

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION
August 8, 2014

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3), (4) and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 10:00 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; Michael Reisman, A.A.E., Deputy Executive Director, Development and Operations; and Ellen M. Heywood, Clerk to the Board.

ECONOMIC DEVELOPMENT OPPORTUNITY:

The Director reported that the Economic Development Coalition of Buncombe County ("EDC") has a new project they are seeking to bring to Asheville entitled Project Sky. An aviation entity wants to build a new manufacturing facility which would also be their sales and marketing division world headquarters. The company would employ 50 people to begin with and could possibly expand that in the future. Buyers of the piston and turbine engines would be able to pick up their new aircraft at the facility. The developer has requested 20,000 to 30,000 square feet of office space as well as two bays, storage facility, and production facility. The Director and Deputy Director have been working with the EDC to put together a proposal. Bids are due in late August and four airports in North Carolina are being considered as potential sites. The developer is looking for an affluent community where the aircraft buyers would spend between one and three weeks in the community when picking up their new aircraft.

Mr. Reisman presented and reviewed rough drawings of site concepts that he had put together after discussions with the EDC. The drawings contained three different concept alternatives in three areas, two in the north general aviation area, and one on the west side. The west side site may not be available as quickly as the developer may need it, so this site may not be feasible. The north general aviation site is the most probable and cost effective site for the developer. Mr. Reisman further stated that staff has contacted one of the general consultants to create some artist renderings to submit along with the bid, which will be submitted to the developer through the EDC office.

The Director stated that the Authority will incur some cost for this bid, mainly the artist renderings. The Director further stated that the developer may want some facilities built for them and then rent the space from the airport. The Director was not sure where this would lead as the airport may not have the fiscal capacity to building facilities at this point due to the airfield project. Staff will work with the EDC to make this package come together and will also come to the Board if the developer is looking for the airport to invest in some buildings.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION (PART A)
October 10, 2014

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3), (4) and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 10:30 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; and Ellen M. Heywood, Clerk to the Board.

The minutes for this closed session were bifurcated into Part A and Part B; this is Part A.

ECONOMIC DEVELOPMENT OPPORTUNITY:

The Director gave an update on Project Sky that the Authority has been working on in conjunction with the Economic Development Coalition of Buncombe County. The airport's proposal was submitted to the state. The Director recently received an e-mail stating that Asheville was the single most exciting and unexpected surprise. This has earned the airport a place on the shortlist. The developer is coming to Asheville for site visits at the end of the month. Staff intends to come back to the Board if inquiries are made to the airport regarding incentives the airport can offer. The airport can give incentives such as constructing ramps or taxiways, and these items can be included in the rent structure, or the developer could pay to build the taxiways or ramps and a rental credit could be given.

Mr. Andrew Tate stated that he wished to bring up a matter of concern regarding conflict of interest. He recently learned that Henderson County was not approached as a potential site regarding Project Sky, and that this was an oversight by the person coordinating the project. Henderson County has an industrial park that he, in his position with the Henderson County Economic Development Coalition, works to develop. It is highly unlikely that Henderson County will play a role in Project Sky, although in the past projects such as these have been approached on a regional basis. Mr. Tate stated that he will support whatever the airport does to try to win the project. Mr. Tate requested that he be excluded from closed sessions or e-mails if it appears to create a conflict of interest concern.

The Director thanked Mr. Tate and stated that in the future, he will ask the question to make sure all parties in surrounding areas have been included in any development opportunities.

ALLEGiant AIRLINES:

The Director remarked that Allegiant has been a great partner for the airport. Allegiant has been thrilled with the number of passengers coming into Asheville and is looking at

making Asheville a base city. This would mean that they would park one to two aircraft at the airport overnight each day. Their flight and maintenance crews would also live here. Allegiant always looks for incentives but this is too small of an opportunity to involve the community for help with incentives. The Authority could offer waived rents and fees for the crew offices and maintenance facilities, and staff has also tossed around the idea of purchasing a condo to lease to Allegiant for their crew. Allegiant has notified staff that their first hub on the east coast will be Cincinnati. However that has been put on hold which delays the hub in Asheville from spring to the summer. Staff will seek the Board's approval of any requested incentives at the appropriate time.

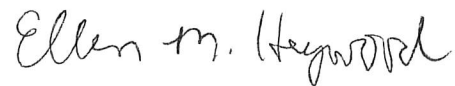
Mrs. Heywood left the meeting at 10:45 a.m.

