



AERONAUTICS GOVERNANCE SUBCOMMITTEE

FINAL REPORT

October 2011

The mission of Kent County government is to be an effective and efficient steward in delivering quality services for our diverse community. Our priority is to provide mandated services, which may be enhanced and supplemented by additional services to improve the quality of life for all our citizens within the constraints of sound fiscal policy.

Aeronautics Governance Subcommittee *Final Report*

I. Introduction

The Aeronautics Governance Subcommittee was established by Board Chair Sandi Parrish in January 2011. The Subcommittee was charged *to review the governance structure of the Gerald R. Ford International Airport and the operation of the Aeronautics Board in light of the growth of the airport and the region since its inception and the best practices and other models which now exist, and to make a recommendation to the Board of Commissioners on any changes to the current system.*

The Commissioners appointed to this subcommittee include Commissioner Ted Vonk as Chair and Commissioners Jack Boelema, Carol Hennessy, Dan Koorndyk, Gary Rolls, and Jim Saalfeld.

Staff from the Kent County Administrator's Office provided support and information to assist the Subcommittee throughout their discussions.

II. Background/Process

The Subcommittee began its work in March 2011 and has completed the following:

- Reviewed the governance structure and history of the Kent County Aeronautics Board; and
- Reviewed the governance structure of comparably sized airports throughout the United States; and
- Reviewed and evaluated the airport governance structures which are statutorily permitted in the State of Michigan; and
- Conducted interviews with regional stakeholders that have an interest in the airport; and
- Developed recommendations for the composition of the Aeronautics Board which will strengthen the role and impact of the airport as an economic engine in West Michigan.

III. History of the Governance of the Gerald R. Ford International Airport

The Airport Board of Control was established in 1956 by the Kent County Board of Supervisors and later renamed the Kent County Aeronautics Board in October 1959. Historical information, as obtained through media reports from the 1950's indicate that, the development of the Kent County Aeronautics Board was necessary to support the efficient operation of the Airport. Prior to the development of the Airport Board of Control, the County Board of Supervisors established an airport committee comprised solely of County Supervisors who were subject to replacement each year at the discretion of incoming chairman of the Board of Supervisors (GR Press, 1956). Reports indicate that the creation of the Airport Board of Control, and later renamed the Kent County Aeronautics Board, would "put control of the airport out of the range of politics, while at the same time providing for continuity on the Board (GR Press 1956)." The charge of the Kent County Aeronautics Board is consistent with state statutes which enable the Board to operate, maintain, equip, improve and enlarge to airport and perform other duties as statutorily enabled.

Since the establishment of the Kent County Aeronautics Board, the airport has undergone significant changes including relocation from its original location along Roger B. Chaffee Avenue in the City of Kentwood in the 1960s, to its current location, which spans four communities (Cascade Township, City of Grand Rapids, the City of Kentwood and a wetland mitigation site in Lowell Township). In addition, the airport terminal area and parking structures have undergone significant remodeling and expansion which, along with other numerous infrastructure projects, have enabled the airport to expand services to larger commercial airlines. In 1999, the Board of Commissioners adopted Resolution 12-16-99-205 which changed the name of the Kent County International Airport to the Gerald R. Ford International Airport (GRFIA) in honor of the 38th President of the United States, who resided in Grand Rapids and promoted air flight and exploration. Today, the GRFIA serves thousands of passengers who, whether conducting national and international business or simply vacationing, are dependent upon a strong and reliable air-transit system. In addition, the GRFIA serves as a hub for the movement of freight and cargo to and from the West Michigan Area for delivery to businesses and residences.

Throughout this time of growth and expansion, the composition of the Kent County Aeronautics Board has remained unchanged. The Board is currently operating with the same number of members as when it was originally established in 1956. The Kent County Aeronautics Board is comprised of six (6) members; three (3) of which are County Commissioners, and three (3) are Citizen members, all of which are appointed by the County Board of Commissioners and each member is appointed for a three (3) year term.

A copy of the Board Resolution creating the Airport Board of Control is included as Attachment A and a copy of the Board Resolution renaming the Airport Board of Control to the Kent County Aeronautics Board is included as Attachment B.

IV. Airport Governance Models for Comparably Sized Airports

To assist in understanding the potential models for airport governance, the Subcommittee conducted a review of literature and studies regarding airport governance and selected a number of comparably sized airports to identify if there are best-practices for governance which could be applied to the Kent County Aeronautics Board.

