

Lunken Airport Oversight Advisory Board  
April 19, 2004

Board Members present:

Mike Lacinak, Chair	South Community Representative
Scot Conover, Vice-Chair	West Community Representative
Jim Carroll	At-Large Representative
Mike Conaton	Corporate User Representative
Tom Edwards	Fixed Base User Representative
Susan Holzapfel	North Community Representative
Joe Llamas	Private User Representative
Eric Partee	Recreational/Environmental Representative
Al Peter	East Community Representative

City Staff present:

Eileen Enabnit	Director, Transportation and Engineering
Dan Dickten	Airport Manager
Don Rosemeyer	City Engineer
Bob Vickrey	Acting Principle Engineer
Steve Fagel	Assistant City Solicitor
Cheri Rekow	Noise Compatibility Planner
Elaine Luchi	Administrative Technician

Introductory Remarks

Mr. Lacinak called the meeting to order at 4:00 p.m. Councilmember John Cranley and Councilmember David Crowley were in attendance.

Approval of March Minutes

Mr. Conaton moved to approve the minutes as written. The motion was seconded and passed with none opposed.

Noise Study Alternatives – Presented by P.B. Aviation

Mr. David Schlothauer, P.B. Aviation Chairman, explained that the Part 150 Noise Study is a five-year plan using current and projected noise contours and activity levels to create a Noise Exposure Map and Noise Control Plan. The Noise Control Plan seeks to minimize the impact of aircraft noise on communities through aircraft operational strategies, administrative activities, and land-use controls.

The Noise Study is approximately 80% complete. There have been five meetings of the Planning Advisory Committee (PAC) with two more planned. A Public Workshop is scheduled for May 20 and the Study will conclude with a Public Hearing on June 17.

The final document will include 4 elements: 1) Volume I - Noise Exposure Map; 2) Volume II - Noise Control Plan; 3) Appendix (including noise monitoring data) and Glossary; 4) Public Comment.

Some of the recommendations being evaluated involve pilot communication and education, aircraft monitoring and identification through AirScene, approach/departure tracks and flight training tracks, 24-hour air traffic control tower operations, and maintenance run-ups.

Mr. Schlothauer explained the difference between a Hush House and Ground Run-Up Enclosure (GRE) for maintenance run-ups. A Hush House is a fully enclosed building constructed for specific military aircraft and is not used at commercial or general aviation airports. A GRE is a three-sided structure that some major air carrier facilities are installing. A comparison of the cost and noise reduction levels offered by a Hush House, GRE, and Noise Berm/Deflector is being prepared.

It is anticipated that the LAOAB will make their recommendation on the Noise Study at the Board's June 14 meeting. This allows for its introduction at City Council's June 16 session and referral to the Community Development, Education, and Intergovernmental Affairs Committee. As Chairman of this Committee, Councilmember Crowley is agreeable to holding a special session on June 21. The Study would then go back to full Council for a vote on June 23.

Part 139 Certification and New FAA Rules

Mr. Dickten attended a Part 139 Certification Workshop conducted by the FAA on April 13. Under the revised regulation, the current "Limited" and "Full" certifications have been amended to Class I through Class IV based on the type of operations:

Types of Air Carrier Operations	Class I	Class II	Class III	Class IV
Scheduled Large Air Carrier Aircraft (30+ seats)	X			
Unscheduled Large Air Carrier Aircraft (30+ seats)	X	X		X
Scheduled Small Air Carrier Aircraft (10 to 30 seats)	X	X	X	

In comparing the safety requirements of the previous Limited and Full categories to the new classifications, Class I would be Full, Class II would be Limited, and Class III and Class IV require less than Limited.

With its present unscheduled operations (more than 30-seat aircraft) and no scheduled service, Lunken is Class IV. This may affect the Airport's FAA funding and possibly lower the level of safety and service at which Lunken currently operates. The addition of small scheduled service (10- to 30-seat aircraft) would place Lunken in Class II. However, it is Mr. Fagel's understanding that, unlike the former Part 139, the new rules allow an airport to deny scheduled service without violating its grant assurances. City

Administration will prepare an estimate of the cost and other implications of Class II versus Class IV.