Mrs. Heywood returned to the meeting at 11:21 a.m.

Mr. Moyer moved to return to open session. Mr. Bailey seconded the motion, and it carried by a unanimous vote.

The open session resumed at 11:21 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ellen M. Heywood".

Ellen M. Heywood
Clerk to the Board

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION (PART A)
October 10, 2014

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3), (4) and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 10:30 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; and Ellen M. Heywood, Clerk to the Board.

Charah:

The Director advised the Board that Charah is interested in developing the area to the northeast of the north GA area that was previously developed by Charah. Staff has been negotiating with Charah. The Director further stated that there is a concern regarding public perception, but will keep the Board apprised.

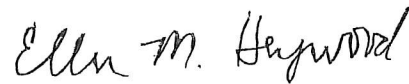
Mrs. Heywood left the meeting at 10:45 a.m.

Mrs. Heywood returned to the meeting at 11:21 a.m.

Mr. Moyer moved to return to open session. Mr. Bailey seconded the motion, and it carried by a unanimous vote.

The open session resumed at 11:21 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ellen M. Heywood".

Ellen M. Heywood
Clerk to the Board

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION
December 12, 2014

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3) and (4) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 10:14 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; Michael A. Reisman, A.A.E., Deputy Executive Director, Development and Operations, Janet Burnette, Director of Finance and Accounting; and Ellen M. Heywood, Clerk to the Board.

ECONOMIC DEVELOPMENT OPPORTUNITY:

The Director gave an update on Project Sky that staff has been working on in conjunction with Buncombe County Economic Development Coalition. Cirrus Aircraft is the company that is looking to expand operations. The Director briefed the Board on the company's history and operations as well as the type of aircraft that is manufactured by Cirrus. The Director stated that Cirrus is looking for a 15,000 square foot aircraft storage facility and an 80,000 square foot facility to house offices, training center, lounges, maintenance and paint facilities, etc. Cirrus is interested in the west side of the airport as a potential site, and Mr. Reisman has worked with a consultant to provide a general concept of what the facility would look like.

Cirrus would employ 169 people at the facility and the investment for the new operation totals \$35,000,000. Machinery and equipment totals \$15,000,000 and the building totals \$20,000,000. Staff has been working with the various agencies within North Carolina to determine how to fund this investment if necessary. The Director reviewed the list of community partners and the contributions that have been offered. The Authority would be responsible for the majority of the investment at \$20,000,000.

The Director reviewed the business terms which include a maximum of a 40 year lease, .30¢ per square foot for ground rent, an annual CPI or 3% increase, appraisal conducted every 5 years, and allowed services such as aircraft fueling, aircraft services, manufacturer painting, sales, training, retail sales, and aircraft financing.

The Director reviewed the options for funding the investment which include Cirrus making the full investment, a third party developer, and the Authority financing the \$20 million investment. Staff has worked with Wanda Greene from Buncombe County to determine what the financing would look like. The Director distributed and reviewed a spreadsheet detailing the breakdown for financing. Cirrus has asked to buy the building after the financing is paid off. The Authority would still collect ground rent and at the end of the 40 year lease, the building would automatically revert back to the Authority. The County would also allow the Authority to use their credit rating to obtain the bonds necessary for financing. The Director further reviewed incentives that included \$31,000 towards matching state funds, maximum two-year waiver of ground rent worth up to \$131,000,

based on a five acre lease parcel Bond issuance up to \$20 million, 20 year pay back term, 2% ROI, and possible facility buyout at the 21st year.

The Director stated that staff will be making their final presentation to Cirrus on December 19th. The Director stated that he would need a commitment from the Board that can be provided in writing as part of the presentation. Cirrus expects to make a decision in early January. There are three final sites being considered for their expansion.

Mr. Bailey questioned why Cirrus was leaving Duluth. The Director responded that they do not plan to move their headquarters, but rather were looking to expand by building a customer experience facility in a better climate. The company already has confirmed orders for 650 jets. The other positive is that since Cirrus is owned by a Chinese company, this could be a huge opportunity for the general aviation market in China as that country is currently under-served in the general aviation market.

Mr. Moyer asked how much information staff has obtained about a third party developer. The Director responded that he has had some conversations but did not have any financial numbers yet.