Generally speaking, the literature suggests that the governance structure of airports have largely been the result of the local interests and issues, and the studies have not conclusively shown that the structure of the airport governance neither impedes or enhances the ability of the airport to respond to changing financial conditions or organizational needs (Airport Cooperative Research Program. Legal Research Digest. August 2009).

Overall, the literature is inconclusive in determining if there is a relationship between the size and structure of the airport governance board and the efficiency of its operations.

To assist in understanding the range of additional models for airport governance the subcommittee examined a number of airports of similar purpose and size throughout the United States. Since the Federal Aviation Administration (FAA) through the Airport Improvement Program utilizes the number of enplanements (defined as those boarding at the airport,) to determine the appropriation of federal funds, this same data was utilized to identify comparable

airports in the market. Data was gathered for airports above or below the GRFIA enplanements to assess if there were different governance models based upon differently sized airports.

	2008* Enplanements	2009* Enplanements	Ownership	Governance	# of Members	Commercial Airlines
Sarasota Bradenton International Airport	753,126	675,969	State	Sarasota Manatee Airport Authority	6	Air Canada, Air France, Delta, Jet Blue, KLM, US Airways
Des Moines International Airport	919,990	853,596	City	Des Moines International Airport Board	7	Air Tran, Allegiant, American, Continental, Delta, ; Frontier; United; US Airways
Gerald R. Ford International Airport (GRR)	902,925	883,677	County	Aeronautics Board	6	Air Canada; AirTran; Allegiant; American Eagle; Continental; Delta; Frontier; United
Long Island MacArthur	1,048,768	929,902	Town of Islip	Town Council	Town Council	Southwest Airlines and US Airways Express
Colorado Springs Airport	997,348	931,993	City	Airport Advisory Commission	7	Allegiant, American, Continental, Delta, Frontier, United
Charleston AFB/International	1,174,667	1,095,038	Charleston County Aviation Authority	Airport Authority Est. by State	13	AA, Continental, Delta, United, US Airways
Little Rock National Airport/Adams Field	1,181,846	1,108,603	City	Little Rock Airport Commission	7	Delta, American Eagle, Southwest, United, Vision, Continental
James M Cox - Dayton International	1,454,618	1,240,848	City	City	City Council	American; Air Tran; Continental; Delta; Frontier; United; US Airways
Greater Rochester International Airport, NY	1,349,694	1,273,783	County - Leased	Monroe County Airport Authority	7	Air Canada; Air Tran; AA; Delta; Continental; JetBlue; United; US Airways
Albany International Airport	1,365,854	1,302,814	Albany County	Albany County Airport Authority	7	Air Canada; Continental; Delta; Southwest; United/United Express; USAirways
Tulsa International	1,606,622	1,416,249	City	Authority	5	American Airlines, Delta, Continental, Southwest, United
Birmingham-Shuttlesworth International	1,623,506	1,442,155	City	Birmingham Airport Authority	8	AA; Continental; Delta; Southwest; United; US Airways

*Source: http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/index.cfm?year=2008

Overall, the information suggests that airport governance structures vary and are not consistently correlated to passenger volume or size of operations. With that said, the majority of the airports reviewed operate under the structure of an Airport Authority; however, the

size of the Authority Board does not significantly differ from the Kent County Aeronautics Board with the exception of one Authority which was established by the State with joint ownership/operation with the municipalities and has 13 members.

V. Airport Governance Structures Permitted by State of Michigan Statutes

In Michigan, the general governance structure of airports is defined by Michigan state statutes. An airport may be governed according to one of the following structures:

- Local unit ownership/governance (MCL 259.133): An airport may be established by any local unit of government under the authority of the local unit of government (Kent, Kalamazoo, Oakland).
- State owned to Authority (MCL 259.801): An airport that was previously owned by the State and seeking to operate under the ownership of a local municipality may be established as an Authority.
- Authority (MCL 259.108): A local unit of government may form an Airport Authority to govern operations of the airport (Wayne County Airport Authority).
- Joint ownership & community ownership (MCL 259.134; MCL 259.621): Several local units of government may establish a multi-jurisdictional Authority to govern airport operations (Bishop, Capital Region, Cherry Capital).

