

CARSON CITY AIRPORT AUTHORITY

Minutes of the April 15, 2009 Meeting

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A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Wednesday, April 15, 2009 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairman Steve Lewis
Vice Chairman Walter Sullivan
Member John Kelly
Member David McClelland
Member Don Peterson

STAFF: Dirk Zahtilla, Interim Airport Manager
Casey Pullman, Airport Manager
Jim Clague, Airport Engineer
Steve Tackes, Airport Counsel
Kathy King, Recording Secretary
Jano Barnhurst, Recording Secretary

NOTE: A recording of these proceedings, agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and available for review during regular business hours.

A. CALL TO ORDER, ROLL CALL AND DETERMINATION OF QUORUM. (6:04:06) - Chairman Lewis called the meeting to order at 6:04 p.m. Roll was called; a quorum was present. Member Carter was absent and excused. Chairman Lewis advised that Mr. Staub is no longer a member.

B. PLEDGE OF ALLEGIANCE. (6:04:48) - Chairman Lewis led the pledge of allegiance.

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. (6:05:15) - Member Peterson moved to accept the minutes of the March 18, 2009 meeting as proposed. Member McClelland seconded the motion. Motion carried 3-0-2.

D. MODIFICATION OF THE AGENDA. (6:05:58) - None.

E. PUBLIC COMMENT. (6:06:14) - Chairman Lewis introduced the item and invited the public to approach. Robert Lumbard with the Nevada Museum of Military History passed a site plan of one building he is interested in building and asked the Board to peruse it at their leisure. He is aware of the need for the Board's approval in order to construct the building. Chairman Lewis advised that the Board will review the plan and have the Airport Manager get back to him in the next few weeks and possibly put him on next month's agenda.

F. CONSENT AGENDA. All matters listed under the consent agenda are considered routine, and may be acted upon by the Airport Authority with one action and without an extensive hearing. Any member of the authority or any citizen may request that an item be taken from the consent agenda, discussed and acted upon separately during this meeting. The Chairman or the Vice-Chairman retains discretion in deciding whether or not an item will be pulled off the consent agenda. (6:08:17) - None.

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G. PUBLIC HEARINGS.

G-1. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY HILL REMOVAL PROJECT, INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. (6:08:27) - Chairman Lewis introduced the item. Mr. Clague advised that the hill was removed and a change order for the earthwork for Taxiway Delta was received. Work was resumed on that portion and it should be completed by May 9th. Compaction was recently checked at over 95 percent.

G-2. DISCUSSION AND POSSIBLE ACTION ON REPORT ON STATUS OF AIRPORT STRUCTURES LLC HANGAR PROJECT. (6:09:48) - Chairman Lewis introduced the item and Perry DiLoreto gave a status report. He advised that the first building is up with a certificate of occupancy, and escrow closed on three of four hangars. The fourth is entertaining buyers. Everything is paid and everyone who worked on the project is happy, however the market is non-existent. Plans have been engineered and drawn for the entire project. After approval, they received 14 reservations and deposits, but as time and the economy moved on, all 14 were lost. Three new cash deals were rewritten. He believes the proper approach is to complete the site work, but the market needs to come back before they can move ahead with the next building which is designed and the building permit ready to issue. The project has been equitized and has over \$1 million in it. A construction loan is in place with less than a \$200,000 balance. They intend to continue making lease payments and fund the Hangar Owners Association. They remain committed to the project, but due to current economic circumstances, there will soon be a request to extend the lease requirement to complete the improvements by July. It would not be good for the rest of the market to put additional units up for sale.

Chairman Lewis thanked Mr. DiLoreto for the update. In response to a question, Mr. DiLoreto replied that the next building scheduled to go up has the same size hangars as the first but there will be eight of them. The next building is larger but the last, largest building will have four units. He said they are looking at the market from different aspects, and instead of making four separate hangars out of the large hanger, are considering making it one large hangar that can be shared. He said for certain types of airplanes, the economics work better, so if something was sold in the third building, they could move out of order. Chairman Lewis called for questions from the Board and thanked Mr. DiLoreto for his report. He advised that the matter would be put on the agenda when there was a need for discussion. He asked for questions from the public but there were none.

