

CITY OF MARIANNA
AIRPORT COMMERCE PARK BOARD MEETING
September 18, 2019
1:30 PM
MARIANNA MUNICIPAL AIRPORT
3689 INDUSTRIAL PARK DRIVE, MARIANNA, FL

1. Call To Order

2. Roll Call

Chairman - Harold Donaldson
Board Member - Byron Ward
Board Member - James Hart
Board Member - Larry Lang
Board Member - Ken Miller

3. Review & Approval Of Minutes

3.A. June Minutes

Documents:

[JUNE 12 2019 MINUTES.PDF](#)

4. Airport Financial Reports

4.A. FBO - City Monthly Statements

Documents:

[KMAI MONTHLY REPORT REPORT.PDF](#)

4.B. Billing

Documents:

[AS OF AUGUST 31. 2019.PDF](#)

4.C. Financials Through August 31, 2019

Documents:

[AIRPORT-FINANCIALS AUGUST 19.PDF](#)

5. Other Business

5.A. SkyWarrior Flight Support Plan

Documents:

[LETTER - 7-1-2019 ESTABLISH PLAN.PDF](#)
[SKYWARRIOR RESPONSE AUGUST 6 \(002\).PDF](#)

5.B. Update - Runway 18/36 Extension Project

5.C. Update -Fuel Farm Construction Project

6. Adjourn

The City of Marianna is an Equal Opportunity Employer and a Drug-Free Workplace. In accordance with the adopted Section 504 Policy, the City will take affirmative steps to reasonably accommodate the disabled and ensure their needs are equitably represented in City programs and activities. Pursuant to Title VI and the Civil Rights Act of 1964, the City will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, language, income or family status. For assistance with EEO, Title VI or Section 504 matters contact Julie Chance at 850-482-4353. The City also has a Fair Housing Ordinance. For assistance with Fair Housing matters contact Kay Dennis at 850-482-2786. In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this meeting should contact the City Clerk's Office at 850-482-4353 no later than 3 days prior to the meeting. City Hall is located at 2898 Green Street, Marianna, FL.

City of Marianna
Airport Commerce Park Board Regular Meeting
June 12, 2019
1:30 PM

The regular Airport Commerce Park Board Meeting was held on the above date and time. Those present at the meeting were: Byron Ward, James Hart, Ken Miller and Larry Lang. On behalf of the City, the City Manager Jim Dean and Public Works Director Joe Richey. On behalf of SkyWarrior, Loretta Lipford. On behalf of AVCON, John Collins.

The minutes from the March 13, 2019 meeting were opened for discussion and there was no discussion in detail. Mr. Hart made a motion to approve the minutes with a second from Mr. Miller. All in favor. No further questions or comments were discussed.

The airport financial statements were opened for discussion. Mr. Dean updated the Board on the revenue and expenses.

The FBO monthly reports were opened for discussion. Mr. Dean updated the Board on the fuel sales.

The airport billing reports through May 31, 2019 was opened for discussion. Mr. Dean updated the board on the hangar payments and occupancy rate of the T-hangars and shade hangars.

Mr. Hart made a motion to approve the airport financial statements, FBO monthly reports and airport billing reports with a second from Mr. Lang. No further questions or comments were discussed.

Marianna Municipal Airport projects were opened for discussion. Mr. John Collins with AVCON updated the Board on the progress of the fuel farm and access road construction project, Runway 8-26 Rehabilitation Design project and Runway 18-36 Extension project. No further questions or comments were discussed.

Mr. Dean updated the Board on the FEMA land lease agreement and the request to rent the office space at the terminal building. No further questions or comments were discussed.

Mr. Dean updated the Board on the hurricane Michael repairs to buildings within the Industrial Park. No further questions or comments were discussed.

SkyWarrior Flight Support, Inc. was opened for discussion. The current lease expires April 2020. Mr. Hart suggested sending Mr. Sigler a letter requesting SkyWarrior's 5-year plan at Marianna Municipal Airport.

There being no further business the meeting was adjourned.