The Committee reviewed the statutory authority and governance structure of the following airports within the State of Michigan:

SELECT MICHIGAN AIRPORTS	CITY	2010 ENPLANEMENTS	GOVERNING BODY	MEMBERS
<u>Bishop International Airport Flint (FNT)</u>	Flint	496,684	Authority – (Joint/Community Ownership)	9
<u>Capital Region International Airport (LAN)</u>	Lansing	131,051	Authority – (State-owned to Authority)	6
<u>Cherry Capitol Airport (TVC)</u>	Traverse City	172,773	Authority – (Joint/Community Ownership)	7
<u>Coleman A. Young International Airport</u>	Detroit	*	City	Council SubC-4 members
<u>Detroit Metropolitan Wayne County Airport (DTW) & Detroit Willow Run Airport</u>	Detroit	16,204,676	Wayne County Airport Authority	7
<u>Gerald R. Ford International Airport (GRR)</u>	Grand Rapids	1,097,660	County -Aeronautics Bd	6
<u>Kalamazoo/Battle Creek International (AZO)</u>	Kalamazoo	140,305	County – Aeronautics Bd	7
<u>Oakland County International Airport, Oakland/Troy, Oakland Southwest</u>	Waterford	*	County – Airport Committee	4
<u>Southwest Michigan Regional Airport**</u>	Benton Harbor	n/a	Authority – (Joint/Community Ownership)	4
<u>Tulip City Airport **</u>	Holland	n/a	West Michigan Airport Authority – (Joint/Community)	6

* Data not yet available; ** Source: <http://mdotwas1.mdot.state.mi.us/public/airportstats/>

Overall the structure of airport governance is dependant upon the statute in which the airport was established. With the exception of the Wayne County Airport, the airports governed by authorities were established under the joint/community ownership model in which two or more political subdivisions entered into an agreement to jointly operate an airport.

While creation of an Authority for the Gerald R. Ford International Airport is permissible under the existing State statutes, the subcommittee did not support such a move at this time, finding that there would be no significant operational efficiencies identified through the creation of an Authority, and not wanting to permanently restrict the size of the Board to seven members (as required by the enabling statute) or seeking legislative changes that would delay the implementation of any changes recommended by the Subcommittee.

VI. Summary of Stakeholder Input Regarding Airport Governance

All meetings of the Subcommittee were posted and open to the public, and included time on the agenda for public comment. Two citizen members of the Kent County Aeronautics Board addressed the Subcommittee during public comment and expressed support for expanding the board to include an additional member representing the private sector who lives outside of Kent County to enhance regional representation on the Board. The Subcommittee also interviewed the chairmen of the Ottawa and Muskegon county boards of commissioners as well as the President of The Right Place, which serves as the County’s Economic Development Agency, and the President of the Regional Air Alliance of West Michigan (RAAWM), which has served to attract low-cost air carriers, to discuss their perceptions of the role of the airport in a regional economy.

During these discussions, the Subcommittee discussed the role of the airport in supporting a strong regional economy. It was noted that data collected by the airport in 2004 reflected that nearly 56% of the passengers began their trip to the airport from Kent County while 23% were from Ottawa and Muskegon counties; representing that a large number of travelers are from outside Kent County and are utilizing the airport for international business and recreational travel. In addition, the Subcommittee noted that the 2010 census data affirms that the areas with the greatest population density are Kent, Ottawa, and Muskegon counties.

The data and information reviewed by the Subcommittee reflected that the airport serves more than Kent County and that its role and impact on the region is growing as a result of the labor market no longer being located within one county, but being from the counties which surround Kent.

Throughout the discussions it was noted that the current composition of the Kent County Aeronautics Board would be enhanced by expanding the size of the Board to include a regional representative and to designate a seat to a representative of the private sector who has a vested interest in the success of the airport in supporting the local and regional economy and who lives outside of Kent County.

	Population	% of Region	
Kent	602,622	43.5%	43.5%
Ottawa	263,801	19.1%	27.1%
Allegan	111,408	8 %	
Muskegon	172,188	12.4%	15.9%
Newaygo	48,460	3.5%	
Montcalm	63,342	4.6%	13.5%
Ionia	63,905	4.6%	
Barry	59,173	4.3%	
Total	1,384,899	100%	100%

Source: 2010 Census Data
Combined Statistical Area (CSA) for West Michigan as most recently defined by the US Census Bureau

All of the individuals interviewed affirmed that the airport plays a significant role in the West Michigan regional economy and that it serves thousands of passengers each year who are embarking on vacations and are conducting national and international business. There was also a general consensus that the services provided by the airports operating within the West Michigan, as a region, are complementary rather than competitive to each other. Finally, all of the interviewees supported expanding the Board to include representation from other areas of the Region.

