

MINUTES
CITY OF CLEVELAND
MUNICIPAL AIRPORT AUTHORITY
January 18, 2019
9:00 A.M.



Be it recorded that the Cleveland Municipal Airport Authority met in a regular session on Friday, January 18, 2019, at 9:00 a.m. at the Cleveland Regional Jetport.

MEMBERS PRESENT: Lynn DeVault, Verrill Norwood, Ben Chandler and Robbie Garrison

MEMBERS ABSENT: Steve Wright

CITY STAFF: Mark Fidler (Airport Manager), Kristi Powers (Support Services Manager), Cathy White (Purchasing/HR Administrator), Melinda Carroll (Assistant City Manager) and Renea Brown (Recording Secretary)

FBO STAFF: Cheryl Balazi

CONSULTANTS: Mark Paslick

GUESTS: David Emfinger (URETEK)

MEDIA:

CALL TO ORDER

The meeting was called to order by the Chairman, Lynn DeVault, at 9:04 a.m.

ROLL CALL

Chairman DeVault called the roll and is recorded above as Members Present.

SWEARING IN OF BEN CHANDLER

Mayor Brooks officially swore in Ben Chandler as a member of the Municipal Airport Authority.

Chairman DeVault requested the City Council not appoint a replacement one year in advance due to the confusion it creates.

She also wanted verification that you must live in the city to be on the Airport Authority. Melinda Carroll verified. There are a few exceptions such as owning property in the City. There is a form one can fill out that can be kept on file; and if their circumstances change, we can consider at the appropriate time. Keeping an airplane at the airport does not qualify.

ACCEPTANCE OF MINUTES

Chairman DeVault called for a motion to accept the minutes from the September 21, 2018, meeting. Mark Fidler asked for the minutes to be revised to read (last two sentences on page 2 under Director's Report – Preston/Luken Hangar Update) the request for installation of a canopy over covered parking was denied due to FAA Airport Design Standards. The proposed canopy would obscure required line of sight standards. Verrill Norwood so moved, seconded by Robbie Garrison and was unanimously passed.

UPDATES

Director's Report

Runway Extension Project

Mark reported the painting started on November 15th and was completed on the 18th. The runway was only closed from 12:01 a.m. on November 17th through 3:00 p.m. on November 18th. The airport remained open. Emails or verbal communication was provided to customers informing them of the project status and NOTAMs were issued and updated periodically.

On November 19th, Steve Sears from Guardian Electric relocated the REIL's and PAPI's. The PAPI's will remain out of service until flight checked by the FAA at a date yet to be determined.

After a couple of attempts, RWY 21 GPS successfully passed flight check on December 7th. KRZR now has 200 ³/₄ statute mile minimums on both runways 3 and 21. This is the best you can get.

Per the FAA and TDOT-AERO's suggestion, signs were installed along the northern section of Lynn DeVault Parkway, perpendicular to the approach to runway 21. These signs advise motorists of potentially low flying aircraft.

The only remaining item for this project is the flight check for the PAPI's on 3 and 21.

Director's Report

Fuel Farm

Rebel Services determined that relays were at fault, which caused an electrification of the pump and other components. For no apparent reason, the pump would come on and continue running until power was disrupted to the system. After some rewiring and minor modification to the system, the problem appears to be resolved.

Director's Report

Terminal Building Water Leak Repair

Repairs were completed by Bowman Construction Company. The source of the leak was caused by window shims that were not removed by the contractor when the wall was completed. \$3,983.00 was the total cost for repairs.

Director's Report

Hangar N-16 Fuel Leak

Last week while attempting to deliver jet fuel to the Voice of Evangelism's privately-owned fuel storage tank, the Perry Brothers Aviation Fuels driver attempted to offload nearly 7,650 gallons into the tank which only had approximately 6,600 gallons of room available. During the offload process, the driver noticed fuel escaping from the tank vents and inspection port seal. He immediately stopped the process

and notified his employer. They notified the appropriate agencies of the spill and started the confinement and mitigation process of the spill. Employees of Environmental Management Specialists were dispatched to the scene, installing polyethylene film and oil dry compound to the fuel puddles as well as a containment ring to the storm sewer drain located forty-five feet away. EMS crews returned on Saturday morning, removing between three inches to three feet of topsoil to eliminate contaminated soil. The soil was then taken offsite for proper decontamination and disposal. Fresh topsoil was replaced and topped with seed, grass matting and straw.

Director's Report

Runway & Taxiway Subsidence Issues

Last summer, while conducting his daily inspection of the airport, he noticed a slight dip in the runway adjacent to intersection B2. Further inspection revealed that it spanned the width of the runway and ultimately transitioned across the parallel taxiway. The "subsidence" appears to be almost directly over the box culvert through which Chatata Creek runs from the western to eastern sides of KRZR. The subsidence measures in excess of one inch along the periphery of the runway in some locations. A request for project funding assistance has been submitted to TDOT.

URETEK was brought in to evaluate the situation. URETEK's representative, David Emfinger, was introduced.

Mr. Emfinger explained the Jetport's situation is a pretty common occurrence especially when a foreign object has been placed in the ground. What his company does is inject a polyurethane foam under the slabs and into the soil to increase the bearing capacity of the soil. All of their equipment is self-contained within the work zone. By the time they remove their equipment, you can open back up to traffic.

Depending on which option you choose, it could take a couple of shifts to complete; but the runway can be reopened at the end of each shift. Option one is lifting the concrete and take the chance by not stabilizing the soil (approx. \$50,000-\$60,000); or option two, go ahead and do the soil stabilization as well and have a guarantee that it's a permanent fix (\$150,000). These prices are conservative.

Mark Fidler advised TDOT's recommendation was to go with the lesser of the two options. If the first attempt doesn't succeed, we haven't lost anything; we can come back and do the second process. There is a significant variance in the price of the two options.

Board Member Garrison wanted to know if there were cracks due to the process, who would be liable? Mr. Emfinger advised his company would be. He also advised he can't provide a warranty unless the soil stabilization option is performed.

PDC will be working with URETEK on the engineering.

TDOT will be participating 90% to the project.

FBO Report

Cheryl reported:

- Fuel sales have slowed down due to the weather and holidays. They are hoping the weather in the spring will be better.
- They partnered with the AOPA (Aircraft Owner & Pilot Association) and the Rusty Pilots

Program. Eighteen people showed up and they were very impressed with the facility. They did get a couple of new students from the seminar.

- At the end of last month, they acquired a 1973 Cherokee 140 to add to their flight school. Since then, they have added eight or nine new students and several more are interested in doing Discovery Flights with them.

UNFINISHED BUSINESS

NEW BUSINESS

(A) Retro Motion Authorizing the Secretary/Treasurer to Sign a Request for Funding in the Amount of \$98,000 to Repair the Runway and Taxiway

(B) Retro Motion Authorizing the Secretary/Treasurer to Sign a Request to Extend the North Property Development Contract for an Additional 12 Months

Chairman DeVault called for a retro motion to approve both items A and B. Verrill Norwood so moved, seconded by Ben Chandler and was unanimously passed.

Discussion of Runway Protection Zone Easement

Mark Fidler visited the Moore's again last week. They once again gracefully declined our offer to either propose an easement or outright purchase their 18.72 acres the RPZ affects on their property.

During that conversation, Mark learned they had asked their attorney to interact with the City. We have not been able to confirm that contact has been made, but we do know who that is. Chairman DeVault may call him to see what information she may be able to provide him.