G-3. DISCUSSION AND POSSIBLE ACTION REGARDING A PRESENTATION FROM KCXP INVESTMENTS LLC ON THE STATUS OF CONSTRUCTION OF THE JET RANCH PROJECT. (6:15:45) - Chairman Lewis introduced the item and recused himself stating he is a link between the contractor and owner of this project, thus Vice Chairman Sullivan conducted this Item. Ralph Smith of Valley Construction advised that as of April 14th, funds were allocated, subcontractors paid, and notification given to restart and proceed with the Jet Ranch project. Within the next 35-40 days, there will be interior redesign of the project to accommodate issues for the owner which will meet applicable codes and not affect the project exterior. Activity will begin next week. Once the addition to the existing permit is issued, it will take another 90 working days to finish the project. The interior redesign and permit process will take approximately 45 days.

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Because of the economic climate, they are asking for a conservative eight month extension. Scott Alford of KCXP advised that all funds are in place to complete the balance of the work. In response to a question, Mr. Smith advised it will take 30-35 working days to complete the redesign drawings for the interior, 15 working days for re-issuance of the permit and 90 working days to finish the work. He explained they are working and not calendar days. In response to another question, Mr. Smith replied that there was an extensive tenant improvement package upstairs, but probably won't do the total build out which will not affect the intent of the project. An expensive polished concrete floor in the hangar will be removed and some interior finishes will be re-evaluated.

Member McClelland advised that new driving rules have been adopted and would like Mr. Smith to meet with Mr. Pullman to review them with the subcontractors. Mr. Smith advised that there will be a total restart meeting to re-acclimate the subcontractors to the project. The Airport Manager and Board will be invited to re-evaluate the new rules so everyone understands them. There are 7-8 subcontractors involved. Mr. Tackes advised that it was not noticed for an extension of the construction time frame and recommended putting it on the next agenda. Member Peterson requested a more definitive plan regarding the schedule and whether it will actually take eight months. Mr. Smith advised that he will provide a full CPM schedule at the next Carson City Airport Authority (CCAA) meeting. Vice Chairman Sullivan asked for a written request of the time frame and how it corresponds to the construction schedule. There were no comments from the public. Vice Chairman Sullivan entertained a motion. **Member Peterson moved to continue this to next month's agenda specific to considering a request from the KCXP to extend the Jet Ranch project. Member Kelly seconded the motion. Motion carried 4-0.**

G-4. DISCUSSION AND POSSIBLE ACTION REGARDING THE CENTER TRIANGLE, AS FOLLOWS: (A) OPENING, REVIEW AND CONSIDERATION OF THE SUBMITTED BIDS CONCERNING THE NOTICE OF INTENT TO LEASE LOTS IN THE CENTER OF THE TRIANGLE AS FURTHER DESCRIBED IN THE RESOLUTION AND NOTICE OF INVITATION TO BID ON CARSON CITY AIRPORT LEASES DATED JANUARY 21, 2009; (B) DETERMINATION OF QUALIFIED BIDS; (C) CONSIDERATION OF LEASE RATES AND TERMS OF THE LEASE; (D) ORAL BIDDING; (E) CONSIDERATION OF AWARD TO THE MOST QUALIFIED BIDDER; (F) AUTHORIZATION TO PRESENT THE LEASE AWARD TO THE BOARD OF SUPERVISORS PER NRS CHAPTER 844; (G) DETERMINATION OF WHETHER TO RESUBMIT THE INVITATION TO BID; AND (H) APPROPRIATE MINIMUM LEASE RATE AND TERMS OF THE LEASE. (6:25:22) -

Chairman Lewis introduced the item and Mr. Tackes advised that a notice of invitation to bid was issued in January but no bids were received by the April 13th deadline. He recommended the Board determine whether to put the property back out to bid and whether to do so under the same terms. In so doing, notice can be issued again based on the current appraisal which becomes stale next month. The legal requirement is that it be no older than six months at the time it goes to bid. He recommended re-issuing the resolution and notice of invitation to bid. He suggested dates which the Board may want to stretch out to a further time frame. Chairperson Lewis stated that he has talked to prospects inquiring about airport land and at least one will come before the Board within the next 30 to 60 days. He feels it's appropriate to re-issue the offer, but the Board needs to decide on the rate and deadline. Once started, the appraisal is still valid. In response to a question, Vice Chairman Sullivan opined staying the course, keeping it at 50 cents and seeing where it goes. He hopes for a turn in the economy with the stimulus funds and a better climate at the end of summer.