VII. **Conclusions**

The Aeronautics Governance Subcommittee has conducted a review of issues related to the governance structure of airports. Through this work, the Subcommittee is unanimously supportive of expanding the role and impact that the airport has in our communities and has concluded the following:

- 1) Transitioning the Kent County Aeronautics Board to an independent Authority would not, at this time, provide any substantial benefit to the Airport or the County. This conclusion is based upon the following:
 - a) The airport is an “Enterprise Fund” and therefore is fully self supporting and does not require any County tax-dollars/General Fund to support operations.
 - b) As currently organized, the airport can continue to benefit from the County’s AAA bond rating which was recently utilized to refinance an earlier bond issue, resulting in savings of more than \$3.2 million.
 - c) There are significant personnel and business contracts and agreements which would have to be addressed if there was a transition to an Authority. This would require staff time and financial resources of both the County and Kent County Aeronautics Board, which while only having a short-term impact, would not be outweighed by any associated benefits.
 - d) If changed to an Authority, the airport would have to develop and provide a number of administrative services such as human resources and accounting services which may cost more than the current arrangement, whereby these services are provided by the County with the cost (approximately \$400,000 annually) being reimbursed by the Aeronautics Fund.
 - e) If changed to an Authority under the existing enabling statutes, the Authority would be permanently limited to seven (7) members, which may not be in the long-term best interests of the airport and the region it serves.
- 2) The airport and the region it serves would benefit from expanding the size of the Kent County Aeronautics Board to include representation from the broader West Michigan region. This conclusion is based upon the following:
 - a) The airport is a critical asset to the regional economy and establishing a governing body which reflects regional representation will demonstrate support for, and contribute to, a strong regional economy.

- b) The Subcommittee received feedback from several neighboring counties, The Right Place, and the RAAWM believe that regional representation would be a positive next-step for the airport to further define its role and impact on a regional economy.
 - c) The Subcommittee desires to support efforts which will promote the continued development of air services which are complimentary to services provided throughout our region.
 - d) With an expanded board there are more members available to serve on committees and to facilitate decision-making.
 - e) An expanded board with representation from a regional neighbor also has the potential to broaden legislative support.
 - f) Expanding representation in the region as well as to the private sector will provide greater representation from the business community which relies upon the successful operation of an airport to support a strong regional economy.
 - g) The expansion of the Kent County Aeronautics Board can be accomplished by Resolution of the Board of Commissioners, and does not require other legislative action
- 3) While the Subcommittee discussed adding up to three (3) new members, the Subcommittee believes that expansion of the board should be done incrementally so as to minimize the impact on current operations.

VIII. Recommendation

The Subcommittee is recommending the following actions be taken by the Kent County Board of Commissioners:

- 1) Adopt a Resolution which will expand the membership of the Kent County Aeronautics Board to seven (7) members; 3 of which are County Commissioners; 3 of which are Kent County Citizen appointments; and 1 member from a neighboring county within the Combined Statistical Area for West Michigan (as defined by the US Census Bureau) who represents the private sector.
- 2) Adopt a Resolution which will change the name of the Kent County Aeronautics Board to the Gerald R. Ford International Airport Board, which will then be consistent with the name of the airport.
- 3) Commit to reviewing the composition of the Board no later than three years from the date of the Resolution expanding the Board size to determine if additional regional representation on the Board or other changes to the governance structure would be beneficial to the airport's role in supporting a regional economy.

In addition, the Subcommittee is recommending that the Aeronautics Board take the following steps:

- 1) Continue to work with its regional neighbors and community partners to develop a plan to grow the regional impact of the Gerald R. Ford International Airport and to coordinate the development of more complementary (not competitive) services with existing airports in the Combined Statistical Area.

- 2) Revise the Aeronautics Board Standing Rules/Bylaws to reflect the expanded Board membership.

A draft Resolution has been prepared and is attached to this report, which, if approved, will implement the recommendations of the Aeronautics Governance Subcommittee.

