



May 14, 2026

Call to order- Mark Rolling

Roll Call

M. Rolling- Present

W. Wainwright – Absent

K. Ross – Present

J. Thomas- Present

G. Recotta- Present

Mark Rolling entertained a motion to waive the reading of and approve the meeting minutes of the February 2026 Authority Board Meeting minutes; moved by Ken Ross and seconded by Guy Recotta; ALL IN FAVOR

AIR TRAFFIC MANAGER COMMENTS – Maloney Robinson

Mr. Tony said Melanie is out today. She did call in the aircraft count for April which was 2,844. Mr. Tony indicated the equipment to count the ops is on the way and it will be placed on the pole outside the terminal. It works off ADSB, it will count how many aircraft, the type of aircraft, which taxiway and runway it used by tracking via GPS. This will enable us to better target repair requests during our annual CIP talks with DOTD and the FAA based upon taxiway and runway traffic. The name of the company is 1200.org

AIRPORT DIRECTOR COMMENTS – Tony Michelli

Mr. Tony introduced Lacy Landrum who is currently running for Mayor of Hammond in the upcoming Mayoral race. I attended a LAMA meeting on yesterday which was held in the state legislative chambers. Our former AWOS technician Pete Talbot retired and as soon as that occurred the AWOS needed repair. We have acquired a new company called ADB Safegate. This is a reminder that when the tower is not in operation, we need to go to non-tower airport rules which is the traffic pattern altitude is 1,000 feet for fixed wing small aircraft, turbo prop and jets 1,500 feet. All turns should be to the left unless it's otherwise noted. Helicopters must avoid the flow of traffic and the reason is because we have about (25) on this airfield. They need to avoid the fixed wing traffic. If you have a radio in the airplane, please use it and try to be accurate when you give a position you report and where you report it. We have a new aircraft on

the field, a Falcon 900 owned by Gray Insurance. We are still working on restroom near the box hangers located on the east side of the airfield.

OLD BUSINESS

OB – 1 – Review Hangar Waiting List – Elyria Jacobs

Our waiting list remains at 33, which is an increase of 2 from our last meeting.

Regarding the Blue numbers on your hangars. Per the fire department for identification purposes in case of emergencies every building must be identifiable. Therefore, we have ordered new numbers for hangars without numbers currently and replacement numbers for those that are faded. In the next few weeks those numbers will be placed on your hangars/buildings. I have been working with Quiana in the city's IT department to build an airport layout of all the properties and property lines. Joe Thomas asked if we have a master survey of the entire Airport and the answer is no. Lacy Landrum said their may be one in the Vault at City Hall. It was also suggested that Fire and Police should have one code programmed into the electric gates to gain access to the airport for emergency purposes. Joe Thomas suggested to ask the Departments if their sirens have YELP control ability to open the gates automatically and if so, the previous suggestion will not be necessary.

OB – 2 Update on Ongoing and New Airport Projects/Grants – Tony Michelli

Rehab of Runway 13/31 – The runway will be rehabilitated from 13 from to where the concrete begins just before the intersection. This will begin sometime in August. This will probably affect Customs and Border patrol the most due to the fact of needing the long runway because of the amount of fuel they have to carry. So, their game plan will be to take a light load over to Stennis where there is a 8,000 foot runway, get the additional needed fuel and then hit the Gulf. We completed spot repairs on Runway 13.

Agenda Item submission Deadline – We would like to have an agenda item submission cut off time of 12:00 noon Tuesday prior to the monthly 2nd Thursday board meeting. We are required to post the meeting agenda to the website at least 24 hours in advance which is by noon on the Wednesday prior to the meeting. But I also need time in between to poll the board for their availability to establish a quorum and get the agenda to the city's IT department to have it posted to the airport website.

Update on flight check of Papi's and REILS – They city had done everything required to have this flight check completed. Ken Ross suggested that we reach out to our federal legislatures to have push hard on our behalf to get this completed asap. Mr. Tony said first the ILS's will have to be flown then all other things after that.

OB – 3 Top Gun to lease additional parking next to existing hangar #33 (609 Ind Pk Rd) – Chris Reggie – Mr. Tony indicated that the airport engineer's recommendation is a no due to there being taxiway lights and a vault in the middle of that area. Ken Ross stated that currently in the planning committee they are discussing a utility road/zipper line basically which would encompass

that same area. Mr. Tony also indicated that we have order a new street sign for CESSNA Ct. and we have also ordered a new fence to be placed along with a manual gate.

Mr. Ken Ross asked if our airport engineer can be procured to draw up plans for this utility road. Joe Thomas said we need to find out if its in the scope of the current Master Service Plan. And if not, Michael Baker could then be procured outside the current Master Service Plan and billed separately. Ray Reggie brought up the point that he didn't think it's fair that city makes it incumbent on the customer who builds large hangars to bring in their own sufficient water supply. Mr. Tony said the city has provided water, sewer and power on the west side of Charlie. Ray Reggie also said that the city attorney said that after they signed the lease on the property, they are leasing on the west side of Charlie that the city would have the necessary utilities in place in which they are not. The water capacity is not enough to provide the necessary fire suppressant needs. Jaye Seale said it would require at least a 10-12 water line in the infield to provide enough water pressure for fire suppressant. He also said that the city has a One Million gallon storage tank not far from the corner of the airport and if the city could run that water down industrial than all these fire suppressant needs could be solved without the owners having to install a \$330,000 fire suppressant pump for a hangar. William Wainwright said even if you had a 12- inch water line you still would have to have a pump for water suppressant. Mr. Tony said also there are other things besides water that you can use for fire suppressant. Jaye Seale also stated that the Fire Hydrants on the east side of the airport have less than 60lbs of pressure at the hydrant. Therefore, if a fire truck were to be 1,000 from the hydrant there would not be enough pressure to fight a fire due to the lack of pressure. Ken Ross suggested that a meeting be set up with the Lauren King (Fire Prevention Chief), Daniel Folks (Fire Chief), Bobby Odom (Michael Baker airport engineer), Spangler (City engineer), Guy Palermo (COH Water Dept), the Airport planning committee members as well as the airport board to discuss Water supply and fire prevention on the airfield and water suppressant issues.