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Waiting another few months means re-evaluating the appraisals. Member Peterson agreed with Vice Chairman Sullivan's comments and opined that it may be another year or more before people feel secure enough to put money into the center triangle developments. He sees no downside to staying the course or reducing the rate as it is a finite commodity and cannot be replaced. He suggested extending the offer as long as possible.

In response to a question, Mr. Tackes replied that it could legally be left open for a year, but if someone were interested in two months, they may not be interested ten months later. He opined that a longer extension makes more sense, and agreed to staying the course and not reducing the rate. In response to another question, Mr. Tackes replied that any offer received would have to wait until the end of the approved time period. The statute is clear that action be taken and time periods set cannot be changed. The statute doesn't allow flexibility to extend it to another date, so an intermediate bid cannot be accepted. In response to another question, Mr. Tackes reiterated that the statute doesn't allow flexibility but envisions that someone else could be interested in the property. The statute is really an auction. If there is more than one bidder, they can go back and forth. The statute originally envisioned leasing property and letting the lessee decide how it is to be used. The airport can only be leased for a specific purpose and specific conditions. Member Peterson stated that given that constraint, he supports the August date. Chairman Lewis commented that there have been past discussions to open it to all available land and not limit it to the center triangle. Mr. Tackes advised that the appraisal is limited to the center triangle. Opening it to other areas would require more appraisals. Chairman Lewis called for public comments but there were none. He then entertained a motion. **Member Peterson moved to copy counsel's recommendation to extend the period to the August meeting to accept bids on the center triangle land. Vice Chairman Sullivan seconded the motion. Motion carried 5-0.**

G-5. DISCUSSION AND POSSIBLE ACTION REGARDING APPLICATION BY CARSON AVIATION ADVENTURES LLC FOR A CLASS II FBO I.E. FLIGHT SCHOOL. (6:35:06) - Chairman Lewis introduced the item and recused himself stating that Mr. Poscic is a sub-tenant of Sterling Air and his intention is to operate the flight school out of the current facility thus Vice Chairman Sullivan conducted this Item. Steve Poscic advised that they currently have no leases on any aircraft but are working on a sale of a 650 Zodiac for lease back. They are working on leases for a 172, 182, and Aztec and plan on operating out of their current office. They are working on making the leases beneficial to Carson Aviation Adventures so if there is no flying, there will be no prepaid penalties for the airplanes.

Regarding the NTSB report on the Zodiac, Mr. Poscic explained that there are over 100 production airplanes in flight now that have accumulated over 3,000 flight hours with no problems. The airplanes referred to in the article are basically home built and appear to need more advisory on certain parameters. Mr. Poscic stated that he has the wherewithall to run it for a year as he has done business at a maintenance facility for three years. He gave the Board a brochure stating his plans. In response to a question, Mr. Poscic replied that a room is available for a classroom, there is a desk for instructors and possibly a flight simulator. Mr. Tackes advised that in his discussions with Mr. Poscic regarding the NTSB order, the NTSB is recommending to the FAA to ground certain Zodiac aircraft. The aircraft Mr. Poscic is using is a different model than the one referred to in the report so he may not be affected. Mr. Tackes believes they go model specific, so it's fairly likely that the FAA will ground just the model in the NTSB report. The failures on the airplanes are failures in

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normal flight conditions. If an airplane breaks up in normal flight conditions it will get the NTSB's and FAA's attention very quickly. Mr. Poscic does a good job in his maintenance business and has a great reputation. The criteria to be reviewed has been outlined and if the airplane is deemed unsafe, he will not use it. In response to a question, Mr. Tackes replied that he's included the criteria that should be included under Title 19. The determination needed to make is whether the Board believes Mr. Poscic is qualified, able, and has adequate resources to run the business. There previously was a fairly close look at his financials which weren't quite right. At least two members of the CCAA worked with him to correct them and he changed his business formula so the expenses are more dependent on actual utilization of aircraft as opposed to projections before which looked like he wasn't going to make money. Vice Chairperson Sullivan called for public comment. Bob Dickinson, an aircraft owner and president of EA Chapter 403 in Carson City stated that Mr. Poscic has helped all their members and given them discounts on airplane repair. He's been very helpful in other things as well. A flight school open to the public would be a great asset to the airport. Numerous people want to rent airplanes all the time. Vice Chairman Sullivan then entertained a motion. **Member Peterson moved to accept Mr. Poscic's proposal for a Class II FBO to operate a flight school at the CXP. Acting on the advice of counsel, it appears to meet the relevant requirements to be a flight Class II FBO. Member McClelland seconded the motion. Motion carried 4-0-1. Chairman Lewis abstained.**