KMAI June Monthly Report

Item	JUNE 2019	JUNE 2018	Year To Date
Gallons of 100LLSold	2254.8	8063.8	18187.6
Gallons of JetA sold	8537	15691	77241
Flight lessons sold	\$ -	\$ -	\$ -
Maintenance Sold	\$ -	\$ -	\$ -
Vending Sold	\$ 30.00	\$ 81.00	\$ 55.00
Charts & Oil	\$ 76.10	\$ 10.75	\$ 76.10
Ramp Fees	\$ -	\$ 141.00	\$ -
Sales Total	\$ 106.10	\$ 232.75	\$ 131.10
City %	2.5%	2.5%	2.5%
City Payment	\$ 2.65	\$ 5.82	\$ 3.28

Gal 100LL Purchased	-	8357	15,800.0
Gal Jet A Purchased	7,686.0	7693	61,939.0

KMAI July Monthly Report

Item	JULY 2019	JULY 2018	Year To Date
Gallons of 100LLSold	2418	6989.9	20605.6
Gallons of JetA sold	11309	19498	88550
Flight lessons sold	\$ -	\$ -	\$ -
Maintenance Sold	\$ -	\$ -	\$ -
Vending Sold	\$ 25.00	\$ 99.50	\$ 80.00
Charts & OIL	\$ 53.27	\$ -	\$ 129.37
Ramp Fees	\$ -	\$ -	\$ -
Sales Total	\$ 78.27	\$ 99.50	\$ 209.37
City %	2.5%	2.5%	2.5%
City Payment	\$ 1.96	\$ 2.49	\$ 5.23

Gal 100LL Purchased	3,926.0	7868	19,726.0
Gal Jet A Purchased	7,692.0	23162	69,631.0

KMAI August Monthly Report

Item	AUG 2019	AUG 2018	Year To Date
Gallons of 100LLSold	2208.1	5853.5	22813.7
Gallons of JetA sold	13716	20645	102266
Flight lessons sold	\$ -	\$ -	\$ -
Maintenance Sold	\$ -	\$ -	\$ -
Vending Sold	\$ 20.00	\$ -	\$ 100.00
Charts & Maps	\$ 30.44	\$ -	\$ 159.81
Ramp Fees	\$ -	\$ -	\$ -
Sales Total	\$ 50.44	\$ -	\$ 259.81
City %	2.5%	2.5%	2.5%
City Payment	\$ 1.26	\$ -	\$ 6.50

Gal 100LL Purchased	-	6999.0	19,726.0
Gal Jet A Purchased	23,082.0	23024.0	92,713.0

Marianna Industrial Park/Airport Rentals as of August 31, 2019

Hangar	Size	Type	Rent/Util	10% Discount	7.2% Taxes	Total Mthly	Tenant	Prev. Bal	Payment	End. Bal
A	72 x 43	Block	\$150.00		\$10.80	\$160.80	McDaniel, John	\$0.00	\$160.80	\$0.00
B1	50 x 40	Block	\$173.33		\$12.48	\$185.81	Honkers, Inc.	\$557.43	\$1,486.48	-\$743.24
B2	50 x 40	Block	\$150.00		\$10.80	\$160.80	Cloud, Jeff	-\$160.80		\$0.00
C1	50 x 40	Block	\$150.00		\$10.80	\$160.80	CITY			
C2	50 x 40	Block	\$150.00		\$10.80	\$160.80	CITY			
D1	80'x80'	Corp/Metal	\$2,700.00		EXEMPT	\$2,700.00	Air Methods	\$0.00	\$2,700.00	\$0.00
D2	60'x60'	Corp/Metal	\$700.00		\$50.40	\$750.40	SkyWarrior	-\$14.70	\$752.50	-\$16.80
E1	40 X 39.5	Shade	\$60.00		\$4.32	\$64.32	VACANT			
E2	40 X 39.5	Shade	\$60.00	\$6.00	\$3.89	\$57.89	Jackson Co. Aviation	-\$289.43		-\$231.54
E3	40 X 39.5	Shade	\$60.00	\$6.00	\$3.89	\$57.89	Granberry, Philip	-\$578.90		-\$521.01
E4	40 X 39.5	Shade	\$60.00		\$4.32	\$64.32	Dodson, George	-\$7.04		\$57.28
E5	40 X 39.5	Shade	\$60.00		\$4.32	\$64.32	VACANT			
F1	40 x 48	Shade	\$60.00		\$4.32	\$64.32	VACANT			
F2	40 x 48	Shade	\$60.00		\$4.32	\$64.32	NW Flyers	-\$192.96		-\$128.64
F3	40 x 48	Shade	\$60.00		\$4.32	\$64.32	NW Flyers	-\$192.96		-\$128.64
F4	40 x 48	Shade	\$60.00	\$6.00	\$3.89	\$57.89	Jackson Co. Aviation	-\$289.42		-\$231.53
F5	40 x 48	Shade	\$60.00	\$6.00	\$3.89	\$57.89	Moorhead, Donald	-\$289.42		-\$231.53
G1	50' X 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			
G2	50' X 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			
G3	50' X 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			
G4	50' X 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			
G5	50' X 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			