Ken Ross made a motion to table this request; Mark Rolling seconded. All in Favor

NEW BUSINESS

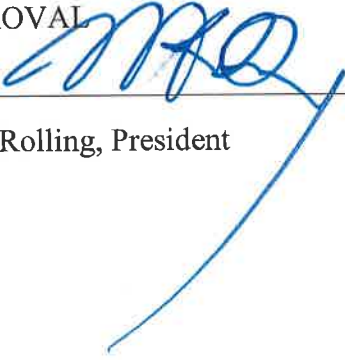
NB – 1 – Discuss City owned hangar's – Ken Ross

Ken Ross is proposing a change to the way we lease city property. As well as suggest that we advertise as having (3) different type of property. (1) Raw Land for development and we have a appraisal price for how much for square foot. (2) Box Hangars (3) City owned property with improvements. And as these leases expire, we are beginning to have more and more. In my opinion its very inconvenient to value these properties, we have different opinions of their worth, different physical conditions, different locations. How do we evaluate these things to get to a fair market value is subject to discussion. What I'm suggesting we use is State Private Bid Law. Which would entail the airport board discussing each property one by one where they fit in our scheme to determine how long we want to lease them for, some we may want to keep them leased on a month to month basis and determine what square footage price to use. Is it .31/sqft just for the building, do we charge something for the land? All of these things need to be worked out. We just look at these properties and see what the structure is in our long term plan, decide how long we want to

lease them for and then put it out for public bid law. And then no one can complain about what's the fair market value. The bids get opened by procedure of the law and people can determine how much their going to bid for them. We only determine how long we want to put them up for bid law. We start this about next year 2027 and it takes this out of the trying to value every separate property by all these real estate terms. We let the public determine what their worth.

Ken Ross made a motion to adjourn; Seconded by Joe Thomas; All in Favor

APPROVAL



Mark Rolling, President



Anthony F. Michelli, Director

HANGAR WAITING LIST

1. Mark Richardson
2. Roy Pier
3. Mark Budgeon
4. Brian Teer
5. Michael Ellis
6. Randall Turner
7. James M. Sahm
8. Michael Gatlin
9. Matthew Becker
10. David Curtis
11. Holly Roy
12. James Bryan Ard
13. Chris Reggie
14. Ray Reggie
15. Johnny Angel
16. Daniel Toups
17. Alex Glover
18. Chris Panks
19. Scott Bernard, Sr.
20. Cliff Lemoine
21. Todd McCormick
22. Keith Bakewell
23. Connor Lorio
24. Kevin Manuel
25. Wayne Spring
26. Robert Dunleavy
27. Miles Jenkins
28. James White
29. Miles Jenkins
30. Martin Morris
31. Brett Johnson
32. Erin Pierce
33. Hank Meyer



PROPOSAL TO CHANGE AIRPORT LEASING PROCEDURES

The city of Hammond currently has at least three types of properties which regularly lease at the airport.

- 1) It has raw land available for development. This property has an established price per square foot and procedures in place that have done well for us.
- 2) The airport also owns some small box hangers that we refer to as the "T" hangers. We have an established price and rent regularly to airplane owners.
- 3) The city also owns several properties that have structures on them, mostly hangers, that have reverted to the city after the terms of the original leases to the developers expired.

I do not propose any change in how the properties in 1) and 2) are currently valued for lease purposes and leased. However, I do think that we should reconsider how we value and lease the city owned buildings in 3) type of ownership described above.

Currently we list all these properties on a 30-day month to month lease and value the lease mostly based on the size of the building. Some of these buildings have no other land around them and some do have land and taxiway/ramp space around them. We've not distinguished very well the legal description of what we're leasing, and don't have in my opinion a good way of valuing the property being leased.

Some of these buildings are in fairly good shape and in good locations, and some of the property is in poor shape needing a lot of maintenance and in less desirable locations. Some of these properties may be candidates for tear down for redevelopment purposes, and we should keep lease term short; but some of the properties should cause no problem should they be leased for longer periods of time.

It is also anticipated that as time passes the city is going to receive more of these properties, reverting to ownership because of upcoming Lease terms expiring. It would be advisable to have a plan to deal with all the properties that the city owns in this category number three.

I propose that we have a different way of leasing and valuing the property in this number three category. That way would be for the board to evaluate the best future use of these properties individually and determine what length of lease would best fit airport planning for that specific property. Then, the property should be fully described and put out for public bid for the term decided upon.

Louisiana law has a specific procedure for public entities like ours to put out property for bid. If we follow this procedure then we are using public bidding to determine what is the fair market value of the property and we don't have to go through each piece of property to decide its condition, location, and other factors involving evaluation. The public bid itself would establish the evaluation. As we acquire multiple properties we could set these public auctions for say once or twice a year so that we don't have to deal one at a time with them, and we can have a process that works smoothly for everyone to know what properties we have available for lease and how they go about putting in a bid to lease that property. This would end all the conversations about some saying I think it's worth less than your calculations and others saying it was worth more. The actual bids submitted will ultimately determine the value.