RESOLUTION BY COMMISSIONER

WHEREAS, in 1956 the Kent County Board of Supervisors established the Airport Board of Control which was later renamed the Kent County Aeronautics Board in October 1959 and to coincide with the airport expansion and growing impact of the airport. The airport name was changed in 1999 from the Kent County International Airport to the Gerald R. Ford International Airport; and

WHEREAS, the Kent County Aeronautics Board was originally comprised of six (6) members that are appointed by the County Board of Commissioners and of which three (3) are County Commissioners and three (3) are Citizen Representatives; and

WHEREAS, the Aeronautics Governance Subcommittee was established by the Kent County Board Chair in January 2011 to review the governance structure of the airport and to make recommendations regarding its composition and structure; and

WHEREAS, the Aeronautics Governance Subcommittee has reviewed national and state data and information and has evaluated potential governance structures as permitted by state statute; and

WHEREAS, the Aeronautics Governance Subcommittee has conducted interviews with regional stakeholders which are supportive of expanding the size of the Kent County Aeronautics Board to reflect the regional importance of the Gerald R. Ford International Airport; and

WHEREAS, the Kent County Board of Commissioners recognizes that the Gerald R. Ford International Airport is a critical asset to the West Michigan regional economy.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners desires to strengthen and enhance the role and impact of the Gerald R. Ford International Airport in supporting a strong regional economy; and

BE IT FURTHER RESOLVED that the Board of Commissioners hereby increases the membership of the Kent County Aeronautics Board from six (6) to seven (7) members of which three (3) shall be Kent County Commissioners; three (3) shall be citizen representatives residing within Kent County and one (1) shall be an individual living outside of Kent County but within the West Michigan Combined Statistical Area (Allegan, Barry, Ionia, Montcalm, Muskegon, Newaygo, and Ottawa counties) who shall represent private sector businesses; and

BE IT FURTHER RESOLVED that the term of all members shall remain three (3) years with the term of the new appointment representing the West Michigan region and private sector businesses begin January 1, 2012; and

BE IT FURTHER RESOLVED that the Kent County Board of Commissioners does hereby change the name of the *Kent County Aeronautics Board* to the *Gerald R. Ford International Airport Board* to be consistent with the name of the airport and to reflect the significant impact that the Gerald R. Ford International Airport has in connecting West Michigan to national and international locations; and that this change shall represent a change in name only and the Board shall continue to operate pursuant to MCL 259.133; and that all contracts, leases and other agreements of the Kent County Aeronautics Board shall be equally binding upon the Gerald R. Ford International Airport Board; and

BE IT FURTHER RESOLVED that the Kent County Board of Commissioners directs the Gerald R. Ford International Airport Board to continue to work with its regional neighbors and community partners to develop a plan to grow the regional impact and to coordinate the development of more complementary services with existing airports; and

BE IT FURTHER RESOLVED that the Kent County Board of Commissioners direct the Gerald R. Ford International Airport Board to review and amend its current Standing Rules/Bylaws to be consistent with this Resolution.

Commissioner _____ moved the resolution be adopted.

AERONAUTICS BOARD

June 1956

RESOLUTION BY SUPERVISOR OBETS

WHEREAS, the Kent County Board of Supervisors presently exercises control over the Kent County Airport but has the power to vest authority for the construction, enlargement, improvement, maintenance, equipment, operation and regulation of the Kent County Airport in a Board of Control or Board of Trustees under the provisions of Act 327 of the Public Acts of 1945, as amended; and

WHEREAS, the Kent County Board of Supervisors desires to exercise such authority.

BE IT RESOLVED that a Board of Control of the Kent County Airport be and hereby is established, which Board of Control shall consist of six (6) citizens of the United States who are residents of Kent County, three (3) of whom shall be members of the Board of Supervisors at the time of their election and three (3) of whom shall be citizens not holding any elective public office; and

BE IT FURTHER RESOLVED that the three (3) Citizen and the three (3) Supervisor members of the said Board of Control shall be elected by the Board of Supervisors, and shall all serve for terms of three (3) years, with the said elections to be held at the annual October meeting of the Board of Supervisors, except that the three (3) Citizen members of the first Board of Control shall serve for terms commencing July 1, 1956, and ending, respectively, one (1), two (2), and three (3) years after the next annual October meeting of the Board of Supervisors, and the three (3) Supervisor members of the first Board of Control shall serve for terms commencing July 1, 1956, and ending, respectively, one (1), two (2), and three (3) years after the next annual October meeting of the Board of Supervisors; and.

