

## BURNING QUESTIONS

BY BRAD KING

## To Speak With a Doctor, Press\*

Planned Parenthood Association of Cincinnati Inc. has made it easier to comply with Ohio's new Informed Consent Law, and pro-lifers are none too happy about it.

A new voice-mail system allowing women to speak to health-care professionals over the phone and set up appointments has steamed Right to Life advocates and found a loophole in State Rep. Jerome Leubbers' (D-Cincinnati) law. The Ohio law requires a woman seeking an abortion to be given information on fetal development and abortion risks and alternatives at least 24 hours before the planned procedure.

John Willke, national Right to Life co-founder, tells me waiting periods for non-abortion surgical procedures at hospitals didn't need to be legislated because face-to-face consent has "always been done. (Abortion) is the only exception."

Barbara Rinto, executive director of Planned Parenthood, says informed consent has always been a part of the clinic's philosophy. A waiting period never needed to be legislated because time constraints and insurance concerns keep women from walking in off the streets for same-day abortions.

Well then, if it's not about consent or waiting periods, what is the legislation about?

Rinto claims Willke and Leubbers are just "upset that women were making a choice at all. Consent was never the issue."

## All Silence on the Senate Front

So what the hell's got Joe Slovenec mad, Mike DeWine relaxed and Joel Hyatt hanging in the wind as they race for Howard Metzenbaum's U.S. Senate seat?

Slovenec, an independent from Cleveland, came to Cincinnati on Sept. 29 to debate John Willke, whose Right to Life group supports DeWine, a Republican. Willke dropped out of the debate at the last minute; Slovenec attributes the change of heart to a meeting earlier in the week between Willke and DeWine in Columbus.

Polls indicate Slovenec may take 6 percent of the statewide vote. But say he manages to snare 15-20 percent on his home turf in the Cleveland-Akron-Toledo area — if that happens, Democrat Hyatt could defeat DeWine by doing well in Ohio's small rural districts.

Hyatt supporters should be disheartened that their candidate also wimped out of the Cincinnati debate. "Make the bastards deny it publicly" is a famous political quote. Hyatt needs Slovenec to win in the North.

So if DeWine's camp is unconcerned about Slovenec's small vote count, why would Willke not show for the debate?

"It's obvious why," Slovenec says. "John Willke is one of (DeWine's) boys. They don't want to debate real issues."

## Even With the Strike On

A regional task force has been studying what to do with the Reds and Bengals to keep them in town.

Task-force members are going to make recommendations to the various city and local governments about what needs to be done.

Strangely, Marge Schott, Reds president and CEO, has formed her own group to research buying Riverfront Stadium. Schott just got a 30-day extension on her committee's recommendations. (Like the Energizer Bunny, she keeps going ... and going ...)

So what happens if the task force makes its recommendations and Schott wants to buy Riverfront or doesn't approve of the recommendations?

"Well, I don't know. We do have to do something for the Bengals," says Hamilton County Commissioner Guy Guckenberger, task force co-chair.

BURNING QUESTIONS is our weekly attempt to afflict the comfortable.

## News &amp; Views

An Alternative Look at How and Why It Happened.

## Changing Flight Patterns

*Citing current jet noise and pollution, Delhi Township official wants to move airport (and its money) to Ohio*

BY NANCY FIROR

While the Cincinnati/Northern Kentucky International Airport considers future expansions, support could be mounting for a plan to build a new airport on the Ohio side of the river.

The plan was devised by Delhi Township Trustee Ron Kruse and is backed by the environmental group he heads — Planning Around Nature And Community Environmental Areas (PANACEA).

The idea is to build a new regional international airport in Clinton County and connect it to downtown Cincinnati and Dayton with a light rail system. Kruse says Ohio officials need to consider the plan before airplane noise, traffic jams, air pollution and economic benefits the airport gives Kenton County, Ky., are out of control.

"Environmentally, the (Cincinnati/Northern Kentucky) airport is positioned wrong for expansion," Kruse says.

Dale Huber, the airport's deputy director of aviation, says expansion undertaken by the Kenton County Airport Board generally relies on federal dollars and is, therefore, subject to rigorous environmental testing before approved. He says the airport will need a new runway if traffic at the facility is up to 600,000 takeoffs and landings a year by 2011. If that number is reached, a master plan to be released by the end of the year outlines expansion designed to accommodate the growth. That would include construction of a new terminal, land purchases and industrial and commercial development.

"If it comes, we'll be ready," Huber says. "The airport is positioning itself to expand if necessary. No expansion takes place without the necessary environmental work."

"I think Ohio better stand up and start seeing what's happening," Kruse says. He has sent his plan to an array of officials in hopes of gaining support and the governor's attention. He envisions a new regional international airport probably being built at the old Clinton County Air Force Base, where, he says, it would truly serve southwestern Ohio.

Cincinnati is growing to the north, he explains, and a trip to the existing airport — hindered by traffic congestion — already is taking many area residents more than an hour to make.

"On a general scope, certainly his idea warrants looking at," says State Rep. Jerome Luebbers (D-Cincinnati).

Kruse says his plan also is needed to:

- Reduce noise problems and traffic congestion around the Cincinnati/Northern Kentucky Airport.
- Ease the area's air pollution problems by getting automobiles off the road.
- Combat lack of control over the airport by Ohio offi-



PHOTO: JYMI BOLDEN

## Delhi Township Trustee Ron Kruse

cials, an on-going problem that revolves around the airport being located in Kentucky and governed by the Kenton County Airport Board.

- Spur economic development in southwestern Ohio instead of around the existing airport, where Kentucky — not Ohio — gets the benefit.

Such an economic boom in Ohio could hurt the existing airport in Kenton County, where debts from improvements still need to be paid, Huber says.

"Who would pay if this place were to go away?" he asks.

Huber points out that Ohio does have representation on the airport board. While not among the seven voting members, he says, Ohio has six advisory board members who do get to vote on the committee level, where recommendations for the board are devised.

As for noise, the airport has a \$110 million noise-abatement budget and has purchased 107 of 158 homes in the Ethan's Glen subdivision in Burlington, west of the airport, where noise complaints have been severe. In addition, the airport has purchased about 90 homes in other areas.

The airport also is extending an east-west runway, which will allow the airport to direct more of the noise away from Ohio.

Other factors — such as what has happened in other cities where officials decided another airport was needed — also should be considered, Huber says. Those examples include:

- A regional airport at Newburgh, N.Y., that was supposed to be linked by light rail to the New York City metro area. The idea did not muster support because people could not justify traveling an hour by train when they could take a 20-minute taxi ride to one of the area's three other airports. There is an airport at Newburgh, but it serves only the immediate area.
- The Dallas/Fort Worth Airport was built when Dallas' Love Field already existed. The competition led to the passage of the Wright Amendment, which limited airplanes leaving Love Field to traveling only to contiguous states. ©