G-6. DISCUSSION AND POSSIBLE ACTION REGARDING ADOPTION OF RESOLUTION TO ACCEPT BIDS PER NRS 244.281 FOR ANTENNA COLLOCATION AND LAND LEASE, AS FOLLOWS: (1) EXAMINATION OF APPRAISAL; (2) DETERMINATION OF WHETHER TO ISSUE AN INVITATION TO BID; (3) DETERMINATION OF APPROPRIATE MINIMUM LEASE RATE AND TERMS OF THE LEASE AND PERMITTED USES; AND (4) SET DEADLINE FOR BIDS AND THE DATE FOR THE BID OPENING AND CONSIDERATION. (6:44:21) - There was discussion between Chairman Lewis and Mr. Tackes to defer this Item to the May 21st meeting.

G-7. DISCUSSION AND POSSIBLE ACTION TO APPROVE AN EMPLOYEE BENEFITS PACKAGE FOR NEW AIRPORT MANAGER. (6:44:54) - Chairman Lewis introduced and welcomed Casey Pullman from Oxnard, California, as the new Airport Manager to begin Monday, April 20th. Vice Chairman Sullivan advised that this position allows for employees to be enrolled in the PERS retirement system. He explained that the CCAA can pay the entire amount of the retirement which is approximately 21 ½ percent of the base salary, or pay half and half, which is \$10,550 based on a \$50,000 salary. He advised that this position is similar to an unclassified position and the City would typically pay the entire amount of the retirement. He received two quotes on life insurance plans: the benefit amount on \$50,000 is approximately \$8 per month or \$96 per year; \$100,000 is \$10 per month. The City offers unclassified employees \$25,000-\$35,000 but did not obtain a quote, and estimated it to be between \$4-\$8 per month. Unemployment is approximately \$100 per year; worker's compensation, \$750 per year; and medicare \$72.50 per year. This combination of benefits totals \$13,181.

There are different levels of health insurance, i.e., value plans, primary plans, superior plans, etc. Life, health, dental and vision insurance can go with a standard, primary or superior plan, but the higher the plan and more benefits, the higher the cost. Unemployment, medicare and worker's compensation is paid by the employer; medicare is split at 1.45 percent. Vice Chairman Sullivan

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advised that CCAA should pay the entire amount of PERS as the position is equivalent to an unclassified City position; 11 paid holidays; paid retirement, 100 percent of medical insurance, and either \$25,000 or \$50,000 in life insurance. He advised that sick leave accrues at 6.66 hours per month and may be paid upon death, retirement, or resignation of the employee or beneficiaries after 10 years of satisfactory service. Compensation is based on 1/3 of the amount accumulated at the employee's hourly rate. CCAA would also pay the CC Care Ambulance Membership Program at \$50 per year. Annual leave is 6.66 hours per month for the first six years of employment; after which it increases to eight hours per month. A maximum of 300 annual leave hours can be carried over from year to year. Management leave is 3.3 hours per month. This position is basically 24/7 but will not receive overtime. In response to a question, Vice Chairman Sullivan replied that management leave compensates for anything over the 8-5 workday, i.e., weekends, staying for an airport accident or emergency. The FSLA guidelines exempt this position from any overtime or compensatory time off. General benefits include workers compensation, direct deposit, replacement of personal property damaged or destroyed by performing job related duties, military leave, FMLA, and bereavement leave.

