

**MINUTES OF THE MEETING OF THE  
LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY (“LCCAA”)  
BOARD OF DIRECTORS (“BOARD”)  
HELD APRIL 20, 2005 at the LOGANSPORT CASS COUNTY AIRPORT (“Airport”)**

**Attendance:**

**Board Members:**           **Mark Hildebrandt  
Charles “Tad” Wilkinson  
Pat McNarny  
Jim Steinberger  
Bob Barr  
Paul Hipsher**

**Guest:**                   **Tim Dalton, Airport Manager  
Don Tribbett, Airport Authority Attorney  
Larry Creakbaum, Mid States Engineering  
Steve Kovacs, Mid States Engineering**

**Call to Order:**

The meeting was called to order by the President, Mark Hildebrandt.

**Approval of Agenda:**

The meeting agenda was distributed for review. On a motion duly made by Pat McNarny and seconded by Paul Hipsher, the Board voted unanimously to approve the agenda.

**Approval of the Minutes**

On a motion duly made by Paul Hipsher and seconded by Pat McNarny, the Board voted unanimously to approve the minutes of the April 6 meeting.

**Engineer Report**

Tim Dalton presented three (3) bids to Steve Kovacs that had been received for the apron project. Jim Steinberger excused himself from the bid opening since his company was one (1) of the three (3) bidders. Steve Kovacs announced each bid as follows:

Hunt Paving	\$343,931.25
Leo Brown Construction	\$454,133.50
Steinberger Construction	\$367,220.00

Steve Kovacs stated that the engineers estimate for this project was for \$402,000.00. On a motion duly made by Tad Wilkinson and seconded by Bob Barr, the Board voted unanimously to take the bids under advisement and allow Mid States the opportunity to review and make a recommendation. (Note: Jim Steinberger abstained from the discussion and the voting.)

Jim Steinberger rejoined the Board meeting.

Larry Creakbaum presented the Board with a completed application for Federal funding for the apron project absent dollar amounts. This is being requested so that the grant application process can be done at a faster pace. On a motion duly made by Pat McNarny and seconded by Bob Barr, the Board voted unanimously to sign the grant application.

Don Tribbett asked about the amount allocated to legal fees and Larry Creakbaum stated that he thought they had increased the amount. Don Tribbett stated that he tracked billing by projects and would provide Larry Creakbaum with a more accurate figure.

Larry Creakbaum mentioned that in a conversation with the FAA that the project might be moved from NPE funding to discretionary funding due to a shuffling of priorities. However, there is no guarantee of this.

Jim Steinberger asked how soon this project would be able to start and Larry Creakbaum advised that it is up to when the FAA approves the grant. He also stated that he thought that by the May 18 Board meeting we would be able to schedule a pre-construction conference in which the grant and construction contract would be signed.

Jim Steinberger commented that he and Tim Dalton have had discussions about storing the old asphalt on Airport property to be used as fill for future projects and that we would want to talk to the contractor regarding this.

### **Public Comments**

There were no public comments

### **President and Board Member Comments**

Tad Wilkinson commented that since the Board per diem would break the threshold for reporting, he wanted to know if it was possible to have taxes withheld. Tim Dalton stated that since Board members are not employees, taxes could not be withheld, but all Board members would receive a 1099.

### **Old Business**

#### **Capital Improvements –Land Acquisition.**

Mark Hildebrandt stated that this would be held off until after the April 27 meeting with Greg Sweeny (FAA) and Jim Keefer (INDOT). Jim Steinberger asked Larry Creakbaum if the two (2) maps for land acquisition had been prepared as requested by the Board. Larry Creakbaum stated that he thought we had been given those and Tim Dalton advised Larry Creakbaum that no maps had been provided to him.