The Chair inquired about the timeline for this project. The Director stated that Cirrus plans to be in the facility by the end of the second quarter of 2016. Buncombe County has offered assistance with construction to help speed the process of permits, etc. along. Construction manager at risk is the mostly likely method to meet the timeline Cirrus is looking at.

Mr. Andrew Tate stated that this was an amazing opportunity, but the Authority as the single biggest investor was a concern. The partner list is small and Mr. Tate asked how the Authority could afford to do this. The Director stated that some protection would be necessary in the event something were to happen. Planning the building would be the biggest benefit as it gives more re-purposing than just the needs of Cirrus. Some type of security deposit from Cirrus would also be necessary. The Director further stated that unofficially restricting the fund balance for two years of debt service would give the Authority four years to find another tenant in the event Cirrus closed operations.

Mr. Moyer remarked that he was all for the project but would have a difficult time supporting \$20 million in bonds when a third party developer is viable.

Mr. Andrew Tate felt that exploring a third party developer has to be a strong component in this project. Mr. Tate further commented that a third party developer would have to complete some due diligence that may be able to provide valuable insight on whether the Authority should take the risk.

Mr. Piccirillo also believed that a third party developer should be explored as this project is a big risk.

The Director stated that he has had conversations with Biltmore Farms and although they are not interested in the project, they are willing to help with a selection process for a third party developer.

Mr. Moyer inquired if an approval from the Local Government Commission (LGC) was required for this project. The Director affirmed that the LGC would have to approve this. The Director further stated that the LGC could require, as worst case scenario, Cirrus to put up a letter of credit for \$20 million, but Wanda Greene stated that there are ways around this.

Mr. Bailey stated that a third party developer should be in the mix of potential ways to fund the project.

The Director stated that Cirrus may make the investment, however direction was needed from the Board for an offer or incentive letter as part of the final presentation to Cirrus, but that any offer was subject to final approvals.

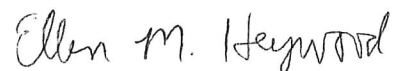
The consensus of the Board was to move forward subject to final approvals from the Board and the LGC.

Mr. Reisman and Mrs. Burnette left the meeting at 11:10 a.m.

Mr. Andrew Tate moved to return to open session. Mr. Moyer seconded the motion, and it carried by a unanimous vote.

The open session resumed at 11:12 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ellen M. Heywood".

Ellen M. Heywood
Clerk to the Board

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION
January 9, 2015

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3) and (4) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 9:00 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; Michael A. Reisman, A.A.E., Deputy Executive Director, Development and Operations; and Ellen M. Heywood, Clerk to the Board.

PROJECT SKY:

The Director reported that the trip to Duluth, Minnesota on December 18th and 19th went well. Cirrus congratulated the Asheville team on the presentation. Cirrus is considering two sites, Asheville and Knoxville. Cirrus has a concern with the fly-away tax provision in North Carolina which Tennessee does not have. Ben Teague from the Economic Development Coalition has reached out to Senator Apodaca for help with this item. The Director informed the Board that a third-party developer has expressed interest in this project. If Asheville is chosen, the Director will begin negotiations and will keep the Board apprised.

ALLEGiant AIRLINES:

The Director stated that he has been asked to attend the conference hosted by Allegiant in May and that is the reason for the change in the Board schedule for May. Allegiant has plans to announce at the conference in May that they are moving forward with a small hub in Asheville. There is one issue staff is addressing and that is a concern Allegiant has with the instrumentation on the runway. The instrumentation has been removed due to the airfield re-development project and could cost between \$10,000 and \$15,000 to replace. Staff will work with the FAA on this matter. This expense could possibly be worked into the incentive package.

UNSEALING OF CLOSED SESSION MINUTES:

Mr. Moyer asked why the section on Charah in the October 10, 2014 Closed Session minutes would be unsealed. The Director stated that this item has already been addressed in Open Session when the Board approved the contract with Charah. The Director further stated that staff plans to reach out to the mobile home community and provide them with a letter about the airport's intention of filling that area of the airport.

Mr. Moyer moved to return to open session. Mr. Bailey seconded the motion, and it carried by a unanimous vote.

The open session resumed at 10:07 a.m.

Respectfully submitted,

Ellen M. Heywood

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION (PART A)
February 13, 2015

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3), (4) and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 9:55 a.m. The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; and Ellen M. Heywood, Clerk to the Board.

The minutes for this closed session were bifurcated into Part A and Part B; this is Part A.

