

MINUTES OF A PUBLIC HEARING OF THE MAYOR AND COUNCIL OF THE TOWN  
OF CHAPEL HILL, MUNICIPAL BUILDING  
MONDAY, SEPTEMBER 29, 1980, 7:30 P.M.

Mayor Nassif called the meeting to order. Present were:

Marilyn Boulton  
Joe Herzenberg  
Beverly Kawalec  
R. D. Smith  
Joe Straley  
Bill Thorpe

Also present were Assistant Town Manager A. Hooper and Town Attorney E. Denny. A quorum of the Planning Board was present. Councilmember Howes was excused. Councilmember Wallace was absent.

Mayor Nassif first asked the Planning Director to explain the application from the University. Mr. Jennings explained that the University had requested an amendment to the Zoning Ordinance to allow construction of a hangar at the airport. The Zoning Ordinance currently did not allow airports within the corporate limits or the planning area. The Council had called the hearing to consider allowing airports as either special uses or permitted uses with restrictions.

Mr. Rutherford stated the University's request was to allow the construction of auxiliary facilities to serve the aircraft of the medical operations. As Horace Williams Airport was a non-conforming use, nothing could be built which would increase the non-conformity. No provisions in the Zoning Ordinance would allow application for a special use permit. The request would allow construction of aircraft hangars and other auxiliary facilities at the airport. The facilities would not affect the magnitude or operations of the airport. In a letter to the Town, Mr. Temple had agreed to limit the size and scope of the airport. Mr. Rutherford defined the airport as follows: (1) one runway not to exceed 3500 feet; (2) total number of aircraft based at the airport not to exceed 50, with no commercial operations other than maintenance to be permitted at the facility; (3) use of the airport would be prohibited to fixed-wing, jet-powered aircraft and aircraft wing over 12,500 pounds maximum take-off load; (4) the airport should have a flight pattern approved by the Council; (5) pilot training would be limited to classroom training only; (6) maintenance would be limited to the 50 aircraft based at the airport except for emergency maintenance as required; (7) aircraft using the facility would be permitted to use the facility for normal operations between 6 a.m. and 9 a.m.; (8) FAA regulations would be observed at all times; (9) no gliders, balloons, experimental aircraft or miniature aircraft at the airport. Mr. Rutherford stated the University was committed to restrictive use of the airport. The auxiliary facilities would increase safety and efficiency of the aircraft.

Dr. Eugene Mayer stated the facility would be for the AHEC program which was mandated by the General Assembly. This program committed the medical school to providing daily services to outlying areas. He enumerated some of the services which were provided.

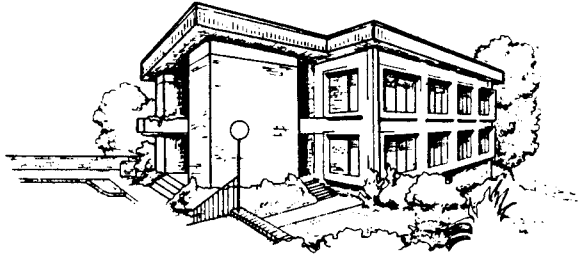
The program needed a hangar for the five aircraft which must be ready to take-off at any time. During the winter they experienced constant problems with ice on the aircraft. They could not even perform simple maintenance currently. They had no plans for expansion of the airport.

Councilmember Boulton asked if the 50 planes to be based at the airport included the 5 medical aircraft. It did. Councilmember Boulton then asked how many planes could be on the site at any one time. Mr. Rutherford estimated up to 100 planes, although there were only tie-down facilities for 60 planes.

Councilmember Herzenberg inquired about the other planes not belonging to AHEC. Mr. Rutherford listed the owners of the other aircraft, including the flying club, the forestry club, and privately owned aircraft.