Ref 5%

\$150.00

\$173.33

\$150.00

\$1,400.00

*

\$60.00

\$60.00

\$60.00

\$60.00

\$60.00

\$60.00

\$60.00

Hangar	Size	Type	Rent/Util	10% Discount	Taxes	Total Mthly	Tenant	Prev. Bal		End. Bal
H1	50'x 31'	Shade	\$60.00		\$4.32	\$64.32	Sorenson, Edd	-\$2.72		\$61.60
H2	50'x 31'	Shade	\$60.00		\$4.32	\$64.32	Sorenson, Edd	\$0.00		\$64.32
H3	50'x 31'	Shade	\$60.00		\$4.32	\$64.32	Cam, Richard	\$85.92		\$150.24
H4	50'x 31'	Shade	\$60.00		\$4.32	\$64.32	VACANT			
H5	50'x 31'	Shade	\$60.00		\$4.32	\$64.32	Womack, Jimmy	-\$0.68	\$65.00	-\$1.36
R1	44' X 34'	T - Hanger	\$175.00	\$17.50	\$11.34	\$168.84	Howard, James	-\$1,013.04		-\$844.20
R2	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	Garrett, Bill	\$0.00	\$214.40	\$0.00
R3	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	Peterson, Hermes	-\$215.80		-\$1.40
R4	44' X 34'	T - Hanger	\$200.00	\$20.00	\$12.96	\$192.96	Hansen, Joe	-\$1,350.72		-\$1,157.76
R5	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	Young, Bradford	-\$214.40		\$0.00
R6	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	AMH Aviation	-\$215.80		-\$1.40
R7	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	Griffin, John	\$212.60	\$427.00	\$0.00
R8	44' X 34'	T - Hanger	\$200.00		\$14.40	\$214.40	Griffin, John	\$212.60	\$427.00	\$0.00
S1	41.5' X 34	T - Hanger	\$175.00		\$12.60	\$187.60	West, David	\$0.00	\$187.60	\$0.00
S2	41.5' X 34	T - Hanger	\$150.00		\$10.80	\$160.80	Chambless, Mardre	-\$11.25	\$161.25	-\$11.70
S3	41.5' X 34	T - Hanger	\$150.00	\$15.00	\$9.72	\$144.72	Thomas, Joe	\$434.16	\$1,736.62	-\$1,157.74
S4	41.5' X 34	T - Hanger	\$175.00		\$12.60	\$187.60	Parnell, Jerry	\$187.60	\$375.56	-\$0.36
S5	41.5' X 34	T - Hanger	\$150.00	\$15.00	\$9.72	\$144.72	Cross, Jerry	-\$293.16		-\$148.44
S6	41.5' X 34	T - Hanger	\$150.00	\$15.00	\$9.72	\$144.72	Hanson, Anthony	-\$868.32		-\$723.60
S7	41.5' X 34	T - Hanger	\$150.00		\$10.80	\$160.80	Boyette, Wayne	-\$61.83		\$98.97
S8	41.5' X 34	T - Hanger	\$150.00		\$10.80	\$160.80	Foy, William	\$0.00	\$321.60	-\$160.80

