

Common Council/Board of Aviation Joint Meeting

July 26, 2010

Time: 7:00 P.M.

This joint meeting was an extension of the Board of Aviation meeting after the Boards regular meeting.

Common Council: Helen Gardner, Darrell Poling, Jamie Cain, Herb Hunter, Bill Wenning and City Attorney Tim Coriden.

Present: Airport Commission: Bill Ernstes, Jon Dooley, Ed Dwenger, Don Whipple, Jim Pruett, BF&S Representative Don Manley, BOAC Attorney Don Tribbett and Economist Morton Marcus.

Bill Ernstes BOAC President explained the guidelines for the meeting and that the purpose of the meeting was to bring the Council up-to-date and to answer any questions they might have.

Attorney Don Tribbett stated there needs to be an open line of communications.

The BOAC is an executive department not a legislative body and can make decisions relating to the Greensburg Municipal Airport not related to the City Council.

Don Manley, Engineer for Butler, Fairman & Seufert stated that since they did not have the questions in advance they may not be able to answer all questions, but will get back with the answers. He is helping to guide BOAC through the procedures for the FAA and the Airport Layout Plan. They are working on the environmental assessment. After these are all released by the FAA, then public meetings and hearings will be held with recorded transcribed statements. The BOAC is working through their sixth grant. Once the environmental assessment is approved then they will apply for the construction grant. The airport land was purchased partially with grant money and grant conditions must be met. Right now the airport does not meet FAA standards. Stopping the project would make the airport in non-compliance with FAA approach, layout and safety and it would fall back onto the City to bring the airport into compliance. It would throw them to the bottom of the list for any other grants, which could be many years, 15-20 down the road. The original airport was the main focal site approved by the FAA.

Some concerns and questions were about grants, land acquisition, moving forward, stopping project, what has been done and where are they going, Council's oversight and control, point of no return, investment return study, skydive, note interest, process of grant monies, city's comprehensive plan, airport comparison, dollars amount to bring up to standard, meetings, paper ad and recreational area.

Council will be involved if a bond is needed or if the selling of land is involved. Indiana Code creates the BOAC. According to code BOAC owns the airport, manages it and is an entity of the City.

The investment return will be part of the environmental assessment. This airport is supporting itself.

The Airport is paying the interest on the note and receiving \$150,000 yearly from FAA. The

comprehensive plan was done before the City bought the Airport and therefore the Airport had no input on the comprehensive plan. The Board has not met other than in a public meeting. The ad is according to FAA and is done annually. The expansion is moved more away from the recreation area.

If the project is stopped, the FAA could request the grant monies be reimbursed, the bank note would have to be paid off and the runway would have to be brought up to FAA standards and this cost is approximately \$2-3 million that would be to the City. The total expansion cost is funded 95% FAA grant monies, 1.25% State and 3.75% City.

Economist Morton Marcus spoke about the economic impact and stated that what they have right now with the airport is not good enough and is what would be before the 1970's. For every \$1 invested you are getting \$19 back. He stated you are facing an economic development.

BOAC members stated their meetings are all open to the public and they would be glad to supply the Council members with all updates. Their minutes are given to the Council and are on the City's website.

There was a lot of discussion of all issues and concerns.

The meeting adjourned at 9:29 P.M.

Council:

Attest: _____
Clerk-Treasurer

Airport Commission:

