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4 KERRVILLE-KERR COUNTY JOINT AIRPORT BOARD
5 Special Meeting
6 Wednesday, November 6, 2013
7 8:30 a.m.
8 Airport Terminal Conference Room
9 1877 Airport Loop Road
10 Kerrville, Texas
11
12

MEMBERS PRESENT: MEMBERS ABSENT:
13 Stephen King, President Bill Wood
Corey Walters, Vice-President
14 Ed Livermore
Kirk Griffin
15

16 AIRPORT BOARD STAFF PRESENT:
Bruce McKenzie, Airport Manager
17 Carole Dungan, Executive Assistant

18 COUNTY STAFF PRESENT:
19 Tom Moser, Commissioner Pct. 2
Leonard Odom, Road & Bridge
20 Donne Houghton, Road & Bridge

21 CITY STAFF PRESENT:
Jack Pratt, Mayor
22

23 VISITORS:
Robert Lansford, Lansford Construction
24 Joey Kennedy, Kerrville Aviation
Ronnie Kramer, Dugosh
25

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1 I N D E X
November 6, 2013
2 PAGE

3 CALLED TO ORDER

4 1. VISITORS FORUM 3
5 2. DISCUSSION AND POSSIBLE ACTION
2A New T-Hangar Construction (all phases) 3
6 2B Negotiate Price for construction of new T-Hangars
7 with Lansford Company (design/build contractor)
(Executive session as needed) --
8 2C Brinkman Hangar Lease Proposals
9 (Executive session as needed) 94
10 2D Discuss Mooney Lease (Executive Session) --
11 3. EXECUTIVE SESSION --
12 4. ADJOURNMENT 95
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1 On Wednesday, November 6, 2013, at 8:30 a.m., a special
2 meeting of the Kerrville-Kerr County Joint Airport Board was
3 held in the Airport Terminal Conference Room, Louis Schreiner
4 Field, Kerrville, Texas, and the following proceedings were
5 had in open session:

6 P R O C E E D I N G S

7 MR. KING: All right, I'll call the meeting to
8 order of -- the special meeting of the Kerr County --
9 Kerrville/Kerr County Joint Airport Board, November 6th,
10 2013, at 8:30. Call to order. Visitors Forum, Item 1. At
11 this time, any person with business not scheduled on the
12 agenda may speak with the Airport Board. No deliberation or
13 action may be taken on these items because the Open Meetings
14 Act requires an item to be posted on the agenda for 72 hours.

15 Visitors are asked to limit presentations to three minutes.

16 Anybody? All right. Item 2, discussion and possible action.

17 New T-hangar construction, all phases, Item 2A. What's
18 happening?

19 MR. GRIFFIN: He's dealing.

20 MR. KING: Okay.

21 MR. GRIFFIN: This package.

22 MR. LIVERMORE: Mr. Lansford.

23 MR. KING: Oh, that package? Hey, Robert, go
24 ahead.

25 MR. LANSFORD: I got the floor?

1 MR. LIVERMORE: You're up, Robert.
2 MR. LANSFORD: Okay. Well, as you know, we've been
3 -- we've been kicking this thing around a little bit, and
4 we've moved from one site to the other, and -- and in the
5 process, we had -- we had a target. We had a target of a
6 budget to design to. And so, basically, when you shift --
7 sift through the sand, what we came up with is 10 T-hangar
8 units, and they'll be located, I guess, just north -- is that
9 north?

10 MR. KING: North of Brinkman.
11 MR. LANSFORD: Of Brinkman. We have a layout here
12 of -- of the area. These units are going to have a 14-foot
13 clear door. On one side, we have 42-foot doors. The other
14 side, we have 45-foot doors, so we increased the doors where
15 we had the room.

16 MR. LIVERMORE: At 40 foot, and then you're going
17 to 45?

18 MR. LANSFORD: We have 42 on one side, and then 45
19 on the other. There's a -- there's a little layout there.

20 MR. LIVERMORE: Yeah, this one here.

21 MR. KING: So --

22 MR. LANSFORD: Also, we have a proposal for what
23 I'm going to call a jet pod, you know, for larger aircraft.

24 MR. KING: Yeah.

25 MR. LANSFORD: And everything is to TexDOT

1 standards. The --
2 MR. LIVERMORE: Robert, may I ask you a question?
3 MR. LANSFORD: Yes, sir.
4 MR. LIVERMORE: This distance here in the middle,
5 39 and a half plus 39 and a half right here, --
6 MR. LANSFORD: Mm-hmm.
7 MR. LIVERMORE: -- how does that compare to the
8 current distance?
9 MR. MCKENZIE: We have 80 feet now.
10 MR. LIVERMORE: Same thing?

11 MR. LANSFORD: Same thing.
12 MR. LIVERMORE: Within a foot.
13 MR. MCKENZIE: That's 79 feet. Design standard's
14 79 feet.

15 MR. KING: So, Robert, those buildings -- are both
16 buildings the same except for that larger hangar?

17 MR. LANSFORD: Yes, sir, both buildings are the
18 same. What's shown on there is -- is just shown there for
19 alternate purposes.

20 MR. KING: Mm-hmm.

21 MR. LANSFORD: To look at, you know, if -- if you
22 wanted to consider that floor plan.

23 MR. KING: So, that one, the unit that's closest to
24 the taxiway --

25 MR. LANSFORD: Mm-hmm.

1 MR. KING: No, no, no, the other one. The other
2 one, the one that's further away from the taxiway. So, those
3 two hangars on the north side are 45's -- 45-foot doors?

4 MR. LANSFORD: Yes, sir.

5 MR. KING: And then the three on this side are
6 42's?

7 MR. LANSFORD: 42's, mm-hmm.

8 MR. KING: Okay. All right. And then on the other
9 hangar, the two on the other side are 42's?

10 MR. LANSFORD: Yes, sir. Everything's 42 except
11 the --

12 MR. KING: Except for the larger one, okay.

13 COMMISSIONER MOSER: And so what's the reason for
14 not making them the same?

15 MR. LANSFORD: Well, we're just giving options to
16 look at. You know, sometimes there's --

17 COMMISSIONER MOSER: From a construction cost and
18 market standpoint, talk to me from that aspect.

19 MR. LANSFORD: Well, I can tell you from a
20 construction standpoint, as far as costs, it is more
21 expensive.

22 COMMISSIONER MOSER: Yeah.

23 MR. LANSFORD: Now, when you get into your
24 marketing, you know, that's -- that's where you have a gray
25 area, because you may want to try to grow your airport, and

1 so there's things you can do to grow your airport that may

2 not make --

3 COMMISSIONER MOSER: Let me ask it a different way.

4 Do we capture 1 percent more of the market or 50 percent

5 more?

6 MR. LANSFORD: Well, it's not like you're selling

7 shoes, so I can't really give you an example.

8 COMMISSIONER MOSER: We kind of -- do we know what

9 kind of aircraft --

10 MR. KING: Well, you can't -- let me help you

11 answer that, Tom. You can't put a twin-engine aircraft in a

12 42-foot hangar.

13 COMMISSIONER MOSER: But you can --

14 MR. KING: You can in a 45.

15 COMMISSIONER MOSER: Yeah, okay.

16 MR. KING: So, I mean, you pretty much eliminated

17 one class of aircraft.

18 COMMISSIONER MOSER: So there's a significant

19 difference in the market, then, between 42 and 45.

20 MR. KING: Right.

21 COMMISSIONER MOSER: That answered my question,

22 okay. All right.

23 MR. LANSFORD: And -- but will anybody come along?

24 I don't know.

25 MAYOR PRATT: What percentage of those do they have

1 at Fredericksburg?

2 MR. MCKENZIE: Percentage of?

3 MAYOR PRATT: The differences. Are they all the

4 same?

5 MR. MCKENZIE: No, they're different sizes, but I

6 don't know the percentages, Mayor.

7 MR. KING: They're all over the board. They've got

8 -- they've got box hangars.

9 COMMISSIONER MOSER: So -- so, Steve, what you
10 said, there's -- there's a significant difference.

11 MR. KING: Yeah. You can get --

12 COMMISSIONER MOSER: In a 3-foot door. And so
13 what's the difference in the price -- just ballpark, not to
14 hold you to it -- between a 42 and a 45?

15 MR. LANSFORD: Well, the way these are designed --

16 I'm going to back up a little bit.

17 COMMISSIONER MOSER: Okay.

18 MR. LANSFORD: Now, what you're asking is, what is
19 the difference between a 42-foot door and a 45-foot door.

20 Given this scenario right here, --

21 COMMISSIONER MOSER: Mm-hmm.

22 MR. LANSFORD: -- we're not increasing any square
23 footage. We're not -- all we're doing is, we're extending
24 out the door.

25 COMMISSIONER MOSER: Mm-hmm.

1 MR. LANSFORD: So, you know, it's --

2 MR. KING: So, the hangar would be the same size?

3 MR. LANSFORD: The hangar would be the same size.

4 MR. KING: What about a little storage area on the
5 side?

6 MR. LANSFORD: Well, I mean, you know --

7 MR. KING: You didn't do that.

8 MR. LANSFORD: It's more comfortable. You can put
9 a little larger wingspan in there.

10 MAYOR PRATT: Which increases your market.

11 MR. KING: But the hangar would still be 126 feet
12 long, is what you're saying?

13 MR. LANSFORD: Yes.

14 MR. KING: Still be 126 foot long.

15 MR. LANSFORD: Yeah. You're taking advantage of
16 the dead space on the end.

17 COMMISSIONER MOSER: Okay.

18 MR. KING: All right. 'Cause the three airplanes
19 on the other side are dictated.

20 COMMISSIONER MOSER: Okay, got you.
21 MR. KING: So, you're -- basically, the door's a
22 little larger.
23 MR. LANSFORD: The door's a little larger.
24 MR. KING: The opening.
25 MR. LANSFORD: The opening. You know, it's the

10

1 same operator. If -- you know, to put a number on it, it's
2 about \$3,500 a door.
3 COMMISSIONER MOSER: Okay. All right.
4 MR. KING: And, Tom, on an economic basis --
5 MR. LIVERMORE: I've got a question. The 126, is
6 that overall?
7 MR. LANSFORD: It's actually 126 and a half, if you
8 want to get down to it.

9 MR. LIVERMORE: So, what's the inside?
10 MR. LANSFORD: The 126.
11 MR. LIVERMORE: 126 is inside, okay.
12 MR. KING: So, if you looked at an economic basis,
13 Tom, if you looked at what Kerrville Aviation gets for a
14 single engine versus a twin, it's about \$70 a month more,
15 which is about 20 percent more. It's 20 percent more revenue
16 for a twin versus a single.

17 COMMISSIONER MOSER: Okay. And --
18 MR. KING: And I don't think the cost is 20 --
19 COMMISSIONER MOSER: Okay.
20 MR. KING: I don't think the cost is 20 percent
21 more. It's probably not.
22 COMMISSIONER MOSER: He said \$500.
23 MR. KING: 5 percent more.
24 COMMISSIONER MOSER: Okay, thanks.
25 MAYOR PRATT: You got \$4,000 added to your cost for

11

1 the eight -- I mean \$10,000 for the eight hangars.
2 COMMISSIONER MOSER: You answered my question.
3 MR. KING: Okay.
4 MR. WALTERS: Robert?

5 MR. LANSFORD: Yes, sir?
6 MR. WALTERS: On -- on this easterly hangar -- I'm
7 calling it easterly hangar, the one closest to the taxiway,
8 and it's pushed all the way to what I would call the lot
9 line.

10 MR. LANSFORD: Yes, sir.
11 MR. WALTERS: Is that -- do we need to have
12 clearance on the end of that for fire truck purposes?
13 MR. LANSFORD: Well, I mean, that's going to have
14 to be -- I guess we'll cross that bridge with the Fire
15 Marshal.

16 MR. WALTERS: So we don't know?
17 MR. LANSFORD: Whether he wants to -- and
18 basically, you know, we originally had paving back there.

19 MR. WALTERS: Right.
20 MR. LANSFORD: And it got down to the point to
21 where, you know, we started having to flesh out things that
22 cost to get down to where we needed to be, and that was one
23 of the things that we fleshed out. So --

24 COMMISSIONER MOSER: Robert, last time I was here,
25 we were at two 6's; now we're at two 5's.

12

1 MR. LANSFORD: Mm-hmm.
2 COMMISSIONER MOSER: So, take me from two 6's to
3 two 5's.

4 MR. LANSFORD: A couple of things has happened to
5 us. One of the things, when you break up a nested T-hangar
6 and you go from one building to two buildings in this
7 scenario here, we're paying for 11 units, but we're only
8 getting 10.

9 COMMISSIONER MOSER: Mm-hmm.
10 MR. LANSFORD: Because you have the ends.
11 COMMISSIONER MOSER: Yeah, got you.
12 MR. LANSFORD: This site right down here would not
13 allow a 10-unit -- a straight 10-unit T-hangar.
14 COMMISSIONER MOSER: Let me back up. I thought
15 last time we were looking at them, we were looking at two
16 6's. So, does two --

17 MR. GRIFFIN: We never put any dollars to that.
18 COMMISSIONER MOSER: So my question is, so why is
19 it -- is it space that limits it, or is it cost? So, what,
20 we went from -- from two 6's to two 5's?
21 MR. LANSFORD: Well, I don't know about two 6's,
22 but, I mean, it is -- it does boil down to cost.
23 MR. GRIFFIN: We never put dollars to it.
24 COMMISSIONER MOSER: I understand.
25 MR. GRIFFIN: We never put dollars to the two 6's.

13

1 The two 6's came out in the fact that we had a -- the initial
2 proposal in the original location was 12 hangars. So we
3 said, "Hey, if we put in the two 6's, can we put it in here?"
4 Physically, yes, you can put it in there. Cost-wise, that's
5 where Robert's coming from, is that we couldn't get from 12
6 in a single building to two 6's in two buildings.

7 COMMISSIONER MOSER: So --
8 MR. GRIFFIN: For the cost.
9 COMMISSIONER MOSER: Space-wise, it works.
10 MR. GRIFFIN: Space-wise, it works.
11 COMMISSIONER MOSER: Cost-wise --
12 MR. LANSFORD: Cost-wise, it does not work.
13 MR. KING: How much extra would it be?
14 MR. LANSFORD: Well, you can square foot these
15 units, and -- and that's something I'd be glad to talk about,
16 too.

17 MR. WALTERS: But aren't you also saying that
18 because we split it up into two buildings, we have wasted
19 space on each end?

20 MR. LANSFORD: We basically --
21 MR. WALTERS: Which we wouldn't have had in one
22 building?
23 MR. LANSFORD: That's right, yeah.
24 MR. GRIFFIN: We doubled our ends.
25 COMMISSIONER MOSER: What's the difference in the

14

1 cost, ballpark?

2 MR. GRIFFIN: If you --
3 MR. LANSFORD: If you take the paving out, and
4 engineering and that kind of -- the costs that are not
5 associated with the square foot, we're looking at about
6 \$45,000 a unit.

7 COMMISSIONER MOSER: \$45,000 per hangar -- per
8 T-hangar unit?

9 MR. LANSFORD: Yeah. So --
10 MAYOR PRATT: On the paving --
11 COMMISSIONER MOSER: So -- wait just a second.

12 45,000, so two more is 90,000. That's for the -- that's for
13 the hangar itself, not the other stuff. Okay.

14 MR. LANSFORD: So, originally -- originally we
15 had -- we had -- we wrote a letter for a 10-unit hangar.

16 COMMISSIONER MOSER: Yeah.
17 MR. LANSFORD: And on the other site -- and we had,
18 I don't know, 50-something thousand in contingency and this
19 kind of thing.

20 COMMISSIONER MOSER: Yeah.
21 MR. LANSFORD: The other site also, we had less
22 site work there, less paving.

23 COMMISSIONER MOSER: When you say "other," I don't
24 know which other.

25 MR. LANSFORD: The original.

15

1 COMMISSIONER MOSER: The original, okay.
2 MR. LANSFORD: Meaning the thing that we came up
3 with a quick little budget for.

4 COMMISSIONER MOSER: So --
5 MR. LANSFORD: So, splitting them up --
6 COMMISSIONER MOSER: I want to go from original to

7 this 10, okay? And for this location for 10, you can do 12?
8 There's room for it?

9 MR. LANSFORD: There's room for it.
10 COMMISSIONER MOSER: There's room for it
11 space-wise, so we could put 12 there, and it's another -- for
12 the hangars itself, it's another \$90,000 for just -- for the
13 hangar itself, not for the -- the flat work, okay, and

14 probably some engineering. So -- so, we're at 100,000 --
15 100,000 plus more to add -- to have 12 hangars, as opposed to
16 10, something in that neighborhood. And so you're probably
17 going to get to the numbers here in a minute. Okay.

18 MAYOR PRATT: All right. I'm going to follow
19 through on that.

20 COMMISSIONER MOSER: Okay.

21 MAYOR PRATT: If we're going to 10 hangars, then
22 what -- what is the difference in cost in the original
23 location and the new one?

24 MR. LANSFORD: Well, just the configuration of the
25 buildings, one of them. I mean, we're splitting it in two,

16

1 so --

2 MAYOR PRATT: Yeah, but if you go to one, then you
3 don't have wasted space.

4 MR. LANSFORD: But we can't go to one.

5 MAYOR PRATT: Okay. On the old -- on the --

6 MR. GRIFFIN: We don't have enough distance between
7 our two existing hangars to put one in. That's what drove us
8 to do it this way.

9 MR. LANSFORD: And the obstacle-free clear area.

10 Basically, that's how the chips fell with that.

11 COMMISSIONER MOSER: Okay. I got another question,
12 then, on the configuration.

13 MR. LANSFORD: Yes, sir?

14 COMMISSIONER MOSER: So, now we've got a jet pod,
15 okay, whereas before we didn't.

16 MR. GRIFFIN: That -- yeah, we did.

17 COMMISSIONER MOSER: No, we didn't.

18 MR. KING: We had an option.

19 MR. GRIFFIN: You had an option for it from the
20 beginning.

21 MR. LANSFORD: Yeah, it's an option.

22 MR. KING: And it's still --

23 COMMISSIONER MOSER: So, the answer is we did not,
24 okay.

25 MR. GRIFFIN: No, Tom, I don't agree. We did,

1 because I was there at the beginning. I was -- I was here at
2 the beginning.

3 COMMISSIONER MOSER: Two years ago --

4 (Multiple speakers.)

5 THE REPORTER: One at a time, please.

6 MR. GRIFFIN: No, no, no. This discussion started
7 since I've been on this board since last November. This
8 location or this layout has always had an option for a jet
9 pod on the front end of the buildings.

10 COMMISSIONER MOSER: Let me ask my question. So,
11 talk to me about the cost and the market.

12 MR. GRIFFIN: I don't need to talk to you about the
13 cost and the market. The design has not -- our concept from
14 the time that we started this -- this project, not what was
15 across on the other side of 03/21. What has started -- what
16 we've discussed since I've been on this board since last
17 November is -- and when we brought up this concept, it was
18 originally in between the two existing hangars. We've always
19 had the option for a jet pod on the end.

20 COMMISSIONER MOSER: Okay. So, still, my
21 question -- I'm going to ask the question again. So, talk to
22 me about the cost and the market.

23 MR. GRIFFIN: What do you mean?

24 COMMISSIONER MOSER: For a jet pod versus a
25 T-hangar.

1 MR. GRIFFIN: Well, --

2 COMMISSIONER MOSER: I mean, a --

3 MR. GRIFFIN: -- here's the difference between the
4 cost and the market. I know I can get a whole lot more for
5 the jet pod than I can for a T-hangar. Exponentially.

6 COMMISSIONER MOSER: That's pretty qualitative.

7 MR. GRIFFIN: No, sir, just hard fact.

8 COMMISSIONER MOSER: No, I said the numbers. Give
9 me some facts.

10 MR. MCKENZIE: \$61,000 more to build the jet pod.

11 COMMISSIONER MOSER: Okay, 61,000.
12 MR. MCKENZIE: Am I right or wrong?
13 MR. LANSFORD: That's right.
14 COMMISSIONER MOSER: 61,000.
15 MR. GRIFFIN: Versus --
16 MR. MCKENZIE: Versus -- versus less than that
17 61,000.
18 MR. GRIFFIN: Less than that, yeah. It's still
19 going to cost you 45 or 50 to build a T-hangar.
20 COMMISSIONER MOSER: So it's \$15,000 more.
21 MR. GRIFFIN: It's \$15,000 --
22 COMMISSIONER MOSER: \$15,000 more to build the jet
23 pod, okay.
24 MR. GRIFFIN: Right.
25 COMMISSIONER MOSER: And this is the jet pod, so

19

1 what's the market for the jet pod? I mean, you -- Steve gave
2 me a good answer a while ago. You go from a -- from a single
3 to a twin.
4 MR. GRIFFIN: Right.
5 MR. KING: \$700 a month.
6 COMMISSIONER MOSER: Huh?
7 MR. KING: \$700.
8 COMMISSIONER MOSER: What's the market? How many
9 jets can go in this kind of jet pod?
10 MR. MCKENZIE: On this airport?
11 MR. GRIFFIN: A lot of the small jets on this
12 airport can go in that pod. A lot of them. The majority of
13 the small jets on this airport can go into that jet pod. I
14 have a feeling if you were to actually get real serious --
15 and I don't have any numbers to support this, but if you look
16 around in the communities and the airports, A, you don't see
17 a jet that's going to overnight outside unless it absolutely
18 has to. There's too much -- there's too much cost involved.
19 Those guys are going to put those things in the hangars.
20 They would rather get them in their own hangars, 'cause then
21 they're responsible for any hangar rash that occurs,
22 self-inflicted, not inflicted by anybody else, or somebody

23 inadvertently walking into it, and it makes a huge amount of
24 difference. I have a feeling, with the number of jets that
25 we have on this airport, you could -- if you had those -- if

20

1 we had those spaces available, we'd rent every single one of
2 them.

3 COMMISSIONER MOSER: How many jets do we have here,
4 Joey?

5 MR. GRIFFIN: Of that size, you've got --

6 MR. McKENZIE: I'm not sure how big it is. Could
7 hold up to a Mustang.

8 MR. KING: We have none -- one.

9 COMMISSIONER MOSER: None?

10 MR. McKENZIE: Well, there was one, yeah. But as
11 far as our hangars, it'll hold a C90.

12 MR. KENNEDY: Yeah, it will hold a C90, which we
13 have one of those, and then your -- your Conquests.

14 MR. WALTERS: But will it hold a Merlin?

15 MR. KING: No, it's too tall.

16 MR. KENNEDY: Merlin's too tall.

17 MR. McKENZIE: The tail's too tall.

18 MR. KING: I'm not sure how tall it is. That's the
19 reason I said --

20 MR. McKENZIE: 18-foot door.

21 MR. KENNEDY: 18 foot?

22 MR. GRIFFIN: A Merlin would be close.

23 MR. McKENZIE: Anyway, that's the answer.

24 COMMISSIONER MOSER: I'm still looking for an
25 answer. So, is this -- is this \$15,000 a good investment,

21

1 because we can keep it filled?

2 MR. LANSFORD: I think -- let me just interject

3 this. And I'm not -- I'm not going to get into y'all's

4 business decision.

5 COMMISSIONER MOSER: Well, this is a design
6 question.

7 MR. LANSFORD: Well -- well --

8 MR. GRIFFIN: You're making it a business decision.

9 COMMISSIONER MOSER: Okay. It's marketing. All
10 right, peace.

11 MR. LANSFORD: I'm not a marketer, but here's the
12 thing. TexDOT is funding this thing 90/10.

13 COMMISSIONER MOSER: Got it.

14 MR. LANSFORD: So --

15 MAYOR PRATT: They're funding 90 percent of the
16 15,000.

17 COMMISSIONER MOSER: I understand. Still -- still,
18 if you take in -- if you invest in building something -- I

19 know Corey does this all the time in his business. He looks
20 to what the hell the market is before he starts a --

21 MR. WALTERS: Well, honestly, if you just look at
22 it, pure numbers, and you go, "Okay, it's going to cost me
23 \$15,000 more to get -- you know, go from a \$300-a-month
24 T-hangar to a \$600-a-month jet pod, it's pretty simple math.

25 It makes sense.

22

1 COMMISSIONER MOSER: Okay. Is that the difference?

2 'Cause --

3 MR. KING: It's about double. It's about double.

4 Joey -- Joey gets for that same aircraft -- he has full
5 service, but that same aircraft will be about --

6 MR. McKENZIE: 785 a month.

7 MR. WALTERS: 768 on your website.

8 COMMISSIONER MOSER: Okay. So -- not looking at
9 these numbers. So -- so, the market's viable, okay. Let me
10 just put it in that term.

11 MR. LANSFORD: Well, it's a placeable thing. When
12 you have a unit like this, if you don't have an aircraft that
13 is -- that can take it singularly, as far as size, this --
14 this thing will easily accommodate two.

15 COMMISSIONER MOSER: Okay. So, from -- from a
16 return on investment standpoint, then, so Corey's saying you
17 go from 300 to 600 if it's a jet. And you've got two
18 aircraft, two 172's or something you put you in there; is
19 that right? You put two in there?

20 MR. LANSFORD: It may be three.
21 COMMISSIONER MOSER: Okay. So, for -- for \$15,000
22 more --
23 MR. GRIFFIN: You can put three RV's.
24 COMMISSIONER MOSER: So, for \$15,000 more, so make
25 it 25,000, just to cover the other stuff. So, yeah, you'd

23

1 recapture that pretty quick.
2 MAYOR PRATT: But if you can put three planes in
3 there, you just turned it from a 10-hangar to a 12-hangar.
4 MR. GRIFFIN: Not even 15,000 more, Tom.
5 COMMISSIONER MOSER: Okay.
6 MR. GRIFFIN: It's 10 percent of that.
7 COMMISSIONER MOSER: That's -- all right. Okay,
8 Kathy. Thank you.
9 MR. LANSFORD: Not to change the subject from the
10 -- the jet pod option, one of the things we did was we
11 increased the doors on -- on the base model out to 45. Now,
12 with this configuration, you can get two RV's in that hangar.
13 COMMISSIONER MOSER: Yeah. Let me ask you another
14 question.
15 MR. LANSFORD: Not quite big enough. If you've
16 got --
17 COMMISSIONER MOSER: Well, we can't put RV's in
18 there.
19 MR. GRIFFIN: No, RV is a type of airplane.
20 COMMISSIONER MOSER: Oh, you're talking about --
21 MR. LANSFORD: They're a little smaller.
22 COMMISSIONER MOSER: Let me ask you another
23 question, same thing. If that's such a good deal, why don't
24 we have 12 jet pods?
25 MR. LANSFORD: Well --

24

1 MR. McKENZIE: That would be a marketing question.
2 Have you seen any --
3 COMMISSIONER MOSER: You're stepping over into
4 something there, buddy. Now you're going to quantify it.

5 MR. KING: 'Cause I think the people we have that
6 are interested in a hangar right now, I don't -- none of them
7 have a jet. They all have single-engine aircraft or
8 multi-engine aircraft. And the way I look at it, Tom, is
9 that it's -- you're going to -- you can at least get -- I
10 mean, it has -- it not only has -- you have the option of
11 putting single-engine, multi-engine, a light turboprop in
12 there, a light to medium turboprop in there, or a light jet.
13 So, five different types of aircraft you can put in that
14 hangar. If you build it for \$45,000 versus \$60,000, you
15 pretty much only -- you're only going to accomplish -- you're
16 going only going to get two, the single and the multi; that's
17 all you can do. You can't put anything really any bigger
18 than that. Now, I don't know the height of that hangar.

19 Robert, do you know the height?

20 MR. LANSFORD: 18-foot clear door.

21 MR. KING: 18-foot clear door.

22 MR. LIVERMORE: Would a Pilatus fit in there?

23 MR. LANSFORD: No.

24 MR. KENNEDY: You've got 18 foot, 6. We've got
25 20-foot doors, and a Merlin barely fits.

25

1 MR. KING: Yeah, it won't fit in there.

2 MR. WALTERS: Would, like, a Conquest fit?

3 MR. KENNEDY: Conquest will fit; it's smaller. It
4 will fit.

5 MR. LIVERMORE: But a Pilatus --

6 MR. KENNEDY: It's as tall as a Merlin.

7 COMMISSIONER MOSER: So, you had a pretty
8 compelling argument for the jet pod.

9 MR. KING: Yeah.

10 COMMISSIONER MOSER: But I sense that there's not a
11 -- not a desire for two jet pods.

12 MR. KING: No, 'cause I don't know -- I don't think
13 we -- I don't know. I mean, I think -- I think at some
14 point, there will be another project, kind of like they did
15 at Fredericksburg. Fredericksburg built T-hangars, and then
16 they built box hangars. They've been very successful

17 building box hangars. You know, building a 50-by-60 -- a lot
18 of times they'll build a 50-by-60, 3,000-foot hangar, for
19 some guy that's got two airplanes, a jet or small Merlin or
20 big King Air, and a small airplane, and they've been pretty
21 successful. Those are cheaper to build, too. They're a lot
22 cheaper to build than -- than what these things are. And I
23 think that with the -- with the market we have here right
24 now, I think it's kind of a -- a deal that for \$15,000, you
25 can accomplish -- you can maybe get five different types of

26

1 aircraft that would all be -- four of them would be more --
2 higher rent than what the single-engine aircraft would be.
3 MR. LANSFORD: Right.
4 MR. KING: That way, I think we could probably -- I
5 mean, it's going to be an experiment, Tom. I'm not going to
6 say somebody's going to move in there the next day or
7 something like that, but we do have quite a few aircraft on
8 the field that -- you know, that could -- could use that.
9 And we have people coming here that I think, you know, may
10 have the option. I don't think we're taking any business --
11 I want to be clear. We're not -- I don't think this is aimed
12 at taking business away from Kerrville Aviation, 'cause the
13 type of guy who's going to put a small jet in there is a
14 different type of person. That's the type of person who
15 doesn't mind moving his other airplane around; he doesn't
16 mind having his own tug to pull it in and out, and he -- you
17 know, I think that's just a little different kind of person
18 than the guy who just pulls up here, gets out, gets in his
19 pickup and goes to town, and then Joey takes care of --
20 Kerrville Aviation takes care of his aircraft. So, I mean, I
21 don't think it's any different. You can't look at it any
22 different. The guys who have single-engine aircraft who have
23 their single-engine aircraft here, you're not -- you're
24 looking -- it's a little bit different market for these type
25 of hangars.

27

1 COMMISSIONER MOSER: Well, just looking at the

2 layout and looking at the esthetics of it, --

3 MR. KING: Yeah.

4 COMMISSIONER MOSER: -- esthetics don't look very
5 good. You have one with a -- I mean, looking at the profile
6 of it, you know, you got one with a bump on the end of it,
7 and the other one's not.

8 MR. WALTERS: The other thing, though, is -- I
9 mean, Tom, we're not -- we're not really in competition with
10 anybody. It's not like shopping; we're going -- you know, we
11 need to make ours look as good as that guy over here. I
12 mean, we are -- we have our own market. I mean, the
13 esthetics -- does esthetics rule over economics?

14 COMMISSIONER MOSER: No. No, absolutely not. I'm
15 just saying if it's -- if the economics says yes, a good
16 thing to do for this additional \$15,000 or \$20,000, to have
17 two jet pods.

18 MR. KING: Yeah.

19 COMMISSIONER MOSER: Okay. Then this other trivial
20 thing is the esthetics. So, that's another plus. So, I just
21 don't --

22 MR. LIVERMORE: I've been at a lot of airports --

23 COMMISSIONER MOSER: I'm listing the logic on why
24 not two jets pods.

25 MAYOR PRATT: Let me see if I can't add something

1 to it.

2 MR. KING: Well, I --

3 MAYOR PRATT: Steve used a good word a while ago,
4 that this is an experiment. I don't mind experimenting with
5 one, and that experiment will tell us whether, later on, if
6 we do the next project, if we need another jet pod. But I'm
7 not willing to experiment with two.

8 MR. WALTERS: I agree. You know, it gives us an
9 option in the projects. You know, I also -- I mean, if
10 somebody asked me if I was going to vote on should we do two,
11 I would say no. I would say we should just do one.

12 MR. GRIFFIN: See how it goes.

13 MR. WALTERS: And see how it goes.

14 MAYOR PRATT: Test it.
15 MR. WALTERS: Test it.
16 MR. LIVERMORE: I think the esthetics, I think
17 that's -- I mean, with all respect to your point, Tom, I
18 think it's a really minor issue.
19 COMMISSIONER MOSER: I agree, it's a minor --
20 MR. LIVERMORE: I'm at a lot of airports. There's
21 a lot of different looking buildings.
22 COMMISSIONER MOSER: Economically, if it makes
23 sense, then do it. Esthetics is a tertiary thing. It's
24 minor, I agree.
25 MR. KING: How much is it really, just \$15,000

29

1 extra?
2 MR. MCKENZIE: It's 61 --
3 MR. KING: I'm trying to figure it out. Maybe we
4 need to go over these numbers. I'm kind of --
5 MR. WALTERS: It's not -- it's 61, but you got
6 to -- it's compared to the cost of the other units.
7 MR. LANSFORD: 61, but it's compared to --
8 MR. WALTERS: 45.
9 MR. LANSFORD: -- to the other --
10 MR. WALTERS: Unit cost.
11 MR. LANSFORD: -- proposal. Yeah.
12 MR. KING: So, if you built the unit with five
13 aircraft in it and you build this unit with a jet pod in it,
14 it's how much more expensive?
15 MR. LANSFORD: Well, it would be 715,000.
16 MR. KING: So it really is \$65,000 more -- 61,000
17 more. It's not 15,000.
18 MR. LANSFORD: Yeah. The difference is --
19 MR. KING: If you built -- let's say you didn't do
20 the jet pod and you just built two units that look just like
21 these other units over there. That's going to be how much?
22 MR. LANSFORD: Well, it will be 640 -- 654,000.
23 MR. KING: 654.
24 MR. WALTERS: So it is 630,000.
25 MR. LIVERMORE: Not to belabor that point, but the

1 building is a little bit longer, probably, because of the jet
2 pod.

3 MR. KING: It is, I understand.

4 MR. LIVERMORE: Yeah. It would be shorter -- it
5 would be shorter if --

6 MR. LANSFORD: You have asphalt and excavation
7 and --

8 MR. KING: So, that's what I'm trying to get at.

9 It's not -- it's not \$15,000 more; it's \$61,000 more.

10 MR. LANSFORD: Right.

11 MR. WALTERS: That makes a difference.

12 MR. KING: Do you understand that, Tom?

13 COMMISSIONER MOSER: Yeah. Well, I was taking what
14 Bruce said a while ago -- Bruce said 45 for a T-hangar, and
15 this is 65, so it's 15. So, that's not a correct answer.

16 MR. KING: You're just building that other building
17 again, so you -- you really need to just divide -- you've got
18 it divided up into how many -- how much it costs to build
19 Building A and how much it costs to build Building B. If you
20 build A twice, then it's \$61,000 less to build Building B if
21 you build it like Building A.

22 COMMISSIONER MOSER: Okay.

23 MR. KING: Pretty confusing. Okay. So, it's not a
24 trivial amount.

25 MAYOR PRATT: When you get down to it, it's --

1 MR. KING: It's going to cost another 6,000 bucks,
2 but --

3 MAYOR PRATT: Yeah, that's right, 6,000, 5,000.

4 MR. KING: Let's go over the -- let's go over the
5 numbers and look at your numbers on the cost of all this
6 stuff.

7 MR. LIVERMORE: I'm pretty satisfied. To me, it's
8 a matter of trying to fulfill needs, and I'm pretty satisfied
9 that building's going to -- that jet pod's going to be --
10 it's going to be taken.

11 MR. KING: By what?

12 MR. LIVERMORE: By customers. By a customer. I

13 think it's going to work. I think there's a need.

14 MR. LANSFORD: Okay. So, what do you want to know?

15 What do you want to do? What do you want to write down?

16 MR. KING: Well, I'd like to run down -- I mean,

17 you guys -- have you guys looked at these numbers? Are you

18 comfortable with all these numbers?

19 MR. LANSFORD: I can tell you --

20 MR. KING: The 700 -- let me ask you straight up,

21 just the first thing, the 700 and -- now, that includes

22 everything? 700, that includes us paying the county for

23 their labor --

24 MR. LANSFORD: This includes everything, turnkey.

25 MR. KING: Asphalt? That includes everything?

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1 MR. LANSFORD: That is it. That's it.

2 MR. KING: That's the total number?

3 MR. LANSFORD: That's the total number.

4 MR. KING: Total number.

5 COMMISSIONER MOSER: Is this the City doing the

6 asphalt?

7 MR. LANSFORD: Yes, sir.

8 COMMISSIONER MOSER: Okay.

9 MAYOR PRATT: Doing the paving.

10 COMMISSIONER MOSER: Yeah, right.

11 MR. KING: We're providing the materials.

12 COMMISSIONER MOSER: Okay.

13 MAYOR PRATT: We're buying the hot mix.

14 MR. KING: How does this compare with the other

15 project you did in Lampasas?

16 MR. LANSFORD: Okay. Well --

17 MR. KING: Do you have some numbers?

18 MR. LANSFORD: I'm glad you asked.

19 MR. KING: I know.

20 MR. LANSFORD: I'm glad you asked. Before I get

21 into that, I want to tell you that if you take the -- the

22 asphalt, site work out of it, and then the bonds and -- the

23 surety bonds and what we have to pay the engineers and dah,
24 dah, dah, these hangars are \$35 a foot.
25 MR. KING: If you take all that out?

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1 MR. LANSFORD: Mm-hmm, the asphalt. I'm talking
2 about just the building.

3 MR. KING: The building.

4 MR. LANSFORD: The building.

5 MR. KING: Okay. And that's -- that's footprint
6 and apron, or just footprint?

7 MR. LANSFORD: That's building the footprint.

8 MR. KING: The footprint, it's 35 bucks a square
9 foot?

10 MR. LANSFORD: 35 bucks a square foot.

11 MR. LIVERMORE: Versus -- what was it? Will you --
12 you asked about Lampasas?

13 MR. KING: Lampasas, so that's very --

14 MR. LANSFORD: I just -- I say that because

15 everybody in here is familiar with building, and so you can
16 gauge that in some kind of way, maybe.

17 MR. KING: What's the total square footage of both
18 these buildings with the jet pod?

19 MR. LIVERMORE: 13,000 -- well, I've got it right
20 here.

21 MR. ODOM: 13,5, something.

22 MR. LIVERMORE: The small building is 6,426. The
23 big building is 7,272.

24 MR. KING: Okay, total of 13,000 something?

25 MR. LIVERMORE: 13,698. The thing that impresses

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1 me is, I think the fire department -- or Fire Marshal is not
2 going to get heavily involved here, because it has to be
3 12,000 or 13,000 in one building.

4 MR. MCKENZIE: One building.

5 MR. LIVERMORE: And so we've split that up, so I
6 think we've avoided that.

7 MR. KING: So it's going to cost about \$52.25 a

8 foot to build these things.

9 MR. LANSFORD: Well, it's 35 a foot for just the
10 building. You know, that doesn't include -- I mean, that's
11 the -- that's the five units.

12 MR. KING: Right. But, I mean, if you build the
13 whole facility for 715,665, it's \$52.25.

14 MR. LANSFORD: That includes the apron?

15 MR. KING: You have to include -- that's like me
16 building my house with, you know, no air conditioning and no
17 driveway. You sound like the government now. It's like
18 taking -- that's like looking at C.P.I. and taking out the
19 cost of gasoline and food. I mean, you got to eat and you
20 got to drive.

21 MR. LANSFORD: It's 49 -- I did it before I came in
22 here. Now, I'm not talking about the jet pod.

23 MR. KING: I'm talking about with it.

24 MR. LANSFORD: Okay. It's like 49-something.

25 MR. KING: Okay, that's with it, with the jet pod.

35

1 MR. LANSFORD: Okay. So, you asked a question
2 about where these numbers were, I guess -- well, you asked
3 about Lampasas.

4 MR. KING: I just asked about anybody else that's
5 been built lately.

6 MR. LANSFORD: But I'm going to give you some
7 information here. TexDOT, about a month and a half ago, bid
8 out four hangar jobs. They were not design-build. You know,
9 they went out and got a consultant, drew the plans up, bid it
10 out. Low bid gets it, okay. With -- and I'm going to -- I'm
11 going to give you a benchmark here of what to compare to.

12 I'm not getting into the jet pod. I'm just going to do the
13 five nested T-hangars, times two, which is 654,000. Now,
14 what's included in these numbers -- to try to get apples to
15 apples, what's not included in the numbers that I'm getting
16 ready to tell you is engineering, testing, surveying.

17 Those -- those items would not be included in a bid. You
18 know, the consultants, they would have paid for those items
19 in a separate deal. So, you can look at -- at my breakdown

20 and deduct \$36,000 from that, which gives you basically
21 621,000. And we got 10 units, so that's easy to do the math;
22 you got \$62,000.
23 In Eagle Lake -- and all this information is on the
24 website down at TexDOT Aviation, so you can -- you can get it
25 yourself. In Eagle Lake, they bid out two hangars, two

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1 6-unit hangars with paving, and it was \$904,000. And that --
2 that is rough -- that roughs out to \$75,400 a unit.
3 MR. LIVERMORE: That was 12 units?
4 MR. LANSFORD: Yes, sir, that was 12 units.
5 MR. LIVERMORE: And it's 75K a unit?
6 MR. LANSFORD: 75, yeah.
7 MR. KING: Mm-hmm.
8 MR. LANSFORD: In Castroville, you guys know where
9 that is. Now, these weren't T-hangars, but they were the
10 same size, but basically small boxes, and they were all
11 connected into one building. For 7 units, Castroville is
12 paying \$89,000 a unit.