\$60.00

\$60.00

\$60.00

\$60.00

\$175.00

\$200.00

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\$150.00

\$150.00

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\$150.00

\$150.00

\$150.00

Hangar	Size	Type	Rent/Util	10% Discount	Taxes	Total Mthly	Tenant	Prev. Bal	Payment	End. Bal	
T1	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Giersberg, C.	-\$1.05	\$160.95	-\$1.20	\$150.00
T2	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Cavin, Dale	-\$321.60		-\$160.80	\$150.00
T3	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Cavin, Dale	-\$321.60		-\$160.80	\$150.00
T4	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Stairs, Richard	\$0.00	\$160.80	\$0.00	\$150.00
T5	44' X 34'	T - Hanger	\$150.00	\$15.00	\$9.72	\$144.72	Padgett, Daniel	-\$723.60		-\$578.88	\$150.00
T6	44' X 34'	T - Hanger	\$150.00	\$15.00	\$9.72	\$144.72	Neville, William (Trey)	-\$1,447.20		-\$1,302.48	\$150.00
T7	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Shores, Leonard	\$161.80	\$322.60	\$0.00	\$150.00
T8	44' X 34'	T - Hanger	\$150.00		\$10.80	\$160.80	Miller, Kenneth	-\$160.80		\$0.00	\$150.00
BLDG Lease											
Ind. Pk Dr.	9600 sf	Block Bldg	\$1,200.00		\$86.40	\$1,286.40	Air Prop Specialist	-\$8.40	\$1,287.60	-\$9.60	***
Pvt Hanger	70'x70'	Land	\$125.00			\$125.00	JCSO	-\$1,125.00		-\$1,000.00	***
Ind. Pk Dr.	20,000 sf	Block Bldg	\$1,325.53		\$95.44	\$1,420.97	Safari Helicopter	\$2,742.91	\$1,420.97	\$2,742.91	***
Terminal		Building	\$600.00		\$43.20	\$643.20	SkyWarrior	-\$1.50	\$643.20	-\$1.50	*
Terminal-2nd Floor		Building									
Terminal-Utilities							SkyWarrior Utilites				
Terminal-Shop		Building									
Ind. Pk Dr.	20500 sf	Block Bldg	\$2,000.00		\$144.00	\$2,144.00	Rolls Rite Trailers	\$0.00	\$2,144.00	\$0.00	***

*SkyWarrior rental

***Denotes Building/Land Rent

\$327.92

NOTES:

Statements mailed to lessees with past due balances

****New Tenants:

****Terminate:

City of Marianna
Airport
October 1, 2018 thru August 31, 2019 (11 Months)

	<u>Totals</u>
Revenue:	
Fuel Sales	\$ 10,292.82
Rentals/Leases	147,186.09
Misc.	731.88
Interest Earnings	88.95
Grants	574,169.25
Land Leases	115,474.86
Timber Sales	-
Fly In	120.00
Hurricane Michael FEMA	737.50
Hurricane Michael Insurance	<u>2,571,394.23</u>
Total Revenues	<u>3,420,195.58</u>
Expenses:	
Personal Services	-
Operating	(83,760.60)
Capital	(25,403.45)
Fly-In	-
Debt	-
Transfer	(24,997.50)
Grants	(574,169.25)
Hurricane Michael	<u>(3,556,061.23)</u>
Total Expense	<u>(4,264,392.03)</u>
Net Profit (Loss)	<u>\$ (844,196.45)</u>
Property/Auto Insurance NOTE 1	\$ -
Ad Valorem Tax NOTE 2	\$ -
Hurricane Michael/Rev and Exp Net (Note 3)	\$ 983,929.50
Net Profit (Loss) Adjusted	<u>\$ 139,733.05</u>

NOTE 1: The airport paid for property and auto insurance in Oct. and Nov. 2018 and this is budgeted for the entire year so this will balance out by fiscal year end.

NOTE 2: Ad valorem taxes are paid in November 2018 but budgeted for the entire fiscal year so this will balance out by fiscal year end.

NOTE 3: Hurricane Michael expenses and revenues will be netted out for now until we can determine the actual expenses versus the insurance/FEMA reimb.

NOTE 4: The remaining part of the manufactured home was paid in March 2019 in the amount of \$20,600 and is included in capital outlay expense.

NOTE 5: The City has received \$115,474.86 from land rent as of 8/31/19 from Hurricane Michael activities. (Renting Land to companies and FEMA).

City of Marianna
Restricted/Unrestricted Cash
As of 8-31-19

Airport: _____

Operations	U	198,465.38
SBA	U	2,364.87
A/R Ad Valorem Tax	U	7,132.86
Due to/from -Hurricane Michael	U	(889,114.50)
Due to Utility Fund	U	(80,000.00)
Unrestricted		<u>(761,151.39)</u>

NOTE 1: Shortfall on Ins/FEMA proceeds t 983,929.50

Grants/Misc Owed to City: _____

	-
Misc	208,317.35
	-
Grants/Misc	<u>208,317.35</u>

NOTE 1: As of August 31, 2019 the City has spend \$983,929.50 more in Hurricane Michael expenses than we have been reimbured by FEMA or Insurance. We will have to see if we receive anymore monies on this in the future.



