

# Lunken Airport Advisory Board

October 30, 2000

Board Members present:	Krissi Barr	At-Large Representative
	Mike Conaton	Corporate User Representative
	Steve Shaw	East Community Representative
	Scot Conover	West Community Representative
	Tom Edwards	Fixed Base User Representative
	Mike Lacinak	South Community Representative
	Joe Llamas	Private User Representative
	Eric Partee	Recreational/Environmental Representative
	Rob Rubin	North Community Representative

City Staff:	Dennis Murphey	Director of Environmental Management
	Kevin Shepard	General Services Director
	Steve Fagel	Assistant City Solicitor
	Kathy Clayton	Air Quality Manager
	Dan Dickten	Airport Manager
	Bob Wessel	Noise Compatibility Planner
	Don Rosemeyer	Principal General Design Engineer
	Elaine Luchi	Administrative Technician

The meeting was called to order at 7:00 p.m. by Dennis Murphey. After introductions of the Board Members and City staff, Mr. Murphey offered his services as facilitator until a Chairperson is selected. He explained that his office will be responsible for hiring a Noise Consultant and coordinating a Noise Impact Study if the Board decides this course is appropriate. Dan Dickten will be the primary staff member working with the Board on the majority of other issues.

Mr. Murphey read over suggested agenda items as discussed in planning meetings:

- Quorum and voting requirements
- Chair selection
- Meeting schedule
- Operating procedures (By-laws)
- Mechanism for public participation
- Updates from City staff

## Organizational Items

It was decided that five votes would be required for passage of an item. This constitutes a majority vote of full membership. Despite some concerns on the topic of vote by proxy, the consensus was to allow it per written notice to the Chairperson by noon on the day of the meeting. This will only apply to those items scheduled for vote and for which information was supplied to the Board in advance (no less than five working days prior to meeting). Written notice can be via U.S. mail, e-mail, or fax. Relative to the issue of vote by proxy, it was decided that no alternates would be appointed, which may necessitate attendance requirements

specified in the operating procedures

Mr. Shaw presented a motion supporting the above. The motion was seconded and Mr. Murphey asked for a vote. All were in favor.

The Board then decided to require a quorum of six members to conduct official Board action at a meeting.

Based on City staff consent to be available as facilitator, Ms. Barr introduced a motion to select the Chairperson at the third meeting of the Board (with this being the first). The motion was seconded and passed by unanimous vote.

The Board agreed that it would meet on the second Monday of every month at 4:00 p.m. in Lunken's North Terminal Wing. An exception was made for the November meeting which will be held on November 20, 2000 at 4:00 p.m. The normal schedule will resume with the December 11, 2000 meeting.

Mr. Edwards offered to provide sample Operating Procedures for review.

#### City Staff

Ms. Clayton gave an update on City Council Document #200001015, Lunken Airport Noise Monitoring Proposal and Noise Mitigation Plan, reporting progress on several items since this report was submitted to Council on August 2, 2000(attached, with updates in italics).

Mr. Dickten distributed a list of topics on which the Board may wish to be briefed. He was asked if there were any plans to update the Lunken Airport Master Plan. Mr. Shepard explained that an update is not a consideration at this time for several reasons including cost, time required, and the fact that the very little of the 1989 plan has been implemented. On the latter, the Master Plan was based upon optimistic projections that were not realized due to a downturn in general aviation. This led to the preparation of an updated Business Plan submitted to City Council under the subject title "Airport Utilization" in May 1999 (Document #199802217). Copies of both the Master Plan and the Airport Utilization report will be supplied to the Board Members.

Mr. Dickten was also asked to provide the number of daily operations with comparisons to other areas. Regarding the possible Noise Study, it was recommended that the Board be informed of possible outcomes before recommending such a study.

The focus of the discussion moved to budget issues. The Board Members were given an overview of the City's biennial budget process as well as the Federal Aviation Administration's awarding of grant monies. The Board will be provided with the General Aviation Division's budget request along with the Airport Capital Improvement Program "wishlist." The issue of the sale of Blue Ash Airport was raised relative to using a portion of the proceeds for improvements to Lunken Airport.

Mr. Dickten offered to give a tour of the Airport to the Board. Interested members should contact Mr. Dickten to schedule. He also offered to arrange an orientation ("Airport 101") to be presented by Steve Quilty of the Bowling Green State University Aviation Department. The

Board was receptive to this idea and requested an outline of topics.