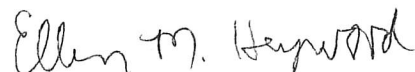
PROJECT SKY:

The Director reported that the Cirrus staff have made a recommendation to their Board and their Board is deliberating. Asheville and Knoxville are the two final contenders. Once staff hears more, the Board will be apprised.

The Chair inquired if there was an update on the fly away tax in North Carolina. The Director responded that he was not aware that the legislators had worked on that issue yet.

Mrs. Heywood left the meeting at 10:34 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ellen M. Heywood".

Ellen M. Heywood
Clerk to the Board

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION
MARCH 13, 2015

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3), (4), and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing, following a ten minute break, at 10:00 am. The following Board Members were present: Robert C. Roberts, Chair; K. Ray Bailey, Vice-Chair; Jeffrey A. Piccirillo; Andrew T. Tate; William L. Moyer; Stephanie Pace Brown; and Matthew C. Burril. Also in attendance were Lew S. Bleiweis, A.A.E., the Executive Director ("Director"); Mike Reisman, Deputy Executive Director, Development & Operations ("Deputy Director"); and Cindy M. Rice, Legal Counsel.

FEBRUARY 13, 2015 CLOSED SESSION MINUTES:

The bifurcated minutes, Parts A and B, from the February 13, 2015 closed session were distributed and reviewed by the Board Members.

ECONOMIC DEVELOPMENT OPPORTUNITY:

The Director gave Board Members an update on Project Sky. He explained that Cirrus representatives came back to both Asheville and Knoxville for an unannounced visit. He further indicated that the issue of the "fly-away tax" in North Carolina is still being discussed, and that they anticipate hearing back from Cirrus by March 20, 2015.

Mr. Matthew Burril commented that given the amount of the "fly-away tax", it likely was not a "revenue issue" for the legislature, but a "political issue". The Chair added that the "fly-away tax" was discussed on a recent visit to Greensboro, and the tax is a major issue to Honda, and also to the local EDC, which is looking to recruit other aviation related facilities.

Mr. Bill Moyer moved to return to open session. Mr. Jeffrey Piccirillo seconded the motion, and it carried by unanimous vote.

The open session resumed at approximately 10:13 a.m.

Respectfully submitted,



Robert C. Roberts
Chair

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION (PART A)
JUNE 17, 2016

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3) (4) and (6) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 10:09 a.m.

Members Present: Robert C. Roberts, Chair; K. Ray Bailey, Vice-Chair; Jeffrey A. Piccirillo; William L. Moyer; Matthew C. Burril; and Stephanie Pace Brown

Members Absent: Andrew T. Tate

The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Michael Reisman, A.A.E., Deputy Executive Director of Development and Operations; Cindy Rice, Attorney; Tina Kinsey, Director of Marketing, Public Relations and Air Service Development; and Ellen M. Heywood, Clerk to the Board.

The minutes for this Closed Session were bifurcated into Part A and Part B; this is Part A.

ALLEGIAN AIRLINES

The Director reminded the Board that Allegiant is considering AVL-Newark, NJ service four times a week beginning in the fall. The service would be annual and not seasonal. Since Newark is in the Authority's top 25 market, staff has offered incentives up to \$150,000 and waived rent and fees. Allegiant has inquired about ground handling incentives similar to what the Authority has offered in the past. The Director stated that Board approval is needed to offer this incentive. This would be an additional \$25,000 to \$30,000 paid to Allegiant as reimbursement for ground handling fees. Allegiant plans to make the announcement of the service on June 28th.

Ms. Brown asked if there was a risk to losing United's Newark service. The Director responded that United could pull Newark's service, but would not pull Chicago's service.

Mr. Burril questioned how Allegiant was categorizing the subsidy of ground handling on their financial accounts as this is a revenue stream for them. The Director was not aware of how Allegiant recorded this, but did assure Mr. Burril that ground handling incentives were not new incentives, but were outside the realm of the Authority's incentive policy. This incentive would be offered due to mainline aircraft being used for the service. The Director further stated that ground handling incentives are paid on a monthly basis, so if the service were to be discontinued, the payments to Allegiant for ground handling would be stopped.

The Director also informed the Board that Allegiant has contacted him about possible non-stop service to Denver. The Director will reach out to Buncombe County to see if

the community is willing to assist with incentives for this potential service. This would be a huge win for the community. The Director will keep the Board apprised of this.