CITY OF MARIANNA
OFFICE OF THE CITY MANAGER
Post Office Box 936
Marianna, FL 32447
(850) 482-4353 Fax (850) 482-2217

July 1, 2019

George Sigler, President
SkyWarrior Inc.
4211 Maygarden Rd.
Pensacola, FL 32504

Dear George:

During our June 12, 2019 meeting the Airport Commerce Park Board discussed improvements underway or planned for the Marianna Municipal Airport. I was asked to find out if you intend to continue as the Fixed Base Operator when the current lease expires on April 1, 2020. If not, the City will need to start advertising for a replacement.

As you know, we will have installed new storage tanks for Avgas and Jet A fuel as well as self-serve pumps later this summer. Also in a few weeks we will start constructing the extension of runway 36/18 from 4,900 feet to 6,000 feet and then in 2021 we will completely rebuild runway 26/08.

The funding for these projects carries performance requirements from the State of Florida. In order to meet them we need your commitment and support. Over the five years of your initial lease, it appeared that SkyWarrior had plans to grow the operations at KMAI by adding a maintenance facility, an engine rebuilding shop, basing aircraft here, and starting flight training. The City of Marianna was counting on these investments to help meet the economic development and job creation requirement goals set by the State. These activities have now stopped.

George, the City of Marianna needs to see a five year business plan outlining SkyWarrior's investments so they can be counted to help meet our State of Florida requirements. Based on your plan, we will consider negotiating a long-term lease with SkyWarrior.

I look forward to hearing from you.

Respectfully,



JAMES R. DEAN
City Manager

Cc: Marianna Airport Board

Jim Dean
City Manager, Marianna

August 6, 2019

Dear Jim,

I apologize for the delay in getting back with you on your letter of July 1, 2019 regarding Skywarrior's long term plan for the FBO operations.

In the past in the hay day of general aviation FBO operators were usually the sole establishment of an airfield that offered flight lessons, aircraft tie downs, hangars, maintenance, aircraft rental and charter, and fuel. However, as general aviation slowed and fewer people could afford the cost of flying private aircraft and air line service, including small town service, increased many FBO operators had to reevaluate what activities actually made a profit.

FBO operators found that offering such a huge variety of specialized services did not equate to added revenue. Older established FBO operators found that fuel sales and hangar storage were the two most profitable aspects of air port operations.

There are very few FBO operators that offer flight training, aircraft maintenance, or Part 135 on demand aircraft charter. Most cities that operated FBO's gave up offering maintenance and flight training due to the risk, insurance cost, and low demand for those services. And the fact is there is already a flight club at the airport that offers flight training that the FBO operator would compete with.

Most of the ancillary services offered at an airport came to be offered by specialized companies that only did maintenance or flight training, etc. The task became so complex over the years that a small company could not keep up with all the regulations each entity required much less hire specialized personnel to perform the task. Long gone were the days that a one-man FBO could offer flight training, aircraft rental, maintenance, fuel service, etc. All of those activities now require specialized training to meet FAA, EPA, OSHA, and fuel storage regulations plus the associated insurance and other cost associated with meeting those regulations. Shops like the prop shop there on the field and very specialized but not something an FBO operator would do now.

Almost all communities that I am associated with have given up trying to run FBO operations. The only ones that do so are usually associated with airline refueling or military refueling. There are not that many FBO operators left that offer any more than fueling, tiedown service, and hangars. Simply put there has to be a demand for flight training or maintenance for any one to offer that service which has so many associated cost, i.e. aircraft payments, insurance, liability insurance, hazardous waste insurance, hangar keepers insurance (this alone cost us over \$40,000 a year).

So, what has happened is the governmental agencies who own the airports have taken in many case the most profitable portion of the operations, i.e. fuel sales and hangar rentals and left the FBO operators with the most risk and cost.

With all that being said, even when we had two mechanics at the field, home based aircraft did not account for enough business to justify one mechanic. Skywarrior has worked hard to bring in the one customer that can possibly increase revenues and that is the military.

Business jets, unless they have business activities in the area are not going to stop in Marianna or any other small airport to purchase fuel when they can easily land at a larger airport that offers deluxe facilities, well kept ramps, comfortable waiting areas, catering, pilot lounges, large restrooms, etc. The jet set expects those kind of facilities and although we have functional facilities they are certainly not comparable with larger airports. We tried to have a unique area upstairs but the costs were just too great.

So large corporate jets are likely not going to stop in Marianna for fuel service as their customers expect jet set facilities.