BE IT FURTHER RESOLVED that the three (3) Citizen members of said Board of Control shall be reimbursed for their reasonable out-of-pocket expenses incurred in performing the authority and duties herein prescribed and the three (3) members elected from this Board shall receive such per diem and expenses as may be prescribed from time to time for members of the Board of Supervisors in the performance of their duties as Supervisors; and

BE IT FURTHER RESOLVED that the Board of Control shall have the following powers, authority and duties;

(1) To operate, maintain, equip, improve, and enlarge the Kent County Airport.

(2) To employ a regular full-time Airport Manager who shall be responsible for the day-to-day operation of the Airport in accordance with the policies established by the Board of Control.

(3) To adopt and amend all needful rules and regulations for the management, government and use of Airport property, provide penalties for the violation of such rules and regulations and appoint Airport guards to enforce them.

(4) To lease the Airport and the aeronautical facilities thereon, or any part of them, or any real property acquired by Kent County for aeronautical purposes to the National or State Government or government of any political subdivision thereof, or to any person, firm or corporation.

(5) To confer the privilege of the concession of supplying goods, services, commodities, things and facilities upon the Airport, provided the public is not thereby deprived of its rightful, equal and uniform use thereof.

(6) To determine the charges and rentals for the use of any Airport properties and facilities, and the terms and conditions under which such properties or facilities may be used, and the charges for any of the services or accommodations, provided that in these matters the public is not deprived of its rightful, equal and uniform use of the Airport facilities.

(7) To adopt and amend rules and regulations reasonably designed to protect and safeguard the public upon or beyond the Airport limits against the perils and hazards of flying, provided such rules and regulations are consistent with and conform as nearly as possible to the laws of Michigan and the rules and regulations of the Michigan Department of Aeronautics.

(8) To investigate methods of improving the Airport, its facilities and the services provided there, and to make such reports or recommendations of needed improvements to the Board of Supervisors as in its opinion may be necessary.

(9) To prepare an annual budget showing the amount required for the Airport and maintenance of the Airport and to submit it to the Board of Supervisors at its April meeting.

(10) To enter into such contracts as may be necessary to carry out the above powers and duties, and in general to have all powers necessarily incidental to the exercise of the general and special powers here granted.

BE IT FINALLY RESOLVED that Section 11 of Rule III of the Standing Rules of the Board of Supervisors creating a Committee on Airports, being inconsistent with this Resolution, shall be and hereby is repealed, which repeal shall take effect July 1, 1956.

Supervisor Obets moved the adoption of the resolution.

Motion carried by the following vote:

Yeas: Anderson, Barto, Beuschel, Beute, Blandford, Bowerman, Brouwer, Collins, Davis, DeBoer, DeKorne, DeVries, Dickinson, Fase, Finger, Goebel, Gritter, Hoffman, Houghton, Huizenga, Klackle, Knutson, Kosten, Koster, Kozak, Linn, Lockley, Matthews, Mitus, Mol, Momber, Oakes, Obets, Ploeg, Richardson, Roth, Sevensma, Sietsema, Stevens, Tisdell, Ulberg, Vanderlaan, VanDyke, Chairman - 44.

Nays: Baker, Bird, Davies, Jewell, Newland, Pattison, Smith, Wolven - 8.

October, 1959

The following resolution was presented and read:

**RESOLUTION BY
SUPERVISOR MOL**

WHEREAS, this Board of Supervisors has created the Board of Control of the Kent County Airport pursuant to Act 347 of the Public Acts of the State of Michigan for the year 1955, as amended; and

WHEREAS, there has been

resolution in the name of the Airport Board and in the designation of the Airport employees; and therefore,

BE IT RESOLVED: That the name of the Board of Control of the Kent County Airport be and it is hereby changed to Kent County Aeronautics Board.

AND BE IT FURTHER RESOLVED: That the name "Department of Aeronautics," be and it is hereby used to designate all employees and functions of the former Kent County Airport.

Supervisor Mol moved the adoption of the resolution. Seconded by Supervisor Finger.
Motion carried.