13 MR. KING: That's not design-build?
14 MR. LANSFORD: No, sir, that's competitive bid.
15 That's competitive bid.

16 MR. KING: Is that concrete or asphalt on the
17 apron?

18 MR. LANSFORD: That's asphalt apron.
19 MAYOR PRATT: Wow.
20 MR. KING: It's just amazing to me -- I'm just
21 shocked at the --
22 MR. LANSFORD: Yeah, I --
23 MR. KING: I'm shocked at the cost of these things.
24 I can promise you that these will be -- if we don't ever get
25 another grant from TexDOT, these will be the last hangars

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1 ever built there, because I couldn't build -- Corey, it'd
2 take you 30 years to get your money back on these things.
3 You'd do a 30-year payout.
4 MR. LANSFORD: That's exactly --

5 MR. KING: Anywhere in the world other than here on
6 this airport, you can get your money back quicker.

7 MR. LANSFORD: Exactly. You can't -- you can't --
8 MAYOR PRATT: That's the reason we wanted to go

9 from -- instead of 10, we wanted to go to 12, because
10 long-term --

11 MR. KING: Oh, I agree. I mean, I'm just -- my
12 whole -- I just can't put my arms around these numbers, as
13 far as how expensive they are. I mean --

14 MR. McKENZIE: That's why design-build is the way
15 to go. That's what he's quoting you, is competitive bid. We
16 went design-build; it's 30 percent cheaper.

17 MR. KING: I don't understand that, either.

18 MR. McKENZIE: It's 30 percent cheaper, because if
19 they hired an engineer, it's going to cost \$100,000 to this
20 job. He's doing it.

21 MR. KING: I see that.

22 MR. McKENZIE: See, that takes 100 grand out of the
23 equation before you ever come out of the box.

24 MR. KING: I would like to meet that engineer that
25 gets \$100,000.

1 MR. McKENZIE: Garver, A.S.A., and --

2 MR. KING: For a bunch of sheds out on a paved
3 piece of land.

4 COMMISSIONER MOSER: 100,000 to build a building
5 like this.

6 MR. LIVERMORE: And the building is prefab.

7 MR. LANSFORD: Well, when they get through, it
8 will be over \$100,000. It's not all going into their pocket,
9 but you have -- I mean, everybody's familiar with the
10 government and TexDOT and how things work, so there's lots
11 of different --

12 MAYOR PRATT: You just look if you're building a
13 house. An architect is going to be 10 percent of the total
14 cost.

15 MR. KING: If you hire certain architects.

16 MR. LANSFORD: Okay, I'm not finished yet. Okay.

17 So, in Atlanta, they bid out six units, and the -- divided
18 into the cost of the low bidders, it was \$118,000 a unit,
19 okay?
20 MR. KING: How much did it cost --
21 MR. LANSFORD: In Llano.
22 MR. KING: How much did it cost to build that
23 hangar? Do you have any numbers on that hangar down at
24 Uvalde that you just built?
25 MR. LANSFORD: I'll get to it in a minute.

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1 MR. KING: Oh, good. Robert, I'm not mad at you.
2 MR. LANSFORD: This is -- no, it's shocking.
3 MR. KING: I'm upset with the -- I don't understand
4 the process, and I don't understand -- I mean, I just -- I
5 just can't put my arms around how it costs that much to build
6 lean-to hangars with doors on them.
7 MR. LANSFORD: It is -- it is shocking. And every
8 time when I -- when I get to an estimate, and, you know,
9 I'll -- you know, I'm going like, "Yeah, we can do that,
10 sure." It's -- you know, I thought, "Well, yeah. Hell,
11 we'll get it in here." I'm telling you, when you get right
12 down to it, you're going, "Geez" -- you know, you start --
13 you start filling in the blanks, and there it is.

14 MR. KING: Okay.
15 MR. LANSFORD: And in Cameron, Texas, they had
16 eight units, nested T-hangars, and their costs were 80 --
17 right at \$84,000 a unit.
18 MAYOR PRATT: Competitive bid?
19 MR. LANSFORD: Competitive bid. All these numbers
20 I've given you were competitive bid. Now, here's the
21 design-build job that I have currently going on. This is in
22 Lampasas. Basically, what we're doing is we're hooking onto
23 an existing hangar --
24 MR. KING: Okay.
25 MR. LANSFORD: -- and going out. And this has a

40

1 big jet pod on the end, with -- with doors on both sides that

2 go up.

3 MR. KING: Right. Right.

4 MR. LANSFORD: And in order to give you a per-unit
5 deal, you know, we assume we're going to get, you know, four
6 G.A. aircraft in a jet pod, you know. Just to put a number
7 on comparing the amount of aircraft that can be -- that can
8 be leased -- or space leased for. That one is \$52 -- I mean
9 \$52,000 a unit. That does not include the site work, the
10 paving. The jet pod -- the jet pod runs the cost up a little
11 bit, but this also has other items. We put in a new entrance
12 to the airport and, you know, some different things. So --
13 and also, that -- that does include the engineering and the
14 different things I didn't pull out on that one. This one
15 right here was a design-build project that we completed in
16 Hamilton. It's a 10-unit nested T-hangar.

17 MR. LIVERMORE: It's how many?

18 MR. LANSFORD: 10-unit nested T-hangar with a jet
19 pod. And --

20 MR. LIVERMORE: Is the jet pod in addition to the
21 10?

22 MR. LANSFORD: Yes.

23 MR. LIVERMORE: So, it's really -- okay.

24 MR. LANSFORD: Yes, sir. Our cost on this -- and
25 this includes the engineering. I did this yesterday real

1 quickly. It's \$45,700 a unit.

2 MR. MCKENZIE: Design-build?

3 MR. LANSFORD: Design-build. Now, that did not
4 include the paving. That was just the building.

5 COMMISSIONER MOSER: So it's hard to do apples and
6 apples when you're saying --

7 MR. LANSFORD: It's hard to do apples and apples.

8 COMMISSIONER MOSER: Can you do an apples and
9 apples for us? You say this is this much a unit, but it
10 didn't include this, and I'm not following you, I'm sorry.
11 MR. LANSFORD: It's as close, really, as you're
12 going to get, because you're not -- you're not really -- it's
13 either with paving or without, okay? This -- this project

14 without paving is, what, \$45,000 a unit, so it's about the

15 same.

16 COMMISSIONER MOSER: About the same, okay.

17 MR. WALTERS: You mentioned on that jet pod about

18 putting two doors on. What's an extra set of doors run?

19 MR. LANSFORD: Well, on the -- on the jet pod that

20 I'm talking about, it's a 65-foot-wide unit.

21 MR. WALTERS: Okay.

22 MR. LANSFORD: And you have a 65-foot door on one

23 side, and on the other side we have a 40-foot door.

24 MR. WALTERS: Yeah.

25 MR. LANSFORD: So, you can come and go from both

1 ends. And -- and because you can do that, you can ask --

2 MR. WALTERS: I was just wondering what -- you

3 know, if you had -- if you had what the cost of an extra

4 40-foot door is, so if you did store multiple planes in that

5 jet pod --

6 MR. LANSFORD: It's about 10,000 bucks.

7 MR. WALTERS: How much?

8 MR. LANSFORD: About 10,000.

9 MR. WALTERS: Okay, thank you.

10 MAYOR PRATT: Of the airports, those examples you

11 gave, most of them had jet pods on them?

12 MR. LANSFORD: None of them do. Just the -- just

13 the design-build. Just the ones that I've designed and

14 built.

15 MAYOR PRATT: Are the only ones?

16 MR. LANSFORD: Are the only ones that have jet

17 pods.

18 MAYOR PRATT: Okay. Those two, have they had

19 trouble leasing their jet pods?

20 MR. LANSFORD: The one in Lampasas is not finished

21 yet. The one in --

22 MAYOR PRATT: Hamilton.

23 MR. LANSFORD: -- Hamilton got lapped up real

24 quick. The people that have gliders, you know, they just

25 nearly beat the door down to get in.

1 MR. MCKENZIE: I talked to the City of Hamilton
2 Mayor; they run the airport. They said they had a list
3 before they built it. That town's -- 3,700 people is the
4 population. He gets \$600 a month.

5 MAYOR PRATT: On Lampasas, do they have somebody
6 that's indicated they want it before it's finished?

7 MR. LANSFORD: We're doing ours for -- well, we
8 have different reasons. One is we're trying to grow our
9 airport. We don't have a place for somebody to come and do
10 an F.B.O., you know. We would like to attract, you know,
11 somebody to the field that's in aviation, whether it be
12 maintenance or avionics.

13 MAYOR PRATT: Okay.

14 MR. LANSFORD: That is a facility that they could
15 use.

16 MAYOR PRATT: So, one of your goals is to change
17 the market?

18 MR. LANSFORD: One of our goals is to -- yeah. And
19 we're considering growing the airport and, you know, get a
20 little different thing going.

21 MAYOR PRATT: Okay.

22 MR. LANSFORD: If not, you know, they can always
23 lease to an individual and just say, you know, if --

24 MR. WALTERS: Gives you an option.

25 MR. LANSFORD: It gives you a lot of options. And

1 when you're small, a small country airport, we feel like we
2 -- you know, we wanted to -- we wanted all the options we
3 could possibly get. And it's not quite the smartest money in
4 terms of square foot to lease revenue, but, you know, for the
5 overall good of the thing, yeah.

6 COMMISSIONER MOSER: Robert, let me ask you a
7 question.

8 MR. LANSFORD: Mm-hmm.

9 COMMISSIONER MOSER: On the things that you call
10 "additive options," are those all options? Are those --

11 MR. LANSFORD: Those are all additive options, yes,

12 sir.

13 COMMISSIONER MOSER: It's an option?

14 MR. LANSFORD: Yes, sir.

15 COMMISSIONER MOSER: So we don't have to --

16 MR. LANSFORD: No.

17 COMMISSIONER MOSER: -- install the -- install a

18 lime-stabilized subgrade and lay a geo-grid for 31,000.

19 MR. LANSFORD: Yes, sir.

20 COMMISSIONER MOSER: That's -- if we didn't do

21 that, what do you do? What's that option for?

22 MR. LANSFORD: Well, I'm just -- I threw that in

23 there, I guess, for information purposes. I know you're not

24 going to say, "Hey, I want to spend \$31,000 more to stabilize

25 the base, you know, when a geo-grid will do the job.

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1 COMMISSIONER MOSER: Right.

2 MR. LANSFORD: You know, and at this point, the

3 soil engineers have not physically dug a test hole at that

4 site.

5 COMMISSIONER MOSER: Yeah.

6 MR. LANSFORD: So there's a 95 percent -- there's

7 always a little room to -- say, you know, they run across

8 something that you go, "Hey, wait a minute, we don't like

9 this." This is the same outfit that has a soils report out

10 here and has borings right next to the site. So, I mean,

11 it's simple for me to say no problem, but we do want to --

12 COMMISSIONER MOSER: So, that's -- that's to be

13 determined, if we need to do that?

14 MR. LANSFORD: Yes, sir.

15 COMMISSIONER MOSER: Okay. So, are we going to go

16 through all these options to say yea or nay, or what are we

17 doing here?

18 MR. LANSFORD: I'm putting it out there to you.

19 COMMISSIONER MOSER: So, okay. Explain them, then.

20 MR. LANSFORD: Yeah. One of them is a clear span

21 at the end of the units, okay?

22 MAYOR PRATT: What's the dimensions on that?

23 MR. LANSFORD: Right now, on the -- let me see if I

24 can do this where everybody can see it.

25 MAYOR PRATT: Want a black one?

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1 MR. LANSFORD: Okay. Right now, the way these
2 structures are, we have -- we have -- we have the end space
3 is all going to be open, okay? We're going to have a column
4 right here and --

5 MR. LIVERMORE: I can't see what you're doing.

6 MR. LANSFORD: We have a column in these end
7 spaces. So, you know, your aircraft will sit here, no
8 problem, okay?

9 MAYOR PRATT: Stay over there.

10 COMMISSIONER MOSER: Maybe if you stand over by
11 Corey -- behind Corey, then -- nevermind.

12 MR. KING: Come over here, Robert.

13 MR. LANSFORD: All right.

14 MR. LIVERMORE: You're saying without this
15 addition, we'll have a pole back there? You'll have to watch
16 when you --

17 MR. LANSFORD: If you wanted to use this space for
18 anything else, you know, the pole might get in the way, you
19 know. You're more than likely not going to be able to store
20 another aircraft in there, but --

21 MR. KING: Where is this? Show me.

22 MR. LANSFORD: The column -- this will be a column
23 right here, and right here. And --

24 MR. KING: Okay. Is that a hangar right here?

25 MR. LANSFORD: That's a hangar. So, your

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1 airplane's going to sit right here, just like it would right
2 here.

3 MR. KING: Okay.

4 MR. LANSFORD: Okay. But you'll --

5 MR. KING: Over here, is there one?

6 MR. LANSFORD: Yes, sir. Well --

7 MR. KING: Where's -- where's your -- you come up

8 right here? Oh, right there.

9 MR. LANSFORD: These rafters run this way.

10 MR. LIVERMORE: So, the proposal is --

11 MR. KING: That's like an obstacle course in there.

12 You can back your airplane in.

13 MR. LANSFORD: Well, I mean, it's not going to

14 affect -- it's not going to affect --

15 MR. GRIFFIN: It's a T-hangar with a column in it.

16 MR. LANSFORD: Yeah. I mean, all of these hangars

17 have columns.

18 MR. GRIFFIN: Makes the T.

19 MR. KING: Makes the T.

20 MR. LANSFORD: And it's basically a nested T

21 design.

22 COMMISSIONER MOSER: Yeah.

23 MR. LANSFORD: Okay. If you want to do something

24 else with this unit, in terms of utilitarian -- and I'm not

25 sure. Maybe if somebody's building a kit plane, you know,

1 and they wanted some free clear space on the floor, that's

2 what that -- where we can take this column away, and -- and

3 free span this.

4 MR. KING: So, in a normal T-hangar, Robert, it

5 would be like I've seen; there would be a wall here?

6 MR. LANSFORD: Yes, sir.

7 MR. KING: There would be a wall from there to

8 there, and this would be just useless space, correct?

