

Item # 17

## City of Carson City Agenda Report

Date Submitted: 08/20/09

Agenda Date Requested: 09/17/09  
Time Requested:

To: Board of Supervisors  
From: Carson City Airport Authority

Subject Title: Report from Carson City Airport Authority on status of Airport.

**Staff Summary:** This is a general report on the Airport, economic activity, construction programs, accomplishments and an opportunity for the Mayor and Supervisors to ask questions on Airport issues.

**Type of Action Requested:** (check one)

Resolution  Ordinance  
 Formal Action/Motion  Other (Specify)

**Does This Action Require A Business Impact Statement:**  Yes  No

**Recommended Board Action:** No action requested.

### Explanation for Recommended Board Action:

Under Nevada Chapter 844, which created the Carson City Airport Authority, the management of the Airport changed from Carson City to the Carson City Airport Authority. However, the City still has appointment authority as to the seven board members of the Authority and approval of lease agreements and certain other matters at the Airport.

During the last 4 years, the Airport Authority has made significant improvements at the Airport which merit notice, and has accomplished many of its Master Plan goals. The purpose of this report is to provide the Board of Supervisors with information about the Airport and give the Board an opportunity to ask questions about the Airport. This is particularly relevant since the Board of Supervisors will be appointing replacements of 3 of the 7 members of the Airport board due to the expiration of appointment terms. Under NRS 844, members (other than the City representative member) are only permitted to serve a four year term, and are not eligible for appointment to another term until 4 years have elapsed after the prior term.

Presentation from Steve Lewis, Chairman, Carson City Airport Authority.

**Applicable Statute, Code, Policy, Rule or Regulation:** Statutes of Nevada, Chapter 844.

**Fiscal Impact:** No City impact.

**Explanation of Impact:** Not Applicable.

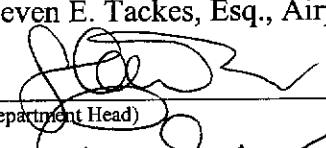
**Funding Source:** Airport Authority and FAA.

**Alternatives:** Not Applicable

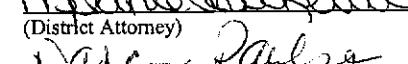
**Supporting Material:** None

**Prepared By:** Steven E. Tackes, Esq., Airport Counsel

**Reviewed By:**

  
(Department Head)

  
(City Manager)

  
(District Attorney)

  
(Finance Director)

Date: 9-8-2009

Date: 8-8-09

Date: 9-8-09

Date: 9/8/09

**Board Action Taken:**

Motion: \_\_\_\_\_ 1) \_\_\_\_\_ Aye/Nay  
2) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



8, September 2009

Mayor Bob Crowell  
Supervisor Shelly Aldean  
Supervisor Pete Livermore  
Supervisor Molly Walt  
Supervisor Robin Williamson  
City Manager Larry Werner

City Hall  
201 North Carson Street, Suite 2  
Carson City, NV 89701

RE: CARSON CITY AIRPORT AUTHORITY - SUMMATION OF ACTIVITY -> 2005-2009

Dear Mayor Crowell, City Supervisors and City Manager,

On September 30<sup>th</sup>, I will be one of three members of the Carson City Airport Authority (CCAA) who will step down per the requirements stipulated in NRS 844. Personally, it has been a privilege to serve both the Board of Supervisors and the citizens of our community for the past four years.

For the majority of that time and at the request of my fellow board members, I've served as the chairman of the board. As such, I think it's both timely and appropriate that I provide you with a brief summary of some of the accomplishments made by the CCAA board members during the past four years. Many of these volunteers have been exceptionally generous with not only their time, but of their significant professional talents and resources to the mutual benefit of our city and it's airport.

Like you, I'm fully aware of various comments which have floated around our community in past years insinuating that the CCAA never seems to make much progress. I hope you'll agree with me that a great deal of progress has been made by my fellow board members during the past four years. The following 15 points are just but a few examples of the more significant areas of accomplishment during this same time period:

1. During the past four years, the CCAA has secured well over \$23M in FAA Airport Improvement Program (AIP) funding and has managed to meet all of the federal match requirements without outside financial assistance.

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2. Successfully negotiated and purchased approximately 25 acres of vacant land on the northeast side of the airport necessary to support the future re-alignment of both the runway and existing taxiway as well as construction of a brand new parallel full length taxiway on the north side of the runway.