According to Mark Paslick, after they received the letter from the FAA, they have been proceeding. What they want is for you to own in fee simple or have an easement on the area in the Runway Protection Zone, but they also understand that may not be possible all the time. They requested we continue to strengthen the zoning regulations. What you currently have passed is a height zoning ordinance. This is used in every airport in the state of Tennessee provided by the FAA in the 1960's or 70's and was never corrected. The reason for all of this is in 2012, there was an interim guidance that came out of FAA on incompatible land uses in the RPZ. They are wanting you to put land use controls within the RPZ. The current zoning ordinances reference back to an airspace plan that you have in an airport layout plan. The airspace plan does not have runway protection zones on it. So, either you put the runway protection zones on the airspace plan or you reference back to both the airspace plan and the airport layout drawing. The best option is to amend the zoning ordinances.

He was asked to look for communities who are trying to pass this kind of zoning. Kentucky and Florida have the policing power that comes from the state itself. Florida has an individual and Kentucky has an Airport Zoning Board; in Tennessee, everyone has to have their own. This is brand new and there isn't a single airport in the state that has something like this. Volusia County, Florida has been the first he has seen to put this type of verbiage about the RPZ, defining it and defining uses in it; and it was passed. He is working with Mark Fidler on verbiage and revisions for the Authority's review. They need to first work with the County and then get it implemented with the City.

Some of the things that need to be added are anything that will entice a large group of people or have a large gathering of people such as corn mazes, group homes, schools, hospitals, and community

residential developments and modular homes. There is a very fine line; you aren't telling a farmer he can't farm, you are just restricting things that are going to bother aircraft or be catastrophic in the event of a crash.

Another difficulty with runway protection zones is your airspace; it only changes when your runway extends. When it comes to RPZs, it's all dependent upon what your visibility minimums are. When your minimums change, and you get to three-quarters of a mile, your RPZs change. For example, an airport with a mile visibility has a small RPZ. One of their goals was to get a better approach, so they remove all of their obstructions; and the Flight Standards arm of the FAA says they now have a three-quarter mile visibility approach. They don't speak to Memphis or Atlanta. Literally overnight, the RPZ turned into this large zone. They don't ask if your zoning is appropriate or if your RPZs are even clear. As far as Flight Standards is concerned, you don't have any obstructions to this approach. No one tells you to make changes. That's why it's so difficult; RPZs mention change. The verbiage you need to put in basically is saying there are ground base zones and imaginary surface zones. You don't want to have to go back every time your approaches get better. However, since there really is no room for expansion, he is recommending defining what the Jetport currently has.

Chairman DeVault asked if he saw our Land Use Restriction would be the same as the Volusia County. Mark agreed and also noted in the original definitions, you have to put in Runway Protection Zone and generally what it is; in the Airport Zones, you have to add the Runway Protection Zone description; and in the Land Use section, you have to add the uses that would be restricted.

Chairman DeVault asked for Mark to set up a calendar to make sure everything is in order before the requested time frame of the middle of April. Mark Fidler advised the County meets on the second Thursday of the month for zoning issues. They also meet on the second Friday for a working session and on the third Friday for a voting session assuming they have agenda items they need to address. The County requires a fifteen-day review period; and with the meeting times, it couldn't be successfully done in one month. Realistically, we are looking at the third Friday in March.

Mark Paslick believes the FAA will be flexible with the date; they just want to make sure you are moving.

BOARD MEMBER REPORTS

Lynn DeVault – None

Verrill Norwood – None

Steve Wright – Absent

Robbie Garrison – None

Ben Chandler – None

Adjournment

The next monthly meeting is March 15th at 9:00 a.m. Since there was no further discussion, Chairman DeVault adjourned the meeting at 10:16 a.m.

Respectfully submitted,

Renea Brown,
Recording Secretary

Handouts:

Monthly Revenue & Expense Reports
City of Cleveland Airport Zoning Regulations
2017 Tennessee Code Title 42 – Airport Zoning Regulations
Zoning Resolution to Limit Height of Objects Around Cleveland Municipal Airport
Volusia County, Florida Airport Zoning Request & Ordinance

Information Attachments:

Funding Request to Repair Runway & Taxiway
Request to Extend the North property Development Contract
Authority Attendance Log
Payments