9 MR. LANSFORD: Yes, sir.

10 MR. KING: You're saying you leave that open?

11 MR. LANSFORD: We're going to leave that open.

12 MR. KING: Leave it open there. And there's a --

13 but there's a column up there that you get to have a shot of

14 running into every time you're backing up your airplane.

15 MR. LANSFORD: Just like if there was a wall there.

16 It's not going to make any difference, other than if you're

17 doing something else and you wanted some free clear area.

18 MR. LIVERMORE: I had a T-hangar exactly like --

19 well, I don't know if the front opening space is the same,

20 but it was pretty -- it probably was -- in South Carolina at
21 one point, and I was never there in the winter, so I sublet
22 my hangar in the winter. But I could park my car in that
23 little space, and I left it there.

24 COMMISSIONER MOSER: So that's \$3,600 per building?
25 MR. LANSFORD: Per building.

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1 MR. KING: Per building or unit?
2 MR. LANSFORD: Per building.
3 MR. KING: Per building.
4 MR. LANSFORD: So it's a free span.
5 MR. LIVERMORE: So, 7,200.
6 MR. LANSFORD: For the entire job.
7 MR. LIVERMORE: Oh, it's per building, not per --
8 MR. LANSFORD: Per building, which is --
9 MR. KING: Times two.
10 MR. LANSFORD: -- 1,700 a side.
11 MR. LIVERMORE: So, the issue is, will it be -- you
12 can free-span that.
13 MR. LANSFORD: We can free-span that.
14 MR. LIVERMORE: For 72 -- whatever it was.
15 MR. LANSFORD: Well --
16 MAYOR PRATT: \$7,200 for both buildings.
17 MR. LIVERMORE: Both buildings.
18 MR. LANSFORD: Mm-hmm.
19 COMMISSIONER MOSER: So, you've added -- so this --
20 so the 3,600 is for one building, right? So we have to
21 multiply by two to get for both buildings, okay. But you
22 have -- the stabilized lime is for both buildings?
23 MR. LANSFORD: Yeah, the stabilized lime was for
24 the job.
25 MR. KING: The job.

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1 COMMISSIONER MOSER: I'm having trouble.
2 MR. KING: When will we know about that? When they
3 dig a hole out there and check?
4 MR. LANSFORD: When we dig a hole out there and

5 check.

6 COMMISSIONER MOSER: This one's total, this one's
7 per unit.

8 MR. WALTERS: You had said you had --

9 MR. LIVERMORE: Bruce's letter says that we're
10 pretty much going to have to do the lime.

11 MR. McKENZIE: Well, that's the last information I
12 got, but -- but if you will look at this \$31,000 -- correct
13 me, Robert, if I'm wrong, Leonard too -- if you put you the
14 geo-grid instead of the stabilized lime, it cuts the cost
15 down to \$18,000. If you'll look right below that where it
16 says TX5 geo-grid, --

17 MR. LIVERMORE: Yeah.

18 MR. McKENZIE: -- you have -- am I correct, Robert?

19 MR. LANSFORD: Yes, sir.

20 MR. McKENZIE: Right, Leonard?

21 MR. ODOM: Yes.

22 MR. McKENZIE: Okay. That's just what we did to
23 our parking lot, if y'all will recall. We were going to have
24 to put hydrated lime out there. Time out. I talked to
25 Leonard; he said, "Let's just put geo-grid on it." Thank

1 you. It worked. It's great. You put the geo-grid down, the
2 base material goes on top of it. Done put it on top of
3 there; it was just perfect.

4 MR. KING: So, do you -- these numbers right here,
5 I'm little confused.

6 MR. LIVERMORE: It's not going to crumble later?

7 MR. McKENZIE: No. No.

8 MR. KING: What are these numbers?

9 MR. LANSFORD: Okay. Basically, what I did --

10 MR. KING: These are options right here?

11 MR. LANSFORD: Yes, sir. Well, these numbers --
12 this right here is Option 5.

13 MR. KING: Right, okay. Oh, Option 5, okay.

14 MR. LANSFORD: This is Option 5.

15 MR. KING: Okay.

16 COMMISSIONER MOSER: Wait, we can't understand what

17 you're saying, Robert. You're pointing down at something;

18 we're trying to follow you.

19 MR. KING: I was asking him, Tom -- it says there's

20 four options here.

21 COMMISSIONER MOSER: Yeah.

22 MR. KING: And then Option 5, I was trying to

23 figure out where these numbers came from, what they were, and

24 that's Option 5. That is --

25 COMMISSIONER MOSER: Okay.

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1 MR. KING: -- a hangar with large end units as

2 shown. So, that's the breakdown of the expenses on that

3 particular hangar. And it already has the geo in both of

4 those buildings. You have already put the geo-grid cost in

5 there?

6 MR. LANSFORD: Yes, sir.

7 MR. WALTERS: In this number here?

8 MR. LANSFORD: Yes, sir.

9 MR. KING: So, why would I need to put lime?

10 MR. LANSFORD: Well --

11 MR. LIVERMORE: Good question.

12 MR. LANSFORD: Why would you want to? I mean, I

13 don't know. I don't think you would want to. I just wanted

14 to bring it to your attention that that's --

15 MR. KING: Okay. We've run out of money already; I

16 don't think we're going to spend any more.

17 COMMISSIONER MOSER: I have one other question on

18 that too, Robert.

19 MR. LANSFORD: Yes, sir?

20 COMMISSIONER MOSER: On Option 5.

21 MR. LANSFORD: Yes, sir.

22 COMMISSIONER MOSER: Okay. And I guess this -- if

23 I'm following you here, on page -- where you show there a

24 total on Option 5, including large hangar, you show on the

25 next page 715,000. That's -- that's as opposed to 654, okay.

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1 But you show engineering, an additional 25,000, but we

2 already have 25,000, so it's an additional \$25,000 to do --
3 MR. LANSFORD: No, sir.
4 COMMISSIONER MOSER: Okay.
5 MR. LANSFORD: So, in order to compare the option
6 of adding a jet pod, basically, what we did, we took the same
7 estimate here, --
8 COMMISSIONER MOSER: Yeah.
9 MR. LANSFORD: -- applied it here.
10 COMMISSIONER MOSER: Oh, I got you.
11 MR. LANSFORD: Your site work adjusts; your
12 electric and everything adjusts.
13 COMMISSIONER MOSER: Repeated everything.
14 MR. LANSFORD: It repeats and adjusts. And then --
15 then I deduct the other --
16 COMMISSIONER MOSER: Okay, I see what you did.
17 Okay, thank you. Got you. All right.
18 MR. LANSFORD: So, it is very confusing.
19 COMMISSIONER MOSER: Yes, it is.
20 MR. LANSFORD: And the way the estimate got built
21 with the site work and this and that, it was just much easier
22 for me to re-estimate the quantity, and compare the --
23 COMMISSIONER MOSER: Sort of an apples and apples
24 thing, I got you.
25 MR. LANSFORD: I understand the confusion.

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1 COMMISSIONER MOSER: Yeah, right. So, it's not a
2 delta. It's --
3 MR. LANSFORD: No, sir.
4 COMMISSIONER MOSER: If you go this way, these are
5 all the unit costs. If you go the other way --
6 MR. LANSFORD: That's what it's going to be.
7 COMMISSIONER MOSER: I got you. Thank you.
8 MR. KING: Okay. Well, Option 3 was provide a
9 coil-up door, 10-by-10, and end unit per door. What's that?
10 MR. LANSFORD: Okay, let's see. For instance, in
11 this -- in the end unit where you have -- where we have
12 space, like right in here, this corresponds right here, we
13 can install a 10-by-10 coil-up door.

14 MR. KING: So, what you can get -- are there
15 already man-way doors in these?
16 MR. LANSFORD: Right, but you can drive your car in
17 there.
18 MR. KING: What's our deal on bringing cars into
19 hangars? Is that legal?
20 MR. MCKENZIE: You can park in there with your
21 planes, yes, sir.
22 MR. LIVERMORE: If my plane's out, the car's in.
23 MR. KING: Okay.
24 MR. LANSFORD: We leave that as an option. If
25 somebody wants -- you know, if you're going to be -- if

1 they're going to have this end unit and they're going to have
2 enough room to park their vehicle in there, you know, maybe
3 they would like a roll-up door, you know.
4 COMMISSIONER MOSER: Right.
5 MAYOR PRATT: From a star rating point of view,
6 does that weaken or strengthen the --
7 MR. LANSFORD: It doesn't do anything to the
8 structure.
9 MAYOR PRATT: Doesn't do anything?
10 MR. WALTERS: I would say most likely you see it
11 without, hangars without those coil-up doors for cars or
12 whatever.
13 COMMISSIONER MOSER: What did you say, Corey?
14 MR. WALTERS: It's not common, those coil-up doors.
15 COMMISSIONER MOSER: It's not common, okay.
16 MR. KING: I mean, you can drive your car in when
17 the door's open.
18 MR. LANSFORD: Yeah.
19 MR. LIVERMORE: Move it back and forth.
20 MR. KING: You have to open your door to get your
21 airplane out.
22 MR. WALTERS: It's a luxury.
23 MR. LIVERMORE: And it's also something to fix
24 later on.
25 COMMISSIONER MOSER: Okay. Talk about the

1 galvanized --

2 MR. LANSFORD: Okay. Galvanizing is something that
3 -- that I like to do, personally. It -- all the secondary is
4 galvanized, and then the corresponding trim is all
5 galvanized. Then we take -- we'll take the -- the primary,
6 and it gets a gray primer, very close to the galvanizing
7 color, and it really looks good. It really cleans your
8 building up. We've been doing this for several years.
9 Sometimes the cost of galvanizing, providing -- galvanizing
10 the secondary is about the same as providing a secondary
11 that's been painted, you know.

12 MAYOR PRATT: I have two questions on that. Number
13 one, does it -- does it change the life expectancy of the
14 building? And number two, does it change the maintenance
15 cost?

16 MR. LANSFORD: You know, I would think that any
17 time you have a galvanized structure or member in there, it's
18 -- the lifespan of that member is going to be extended over
19 one that's not.

20 MAYOR PRATT: Okay. How about the maintenance?
21 MR. LANSFORD: Well, you know, you shouldn't -- I
22 mean, when you say "maintenance," unless you have a leak and
23 something rusts out, I mean, you're not going to really ever
24 go back to it. And in 20, 30, 40 years from now, you know --
25 MR. WALTERS: Let's ask the question this way. The

1 building that you're familiar with that TexDOT has done, the
2 ones that you mentioned that are bid or design-build, were
3 they galvanized are not galvanized?

4 MR. LANSFORD: The ones that we -- the ones that
5 we've done design-build were all galvanized.

6 MR. WALTERS: And are you familiar with some of the
7 ones that you weren't involved with, maybe that you've seen
8 or that TexDOT did?

9 MR. LANSFORD: No, nobody else is doing it.
10 MR. WALTERS: Nobody else is galvanized?

11 MR. LANSFORD: Nobody else is galvanized.
12 MAYOR PRATT: Is that galvanized on the siding, or
13 on the roofing too?
14 MR. LANSFORD: Well, it's just the secondary
15 structure. The roof sheets are galvalume, and it will be
16 painted. But the roof sheets will be just a galvalume,
17 and --
18 COMMISSIONER MOSER: So, tell me -- give me some
19 examples of what secondary structure is.
20 MR. LANSFORD: Secondary structure is --
21 COMMISSIONER MOSER: The personnel door?
22 MR. LANSFORD: Yes, sir. All your -- all your
23 berths, all your purlins, your base trim.
24 COMMISSIONER MOSER: Okay.
25 MR. LANSFORD: Everything that's not a primary.

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1 COMMISSIONER MOSER: Everything that's not primary.
2 Every secondary structure every that's not primary
3 load-carrying, except for the galvalume corrugated metal.
4 Got you, okay.
5 MR. LANSFORD: The wrinkled metal.
6 COMMISSIONER MOSER: Okay.
7 MR. KING: So, on this building over here, can you
8 give me an example on that building over there?
9 MR. LANSFORD: Yes, sir. Well, you can't -- you
10 can't see inside of it.
11 MR. KING: But you're talking -- all of this is on
12 the inside?
13 MR. LANSFORD: All this is on the inside.
14 MR. KING: The purlins -- what do they do with the
15 purlins?
16 MR. LANSFORD: It's cold-rolled galvanized
17 material, so it's --
18 MR. LIVERMORE: It sounds like something we should
19 do.
20 MR. KING: And if it's not galvanized, what does it
21 look like?
22 MR. LANSFORD: Well, go in that building right

23 there and you will see the red.

24 COMMISSIONER MOSER: The red iron?

25 MR. KING: Just the red iron?

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1 COMMISSIONER MOSER: Just a primer color.

2 MR. LANSFORD: It's just primer color.

3 COMMISSIONER MOSER: It's a primer thing rather

4 than -- yeah.

5 MR. LIVERMORE: Robert, I'm back on the Item 2 with

6 a question about it.

7 MR. LANSFORD: Mm-hmm.

8 MR. LIVERMORE: And sort of two and three. If we

9 don't put in the cold-coil door, coil-up door, and someone

10 wants to get their car nestled in there with the -- if we

11 don't provide the clear span, can that be done with a

12 normal-sized car? Or do you need clear span if you don't

13 have the coil door?

14 MR. LANSFORD: You can -- you can sneak one in

15 there.

16 MR. LIVERMORE: Still get it in there?

17 MR. LANSFORD: Now, when you say a normal sized

18 car, I mean, you know, if you're driving a pickup, they're

19 always bigger than what you think.

20 MR. GRIFFIN: You can still get it in there. I

21 mean, it's over 10 feet. A standard traffic lane's eight,

22 so --

23 MR. LANSFORD: I mean, it's pretty tight.

24 MR. WALTERS: But, I mean, you were talking -- I

25 mean, that's almost -- if somebody wanted to put a spare car

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1 in there -- because your plane's out; you're just parking it

2 where your plane was.

3 MR. LIVERMORE: That's what I'm trying to put my

4 arms around here. What's the big point here?

5 MAYOR PRATT: Robert, if -- if I was to ask TexDOT

6 what they would recommend on that Option Number 4, what would

7 they tell me?