3. With the promise of upgrading our airport's infrastructure per the strategies outlined in our *master plan*, we managed to entice the largest privately funded investment in the history of the airport with a new aircraft hangar development called *Jet Ranch*. Prior to this project, our airport simply could not hangar the newer and much quieter corporate aircraft the size of a Gulfstream, Global Express or large cabin Falcon & Cessna Citation jets. Our airport will soon have the ability to provide corporate hangar space for yet another segment of the general aviation marketplace which will yield even greater opportunity for an increased revenue stream of personal property tax to both the city and the airport for many years to come. A true *economic engine unto itself!*

4. Reassigned a non-performing lease (Heritage Hangars) to a new Lessee who has since completed hangar construction on the first of four phases of their project. Again, the resulting opportunity will be an additional tax base, both in real and personal property revenue for both the city and the airport.

5. Secured Carson City's first instrument (IFR) approach and departure procedure which now allows pilots the resources to safely land and takeoff in reduced visibility and/or low ceilings due to inclement weather conditions. Carson City was the last State Capitol in the country to secure an FAA approved instrument landing and takeoff procedure. This new resource is based upon *GPS* satellite technology and not the more expensive ground based *ILS* technology as used in Reno and other airports. We're now working on acquiring a second *IFR* approach which should be activated soon.

6. A CCAA sub-committee was impaneled to completely rewrite the entire Carson City Municipal Code *Title 19*. This one task required literally hundreds of volunteer man hours together with dozens of paid staff hours over a period of two plus years to complete. As you know, *Title 19* governs various operations of our airport and was grossly outdated prior to this formidable endeavor.

7. With some financial assistance from an adjoining private property neighbor to the south of the airport as well as the contribution of fill dirt from the recent *Jet Ranch* project, approximately 7 acres of airport land formally unfit for lease due to it's location within the flood plain were sufficiently raised to become future productive ground leases. Consequently, our neighbor

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now enjoys the ability to develop their property into something more formidable.

8. Updated the terminal building (both cosmetically and for improved safety), to be a more dedicated and functional public use space which now enjoys much more traffic. We also created within the terminal building an autonomous location for our airport manager to reside.

9. Last year, the board determined it was time to move from a part time contract airport manager to that of a full time salaried position. We feel fortunate to have enlisted the professional services of a highly qualified individual, Mr. Casey Pullman, as our new airport manager. Casey has already implemented numerous steps at the airport to promote greater safety, better communications as well as applying many new cost saving measures to more efficiently run our airport.

10. Procured approximately \$3M of FAA AIP funding to remove one of the largest safety obstacles on the airport. Last year, the board managed to remove the infamous 75 ft. high airport hill. Approximately 50% of the dirt from the hill will be used for both fill material to raise a portion of the east side of our airport by some 10 feet (which will finally allow pilots the much needed line of sight safety between both ends of the runway), and to provide aggregate material for both base and asphalt which is being manufactured more cost effectively on-site. Removal of the hill was also necessary to facilitate the realignment of the runway and sufficient area to support construction of our new north parallel taxiway.

11. This summer, the CCAA secured \$9.6M in new American Recovery and Reinvestment Act (ARRA) funding through the FAA's AIP to reconstruct and realign runway 9/27 together with it's south parallel taxiway. Construction is now well underway by Granite Construction Company and completion of this phase of our ongoing implementation of the airport's *master plan* is slated for November of this year.

This combined effort will additionally create a much greater safety margin and better noise abatement for our *Apollo Drive* residents as well as eliminating many other safety concerns which currently exist at our airport. The completion of the remaining *master plan* projects will also benefit our continued efforts in promoting commercial, economic and industrial development in a fiscally responsible manner while preserving the quality of life recognizing a partnership between residential and general aviation interests.

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12. Successfully negotiated with the new general partner of a specific lease parcel that was destined to be relocated due to the future realignment of the runway and construction of the new north parallel taxiway. This particular lease relocation had been a constant source of anguish for the CCAA which had been unsuccessfully mitigated for years.

13. Just last month, the board secured the necessary FAA AIP funds to install a *state-of-the-art* weather reporting station (AWOS III P/T), which will enable more aircraft the ability to select Carson City as their intended landing destination. Our old outdated weather station lacks the capability to provide an hourly certified terminal area forecast (TAF) necessary for pilots flying air charter type operations to meet FAA regulations when filing an *IFR* or *Instrument Flight Rules flight plan* to KCXP (our airport).

14. With the help of volunteers from our local chapter of the Experimental Aircraft Association (EAA), we created a much greater sense of awareness for both our own flying community as well as visiting pilots to our noise sensitive areas. These efforts resulted in substantially reducing the number of complaints from our surrounding neighbors. This endeavor has also increased mutually beneficial communications and much better relationships between our adjacent neighborhoods and the airport.