Many FBO operators are successful due to the fact that they are located in an area that have attractions or large business activities. Pensacola Aviation is one of those operators. Pensacola Aviation gave up offering flight training and aircraft maintenance because they lost huge sums of money operating those activities. They make money on hangar rentals, but they do not compete with the City of Pensacola for hangar rents.

As for General Aviation, those aircraft owners might select an airport because low fuel prices. But there are many extenuating circumstances that might allow low prices, i.e. self-service fuel, hangar rentals, limited facilities, no courtesy car, etc.

People visit airports for the same reasons they take vacations: to see something unique, visit a museum, beach activities, mountain climbing, sports activities, etc. Although Marianna offers Blue Springs and Florida Caverns those are not nationally known commodities that will attract visiting aircraft.

Now, I do think an engine shop coupled with the fact that the prop shop is located at the airport might be something that would bring aircraft to the airport. However, as recently witnessed at a local FBO operation in Foley, AL. Two months ago, the flight school owned by the FBO had one of their aircraft experience an engine failure which resulted in the aircraft crashing on the field, killing the student and severely injuring the instructor. Then one months later the same FBO had another engine failure which resulted in an aircraft landing in a farmer's field-no injuries. And last week the same FBO had another engine failure with the aircraft landing in a corn field- no major injuries. The point is, one must have a well-qualified mechanics if one wants to be in the engine rebuilding business. That FBO operator has now be shut down by the FAA. I say all of this to reiterate that there is a lot of liability associated with engine rebuilding and lots of risk so one must have a highly experienced person for that business. When we get rapid refueling installed at the field reach Marianna glory days again, then perhaps we can look at the money it will take to bring in a first class engine mechanic.

With all that being said, the longer runways are not going to result in more executive jet traffic to the airport, history has proven that with airport after airport. Repair of the crossing runway is an excellent advantage especially if there is a flight school at the airport. But the crossing runway will no in and of itself bring General Aviation to the airport.

With that being said, here is what Skywarrior will offer. There are airports in the area that cater strictly to the military. My former FBO operation in Bay Minette, AL made a good profit for the FBO and the city with 95% military traffic. However, the cities airport board decided that they needed the only area in the FBO building that accommodated the eating area for the pilots for their once a month board meetings. So, they go their board meeting room and lost 90% of their fuel revenues. The FBO operator that purchased from Skywarrior will soon go out of business also I am afraid.

So, my five-year plan and in my professional opinion the only plan that will bring significant revenue to the city is to bring in rapid refueling similar to Andalusia, AL and Florala, AL. We have a huge advantage over both of those airports, i.e. more ramp space, a larger FBO building, and good food.

Many years ago, Marianna was the place to go. I have heard this from many older Army pilots who trained at Ft. Rucker. My dream was to have the up stairs as a unique eating area, lounge, game room, etc. Plus, we will find a unit that will put in the request to the DLA for rapid refueling. The new fuel tanks being installed there should have in their long term plan the layout and plumbing available for rapid refueling. I'm not talking about installing piping etc. just give consideration to how the tank is oriented, the size of the fuel pumps and piping, and the safety features. A little pre-planning here will save a good deal of time and money in the future when we do get approval for rapid refueling.

And the above will require investment by the city in keeping the upstairs available and installing the fuel tank in an area that will lend itself to rapid refueling. The self-service civilian tank should not be anywhere near the Jet A tank due to traffic and safety conflicts.

Marianna may not have the attractions or the deluxe facilities that executive jets require, but by geography we are blessed to be in a location that has huge potential for military traffic. That in my opinion is the brightest outlook for the airport and it could and would be a huge money maker for the community.

With our current one-year lease, Skywarrior has absolutely no motivation to spend time, money, and effort to make Marianna great, when we know the only way forward is thru the military. On the positive side, I have come to know some Air Force Generals that were very involved in Hurburt Air Force Base that may have avenues to request DLA rapid refueling in Marianna. However, what is my motivation in moving forward with that on a one-year lease? In fact, to make this happen, I would want a 5-year lease with a 5-year option tied to performance, because this is not going to happen overnight.

I may seem brutally honest here, but I like Marianna and I have visited many FBO operations and run a few. Marianna has potential and I will put maximum effort into the rapid refueling evolution, but not on a one year or even a 5-year contract. I'm just not that smart.

I have enjoyed my time in Marianna, especially the air shows. And there certainly will be no hard feelings on my part if the City elects to go in a different direction. I can only wish the City the best. I think my ideas are valid, but I am certainly not the only person out here that can make this happen.

With Great Respect,

George Sigler