8 MR. LANSFORD: They'd probably say, "What are you
9 talking about?"

10 MAYOR PRATT: All right, you answered my question.

11 MR. KING: Okay.

12 MR. LANSFORD: They'll tell you the same thing
13 about insulation in a hangar, too. "Hangars don't need any
14 insulation."

15 MR. LIVERMORE: But we have it here?

16 MR. LANSFORD: Yes, sir, you sure do. And I will
17 tell you, --

18 MR. LIVERMORE: I'm talking in this --

19 MR. LANSFORD: -- when it comes to hangar
20 construction, there's a pretty good gap in knowledge.

21 MR. GRIFFIN: The thing is, metal buildings sweat.

22 If you insulate them, they don't sweat.

23 MR. KING: Len -- Len, I guess you guys are here so
24 we can ask you some questions about the site work and stuff?

25 I hate to see you guys sit here while we beat all this around

1 and everything. What -- can we just visit with them for a
2 few minutes?

3 MR. McKENZIE: Absolutely.

4 MR. KING: I know we're wasting the county's time
5 here. I know you have other crap -- stuff to do, excuse me.

6 On the site work, you've looked at the site, Len?

7 MR. ODOM: Yes, sir.

8 MR. KING: You think 5,200 yards -- how much is it
9 we're going to move?

10 MR. ODOM: 6,000 yards.

11 MR. KING: 6,000 yards. Is that --

12 MR. ODOM: It's a little high. 57 is what came up
13 with but, that was a guess.

14 MR. KING: The cut at back is going to be about
15 four and a half feet, maybe five.

16 MR. ODOM: Talking with Robert, it's about five
17 feet. The question I would have is, when you come down that
18 slope, do we need a retaining wall in there, Robert? I
19 mean --

20 MR. LANSFORD: Yeah. We're -- we're -- it will be
21 two and a half feet from the top of paving to the top of
22 paving on the hangar on the paving below. And -- and so --
23 MR. KING: Say it again?
24 MR. LANSFORD: Two and a half feet --
25 MR. LIVERMORE: Well, the back is going to be two

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1 and a half feet lower than the front.
2 MR. HOUGHTON: You have existing ground out there
3 now. Two and a half feet lower.
4 MR. KING: That's what I'm saying. So, at the
5 back, how big is that hill going to be that you're going to
6 cut out the back?
7 MR. ODOM: Five foot.
8 MR. HOUGHTON: Gradually reduce.
9 MR. KING: Five feet? What are our options? Put a
10 retaining wall there or take it back?

11 MR. ODOM: Well, you're going to have to look at
12 this the way it's laid out. Until I see Voelkel or whomever
13 you use to put those pins in, it looks like that driveway's
14 got to be relocated.

15 MR. GRIFFIN: Probably does.
16 MR. ODOM: I don't see that in your --
17 MR. KING: That road that goes to the other --
18 other T-hangars, you think we're pretty close to it?
19 MR. MCKENZIE: We're in it.
20 MR. ODOM: You're going to be within two and a
21 half, three feet.
22 MR. HOUGHTON: You'll be cutting into that road.
23 MR. ODOM: You're going to go into that road when
24 you look at that picture.
25 MR. MCKENZIE: We're going to run the road between

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1 the two existing hangars.
2 MR. KING: Who's going to pay for that?
3 MR. MCKENZIE: It's already -- it's in this.
4 MR. KING: It's in there, okay.

5 MR. LANSFORD: We think we can, you know --

6 MR. GRIFFIN: Put fuel in there.

7 MR. KING: Y'all put the fuel in there?

8 MR. LANSFORD: Maybe when we get the -- get the

9 surveyors out, you know, what looks like it might happen

10 is --

11 MR. ODOM: It may come in.

12 MR. LANSFORD: 'Cause this is -- this is actually

13 maybe like that. You know, so we can come up the road and

14 take out a little bit more of that hill right there and just

15 scoot it over just a little.

16 MR. LIVERMORE: So, the existing road is going to

17 come straight out from the middle of the hangar apron -- of

18 the existing hangar apron.

19 MR. KING: I'm lost there.

20 MR. LANSFORD: Well, I mean, it can remain where it

21 is, other than right there where it turns, I think we can

22 just, you know, take a little bit of that hill off there.

23 MR. ODOM: We'll improvise.

24 MR. LANSFORD: Straighten it up some.

25 MR. KING: Are we convinced that the fire marshal's

1 not going to make us put a road around the back on this like

2 we did on the other one?

3 MR. MCKENZIE: That's what we were talking about

4 earlier. We're not convinced of that yet. We don't know.

5 MR. KING: So --

6 MR. MCKENZIE: We won't know till we turn the plans

7 in and they review the plans, and then we'll know.

8 MR. KING: And that will be another 12 foot that

9 he's got --

10 MR. WALTERS: Why not just go down to the fire

11 marshal with this drawing and say this is --

12 MR. MCKENZIE: He possibly could, but they're going

13 to want to -- they're going to want to see a set of plans,

14 sealed plans.

15 COMMISSIONER MOSER: They'll look at what you have.

16 MR. KING: Don't you think that's probably some

17 sort of code they have that they have to have access around
18 the back? I would think when they drive their fire truck
19 down that thing, they're probably going to want to have a way
20 to get out without having to back out of the thing. I mean,
21 is there not -- if you turn in those two T-hangars with a
22 fire truck, how are you going to get back out?
23 MR. LANSFORD: Well, I mean --
24 MR. KING: I mean, is there an outlet at the other
25 end?

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1 MR. WALTERS: I can tell you, at least what it
2 looks like right now, we don't have the radius at the end of
3 those buildings to make a turn with a fire truck.
4 MR. McKENZIE: We don't on the other ones either.
5 MR. LIVERMORE: Talking about the jet pod building,
6 right?
7 MR. GRIFFIN: Any of them.
8 MR. LIVERMORE: Either one.
9 MR. KING: If they drive a fire truck in there --
10 MR. LANSFORD: Well, you know, they're going to
11 have to -- you know, I'm going -- I don't know.
12 MR. KING: That's what I'm saying. I think they've
13 got to -- I think there's a reason we have a road around that
14 other one.
15 MR. McKENZIE: But we still can't turn a fire truck
16 around.
17 MR. KING: But you're going to have some sort of --
18 MR. McKENZIE: Going to have 12 foot, so we can get
19 a vehicle behind it.
20 MR. KING: Somebody talk to the fire marshal and
21 ask him about that, 'cause I think that's a fairly easy
22 answer. Unless you just want to build it and then tell him.
23 MR. WALTERS: I just hate to go through all the
24 preparing the full set of plans, and him look at it and go,
25 You know what? I'm --

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1 MR. KING: Where's your road?

2 MR. WALTERS: Yeah. I'm going to need access

3 behind.

4 MR. KING: I'm going to need a turnaround road

5 here. I think that's fairly -- I mean, that's also going to

6 cost Len another 12 to 15 foot going backwards. Now we're in

7 that road. Now we're through that road, right? No?

8 MR. GRIFFIN: Not yet.

9 MR. KING: Twelve foot more, I thought we were in

10 it.

11 MR. McKENZIE: Just on the corner.

12 MR. KING: I think we should check on that.

13 MR. HOUGHTON: Right where the road drops off,

14 that's pretty much the corner of the building, or the slab

15 area.

16 MR. KING: Okay. All right.

17 MR. ODOM: The back of the apron right there where

18 the retaining wall would go.

19 MR. KING: I was talking about on the back of the

20 -- on the back of the hangars. Not on the side, but on the

21 back of the hangars, how far are you from the road there,

22 that road there?

23 MR. GRIFFIN: The existing road, you still got all

24 those trees between.

25 MR. KING: Got trees and stuff between. That's

1 what I thought. You got plenty of room there.

2 MR. GRIFFIN: Yeah.

3 MR. LIVERMORE: Let's talk about the retaining wall

4 for a minute. Why would we not do -- why would we not do a

5 retaining wall?

6 MR. KING: Money.

7 MR. GRIFFIN: Same reason.

8 MR. LIVERMORE: I understand that, but, I mean, it

9 looks like it's going to -- I mean, couldn't it erode out or

10 begin to collapse over time?

11 MR. GRIFFIN: No. If you put -- well, look at the

12 wall -- essentially, look at the wall that's behind the

13 existing T-hangars. That's just a slope, and if you grade it

14 out, you know, you go back towards the existing road there
15 north of the site.

16 MR. KING: What do you think about that, Len? You
17 build a lot of -- what kind of -- on a hill, what kind of
18 grade are you going to have to have on that hill to keep it
19 from washing out?

20 MR. ODOM: From washing out? You're going to go
21 out even farther into that existing roadway to get the slope.
22 So, you could look at -- normally our specs are 6-to-1 slope
23 on the back slope, so you're out 12, 15 feet. But if we
24 cement -- you know, there's -- like I say, you can improvise.
25 You can cement stabilize and cut it some, instead of a

1 concrete wall, maybe. And when we get there, a little Aggie
2 engineering and a little oil field engineering; you come up
3 with it.

4 MR. KING: Okay.

5 MR. LANSFORD: Our exposure really isn't a whole
6 lot. And, you know, it's just kind of basically this little
7 area right here.

8 MR. ODOM: Just that little corner.

9 MR. HOUGHTON: And if it's two and a half feet --

10 MR. KING: Yeah. What about -- I'm talking about
11 behind the hangar. What about that 5-foot cut behind the
12 hangars? You got -- didn't you say -- you showed me you have
13 a 5-foot cut to these trees?

14 MR. HOUGHTON: It kind of goes from 5 foot down to
15 a lot more -- a lot less.

16 MR. KING: So, where's -- the 5 foot crosses the
17 road, the existing road?

18 MR. HOUGHTON: Actually, the 5 foot is on the side
19 with the trees.

20 MR. KING: Okay. What are we going to do there?

21 MR. HOUGHTON: There's got to be a ditch there.
22 You can see it on there. It's -- there's got to be a ditch;
23 got to maintain flow back there way to the taxiway and then
24 down.
25 MR. KING: Okay.

1 MR. HOUGHTON: And is this the only utilities or
2 the communications that run right along that ditch?

3 MR. MCKENZIE: There's a water line through there.

4 MR. HOUGHTON: There is a water line?

5 MR. GRIFFIN: That blue line.

6 MR. MCKENZIE: The blue line you see on there is
7 the water line.

8 MR. ODOM: 2-inch line?

9 MR. MCKENZIE: It's a 6-inch line.

10 MR. GRIFFIN: It's for fire hydrant.

11 MR. MCKENZIE: But it's deep.

12 MR. KING: Okay. And you're okay with all the base
13 material, Len?

14 MR. ODOM: I think so, yes, sir.

15 MR. KING: You like that number there? Okay.

16 COMMISSIONER MOSER: What -- let me ask -- well,
17 let's -- finish your questions; then I want to go ratchet

18 back to another question whenever you're through.

19 MR. KING: I'm through.

20 COMMISSIONER MOSER: Bruce, what -- on the TexDOT
21 funding that we've talked about, what -- what is the --

22 MR. MCKENZIE: \$640,000 is what the grant was,
23 actually more.

24 COMMISSIONER MOSER: 640,000.

25 MR. KING: That's the total.

1 MR. MCKENZIE: Yes, sir.

2 MR. KING: Of that, we pay 10 percent.

3 MR. MCKENZIE: Yes, sir, \$64,000.

4 COMMISSIONER MOSER: So, 640, and we're looking if
5 we do -- so we're -- we're at 715 with Option 5. 640, so
6 we've got a -- we got a \$55,000 -- I mean \$65,000 hit; is
7 that right? \$75,000 hit.

8 MR. KING: We're going to pay 576 -- they're going
9 to pay 576; we got to pay everything above 576. Is that
10 correct, Bruce?

11 MR. McKENZIE: That's correct.
12 MR. KING: Hold on.
13 MR. McKENZIE: Now, with this caveat.
14 MR. KING: What?
15 MR. McKENZIE: I don't think there will be an issue
16 if we go back -- you know, if we go -- if we put this jet pod
17 in, we're going to have to go back -- or I'll have to go back
18 to TexDOT Aviation and tell them what we've decided we're
19 going to do, which is fine, and our number will change, and
20 ask them if that's going to be all right with them. I don't
21 anticipate an issue with that.
22 COMMISSIONER MOSER: Okay. Let me ask --
23 MR. LIVERMORE: But does that mean they will pay 90
24 percent of that?
25 MR. McKENZIE: They'll still pay 90 percent of it.

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1 I'm not speaking for them. I just want everyone in this room
2 to know that we've been approved for 640.
3 COMMISSIONER MOSER: Yeah, okay. That's the reason
4 I asked that question. 640. So, your gut feel is they will
5 approve it?
6 MR. McKENZIE: The reason I do --
7 COMMISSIONER MOSER: Let me ask you the next gut
8 feel kind of question.
9 MR. McKENZIE: Mm-hmm.
10 COMMISSIONER MOSER: If we went to 12 T-hangars,
11 12 hangars, same configuration here -- don't say no yet; you
12 haven't got an answer yet. So, if you went to 12, Robert,
13 what -- how much -- what are we looking at, ballpark, here to
14 add -- add a --
15 MR. LANSFORD: Six and six?
16 COMMISSIONER MOSER: Six and six, right. We know
17 what it is per square foot.
18 MR. LANSFORD: Well, it would be right at 45,000
19 per building for the building.
20 COMMISSIONER MOSER: Yeah.
21 MR. LANSFORD: And then as far as the site work is
22 concerned, I'm -- I'd have to -- I can't answer that without

23 doing some -- but I'm going to say -- let's just say --

24 COMMISSIONER MOSER: We're not going to hold you to
25 it. Just --

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1 MR. LANSFORD: Let's just say extra excavation --

2 COMMISSIONER MOSER: Yeah.

3 MR. LANSFORD: Just say 40,000 or 50,000.

4 COMMISSIONER MOSER: So, you're somewhere around
5 130,000.

6 MR. LANSFORD: Probably 130,000, something like
7 that.

8 COMMISSIONER MOSER: Let's just use 130,000, okay,
9 for two extra units, and so that works out to about 65,000.

10 So, that's about where we are now. So, Bruce, if you went
11 back, instead of asking for -- tell them to consider 715, ask
12 them to consider 845 so we get 12 rather than 10. What's
13 your gut say on that?