15. Choosing to raise the airport's official *traffic pattern altitude* last year from 800 to 1,000 feet above ground level seems to have also generated the desired result of further reducing aircraft noise when flying over the surrounding neighborhoods. And all without appreciably increasing any negative aspects to the aircraft operator.

These are just a few examples of some of the achievements your CCAA has made during the past four years.

Most of these successes would not have been possible without the combined vision and sincere dedication of all of the current board members together with many of those members from the recent board with whom I too had the pleasure of working with. My sincere thanks and gratitude goes out to all of the sitting members as well as to the majority of those former members who've collectively made a huge contribution to the many new advancements made at our airport over these past four years.

I'd also like to acknowledge our legal counsel, Steve Tackes and our airport engineer, Jim Clague. Both have been instrumental in providing the necessary legal and technical advice which has greatly assisted board members in bringing our community's airport

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well into the 21<sup>st</sup> century. Mr. Tackes played a significant role in working with U.S. Senator Harry Reid's office in securing federal funds necessary to help us remove the hill as well as the ARRA funds currently being utilized to rebuild our runway.

In closing, I believe the many accomplishments listed above together with numerous others not listed here became reality due in large part to the proactive participation and genuine commitment from those individuals who shared the common quest and mission of making a positive and appreciable difference for our airport and our community.

It's my opinion that our community's airport is now soundly positioned to enjoy a long term return on our recent investments together with the renewed possibilities of new and exciting economic development opportunities well into the future.

Finally, it's my hope that you will continue to appoint future board members to the CCAA who will work together as responsibly and effectively as many of our members and staff have enjoyed over these past four years.

Thank you for this truly unique opportunity to serve our community.

Sincerely,  
CARSON CITY AIRPORT AUTHORITY

  
Steven W. Lewis

Chairman

C: Current CCAA members: Alex Carter, John Kelly, Dave McClelland, Don Peterson, Ray Saylo & Walter Sullivan. Recent CCAA members: Gary Handelin, Harv Hornung, Collie Hutter, Richard Staub & Neil Weaver. CCAA staff: Jano Barnhurst (recording secretary), Jim Clague (airport engineer), Casey Pullman, (airport manager), Steve Tackes (legal counsel) and Robert Dickinson, President, EAA Chapter 403. CCAA master file.

Attachment: 26 photos of recent & ongoing airport construction projects.



**We began with a vision...**



**Airport Hill – July 25, 2008**

CCAA Members: Steve Lewis, Collie Hutter, Steve Tackes (legal counsel), Jim Clague (airport engineer),  
Don Peterson, Supervisor Richard Staub, David McClelland (missing: Walter Sullivan & Neil Weaver)