Lunken must submit a new Airport Certification Manual (ACM) by June 9, 2005. The Airport will continue to operate under its Limited certification until the ACM is approved by the FAA.

Councilmembers' Remarks

Councilmember Crowley sent a communication dated April 7 to Mr. Lacinak requesting that the LAOAB discuss several items with the goal of reaching a consensus and making a recommendation to City Council. The specific items are as follows:

- Extension of Runway 3R/21L by 900 feet, creating a 7,000-foot runway.
- Certification under the revised Part 139 that permits only the same types of operations as the existing Limited certification.
- Increase the published weight-bearing capacity to 100,000 pounds.
- Consideration of the installation of noise berms and GRE, contingent upon the effectiveness and available funding.

Councilmember Crowley emphasized that he is not making a recommendation for or against these points, but asking the LAOAB to discuss them and report to Council in a timely manner.

Councilmember Cranley plans to introduce a motion to City Council this week that provides clear direction to the LAOAB relative to three main points:

- Maintain Part 139 Class IV status, banning all commercial scheduled airlines (above and below) thirty seats.
- The Master Plan will provide substantive noise mitigation commitments and include a cost benefit analysis of all investments that were considered, including GRE.
- City Council will support a 7,000-foot runway and a 100,000 pound published weight-bearing capacity if the above items are adopted.

Several members of the LAOAB requested that Councilmember Cranley hold the motion to allow them time to get more information and financial data, particularly in light of the recent motion reaffirming Council's commitment to the Board. It was also noted that each element should be addressed separately rather than dependent upon action taken on the other items. Mr. Cranley will introduce the motion as written this week, but he is willing to hold it for one or two weeks. He cautioned that he will not delay it for an

extended period of time although he predicted that it will continue to gain support the longer it is held.

The Board will hold a special informational session on May 4 at 3:00 p.m. with the agenda covering Part 139 Class II and Class IV, noise mitigation items not eligible for FAA funding, and runway length and published weight-bearing capacity. The LAOAB will vote on a recommendation at its regularly scheduled meeting on May 10 and Mr. Lacinak encouraged the Board Members to consult with their constituencies in the interim. Councilmember Cranley's motion will be on the calendar for a final vote at City Council's May 12 session.

#### Master Plan Update

Ms. Rekow reported that the Community/Technical Advisory Group (CTAG) met on March 16 and featured a presentation by Bill Fischer with SPUR (Strategic Program for Urban Redevelopment). He spoke of resources for brownfield reclamation that may be available from the State of Ohio to help clean up areas around Lunken. The next meeting of the CTAG is April 20.

A Public Workshop was held on March 25 and included information on the Master Plan as well as the Part 150 Study. There were approximately 100 attendees.

Ms. Rekow also spoke on noise mitigation and the AirScene upgrade. She explained that departures and overnight check hauler flights are responsible for a large number of complaints. She reported that many callers report a maintenance run-up during the restricted hours when in fact what they heard was not a run-up. She cautioned that focusing on attenuation measures for maintenance run-ups may not address the real problems.

#### Future Anticipated Capital Improvement Projects

Mr. Dickten reported that "Wig-Wag" (flashing) lights have been added to the Airport Capital Improvement Plan at the recommendation of the FAA Runway Safety Action Team. In follow-up to a question last month regarding deicing chemicals, Lunken used a total of 1,350 gallons for the entire winter of 2003-2004, which is well below reportable levels (12,000 gallons per 24-hour period).

#### Other Business

Mr. Lacinak ask the Board to review the draft letter to community groups and let Ms. Enabnit know of any incorrect information

Ms. Holzapfel was given a tour of the Procter and Gamble facility that she found to be informative. She was able to identify the company's new Gulfstream V as it flew over Indian Hill, and she reported that it is much quieter than the Gulfstream IV. She

encouraged the other Board members to accept Procter and Gamble's offer to visit their flight department. Several members of the Board also toured Lunken's Air Traffic Control Tower with Tower Manager Steve Crow.

Public Question and Answer

The Board heard comments from several citizens including concerns about increased costs to Airport operators, questions about visual flight rules traffic, concerns about safety, opinions for and against scheduled service, and opinions for and against Councilmember Cranley's motion.

Mr. Carroll moved to adjourn. The motion was seconded and the meeting adjourned at 6:45 p.m.