



Newnan-Coweta County Airport Authority

115 Airport Road
Newnan, GA 30263
www.coweta.ga.us

Regular Session

Minutes

Shannon Zerangue
County Clerk
770.254.2601

June 19, 2026

9:00 AM

Commission Chambers
37 Perry Street
Newnan, GA 30263

Newnan-Coweta County Airport Authority

Roll Call/Call to Order

Attendee Name	Title	Status
Joe Rutkiewicz	Chairman	Present
Hank Moody	Vice Chairman	Present
Lee Moody	Secretary	Present
Edward Davidson	Authority Member	Present
James Amey	Authority Member	Present
Calvin Walker	Airport Manager	Present
Nathan Lee	Attorney	Present
Carlene Blount	Office Manager	Absent
Shannon Zerangue	County Clerk	Present
Autumn Payne	Deputy County Clerk	Present

The Newnan-Coweta County Airport Authority met in Regular Meeting Session on Friday, June 19, 2026.

Meeting Called to Order

Chairman Rutkiewicz called the meeting to order at 9:00 a.m.

Notification of Location of Rules

Chairman Rutkiewicz explained that the rules governing the meeting could be found on the County's website as well as on the table located in the lobby outside the meeting room.

Regular Session

Approval of Minutes

1. **Request Approval of the Minutes from the Regular Meeting Session Held on May 15, 2026**

Motion to: Approve

The Board voted to approve the minutes from the Regular Meeting Held on Friday, May 15, 2026.

RESULT: Passed (UNANIMOUS)

MOVER: Hank Moody

SECONDER: James Amey

AYES: Joe Rutkiewicz, Hank Moody, Lee Moody, Edward Davidson, James Amey

Supplemental Agenda

There were no Supplemental or Non-Agenda items to be added for discussion.

Public Comments Regarding Items On the Agenda - This is also time for anyone that wishes to address the Board regarding cases heard at the Public Hearing conducted by the Board of Zoning Appeals.

Chairman Rutkiewicz called for comments regarding any items on the agenda. There were none.

New Business

2. **Request Approval/Execution of an Amendment to the Hangar Lease Agreement with LH Construction Group, Inc.**

Chairman Rutkiewicz presented an amendment to the Hangar Lease Agreement with LH Construction Group, Inc. He explained that Mr. and Ms. Goins developed two (2) hangar facilities on a previously vacant parcel located on the west side of the Airport that required significant engineering and infrastructure improvements. Because of unforeseen project costs and the resulting benefits to the Airport infrastructure, the Goins are requesting a 10-year extension of the lease term to improve the facility's long-term marketability. He noted that the request does not include any financial concessions regarding rent and still maintains compliance with Federal Aviation Administration (FAA) requirements.

In response to questions from Authority member H. Moody, Airport Manager Walker explained that the circumstances were unique and that the Goins have incurred approximately \$172,000 in additional stormwater infrastructure costs. He noted that

support for the amendment to the lease is clearly documented and justified, including the approximately \$172,000 in infrastructure improvements that benefit the Airport property. In addition, the amendment does not reduce the rental payments and does not exceed the 50-year lease threshold established by the FAA.

Chairman Rutkiewicz stated that the Goins provided documentation detailing the additional project expenses, including improvements associated with the Airport. He noted that this documentation would be attached to the lease amendment to establish a clear record of the increased costs and supporting justification for the lease extension.

Motion to: Execute

The Board voted to execute an Amendment to the Hangar Lease Agreement with LH Construction Group, Inc. as presented by staff.