Member Peterson commented that he had no complaints with PERS, holidays, life and medical insurance, although there is work to do to locate insurers that carry one person. He expressed concern about the concept of sick leave as it is non-applicable in commercial business. An exempt employee does not have his hours tracked or compensated on an hourly basis and is paid whether he misses a day or half day. The laws dictates if an exempt employee is present for any portion of a week, he is paid for the whole week regardless of policy. As a government employee, different laws may apply. He would like the subcommittee to meet and fine tune the language and present it to the CCAA. Chairman Lewis inquired if the subcommittee would be available within the next 7-10 days to work out the details and possibly approve it conceptually tonight as Mr. Pullman needs to be offered something on Monday. Member Peterson commented that he is anxious and willing to do it. He supports approving health, medical and life insurance, PERS and the annual leave elements of having language go through a vetting process which will take care of Mr. Pullman under the terms originally contemplated. Member Sullivan reiterated that unemployment, worker's compensation and medicare are required by the government; medicare is half and half, unemployment is approximately \$100 and worker's compensation \$750. Chairman Lewis called for public comments and when there were none, he entertained a motion. **Member Peterson moved that the Board approve 100 percent funding of the PERS plan, the purchase of annual medical insurance per Vice Chairman Sullivan's research, and adopt and purchase life insurance equal to Mr. Pullman's base salary of \$50,000, at \$8 per month, as well as the required medicare and other features; and to adopt the annual leave equal to the City's amount with the reservation that it may need to be rephrased to be in terms different than an hourly accrual. All to be effective as soon as it can be arranged coincident with Mr. Pullman starting in his position. Vice Chairman Sullivan seconded the motion. Motion carried 5-0.**

G-8. DISCUSSION AND POSSIBLE ACTION REGARDING STAFFING NEEDS. (7:03:51)

- Member Peterson stated that during the process of searching for an airport manager, the CCAA looked at how the airport was run and came to a broader understanding of the needs which require attention. The first duty is safe operation. One of Mr. Pullman's responsibilities will be preparing and managing a budget that allows the airport to be self sustained. Mr. Zahtilla has been a pleasure to work with, has brought the airport through a difficult time, and been instrumental and critical in

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helping the CCAA understand the management, maintenance and operation of the airport. The CCAA needs to look at additional staffing and understand the budget. The subcommittee needs to look at staffing requirements and change the way things are approached. Yvonne has worked on a part time basis, Mr. Zahtilla has worked for a period of time, John is full time maintenance. There have also been various contractors for repairs and maintenance on an as required basis, and counsel has prepared and done things that will be shifted to the airport staff. The goal is for a full time staff of two replacing other part time positions. He would like Mr. Pullman to go through the budget to determine what is feasible and have the subcommittee take another 30 days to review staffing requirements. Mr. Zahtilla was gracious to stay on for a period of time and suggested that his employment be continued for another 30 days to facilitate the handover to Mr. Pullman.

Chairman Lewis entertained questions from the Board. Member Kelly opined that it should be continued for at least two months as Mr. Pullman has a lot to learn in 30 days, and it will probably be difficult to form some good opinions in that period of time. He wants to meet for a couple more months and agreed with retaining Mr. Zahtilla for another 30 days as he's done a wonderful job and any handover of information will be very helpful to Mr. Pullman. Member Peterson agreed and reiterated that Mr. Zahtilla's continuance as a handover and assistant role should be the same time period as the subcommittee considers staffing requirements. Vice Chairman Sullivan agreed with the transition period in order to move Mr. Zahtilla's responsibilities to Mr. Pullman. He agreed that Mr. Zahtilla has done an excellent job and appreciates all the extra work he has done and agreed to extend it for another month or two. He believes that Mr. Pullman could take over the responsibilities of anything going before the Board of Supervisors. Chairman Lewis commented that he would like the subcommittee to meet with counsel and engineer in the next 30-60 days to get ideas of their monthly perfunctory duties that could be passed on to someone else. He then called for public comments and when there were none, he entertained a motion. **Member Peterson moved to continue the actions of the staffing subcommittee for two months whose purpose is to consider the staffing requirements and budget impact and the transfer of duties if possible from contract employees to the manager with a goal to report back to make a final staffing decision in two months, and to continue Dirk Zahtilla's interim employment until such decision is final. Vice Chairman Sullivan seconded the motion. Motion carried 5-0.**

H. AIRPORT ENGINEER'S REPORT. (7:14:12) - Chairman Lewis introduced the item and Mr. Clague advised that plans and specifications are being put together for two types of AWOS being considered for features and bid prices. Those plans will be submitted to the FAA for approval to advertise as soon as possible. In response to a question, Mr. Clague replied that he also submits the plans to the Chairman, Mr. Tackes, and Mr. Zahtilla for review. Member Sullivan asked Mr. Clague to also submit them to Mr. Norvel, a former CCAA member, for input as well.