**"Hill Removal" Aug, 20, 2008**



**Nov. 17, 2008 Hill Blast**



**Nov. 21, 2008 Hill Blast**



**Aerial Overhead (showing sub grade of new taxiway "D" (8-17-09)**



**Work on Taxiway 'A'**



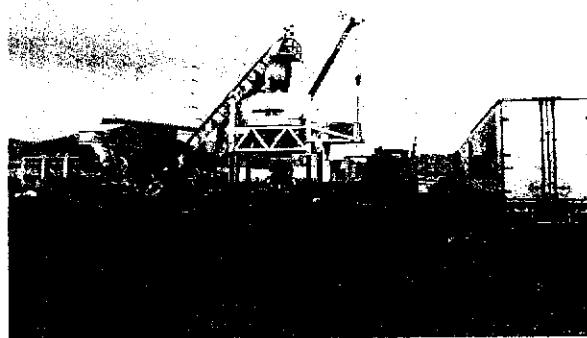
**Bases for new Taxiway lighting**



**Center of new Taxiway 'A'**



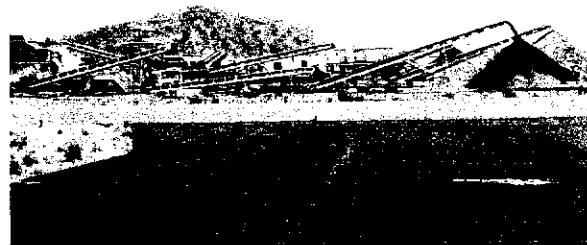
**Noise barrier South of rock crusher**



**Portable asphalt batch plant (on site)**



**Rock crusher (on site)**



**Converting "hill" to base material**



**Sub grade for new Runway 9/27**



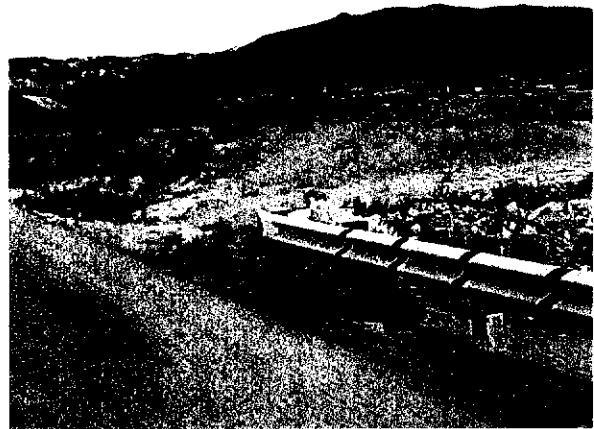
**Stock pile #2 South - Slowly disappearing**



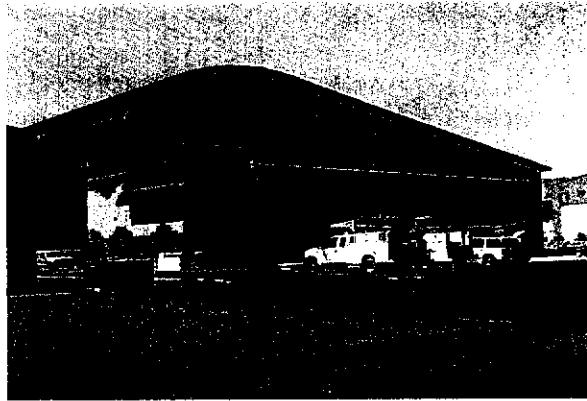
**New 'Run-up' area – Rwy 9**



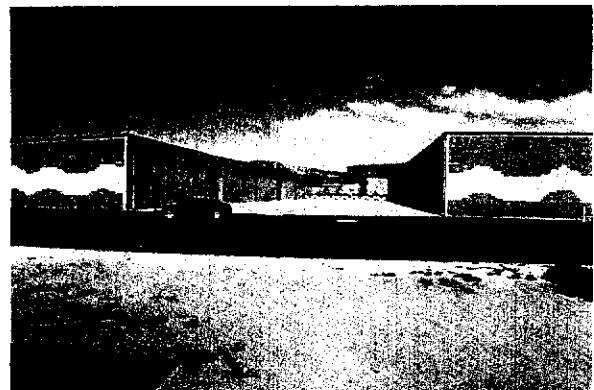
**Removing a portion of Stockpile #1 North**



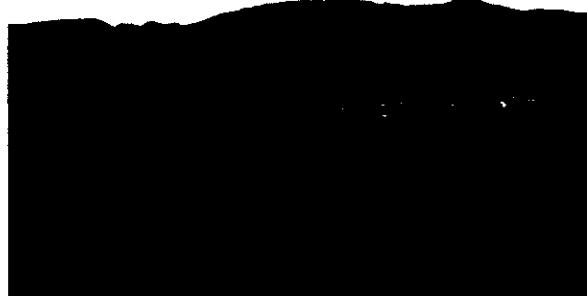
**7 + acres raised out of flood plain**



**New Jet Ranch hangar development**



**New Jet Ranch hangar development**



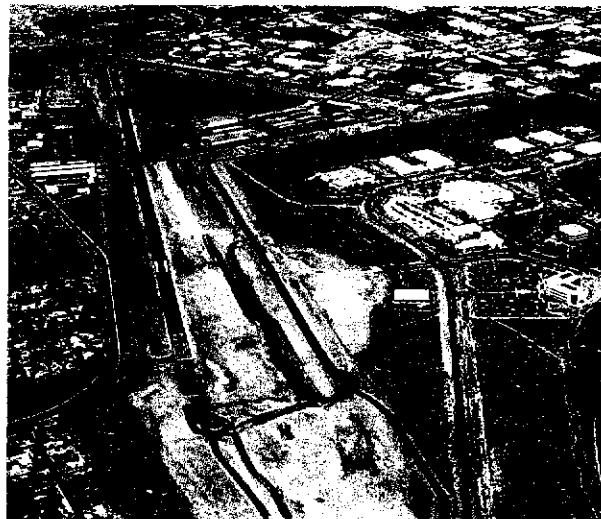
**Dump truck going down new Runway 'D'**



**New Heritage hangar development**



**Rwy 9 with Phase '1' development (9-1-09)**



**Rwy 27 with New Rwy & Taxiway  
Phase '1' (9-1-09)**



**Rwy 27 with Stockpiles  
Phase '1' (8-17-09)**

Photos courtesy of: Casey Pullman, Steve Lewis & Granite Construction