# TOWN OF CHAPEL HILL

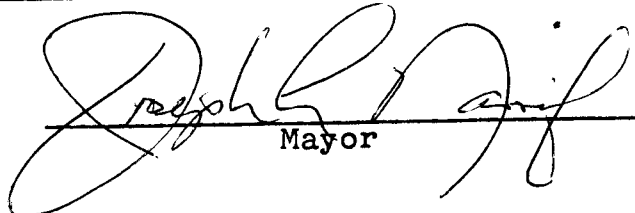
306 NORTH COLUMBIA ST.  
CHAPEL HILL, N.C., 27514  
(919) 929-1111



## NOTICE OF SPECIAL MEETING OF THE CHAPEL HILL TOWN COUNCIL

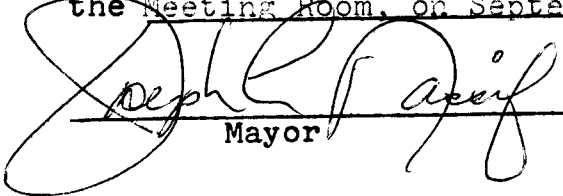
TO: Marilyn Boulton  
Joe Herzenberg  
Jonathan Howes  
Beverly Kawalec  
R. D. Smith  
Joe Straley  
Bill Thorpe  
Jim Wallace


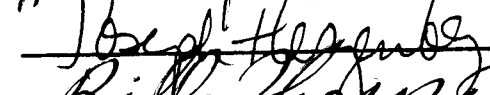
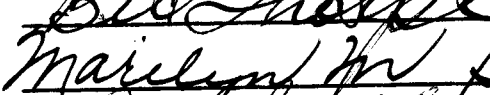

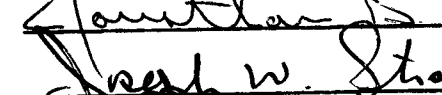
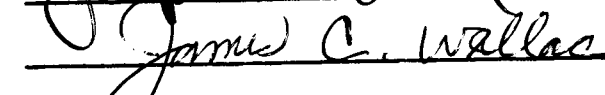


You, and each of you, are hereby notified that the Town Council has called a Special Meeting, to be held in the Meeting Room, at 7:30 p.m. on September 29, 1980, to hear comments on an amendment to the zoning ordinance to allow for airports in University A zoning, and to meet in executive session.

  
\_\_\_\_\_  
Mayor

### ACCEPTANCE OF NOTICE

We, the undersigned, members of the Chapel Hill Town Council, hereby accept notice of a Special Meeting of the Council, called by Honorable Joseph L. Nassif, Mayor, to be held in the Meeting Room, on September 29, 1980, at 7:30 P.M.

  
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Mayor

  
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Councilmember Smith asked who performed the maintenance done at the airport. Mr. Rutherford stated the maintenance was performed by Carolina Flying Service and Williams Aviation. Mr. Rutherford noted that the University was interested in seeing a viable maintenance service at the airport.

Councilmember Smith asked about the expansion of the airport during the last 10 years. Mr. Rutherford reviewed each increase in planes during that time, commenting that no expansion was expected beyond this time. Councilmember Herzenberg requested an explanation of the flight training. It would not continue.

Councilmember Straley asked if the maintenance facility would be available for all planes, and who would be allowed to use the hangar. Mr. Rutherford responded that the hangar would be for the medical aircraft and would not include a maintenance program. The maintenance services referred to were existing at the airport. Councilmember Straley noted that the University had referred to simple maintenance. Mr. Rutherford answered that was for the medical aircraft only.

Councilmember Boulton asked if planes could come in only for maintenance. Mr. Rutherford said they could at this time.

Ms. Phyllis Sockwell, representing the School Board, read a letter from the Board of Education requesting the University to pursue plans to close the airport by 1990 and requesting the Town to impose restrictions by means of the Zoning Ordinance on the airport. She commented that the proposed ordinance appeared to encompass most of their requests.

Dr. Tom Wagner, president of the Chapel Hill Flying Club, objected to the elimination of all flight training. The level of activities of the Flying Club depended on community interest. They were interested in safe flight training. The Club had an excellent safety record. Dr. Wagner pointed out that all flight training was restricted to those with an affiliation with the University as requested by the Board of Education.

Dr. John Miller supported the proposal of the University to build a hangar, and other proposals to improve safety at the airport. He also objected to the elimination of all flight training. Dr. Miller informed the Council many of the pilots at the airport had used their aircraft for emergencies.

Councilmember Smith read from a report to the Board in July 1970 stating that the University would try to phase out flight training. He asked if Dr. Miller or Dr. Wagner was aware of the policy or if any efforts had been made to relocate the flight training. Dr. Miller was not aware of the policy or of any efforts to relocate. He stated that with many of the flight students being students at the University, it was difficult to relocate in Raleigh. Dr. Wagner was not aware of the policy.