Mr. Clague advised that the runway taxiway realignment plans and specifications were submitted to the FAA on Tuesday and received advertising approval today. Advertising will begin Monday and there will be a mandatory pre-bid meeting on May 5th with potential bidders. The bid opening will be May 15th when everything will come in below budget and a new grant application will be submitted to the FAA for the bid amount, engineering and administration fees. The bidders will be given the option of producing aggregate base and asphalt concrete on site or bring it in from off site as the special use permit (SUP) process will not be known prior to the bid opening. There is also a SUP process to provide a rock crusher on site east of Taxiway Bravo. There are approximately three acres for stockpiling, materials, crushing rock and a hot

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plant. They will be allowed to work in that area and haul rock from stockpiles to the rock crusher and hot plant from 7 a.m. to 7 p.m. so as to not disturb the neighbors. Other areas of the airport can be worked 24 hours a day and not disturb anyone, so permission is being asked to operate the rock crusher from 7 a.m. to 10 p.m. and the hot plant from 5 a.m. to 10 p.m. This project is being phased so the runway can be kept open as much as possible. The first phase of construction of the new runway will be east of Bravo, at 3,500 x 75 feet with a temporary connection to Bravo. The second phase of runway construction will be 2,600 feet, demolishing the existing runway. There will be paved overruns of 240 feet at each end for emergencies. The plan is to keep the airport open at all times, however, there may be a day or two to shut it down completely, but kept operational. The second phase will be done in 35 day double shifts so the new runway can be opened as soon as possible. This was extensively reviewed to try to minimize construction periods. The first phase of the runway and Taxiway Alpha will take approximately 140 days based on a constraint start of the FAA offering a grant, which should be the middle of June. If the second phase cannot be done prior to September, it will have a constrained start of September 21st due to the Reno Air Races. Taxiway Alpha Phase 2 can be done concurrently with Runway Phase 2. Taxiway Delta could start with any of the phases. The connection to the north apron would be concurrent with or after completion of Phase 2 of the runway. Liquidated damages have been established for each phase at \$2,000 per calendar day with the exception of Runway Phase 2 which as been established at \$15,000 a day. This is a complicated project and the intent is to keep the airport open and operational during the entire construction period.

Chairman Lewis advised that he will be attending the pre-bid meeting at the terminal building. Up to two additional members can be invited so as to not create a quorum. He said it is important for one or two of the Board members to attend. In response to a question, Mr. Clague replied that he didn't put a time limit on how long the rock crusher and hot plant will be at the site but as long as necessary. If everything is awarded, the project has a construction period over one year. Vice Chairman Sullivan advised that that is important to relay to the Planning Commission and neighborhood that it is temporary and approval of the SUP will allow the new runway to be put in benefitting the residential neighborhoods by moving it farther away. Mr. Clague responded that the SUP also emphasizes keeping construction traffic out of the neighborhoods. Chairman Lewis commented that once the bid is awarded, he would like another meeting at the terminal building for the airport community to let them know how construction will impact them in addition to a meeting with the neighbors to advise them on the type of construction to expect, hours of operation, etc. In response to a question, Mr. Clague replied that the new runway will take about 35 days and be constrained to 3,500 feet and the first phase would be open for use. In response to another question, Mr. Clague replied that the time schedule will be played by ear as it moves forward. A detailed schedule is required as part of the bid proposals. When the bids are reviewed, a proposed schedule will also be considered. Chairman Lewis commented that in talking recently with someone involved in new projects in Reno, one came in at 32 percent and one at 37 percent below engineering estimates. This estimate is in the \$13 million range for everything except the ramps and may be getting \$9 million in stimulus money. Coming in at 30 percent less, everything could be done for the stimulus package.