Lease Area 50

Development of a T-hangar Park on Lease Area 50 has been in motion since 1990. A total of \$2.3 million in Federal Aviation Administration and local funds has been invested in infrastructure. Since the hangars themselves do not qualify for FAA funding, a developer was chosen through the City's Request for Proposals process. The Airport is in the final stages of negotiating a lease with Federal Financial, Inc. and is requesting the Board's recommendation that City Council approve the lease and development.

It was stated that only small planes would be housed in these t-hangars because of the size of the buildings and weight restrictions of the pavement. However, there was concern expressed that they could be converted for use by jet aircraft. Mr. Rosemeyer responded that any such reconfiguration would require major modifications and would be subject to Board approval.

The current t-hangar waiting list contains more than 260 names, some of which have been on the list for ten years. Mr. Dickten estimated that 80% of those already keep their planes on the Airport, so the number of aircraft should not rise significantly. In addition, it was noted that these small planes fly infrequently and should not cause a noticeable increase in noise.

The Board was encouraged to take a vote on this issue as the timing has become critical with winter approaching. Postponement until the next Board meeting may be too long since it must also be presented to City Council. Additionally, the City loses rent with each month's delay. More important, future FAA funding may be jeopardized if the Airport does not proceed with a project for which they have received several grants.

The floor was opened for comment from members of the public. A resident of Linwood opposes this development because these planes fly over her house and generate noise. Another citizen stated that although he had no objection, he did not feel it was appropriate for the Board to vote on this item in their initial meeting. A representative of Mariemont expressed his anger and reminded the Board of their responsibility to reinforce public participation in these types of issues.

Steve Shaw offered a motion to recommend approval to City Council, which was seconded.

Krissi Barr	Y
Mike Conaton	Y
Steve Shaw	Y
Scot Conover	Y
Tom Edwards	Y
Mike Lacinak	Y
Joe Llamas	A
Eric Partee	N
Rob Ruben	Y

Lease Area 56

Omega Holdings, Inc. was chosen through the Request for Proposals process to construct three maintenance facilities on Lease Area 56. They plan to offer services such as aircraft annual maintenance and repair, interior refurbishment, damaged airframe and aircraft assembly, and composite material parts repair. An Enterprise Zone Agreement was negotiated by the Department of Economic Development and approved by City Council at its meeting September 13, 2000. The Airport is requesting the Board's recommendation that City Council approve the lease.

Frank Brock of Omega explained that they believe the majority of their business will come from aircraft currently at Lunken. In response to concerns about increased jet traffic, he explained that their facility will not accommodate jets, nor will they have the technology required to service jets.

There was a question as to whether they will bring competition to existing Airport operators, but Mr. Brock estimated that 50% of aircraft at Lunken currently leave the field for the services Omega will offer. On the subject of maintenance run-ups, piston-driven turbine engines can only withstand full throttle for approximately ten seconds while on the ground. In comparison, jet engine run-ups last five minutes or longer.

In response to a concern for aesthetics due to the proximity of Hangars 1, 2, 3, and the Terminal Building, Mr. Brock stated that the design mimics the adjacent OnFlight/ Executive Jet Management facility. It was mentioned that the Board could consider design guidelines in the future to preserve the historic character of the Airport.

The majority of the discussion dealt with several environmental issues. Mr. Brock assured the Board that their design and operation were in full compliance with all applicable laws and building codes. Painting will be done at a minimum (touch-up) and take place in a paint booth. He estimated that the amounts of paint used would total approximately one gallon every two months. In addition, the facility will be equipped with an oil/water separator. It was noted that the Board may be exceeding its parameters as an advisory body if it required stricter standards than existing laws.

The Board opened the floor for public comment. A citizen expressed his concern regarding the Enterprise Zone Agreement to which Mr. Fagel replied that the Airport has no hand in such agreements. He also questioned whether the City would make money under such an arrangement. It was explained that the Airport will still collect operating fees and rent.

After considerable discussion issues such as secondary containment and effect on groundwater remained unclear. Ms. Barr moved to postpone a vote until the Board receives drawings/photos on the issue of aesthetics, environmental information, and a copy of the Enterprise Zone Agreement. The motion was seconded and the vote unanimous.

The method by which the Board will report to the various communities as well as gather citizen feedback was mentioned.

The meeting was adjourned at 10:20 p.m.