Councilmember Straley asked if the Club distinguished between recreational intent and other intent in learning to fly. Dr. Miller did not believe the Club should determine intent.

Mr. Jim McClure agreed with the comments of the previous speakers. He stated the aircraft on the field was the quietest ever. They made less noise than a motorcycle on the ground.

Mr. John Hunter asked for indication in writing that the University had planned to close the airport. He stated to his knowledge there had been no accidents at the airport causing deaths. The noise factors in large cities were more than at Horace Williams Airport. The aircraft made less noise than cars or trucks on the street in front of residences. Mr. Hunter believed a study should be made on the impact of the airport on the community.

Councilmember Straley asked if the sound levels were taken at 75 feet. Mr. Hunter answered that planes flew at 1000 feet. Councilmember Straley pointed out that in landing they were much closer to homes. Mr. Hunter responded that people building homes at the end of the runway of the airport knew the airport existed and should not complain of noise.

Mr. Reeve inquired whether increasing the density of Chapel Hill would affect the statistical safety record for the airport. Mr. Hunter responded that safety was a matter of training in the proper use of the airport, not the number of people using it. Mr. Rohe then asked if students would have more accidents than licensed pilots. Mr. Hunter did not believe they did because they were usually accompanied by a licensed instructor. Statistically the accident peak occurred about 100 hours after the issuance of a license.

Councilmember Smith again referred to the report submitted in 1970. Mr. Howard Harper stated this was a report from an ad hoc faculty committee to the faculty council, which had not adopted the recommendations.

Ms. Joan Thompson submitted a study of noise caused by aircraft over Chapel Hill.

Mr. Ronald Moses stated he had learned to fly at Horace Williams Airport. His flights had been safe. He supported the efforts to construct a hangar. He stated the planes caused no more noise than the city buses. He reminded the Council they collected property taxes on the planes at the airport.

Mr. Dan Boone stated that traffic at the intersection of Estes Drive and Airport Road created more noise than aircraft landing. Reducing the amount of maintenance would reduce the number of people doing maintenance. They would not stock parts for maintenance. Mayor Nassif asked how many planes not based at the airport did Mr. Boone maintain. Mr. Boone estimated one plane a week.

Mr. Boeke reminded the Council that because there had been no serious accidents did not mean that one would not happen in the near future. He did not think Chapel Hill could manage an airport in a residential area. He reviewed the history of the airport. Mr. Boeke read a statement in which he objected to the airport's present location and suggested relocation. He submitted a petition containing 466 signatures against expansion of present level of activity and advocating relocation.

Ms. Carol Cantro stated the small aircraft waivered over the heads of the children at Estes Hills School. She doubted that some were 1000 feet high. Some of the planes were not quiet. She asked that the situation be remedied.

Ms. Georgia Fraser complained of the noise from the aircraft.

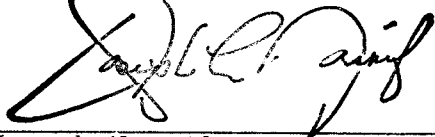
Mr. Ronald Link asked that the airport be closed. He noted that if the airport was a University airport, then the University should own the aircraft based there. He asked that the airport be restricted to noise regulations as the town was.

Councilmember Smith asked how many near misses there had been at the airport. One of the University pilots answered that he could not remember any around Chapel Hill. He could remember one in North Carolina. There were no further comments.

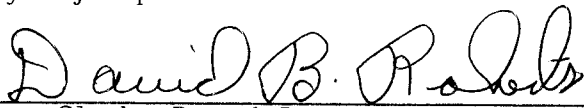
COUNCILMEMBER BOULTON MOVED, SECONDED BY COUNCILMEMBER SMITH, TO REFER THE MATTER TO THE PLANNING BOARD FOR CONSIDERATION AND RECOMMENDATION. THE MOTION WAS CARRIED UNANIMOUSLY.

#### Executive Session

Councilmember Thorpe moved, seconded by Councilmember Herzenberg, to adjourn to Executive Session to discuss litigation, after which the meeting would be adjourned. The motion was carried unanimously, and the meeting was adjourned.



Mayor Joseph Nassif



Town Clerk, David B. Roberts