RESULT: Passed (UNANIMOUS)

MOVER: Hank Moody

SECONDER: Edward Davidson

AYES: Joe Rutkiewicz, Hank Moody, Lee Moody, Edward Davidson, James Amey

Updates for the Authority

3. Update from the Airport Manager

Airport Manager Walker provided a brief update regarding the following:

- May fuel sales (72% increase over May 2025 and surpassed the record set in April 2026)
- Georgia House Bill 1434 (HB 1434), which establishes airport requirements related to Part 77 airspace protection standards
- State loan and grant funding for hangar development
- Annual FAA inspection of non-federal navigation aids (NavAids)
- Deeds for Airport property

In response to a question from Authority member H. Moody, Airport Engineer Phil Eberly explained that HB 1434 establishes state-level protections for airport airspace. The legislation is intended to protect public investments in airport infrastructure by preventing structures or other obstructions that could interfere with airport operations or airspace. He noted that the law incorporates standards similar to existing FAA Part 77 requirements, which airports are already required to meet. He further noted that FAA Part 77 standards have historically functioned as guidance during airspace reviews. The new state law strengthens protections around airport airspace. While airports have long followed FAA

airspace guidelines, the law now gives local governments clearer authority to prevent structures that could interfere with safe airport operations. The change is intended to protect airport infrastructure and avoid future conflicts with buildings or other obstacles near the airport. He explained that the new law applies not only to local airport authorities but also to all local governments within an airport's protected airspace. The law requires cities and counties within that area to adopt and enforce regulations that protect the airport airspace. All affected jurisdictions must be notified of the requirements and begin implementing the necessary zoning protections by January 1, 2027. His staff will work with County staff to draft model language that can be incorporated into local zoning ordinances to implement the new state airspace protection requirements. He further noted that all municipalities within affected Part 77 airspace areas must adopt compliant regulations by July 1, 2027, or risk losing certain state funding, including transportation-related funding, even if they do not have an airport. He added that the intent of the law is to ensure consistent enforcement of airport airspace protections across jurisdictions.

Mr. Eberly further explained that the new requirements do not significantly change current obligations, because the Airport already follows FAA Part 77 standards. The update primarily affects new construction and strengthens local authority to enforce height restrictions within the airport's protected airspace. He reiterated that the purpose is to ensure structures do not interfere with airport operations, including those located within surrounding jurisdictions. In closing, he noted that the rules are based on defined geometric airspace surfaces and are intended to provide clearer, more consistent enforcement rather than subjective interpretation.

Mr. Walker noted that the traffic signal installations planned for the east side of the Airport near the Pilot have been reviewed and approved for installation through the required FAA 7460 (Notice of Proposed Construction or Alteration) process. He expressed appreciation to Public Works Administrator Tod Handley for his involvement in this process.

Mr. Walker also explained that the state has extended loan and grant funding opportunities for hangar development, with a new application deadline of August 21, 2026. This is geared toward non-NPIAS (National Plan of Integrated Airport Systems) airports, which Newnan-Coweta County Airport is not. The Association of Georgia General Aviation Airports (AGGAA) is planning a "lunch and learn" to inform airports about the funding process and eligibility.

Mr. Walker explained that the Airport's annual FAA inspection of non-federal NavAids, or AWOS (Automated Weather Observing Systems) localizer glide slope and no discrepancies were found.

Mr. Walker also noted that he is continuing to work with the Clerk of Superior Court and the Assessor's office to obtain historical Airport deeds that predate 1990, which are

currently not reflected in the County's GIS system. The compilation of original deed documentation is for submission to the Georgia Department of Transportation Aviation Division as part of the Airport Layout Plan's required Exhibit A. Basically, Exhibit A identifies all Airport-owned property as well as any property that may need to be acquired for Airport purposes.

Chairman Rutkiewicz explained that Exhibit A is a document used to clearly define the Airport property boundaries, including land owned by the Airport and any related property areas. Efforts are underway to reconcile County records, Superior Court documents, and State records to ensure consistency and accuracy in the official property documentation.

Mr. Walker noted that GDOT hired an out-of-state consulting firm to assist with Airport property documentation, but the initial Exhibit A information provided by the third-party firm did not match the County's existing records. He further noted that discrepancies were identified in the property data and that the County is working through those differences by verifying records and correcting the inconsistencies.