14 MR. McKENZIE: That's an objective question; I
15 don't know what --

16 COMMISSIONER MOSER: Well, it's subjective.

17 MR. McKENZIE: I got a good feeling on that one,
18 but I don't know -- and they may, Tom. I just don't want
19 to -- what I'd like to not see happen is that it's going to
20 make a very protracted process if we got to go back to Texas
21 Transportation Commission.

22 COMMISSIONER MOSER: You got to go back to them
23 anyway.

24 MR. McKENZIE: No.

25 MR. KING: Do you think they're going to pay an

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1 extra --

2 MR. McKENZIE: You don't.

3 MR. KING: You think they're going to pay the

4 difference between --

5 COMMISSIONER MOSER: 640 and 715?

6 MR. KING: Actually, they're only paying 576.

7 COMMISSIONER MOSER: Yeah, I understand.

8 MR. KING: You think they're going to pay the
9 difference between 576 and --
10 MR. McKENZIE: Yes, sir. That was Tom's first
11 question. I believe they will. That's an extra \$61,000, and
12 I don't think that they'll shy away from that.

13 MR. KING: Hold on.
14 MR. WALTERS: You're talking about the extra --
15 MR. McKENZIE: I'm talking about this right here.
16 MAYOR PRATT: 130, and take 10 percent off of it.
17 MR. McKENZIE: The reason I say that --
18 COMMISSIONER MOSER: 576.
19 MR. KING: 61,515 is the difference.
20 COMMISSIONER MOSER: How much?
21 MR. KING: 61,515 is the difference between the 715
22 number and the 654.
23 COMMISSIONER MOSER: Right. Right.
24 MR. KING: You're asking them for -- if it's for
25 61,000 more, I mean, 90 percent --

1 COMMISSIONER MOSER: We're asking for 90 percent of
2 that, right. So -- so what was that -- what's 90 percent of
3 61,000?
4 MR. WALTERS: 55,000.
5 COMMISSIONER MOSER: 55,000. So, you're asking
6 them for 55,000 more.
7 MR. LIVERMORE: And they're likely to approve that.
8 But if we went to the 800 number, that's a different issue.
9 COMMISSIONER MOSER: Well, if you go to 800,
10 then --
11 MR. KING: They may give us some options. Bruce,
12 if you're going to talk to them, just give them some options.
13 Give them two options. Tell them -- they'll probably take
14 the lower one. They might say no. I mean, we're at 715. If
15 they say it's a no at 715, we're at \$139,665 out of our
16 pockets.

17 MR. McKENZIE: The reason I say that I think that
18 they won't shy away from that is because the verbiage in the
19 grant says the word -- right in front of 700 -- I mean, in

20 front of our 640,000, it says "approximately." And I don't
21 think that they will back off if we go over this a little
22 bit. Now, if we go over it considerably, they may. We can
23 ask. All we can do is ask.

24 MR. ODOM: They always put in a contingency.
25 MR. McKENZIE: That's true.

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1 COMMISSIONER MOSER: Yeah. I think what Steve is
2 saying is, this is what the grant is; here's where we are.
3 If we go to 10 units, this is what it will be. If we go to
4 12 units, this is what it will be.

5 MR. ODOM: Can you handle --

6 MR. McKENZIE: Here's the -- and we want to --
7 what's the question that you would like for me to pose to
8 TexDOT?

9 MAYOR PRATT: The question is, will they fund 12?

10 MR. McKENZIE: But I need numbers. I got to have
11 hard numbers.

12 MR. KING: Well, if you do without the jet pod,
13 it's \$785,460. If you do without the jet pod. That's 12.
14 So, if you do it with the jet pod, you're going to add the
15 other money back in. But, I mean, 12 straight T-hangars is
16 about 785,000, based on your cost per hangar, right? Cost
17 per hangar at 65,455 per hangar. So, it would be 785, versus
18 the 715 with the jet pod, but then if you add the jet pod on
19 it, then you're back up over 840,000, you know. So, I
20 don't --

21 MR. LANSFORD: Well, you know, I will tell you that
22 the numbers I read to y'all earlier about the jobs they were
23 just bidding, they're not going to get sticker shock.

24 MR. KING: They're not what?
25 MR. LANSFORD: They're not going to get sticker

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1 shock.
2 MR. LIVERMORE: Okay.
3 MR. KING: That's a good request, okay. The jobs
4 that you've got with them in the past, they've probably had a

5 grant prior to you doing your work. Have any of those
6 numbers that you've shot at them gone over their grant?
7 MR. LANSFORD: No. Typically, a design-build, you
8 know, one of the -- one of the features of the design-build,
9 you have a budget that you just cannot live one dollar over.

10 MR. KING: Yeah.

11 MR. LANSFORD: We'll have to get there. So, it's
12 not --

13 MR. KING: If we take it out of the budget, you
14 maybe try to get there better? We just lowered our budget.

15 MAYOR PRATT: Well, I think --

16 MR. KING: I think the other way you say that is,
17 "If you tell us how much money you have, I'll try to spend
18 all of it we can and get all you can out of it."

19 MR. LANSFORD: Well, and that's --

20 MR. KING: Get everything you can from the right
21 amount of money.

22 MR. LANSFORD: It goes back to, you know, putting
23 the wider doors and, you know, trying to get as much as I can
24 for you guys.

25 MAYOR PRATT: But we've kind of agreed that we want

1 a test with a jet pod, so look at that. And then go back to
2 them, and the 12, too, with the jet pod. I think that
3 answers your question, Bruce.

4 MR. KING: It's a big number.

5 MR. MCKENZIE: You want to go --

6 COMMISSIONER MOSER: We want to give you two,
7 three, four options here. If you look at it this way -- just
8 hold on one minute. If you say, "I'll do Option A, B, C, D."
9 okay, option A is 10 T-hangars without jet pod.

10 MR. KING: They've approved that.

11 COMMISSIONER MOSER: Okay. That's 654,000.

12 MAYOR PRATT: We don't need to go to them for that.

13 COMMISSIONER MOSER: I'm just saying -- let's just
14 talk about what all our options are. So, 654,000. If you go
15 10 with a jet pod, that's 716,000. I mean -- yeah, including
16 jet pod. If you go 12 T-hangars without a jet pod, that's

17 784,000. That's the 654 plus 130, okay. And 12 T-hangars
18 with the jet pod is the 715 plus 130, so that's 845. 845.
19 So, TexDOT is going to pay 90 percent of each one of those,
20 so you wanted specific numbers, Bruce. There's -- there's
21 the four things. So, it sounds like what we're doing is,
22 we're saying our primary push is to go with Option B, 10
23 T-hangars including a jet pod, which is the 716 -- 716,000.
24 But then you could get a feel for going to 12, okay. Just
25 take 90 percent of those numbers that I just gave you. I

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1 don't know -- I don't have a calculator.
2 MR. LIVERMORE: Do we have room, Tom, or anybody,
3 for 12 including the pod?
4 MR. GRIFFIN: Yeah.
5 COMMISSIONER MOSER: Yeah.
6 MR. LIVERMORE: We have the room? Okay.
7 COMMISSIONER MOSER: And that's back to Steve's
8 point a while ago. Back to Steve's point a while ago, you
9 know, we're probably not going to do this again for a long
10 time, so, you know, it would be -- it would be, I think,
11 crazy not to ask.
12 MR. GRIFFIN: I don't know about that, Tom. I
13 think if we build 10 and we come in at what we thought we
14 were going to do, and we lease them all and we're making
15 money with it, I don't think it's that far out of bed to
16 think that we might be able to do this cycle again in three
17 years or so.
18 MAYOR PRATT: I understand that, but in three
19 years, the cost per square foot is going to be a whole lot
20 less. So, if you take -- I mean a whole lot more. And so --
21 MR. GRIFFIN: No, I understand.
22 MAYOR PRATT: If you take and go to 12 now, you're
23 going to get two free hangars over long term. If you're
24 going to look at --
25 MR. GRIFFIN: I'm not sure that cost difference is

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1 enough in three years to --

2 MR. KING: I don't know if we'll have enough money.

3 What do we get a year?

4 MR. MCKENZIE: 150,000.

5 MR. KING: So, we're basically --

6 MAYOR PRATT: And your return on investment is

7 going to be based on your 10 percent, not the total cost.

8 MR. WALTERS: Why don't you go in with the 12 and

9 the jet pod and say, you know, this is what we'd like to do.

10 Our fall-back position is 10.

11 COMMISSIONER MOSER: There you go.

12 MR. WALTERS: With the jet pod.

13 MAYOR PRATT: That's my recommendation.

14 COMMISSIONER MOSER: Precisely. Right, exactly.

15 MR. LANSFORD: See, they have two sources of

16 funding at TexDOT.

17 COMMISSIONER MOSER: I like Corey's strategy there.

18 MR. LANSFORD: Good way of looking at it.

19 MR. ODOM: Don't give them the option on the other

20 two.

21 MR. LIVERMORE: Sir?

22 MR. ODOM: Don't give them the option. Just --

23 MAYOR PRATT: Just the 12 and jet pod.

24 MR. ODOM: Then if they deny it --

25 COMMISSIONER MOSER: Keep backing up to the 654.

1 MR. LANSFORD: Right. They have two sources of

2 funding --

3 MR. LIVERMORE: Bruce, in asking these questions,

4 what does this do to our time frame on our project?

5 MR. KING: I don't know. I mean, if --

6 COMMISSIONER MOSER: You got to go back anyway,

7 Bruce.

8 MR. MCKENZIE: I know. It just pushes it out.

9 MR. KING: I don't know if it's going to push it

10 out much. Hey, you've already pushed it out when you asked

11 for 715.

12 COMMISSIONER MOSER: Right.

13 MR. KING: You're already -- you're there, Tom.

14 MR. LIVERMORE: I thought we were already good on
15 the 715.

16 COMMISSIONER MOSER: No.

17 MR. KING: No.

18 COMMISSIONER MOSER: You're good on 640.

19 MAYOR PRATT: From the -- if you look at the -- if
20 we do what Corey just said and you go and say, you know,
21 our -- our first option is D, then the time frame of pushing
22 it out is no different than the 715.

23 MR. LIVERMORE: Okay.

24 COMMISSIONER MOSER: Exactly.

25 MR. LIVERMORE: All right, good. Well, that's the

1 answer I was seeking.

2 MR. MCKENZIE: Okay. Is that -- I go to them with
3 the first option?

4 MR. KING: Just tell them what we've come up with.

5 MR. MCKENZIE: Twelve with a jet pod, or 12 without
6 the jet pod? I'm confused.

7 MR. WALTERS: Twelve with the jet pod.

8 MR. MCKENZIE: That's 845,000.

9 MR. KING: Just tell them, Bruce -- go at it like
10 this. Say, "Originally, we were going to build 12," okay?

11 They know the trials and tribulations --

12 MR. MCKENZIE: She knows.

13 MR. KING: -- trials and tribulations of that, and

14 that we were going to build 12. And I'll be real honest;
15 when we were out there walking that area out there, we were
16 walking it out for 12. I never heard 10.

17 MAYOR PRATT: I never did either.

18 MR. KING: I heard it was 12. We were walking

19 around looking at hopefully we could put 12, but it's all
20 according to cost and everything. And go at them -- just
21 say, "Look, the costs have come in. We're -- you know, our
22 number at 12 with the jet pod is this. You know, we're going
23 to have to back it off if we have -- if we don't get any
24 help; we're going to have to back it off to 10." They know
25 what our needs are here.

1 MR. WALTERS: Ten with the jet pod; give them that
2 number.

3 MR. KING: They know what our needs are. Maybe
4 they'll -- maybe they'll say -- or maybe they'll just say,
5 "No, we can't do that." Well, then we got to quickly bounce
6 back and say, you know, the 10 with the jet pod is 715.

7 COMMISSIONER MOSER: Worst case you'd have to do is
8 10 without a jet pod, 'cause you've already -- that's the
9 worst case. Best case is 12 with a jet pod. Worst case is
10 10 without a jet pod.

11 MR. KING: And if she asks you about the jet pod,
12 says, you know, "Could we eliminate the jet pod and just
13 build y'all 12 hangars," that's another option.

14 COMMISSIONER MOSER: That's Option C.

15 MR. KING: That's 785,000. That's another number
16 that they may throw back at us.

17 MR. MCKENZIE: I'll tell her, yes, sir.

18 MR. KING: You actually end up -- if you end up
19 with 12 hangars, you end up with the same revenue.

20 MAYOR PRATT: But when you talk to her, don't tell
21 her what you want; tell her what you need. You need 12.

22 MR. KING: Come in a little higher than what you
23 say.

24 MAYOR PRATT: There's a difference between "need"
25 and "want."

1 MR. LIVERMORE: Bruce, do you talk -- when you have
2 this conversation there, are you speaking with a person on
3 staff, or are you -- do we have to get on the agenda?

4 MR. MCKENZIE: No, I'm speaking to Sandra Braden;
5 she's our planner. She's been there almost 30 years.

6 MR. LIVERMORE: If she says yes, we ought to do the
7 12 with the jet pod, just for an example, does -- is she the
8 approval authority, or does it have to go back to the
9 Commission?

10 MR. MCKENZIE: I don't think --

11 MAYOR PRATT: Approval authority.
12 MR. MCKENZIE: We shouldn't have to go back to the
13 Texas Transportation Commission. They've got enough
14 leverage, they can -- or leeway.

15 MR. LIVERMORE: It's something within the staff, so
16 that short-circuits all this stuff a little bit.

17 MR. MCKENZIE: Yes, correct. Okay. All right.

18 Well --

19 MR. ODOM: May I ask a question?

20 MR. KING: Yeah, Len.

21 MR. ODOM: Can the board ask Robert to look at --
22 we're taking out a lot of dirt. Can y'all envision between
23 those two hangars, that area, to look at adding the fill or
24 cut, whatever we need to do there at that time? We'd kill
25 two birds with one stone. Even if it's just a smaller pad

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1 that patches what's next -- next to those, you got two
2 hangars in that dirt. Could you look at that? You'd have --
3 and then if the money comes up, you've got everything ready
4 to go to build.