Mark Hildebrandt stated that the Board needed to determine the category of Airport it wanted to target before talking to Greg Sweeny. The discussion was opened to determine the category of Airport that is necessary regardless of the land acquisition requirements. He asked the Board to look at the four (4) options that have been provided and ignore the land requirements and determine what is in the best interest of the community today and twenty (20) years down the road. Once that is determined then the land acquisition could be managed. Jim Steinberger, Tad Wilkinson and Mark Hildebrandt stated that option 3, a 5,000' runway with a precision approach, was the appropriate category of airport to target. The discussion then moved toward land acquisition and Mark Hildebrandt then asked each Board member to make comments regarding which option to pursue. Paul Hipsher stated that his preference was for option 4 since it provides for future growth, but he also recognized that it may not be practical at this time. Don Tribbett pointed out to the Board that the only difference between option 3 and 4 was that a parcel shown as an easement purchase in option 3 would require fee simple purchase and there is an additional easement of 15.5 acres required. Tim Dalton pointed out that easements would also need to be purchased on six (6) additional parcels that would provide for primary surface and approach protection and that it was not clearly identified on the Mid-States recommendation document. Jim Steinberger identified the specific parcels and said that is an additional 65 acres to be acquired in addition to the parcels already identified. Larry Creakbaum stated that we currently own enough property on the north side of the runway to provide protection, unless someone builds on the edge and the 7:1 transition is violated. Pat McNarny asked that if option 3 was selected, would the total acreage required be 139.2. Larry Creakbaum responded by stating the nothing needs to be purchased on the north side to obtain a precision approach, but we would be exposed to losing the precision approach should a structure be built. Pat McNarny reiterated his question to Larry Creakbaum and asked again in order to have option 3, which is a 5,000' precision approach runway would his recommendation be 139.2 acres. Larry Creakbaum stated yes and that it was not a black and white issue since we currently own enough property on the north side for a precision approach, but if

a factory was built 15' from the edge of the property line we would lose it due to a violation of the 7:1 transition. Pat McNarny stated to Larry Creakbaum that once we say we want a 5,000' precision approach runway, to do anything to permit that type of encroachment would be a violation of the Board's duty. Mark Hildebrandt stated that what we are trying to accomplish as an Airport Authority is to put in place a piece of infrastructure for the county and surrounding area that will contribute to the desirability of the area for business and industry to locate or expand their operations. Pat McNarny stated that he would not be very much help because he does not have the confidence right now to know what his vote would mean. He continued by saying that when he came in tonight that he was confident that if the decision were made to pursue option 3 that an additional 73.3 acres would need to be purchased and he was prepared to vote accordingly. However, he has now learned that an additional 65 acres would be needed to protect the Airport and that was a complete and a disappointing surprise. He further stated that the difference between 3 and 4 was only 15.5 acres and that the zoning that the LCCAA was led to believe would provide protection is now not an option according to Larry Creakbaum. Jim Steinberger stated that he agreed with purchasing the 139.2 acres, but the runway extension should be first and foremost and the extension should not wait until all the land was purchased. Tad Wilkinson stated that he favored option 3, even though there have been a few surprises thrown in, and agreed with the approach mentioned by Jim Steinberger. Bob Barr stated that he would not make any effort tonight to make a decision, not because he does not support the efforts of the LCCAA, but because 2 or 3 years ago the Board was advised that only one parcel was required for a 5,000' runway and it is a completely different picture now. He recognized that the difference required for precision versus non-precision, but the current land recommendation from Mid-States engineering shows that we do not have enough property for a 5,000' runway. Paul Hipsher moved that the LCCAA set as a goal for a 6,000' precision approach runway and to pursue land acquisition accordingly and it be done in two (2) stages so that we get a 5,000' runway ASAP. With no second of the motion, there was no vote. On a motion duly made by Jim Steinberger and seconded by Tad Wilkinson, the Board voted unanimously to approve pursuing option 3 which is a 5,000' AB large precision approach runway as soon as possible.

#### **New Business**

#### **Payables for Approval**

Tim Dalton presented to the Board a list of Airport payables totaling \$6,804.01. On a motion duly made by Bob Barr and seconded by Paul Hipsher, the Board voted unanimously to approve all payables.

#### **Introduction of Ordinance 2005-01**

Paul Hipsher introduced Ordinance 2005-01, an ordinance vacating County Road 50 East (also know as Kokomo Pike) from County Road 350 South to County Road 400 South, and moved that it be advertised for public hearing at 5:30 p.m. on May 18, 2005, and placed on the agenda for consideration at that meeting following the public hearing. On a motion duly made by Paul Hipsher and seconded by Bob Barr, the Board voted unanimously to approve publication and set the public hearing.

#### **Meeting Schedule**

The next regular meeting of the LCCAA is scheduled for Wednesday, May 4, 2005, at 5:30 PM, at the Airport.

THEREUPON, there being no further business to come before the meeting, on motion duly made, seconded, and unanimously carried, the meeting thereupon adjourned.

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Secretary  
Logansport Cass County Airport Authority

Approved:

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President  
Logansport Cass County Airport Authority