I. AIRPORT MANAGER'S REPORT. (7:30:34) - Chairman Lewis introduced the item and Mr. Zahtilla advised that he started a program recalling all of the gate cards. One of the pieces of information he is gathering from that program is everyone's e-mail address, and was pleased to note of the ability to communicate with all of the airport residents in an effective way.

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He was contacted by McConnell Aviation Group, regarding any claims relating to the National Pilot Academy. The airport is one of the claimants because it was never paid its Class II FBO fees for almost four years. He asked if anyone hears of a student who paid money up front, to contact him and he will forward the information on as it appears that a class action suit will be filed.

He advised that Yvette Weaver came in on the last day of her notice and paid all past due tie down fees in addition to a month up front and submitted a letter promising to clean out the Albatross. She hired someone to tie it down properly and seal it to keep the pigeon problem under control. She will be listing it for sale.

He advised that Fire Chief Giomi would like to meet to discuss giving the taxi lanes between the hangars street names as they have a difficult time responding to emergency calls. Because of all the duplicate numbers, it's very confusing. Mr. McClelland commented that the two different hangar developments have labeled their hangars the same which might need to be addressed. Mr. Zahtilla commented that Chief Giomi told him that they or another City agency assigned the numbering systems but he didn't know if that was correct. A logical numbering system is needed but doesn't know how practical it would be to accomplish. In response to a question, Mr. Zahtilla replied that the 172RG aircraft belonging to McConnell Aviation is still there. In response to another question, Chairman Lewis replied that the airplane is owned by a private party and leased back to the flight school, so it was not their property. Chairman Lewis confirmed with Mr. Zahtilla to schedule a meeting with the fire department.

J. LEGAL COUNSEL'S REPORT. (7:36:52) - Mr. Tackes advised that some of his legal fees were billed relating to FAA AIP projects, and he's going to meet with Mr. Clague to include them in the grant recovery on the hill removal project to try to utilize all of the funds. There was a significant amount of time which can be recovered as an administrative expense.

He will research whether there are any parameters on naming restrictions for the taxi lanes but Chief Giomi has asked for a better road map for emergency responders to the airport. He said it may be as simple as painting the name on the taxi lane itself as even if hangars have the same numbering system, it shouldn't confuse anyone. Member McClelland suggested additional letters instead of names. Mr. Tackes commented of the need to start with lettering that was beyond any taxiways already there, and could run out of letters quickly because of all the lanes between hangars.

K. TREASURER'S REPORT. (7:30:10) - Chairman Lewis commented that Mr. Carter is absent but that the tentative budget was submitted today to the Department of Taxation for the required April 15th filing and the next CCAA meeting will be held on Thursday, May 21, 2009 pursuant to statute. Mr. Tackes explained that public agencies must schedule hearings on their tentative budgets to adopt their final budgets on a certain day. For the CCAA, it's the third Thursday. He arranged for public notice per statutory newspaper requirements. He provided a list of the account balances as of March 31, 2009, which were incorporated into the record. Chairman Lewis commented that because the Board of Supervisors will meet in the Sierra Room on May 21st, the CCAA meeting will be held at the airport terminal building at 6:00.

L. REPORT FROM AUTHORITY MEMBERS. (7:41:37) - None.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING. (7:41:51) - Chairman Lewis advised that Item 6 will be back on the agenda regarding the antenna lease on the rotating beacon. Mr. Tackes stated that Silver State High School is looking to build a facility on the Weikel property and wants to make

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a presentation to inform the CCAA about what's going on and seek consent from the Board. Chairman Lewis suggested the item to approve the budget and an update on the Jet Ranch project. Mr. Clague suggested an item to award the contract for the realignment and reconstruction to the runway taxiway and the hill removal item. Member Peterson and Chairman Lewis discussed that the subcommittee staffing report could be added to the May or June agenda.

Mr. Tackes introduced Jano Barnhurst as the new recording secretary. He advised that she comes from a qualified background, and was secretary to one of the Carson City Judges. He encouraged her to ask any of the staff or Board members for assistance if needed. Chairman Lewis seconded the welcome on behalf of the Board.

N. ACTION ON ADJOURNMENT. (7:44:40) - Chairman Lewis adjourned the meeting at 7:44 p.m.

The Minutes of the April 15, 2009 Carson City Airport Authority meeting are so approved this 17th of June, 2009.

Steve Lewis, Chairman