5 MR. KING: Are you talking about that old site?

6 The old site, the original site?

7 MR. MCKENZIE: We can build a box hangar in there.

8 We can't build anything like this, because --

9 MR. KING: Len, are you saying -- so you're going
10 to end up with an excess amount of dirt?

11 MR. ODOM: That's right.

12 MR. KING: How much excess do you think you'll end
13 up with doing all -- just the cut and fill?

14 MR. ODOM: I'm going to guess at least four to
15 five. Probably 4,000. We're going to have to level up,
16 but --

17 MR. LIVERMORE: You're talking about putting it on
18 the other -- previous site?

19 MR. ODOM: Yes, sir. You even have the other lot.
20 It's hard to -- I know that everybody says it's groundwater,
21 but, you know, French drains in there will bring out
22 something. Let Robert look at that. You got options. If

23 you've got some money, then you can do it, you know.

24 MR. KING: So, you're saying just stay around

25 there; put a road on the side of that hill, just go straight

1 down there and dump?

2 MR. MCKENZIE: You can drive down it now.

3 MR. ODOM: Drive right around.

4 MR. KING: Where were you going to put it?

5 MR. ODOM: I don't know. I've got to find out.

6 MR. KING: I don't want to put any more on that

7 mountain.

8 MR. MCKENZIE: There's another place to put it.

9 What he's trying to do is two things, which is good. One

10 thing is trying to put it close. The other thing puts the

11 haul road down where our production will go up where

12 that's -- where he's going.

13 MR. ODOM: And you'd -- it benefits us, and it

14 benefits y'all.

15 MR. MCKENZIE: We can put some of it over there.

16 The rest of it we'll put up there on the side.

17 COMMISSIONER MOSER: And the other thing was, we

18 were going to start the, quote, three-year process of looking

19 for a deviation of what -- variance, whatever the heck you

20 want to call it, from F.A.A. for the 79 foot.

21 MR. MCKENZIE: That went out the window. That's

22 not going to happen.

23 COMMISSIONER MOSER: Oh, is that right? Okay.

24 MR. MCKENZIE: It's not viable.

25 MR. KING: I think that's a good option.

1 MR. MCKENZIE: You're right. We were going to do

2 that, but we've learned since that time that it just won't

3 happen.

4 MR. ODOM: We just need an elevation. We don't

5 want to get any --

6 MR. HOUGHTON: It's a pretty big area. Once it

7 gets compacted and everything, you can put a lot of material.

8 MR. KING: I think the use of that will be another

9 hangar like Stieren's next door. It will need fill. We'll

10 need fill all the way across it, anyway. So --

11 MR. ODOM: Doesn't Drane have that other hangar,

12 that last hangar there?

13 MR. McKENZIE: Yeah. Steve Drane, yeah.

14 MR. ODOM: Yeah, Steve does, okay. So, on the

15 other side of that, you know you've got that, too.

16 MR. KING: Yeah, that marsh land over there. Yeah,

17 I think that would be feasible. Okay.

18 MR. LIVERMORE: Marsh land.

19 MR. KING: Where else are we going with this? So,

20 you think these numbers are doable for you, as far as your --

21 the amount of material and the amount of hours and work

22 you're going to put into it?

23 MR. ODOM: I think so.

24 MR. KING: Okay.

25 COMMISSIONER MOSER: Here's sort of the bottom line

1 between Options A and D, A being the 10 without jet pod, D

2 being the 12 with jet pod. The difference in cost to the

3 City and the County between A and D is \$20,000.

4 MR. KING: All right.

5 MAYOR PRATT: Been making that point all along.

6 MR. KING: Y'all are going to have pay for some of

7 this, the City and the County. Y'all want to help?

8 MAYOR PRATT: City pays 5 percent and they pay 5.

9 MR. KING: I'm just kidding. Okay, we'll --

10 MR. McKENZIE: And, Robert, this 845 is bueno?

11 MR. LANSFORD: Yeah. I don't -- you know, I mean,

12 it boils down to -- to getting a little bit more dirt out the

13 back, but --

14 MR. McKENZIE: I'm talking -- okay.

15 MR. LANSFORD: Yeah.

16 MR. McKENZIE: You're good with it, okay. I will

17 contact her today.

18 MR. WALTERS: Can I -- while you're doing that also

19 -- well, if you're going to contact her, maybe you have an

20 idea, but I would suggest that we take that site plan and go
21 down to see the Fire Marshal and just get --
22 MR. LANSFORD: Yeah.
23 MR. WALTERS: -- in a conversation with him about
24 what -- you know, what you're proposing. Does this look good
25 to him? See if he has any issue with it.

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1 MR. McKENZIE: Steve, actually, do you want me to
2 call Sandra now and put that phone right here? And --
3 MR. KING: No, 'cause she might say no, and I don't
4 want it to be an open meeting.
5 MR. McKENZIE: I'll call her after a while. Just a
6 question.
7 MR. LIVERMORE: We're not going to -- by going to
8 12 with the pod, that's not going to drive us over the --
9 MR. McKENZIE: Still less than 13,000 square foot a
10 building. Right, Kirk?
11 MR. GRIFFIN: Yeah. Each building is below it,
12 so --
13 MR. KING: Bruce, I would stress to her that, you
14 know, that the 12 hangars that we talked about when she was
15 here -- don't talk about 10, but talk about the 12 that we
16 talked about when she was here. You know, this is what we've
17 come up with; this is the price, you know. And, I mean,
18 don't -- don't say -- don't start out at the bottom and say
19 we came up with a proposal for 10, and it was 654,000, and
20 now we'd like to move it up to 12.
21 MR. McKENZIE: I'm going to go at her with 12 and a
22 jet pod.
23 MR. KING: The fact that when she was here, we were
24 proposing to build two 6-bay hangars, you know. We would
25 like to build a jet pod on one of those hangars. But, you

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1 know, this is what the number is.
2 MR. McKENZIE: I understand.
3 MR. KING: She may ask if you eliminate the jet
4 pod, how much is it? You can give her that number, and then

5 you can work your way down. I think it would be a lot better
6 than trying to work your up.

7 MR. MCKENZIE: I'm going to start with the big
8 apple.

9 MR. LIVERMORE: This is kind of a foolish question,
10 but I want to make sure I understand. When you say 12
11 hangars with a jet pod, you're talking about 10 hangars --

12 MR. GRIFFIN: No.

13 MR. LIVERMORE: -- and the jet pod occupying two
14 additional --

15 COMMISSIONER MOSER: No, no, not at all.

16 MR. LIVERMORE: That's why I'm asking the question.

17 COMMISSIONER MOSER: It's just exactly like this,
18 Ed. Just like this, except you're just adding --

19 MR. KING: One.

20 COMMISSIONER MOSER: -- one T-hangar on each end of
21 this building.

22 MAYOR PRATT: Well, you're adding two.

23 COMMISSIONER MOSER: Yeah. Well, one on each. One
24 on each building.

25 MR. MCKENZIE: Yeah. One on one end, and then the

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1 jet on the other.

2 COMMISSIONER MOSER: Right.

3 MR. GRIFFIN: No, you'd add two.

4 MR. MCKENZIE: Two and one. You've got 12 for
5 single-engine airplanes and one jet pod.

6 MR. GRIFFIN: This configuration here is 10
7 airplanes now.

8 COMMISSIONER MOSER: No, you're doing 12.

9 MR. GRIFFIN: No, you're saying 13. You're saying
10 12 hangars with a jet pod; you're doing 13.

11 COMMISSIONER MOSER: No, no, no. Let me make it
12 very clear; that's not what I said, okay? That's not what I
13 meant. Not what I meant.

14 MR. GRIFFIN: You're saying add one.

15 COMMISSIONER MOSER: Option A is 10 T-hangars,
16 okay?

17 MR. GRIFFIN: Right.
18 COMMISSIONER MOSER: Option B is what you got in
19 your hand.
20 MR. GRIFFIN: Which is 10 hangars --
21 COMMISSIONER MOSER: Ten hangars, including one a
22 jet -- one of them is a jet pod. Option C is 12 T-hangars.
23 Option D is 11 -- 12 hangars; one of them is a jet pod.
24 Yeah, got it.
25 MR. GRIFFIN: Okay.

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1 MR. LIVERMORE: I'm glad I asked that stupid
2 question.
3 COMMISSIONER MOSER: Yeah. Human language -- I
4 mean, English language is -- that's why we have Kathy here.
5 MR. ODOM: When can we start?
6 MR. KING: Depending on what she says.
7 MR. MCKENZIE: When she says -- I'm sorry?
8 MR. KING: If she says no or whatever, after that,
9 I guess we --
10 MR. MCKENZIE: Then it's up -- then it's in his
11 hands again to get you a cut sheet, a sealed set of plans,
12 and the City's got to -- it's got to go through -- they've
13 already called, I think, three or four times. They're
14 watching this, and that's good. They keep saying, "When are
15 you going to bring me the plans?" 'Cause they're going to
16 need a week -- probably two or three weeks.
17 MR. ODOM: They have authority above F.A.A. to --
18 who finalizes it?
19 COMMISSIONER MOSER: Not above.
20 MR. MCKENZIE: F.A.A.'s got to approve the 7460,
21 and then the City's got to approve those plans. All those
22 departments down there have got to approve that set of plans
23 before we hand it to you and say --
24 MR. ODOM: So, in other words, I can't cut dirt
25 until I get the city --

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1 MR. MCKENZIE: You could, but I wouldn't recommend

2 it.

3 MR. ODOM: Well, I don't want to get the Mayor

4 trying to put me in jail down there.

5 MR. KING: What is your time, Len? Do you -- you

6 need to go to work pretty quick?

7 MR. ODOM: Sir?

8 MR. KING: Is it good for you to --

9 MR. ODOM: Well, it's coordinating it. I need a

10 little bit of time to finish up one project we got before I

11 start in on the other one, but I got a little bit of time.

12 But let's utilize the winter while I can.

13 MR. KING: While you can, while you're not doing

14 anything.

15 MR. ODOM: That's right.

16 MR. KING: That's --

17 MR. ODOM: That's advantageous to y'all, because

18 y'all are talking about asphalt or cement. You want this

19 thing to warm up a little bit.

20 MR. KING: How long is it going to take you to do

21 that site preparation?

22 MR. ODOM: Depends how far. I'm going to -- I'm

23 going to say about six weeks, maybe less.

24 MR. KING: Six weeks or less, okay. All right.

25 We'll try to get you something as quick as we can. I'm sure

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1 that the Mayor's going to help us with the City.

2 MAYOR PRATT: We've got the departments already

3 running, and they're -- it's not going to be sitting on

4 somebody's desk. It's going to be --

5 MR. KING: Okay.

6 MAYOR PRATT: -- moving.

7 MR. KING: Do we need to take this any further?

8 Are we done? We just need to get back --

9 MR. MCKENZIE: I'll have the information at the

10 next board meeting in two weeks, and we'll have -- I'll

11 have --

12 MR. KING: Okay.

13 MR. MCKENZIE: Unless you want to have a meeting

14 before then.

15 MR. LIVERMORE: I'm available.

16 MR. KING: No.

17 MR. McKENZIE: Next meeting.

18 MR. KING: All right.

19 MR. ODOM: Y'all need us any more?

20 MR. KING: No, we're done.

21 MR. LIVERMORE: Thanks for coming, fellas.

22 MR. HOUGHTON: Thank you.

23 MR. WALTERS: When's the next meeting?

24 MR. McKENZIE: 18th, Carole?

25 MR. LIVERMORE: That was helpful having them here.

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1 MR. McKENZIE: The next one's Joey, but I need to

2 -- one second.

3 MAYOR PRATT: Depending on your conversation with

4 Sandra, you may need to have a special meeting.

5 MR. McKENZIE: Well, that's -- I'll let the board

6 know and see what they want to do.

7 MR. KING: Item --

8 MR. McKENZIE: Can have I one second?

9 MR. GRIFFIN: Yeah, we're going to go into

10 executive session.

11 (Discussion off the record.)

12 MR. KING: Okay. Item -- I'm going to move --

13 we're still in session. I'm going to move into Item 2C,

14 Brinkman Hangar lease proposals. We're going to -- we're

15 going to listen to some information in executive session

16 under 551.071, 551.072, and 551.087, and then we'll make no

17 decisions in that -- in that session. We're just -- we got

18 some information that is sensitive that we're going to be

19 given, and then we'll -- any action will be taken in open

20 session after that's over. Is that okay? All right. We'll

21 just take a five-minute recess.

22 MAYOR PRATT: You need a motion to go in executive

23 session.

24 MR. LIVERMORE: I so move.

25 MR. KING: Motion to go into executive session on

1 Item 2C. Second?

2 MR. WALTERS: Second.

3 MR. KING: All in favor? Aye.

4 (The motion carried unanimously, 4-0.)

5 MR. KING: Four-zero. So, we'll take that action.

6 We'll be adjourned -- we'll be in recess for about five

7 minutes.

8 (Recess taken from 10:26 to 10:35 a.m., at which
time an executive session was held off the record.)

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10 MR. KING: We're back in at 11:50. We took no

11 action in executive session, and we're going to table the

12 topic until the next meeting on the 16th.

13 MR. McKENZIE: 18th.

14 MR. KING: Motion to adjourn?

15 MR. WALTERS: I make a motion to adjourn.

16 MR. LIVERMORE: Second.

17 MR. KING: Seconded by Mr. Livermore. All in

18 favor? Aye.

19 (The motion carried by unanimous vote, 4-0.)

20 MR. KING: Passed, four-zero.

21 (Airport Board meeting adjourned at 11:52 p.m.)

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1 STATE OF TEXAS |

2 COUNTY OF KERR |

3 I, Kathy Banik, official reporter for Kerr County,

4 Texas, do hereby certify that the above and foregoing is a

5 true and complete transcription of my stenotype notes taken

6 at the time and place heretofore set forth.

7 DATED at Kerrville, Texas, this 8th day of November,

8 2013.

9

10

Kathy Banik, Texas CSR # 6483

Expiration Date: 12/31/14

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