ELITE AIRWAYS

The Director reported that staff has been approached by Elite Airways with proposed year round service to Vero Beach, FL. The service would be offered twice a week. Since Vero Beach is not one of the airport's top 25 destinations, the Director was seeking guidance from the Board on whether or not to proceed with incentives. The Authority's incentive policy allows for up to \$150,000 in marketing funds, airport fee waivers for one year which could amount to \$28,000, and ancillary fees up to \$15,000. This could result in a total incentive of \$192,000, with a direct payout of \$165,000 for ancillary expenses. Elite has sent staff a letter of intent. Elite is headquartered in Maine and is not an ultra-low cost carrier so the cost of the tickets would be between \$100 and \$200 each way. Elite's focus is on customer service and underserved markets. Elite began as a charter company in 2006 and entered the commercial market two years ago.

Ms. Brown questioned how close Vero Beach was to other destinations and cautioned against splitting the market. The Director responded that the closest market would have been Palm Beach but Allegiant is no longer operating there. Tina Kinsey stated that Elite feels the Vero Beach market has strong ties to Asheville and can generate the business. Elite has also asked what other destinations might work for Asheville. Elite is also offering jet service which is appealing. The Authority's consultants tell staff that when you have good momentum, other airlines try to come in. Mrs. Kinsey further stated that the consultant felt it was very positive, adds more yearly service options, and other airlines will see that.

The Director stated that Elite has asked for two years' worth of waived rent but the Director would not recommend that. Staff can always go back and extend it.

Ms. Brown asked if this would displace other more substantial airlines. The Director did not feel this would happen.

The Chair affirmed that if Elite is not successful and discontinues service at any time within the first year, the Authority would not continue to pay the incentive. The Director stated that a substantial amount of the marketing incentive is paid up front and then disbursed throughout the year with additional marketing.

Mr. Burril expressed concern with how this would affect the relationship with the legacy carriers due to the issues with the operating agreement. The Director responded that any airline has the ability to receive incentives when qualifying new service is offered. Mr. Burril asked about postponing the incentives until the negotiations with the legacies were a little further along. Mrs. Kinsey replied that staff is interacting with the property team as far as the operating agreement goes. Although the route planners at the airlines are aware of the situation between the airport and the property team, the route planners have a good relationship with the airport and are pleased with their profitability. The Director stated that Allegiant could pull out at the drop of a dime but legacy carriers have

never pulled out of a market due to lease negotiations. The route planners are increasing seats in Asheville, and make decisions about routes and schedules.

The Chair stated that one of the goals of the Board was to increase air service and thought an announcement for new service would be helpful.

Mr. Gantt felt the airport received something in return with respect to being promoted through the new air service and was agreeable to offering incentives.

The consensus of the Board was for staff to move forward with negotiations.

ELITE AIRWAYS

The Director reported that staff has received word from Elite Airways that the service between Vero Beach, FL and Asheville has been postponed until 2018. The Director will let the Board know if anything changes.

ALLEGiant AIRLINES

Mr. Moyer expressed concern over news reports he has seen about maintenance issues with Allegiant Airlines. The Director responded that the FAA did a maintenance audit and did not find any significant wrong doings. Allegiant does use old aircraft and that could be the reason for some of their maintenance issues.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
CLOSED SESSION
March 10, 2017

Pursuant to a motion duly made and carried at an open session, and in accordance with Subsections 143-318.11(a)(3) and (4) of the General Statutes of North Carolina, the Greater Asheville Regional Airport Authority ("Authority") held a closed session in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), commencing at 9:20 a.m.

Members Present: Robert C. Roberts, Chair; Andrew T. Tate; K. Ray Bailey; William L. Moyer; and Stephanie Pace Brown

Members Absent: Matthew C. Burril; David Gantt

The following were also in attendance: Lew S. Bleiweis, A.A.E., Executive Director ("Director"); Cindy Rice, Attorney; and Ellen M. Heywood, Clerk to the Board.

ELITE AIRWAYS

The Director reported that staff has been notified that Elite Airways plans to move ahead with the service between Vero Beach, FL and Asheville. The service will be twice a week and begin towards the end of May.

Mr. Tate inquired if Elite Airways will become party to the negotiations that are currently taking place with the airlines. The Director responded that he hoped to be finished negotiations with the airlines before Elite starts service. However, the Director did not believe Elite would have much input on the outcome of the rates and charges negotiations, especially considering their rent and fees could be waived for the first year of service.
