result in about 35 million fewer pounds going through Rickenbacker. The holiday traffic though does appear that it may be better this year than last year for cargo. Once the final year-end activity numbers and financials are prepared, those will be sent out to the Board in mid-to-late- December.

We have two new art displays in the terminal. Our partnership, the Columbus Museum of Art, has replaced "Kids Color Columbus" that has been in the main ticketing lobby for several years with two large colorful reproductions of Amanah Robinson, a Columbus artist. These are collages that reflect on the King-Lincoln District and one is titled "Mount Vernon Avenue" and the other is titled "Street Called Home." Also, our quarterly rotating exhibit by the Ohio Art League just installed prints on canvas called liquidscapes by Columbus artist, Amandda Graham. The location of that exhibit on the ticketing level is in the hallway before Max & Erma's. In that area also, Cup O'Joe's has expanded by adding a MoJoe Lounge that will be officially operational and open for at least a part of the holidays this week as well as the rest of the year.

As mentioned last month, Roberts, Byrum, Bush, and Spysinski were going to New York in early November to meet with the bond rating agencies. The presentation to each of the agencies included annual updates on what was going on at each of the airports with no intentions of issuing new debt before late next year or early 2011. Each one of the three rating agencies was very pleased with the presentations.

Last week, Roberts received a copy of a complimentary letter that was received by our Controller, Gwen Langston, and read the following first paragraph: "We are pleased to notify you that your Comprehensive Annual Financial Report (CAFR) for the fiscal

year ended December 31, 2008, qualifies for a Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting and its attainment represents a significant accomplishment by a Government and its management." This is the 17<sup>th</sup> year in a row that the Authority has received this and the plaque will be coming separately in a couple of months. The Board gave a rousing applause to Langston, her team, and Byrum.

Roberts thanked the Board for their extra time and attention today during the Authority's Strategic Planning discussion and noted that there is a Resolution on the Agenda today to adopt a Strategic Business Plan that characterizes the initiatives of the Authority. Of course, once we get our balanced scorecard--what those metrics look like--they will be shared with the Board for feedback.

A couple of weeks ago, the District Office top staff from the FAA in Detroit came to Port Columbus for an all-day planning meeting. Roberts spent the first couple of hours with them and they then took tours of our facilities and met with several of our Project Management Team and Spysinski and Wall presented them our Capital Program. The FAA said that this was the best state meeting they do with an airport including the way it was laid out, the way it was organized, and the amount of information they were provided. Kudos to Wall, Gotschall, Spysinski, Kelby, and the entire Planning & Engineering team for that meeting with the FAA.

As mentioned earlier in the meeting, Roberts will keep the Board posted as soon as we get some available dates for the Board dinner with the NetJets CEO David Sokol and some of his senior staff.

Last week, Roberts and Byrum gave a good briefing to the Franklin County Commissioners at their Annual Budget Meeting. They were briefed on the Airport Authority's financial status as well as the economic development initiatives at Rickenbacker.

On November 13 and 14, the Franklin County Health Department conducted an H1N1 vaccination clinic in the recently renovated Old Navy Hangar at Rickenbacker. In addition to providing the facility, the Authority provided shuttle buses to transport members of the public from the terminal building parking lot to the hangar.

As part of our ongoing pandemic response efforts, we contracted with a company to apply a long-lasting anti-microbial coating to critical surfaces throughout the terminal building. The compound

is a liquid that can be either sprayed or wiped on the surface being treated. The surfaces being treated include handrails, door knobs, elevator control panels, conference tables, and places where a lot of people are in contact. It is felt that this process will help kill things that might pass along contagious diseases or germs of other types. The company has completed the work.

The issuance of new ID badges to all badge holders at Port Columbus was completed at the end of October. Over 3000 badges were issued over a period of three months. That has to be done at least every two years and if more than 5 percent of our outstanding badges are unaccounted for we have to go through a complete rebadging which is very time consuming and expensive. The badges are unaccounted for if employers at the airport let employees go or if they finish a job if they are contractors and they do not turn in the badges of their employees.

One of the things we have done recently under Borden and his staffs leadership from a process improvement standpoint is the implementation of a new technology-based system for scheduling and quality control by our Custodial Department. HLH, which is the local DBE vendor of the system, measured every space in the terminal building that we are responsible for cleaning. The measurements were then loaded into the program along with standards metrics for quality and time to clean each space. Inspection data will be input to provide a comparison of our efforts to the standards and we expect to see improvement in both the quality and efficiency of our staffing and the outcomes—primarily the customer satisfaction with the terminal cleanliness.

We are saddened to announce the unexpected passing away of one of our Police Officers on October 28. Jay Weber, only 42 years old, passed away from an apparent heart attack. Jay was one of our most enthusiastic and respected Police Officers and was a Firearms Training Officer and a member of our Special Weapons Response Team.

Since this was the last Board meeting of the year, Roberts wished everyone a Happy Thanksgiving and a good holiday season and said she is looking forward to working with all Board members in the coming year.