In response to questions from Authority member Davidson regarding whether the new state law is equivalent to FAA Part 77 in terms of restrictions, Mr. Eberly explained that 77 provides recommended standards and defines airport protection surfaces; however, Georgia law now requires that those same surfaces be enforced through local regulations. He further explained that local governments are responsible for compliance, while enforcement occurs through GDOT funding mechanisms. He noted that compliance is mandatory and municipalities, whether they are an airport sponsor or not, that fail to adopt the required protections may be subject to reductions in road and other GDOT funding. Lead Edge Design staff will work with County staff to develop model ordinance language that can be adopted by other municipalities to facilitate their compliance.

In response to a question from Authority member Davidson, Mr. Walker explained that the Airport has not experienced any increased traffic related to the World Cup Series. The Atlanta Airport Managers meet quarterly and the only air traffic that he is aware of is upcoming at Falcon Field (Peachtree City) and six (6) at Dekalb-Peachtree Airport (PDK).

Chairman Rutkiewicz added that the anticipated increase in aviation activity related to the World Cup has not materialized in the Atlanta metro area. Additional traffic may occur as the tournament progresses, but current activity levels remain below earlier expectations. However, advanced preparation is appropriate despite the lack of significant impact to date.

Authority member Davidson congratulated Mr. Walker on his recent appointment as Vice-Chair of the Association of Georgia General Aviation Airports (AGGAA).

4. Update from the Airport Sponsor

There were no updates from the Airport Sponsor.

5. Update from the Airport Engineer

Mr. Eberly addressed the Authority regarding Exhibit A of the Airport Layout Plan. He explained that Exhibit A is an FAA-required document that identifies existing airport property and must also include any property anticipated for acquisition over the next twenty (20) years. Accuracy of the documents is very important because inclusion on an approved Exhibit A makes property eligible for funding. While minor discrepancies may be acceptable for existing property, accuracy of future acquisition areas is critical for eligibility purposes. He further explained that future property acreages on Exhibit A were based upon tax map data and differed from the information provided by the out-of-state third-party consultant. The discrepancies in future property acreage shown on Exhibit A need to be verified and corrected. The Airport Sponsor is responsible for ensuring the accuracy of the document, including confirming ownership and providing supporting information to resolve differences. Staff is actively working to confirm and correct the property information.

Mr. Eberly explained that in regard to the runway overlay project, his staff sent GDOT another email showing the average overlay thickness is 4.32 inches and included the supporting calculations. He noted that although this is essentially a 4-inch overlay, Lead Edge has completed several projects with greater average thicknesses. He also noted that GDOT recently funded an identical project at the Dalton Airport which had identical runway dimensions but used a greater volume of asphalt than the project at the Newnan Coweta-County Airport. There is a limit to how much design can be adjusted while still meeting FAA requirements for cross slope and longitudinal grade. Any changes must remain compliant with FAA standards and maintain acceptable liability and safety requirements. In closing, he explained that Lead Edge is waiting for a response from GDOT and is still working toward beginning the project in August after the World Cup.

Supplemental Items

There were no Supplemental or Non-Agenda items that were added for discussion.

Public Comments Regarding Items Not on the Agenda – This section is for any public comments regarding items NOT on the agenda. In accordance with the rules governing the meeting, up to 10 speakers will be afforded 3 minutes to speak and will be respectfully heard by the Board without public display or approval/disapproval from the audience. The Board does not engage with speakers during their comments. The Board will listen to any questions or comments and take them into consideration but will ask the County

Administrator or staff to correct any inconsistencies or false statements after the speaker has been heard without debate.

Chairman Rutkiewicz called for comments regarding any items not on the agenda. There were none.

Executive Session - In accordance with O.C.G.A. § 50-14-2

There were no issues to be discussed in Executive Session.

Regular Session

Affidavit

Adjournment

Motion to: Adjourn

The Authority voted to adjourn the meeting.

RESULT: Passed (UNANIMOUS)

MOVER: Hank Moody

SECONDER: Edward Davidson

AYES: Joe Rutkiewicz, Hank Moody, Lee Moody, Edward Davidson, James Amey