Reading of Resolutions

74-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ACCEPTANCE AND EXECUTION OF A FORTHCOMING GRANT/LOCAL-LET PROJECT AGREEMENT FROM THE OHIO DEPARTMENT OF TRANSPORTATION FOR THE RAIL SPUR PROJECT AT RICKENBACKER INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Smith  
YEA: 8 NAY: 0 ABSTAIN: Ransier  
APPROVED/11-24-09

75-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH CLARITY SYSTEMS, LTD., FOR THE PURCHASE AND INSTALLATION OF A NEW BUDGETING PERFORMANCE MANAGEMENT SOFTWARE SYSTEM FOR PORT COLUMBUS INTERNATIONAL, RICKENBACKER INTERNATIONAL, AND BOLTON FIELD AIRPORTS

MOVED: Casto ; SECONDED: Tomasky  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

76-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ONE 1-YEAR CONTRACT EXTENSION WITH PARKING SOLUTIONS, INC., FOR THE LONG-TERM STAFFING OPERATION AT PORT COLUMBUS INTERNATIONAL AND RICKENBACKER INTERNATIONAL AIRPORTS

MOVED: Kessler ; SECONDED: Lhota  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

77-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ONE 1-YEAR CONTRACT EXTENSION WITH PARKING SOLUTIONS, INC., FOR THE SHUTTLE MANAGEMENT OPERATION AT PORT COLUMBUS INTERNATIONAL AND RICKENBACKER INTERNATIONAL AIRPORTS

MOVED: Smith ; SECONDED: Miller  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

78-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH JOHNSON CONTROLS, INC., TO PURCHASE A YORK 600-TON WATER COOLED CENTRIFUGAL CHILLER FOR PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Miller  
YEA: 8 NAY: 0 ABSTAIN: Ransier  
APPROVED/11-24-09

79-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING A CONTRACT WITH THE FEDERAL AVIATION ADMINISTRATION FOR REIMBURSABLE EXPENSES ASSOCIATED WITH THE RELOCATION OF REMOTE TRANSMITTER/RECEIVER "B" FOR THE RELOCATION OF RUNWAY 10R/28L AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Tomasky ; SECONDED: Smith  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

80-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY ESTABLISHING A PROJECT BUDGET FOR PAYMENTS TO PROPERTY OWNERS AND AUTHORIZING THE PURCHASE OF 12 PARCELS OF PROPERTY ALONG GAYLE DRIVE NEAR PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Lhota ; SECONDED: Tomasky  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

81-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING ESTABLISHING A BUDGET AND AUTHORIZING A CONTRACT WITH HUNT CONSTRUCTION GROUP, INC., FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE IN-LINE CHECKED BAGGAGE SCREENING INSPECTION SYSTEM AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Miller ; SECONDED: Kessler  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

82-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING AN INCREASE TO THE CONTRACT WITH CH2M HILL, INCORPORATED, FOR DETAILED DESIGN SERVICES RELATED TO THE RELOCATION OF RUNWAY 10R/28L AT PORT COLUMBUS INTERNATIONAL AIRPORT

MOVED: Kessler ; SECONDED: Lhota  
YEA: 8 NAY: 0 ABSTAIN: Smith  
APPROVED/11-24-09

83-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT & CEO TO ENTER INTO A NEGOTIATED MEMORANDUM OF UNDERSTANDING REGARDING WAGES AND BENEFITS WITH THE AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES, AFL-CIO, OHIO COUNCIL 8, LOCAL 3770, FOR CONTRACT YEARS 2 AND 3 (APRIL 1, 2009, THROUGH MARCH 31, 2011)

MOVED: Casto ; SECONDED: Lhota  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

84-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY  
ADOPTING A STRATEGIC BUSINESS PLAN THAT CHARACTERIZES THE  
INITIATIVES OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY

MOVED: Lhota ; SECONDED: Miller  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

85-09 A RESOLUTION OF THE COLUMBUS REGIONAL AIRPORT AUTHORITY  
ADOPTING OPERATING AND CAPITAL BUDGETS FOR CALENDAR YEAR 2010

MOVED: Tomasky ; SECONDED: Miller  
YEA: 9 NAY: 0 ABSTAIN: \_\_\_\_\_  
APPROVED UNANIMOUSLY/11-24-09

Ransier then called on the Nominating Committee Chair.

Casto reported that the Nominating Committee had met and deliberated and moved that Dwight Smith be elected as Chair and Susan Tomasky be elected as Vice Chair for the term commencing December 1, 2009, and expiring November 30, 2011. Lhota, Committee member, seconded the motion and moved that the nominations be closed. Ransier called for a vote and all Board members approved the nominations unanimously.

Speaking for the Board, Casto thanked Ransier for her six years as Chair and three more years as a Board member. She was then given a rousing round of applause.

Other Business

With no further business to be brought before the Board, Ransier adjourned the meeting.

Respectfully submitted,



Elaine Roberts, A.A.E.  
Secretary

ER/sss

NOTE: TAPE OF MEETING AVAILABLE FOR REVIEW AT THE PRESIDENT &  
CEO'S OFFICE DURING NORMAL BUSINESS HOURS