

**CARSON CITY AIRPORT AUTHORITY
MEETING AGENDA**

WEDNESDAY, MARCH 21, 2007 – 6:00 P.M.

Public Meeting at:

**CARSON CITY COMMUNITY CENTER
SIERRA ROOM
851 E. WILLIAM STREET
CARSON CITY, NEVADA**

A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM. The regular meeting of the Carson City Airport Authority was called to order at 6:00 p.m. Roll call was taken, and quorum was determined:

Present: Neil Weaver, Collie Hutter, Steve Lewis, Gary Handelin, Walt Sullivan and Richard Staub

Absent: *none*

Staff: Mr. Tackes, Mr. Clague and Mrs. Weaver

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. The minutes of the 21 February 2006 regular meeting were review. Mrs. Hutter moved to approve the minutes as submitted. Mr. Handelin seconded the motion and the motion carried. Mr. Weaver abstained from voting, as he was not in attendance at that meeting.

D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* There was no modification at this time.

E. PUBLIC COMMENT. Members of the public who wish to address the Airport Authority may speak on *non-agendized matters* related to the Airport. Comments are limited to three (3) minutes per person or topic. If your item requires extended discussion, please request the Chairman to calendar the matter for a future Airport Authority meeting.

Mr. Bud Milstead addressed the Board. He asked if the agenda items on the agenda would be heard at this meeting. It was confirmed that they would be heard.

F. PUBLIC HEARINGS

(1) **DISCUSSION AND POSSIBLE ACTION REGARDING NOMINATION AND ELECTION OF AIRPORT AUTHORITY VICE-CHAIRMAN TO REPLACE HARVEY HORNUNG (*S. Lewis*).** Mr. Lewis explained that Vice-Chairman Mr. Hornung, the industrial park representative on the Board, had resigned his Board office effective 16 March 2007 due to the relocation of his business outside of the Airport industrial park. Mr. Lewis stated that the Board would entertain nominations for the position of Vice-Chairman.

Mr. Handelin nominated Mr. Sullivan for the position of Vice-Chairman. Mr. Staub seconded the nomination.

Mr. Lewis asked if there was any discussion on the nomination. There was none. Mr. Lewis asked if there were any additional nominations for the position of Vice-Chairman. There were none. The nomination was closed.

Mr. Lewis called for the vote, and the vote to elect Mr. Sullivan to the position of Vice-Chairman was carried unanimously.

(2) **DISCUSSION AND POSSIBLE ACTION REGARDING CURRENTLY ADOPTED FLIGHT PATTERNS; VARIOUS SUGGESTED PROPOSALS FROM THE AIRPORT AUTHORITY'S SUBCOMMITTEE REVIEWING CARSON CITY MUNICIPAL CODE TITLE 19 AS IT PERTAINS TO AIRCRAFT PATTERNS, AND THE POSSIBLE INITIATION OF AN AIRCRAFT MONITORING PROGRAM DURING THE SUMMER MONTHS OF 2007 (*W. Sullivan*).** Mr. Sullivan stated that he had placed this item on the agenda to discuss three items. First, he stated that he has asked the two pilots on the Board (Mr. Lewis and Mr. Handelin) to discuss the currently adopted flight pattern to take-off and land at the Airport. Second, for a number of months a subcommittee has been meeting to work on revisions to Title 19, which is the City's Municipal Ordinance that pertains to the Airport operations, etc., and several update proposals to the document have been made. The third item deals with a monitoring program that has been discussed by the Airport Authority Board and residents of the Apollo Drive area. Airport Manager Yvon Weaver and Supervisor Mr. Staub have been organizing the program. Mr. Sullivan stated that he would like to see the Airport Authority approve in concept the monitoring program. There are various groups that utilize the Airport, and the Airport Authority would be looking for one of those groups, such as the Sea Cadets or others, to volunteer during the summer months and/or weekends, observing take-offs and landings.

Regarding the current take-off/landing pattern, Mr. Sullivan turned the item over to Mr. Lewis and Mr. Handelin for discussion of the current adopted pattern, and what aircraft should be doing and when.

For the record, Mr. Lewis pointed out that there was also another pilot on the Board, which is Mr. Weaver.

Mr. Lewis reiterated Mr. Sullivan's discussion about the update process to City Municipal Code Title 19. The rules in the Title are somewhat antiquated, and the Subcommittee is looking at Title 19 to update the document in an effort to update the safety and usability of the Airport. The Airport Authority or Carson City has not yet adopted the updates to Title 19.

One consideration is to put a monitoring program in place to try to catch abusers of the established take-off and landing patterns at the Airport, and to identify what we're seeing out there. One of the safety considerations is raising the pattern altitude from a published 800 feet above ground surface (ags) to 1,000 feet ags. Raising the height to 1,000 feet would automatically create a situation where the pilot would have to line up to Runway 27 about a quarter mile further east, which would put his approach pattern over the golf course during line up. Mr. Lewis stated that he believes most of the complaints filed with the Airport Manager are about those pilots who short cut the turn, possibly in an effort to save time or fuel.

Mr. Handelin stated that he flies the noisier plane at the Airport, but to his knowledge he has never had a noise complaint filed about how he operates his aircraft. Mr. Handelin stated that it is to the pilot's discretion as to how he operates his flight pattern. For those pilots who are just doing touch-and-goes, they try to do as many as possible in as short a timeframe as possible, so they typically would not fly such a wide pattern. Mr. Handelin stated that he flies a wide pattern because of the type of aircraft he flies. Mr. Handelin discussed the pictorial information that the Truckee Airport hands out to their pilots, both locals and transient, and believed that the Carson City Airport should come up with something like it for our pilots.

Mrs. Weaver pointed out that she created such a document a couple of years ago that lists everything from the UNICOM to the AWOS to the Airport, the runways, restaurants, hotels, a picture of the flight pattern showing landing on both Runways 27 and 9. Copies of this document were available at the Terminal Building, and she stated she would check to make sure a supply was still available. It's a foldout document that the Board approved creating a couple of years ago.

Mr. Staub stated that he thought the Airport Authority needed to address the jurisdictional boundaries of where the Airport Authority has power, and where their jurisdiction started and stopped. Mr. Staub stated that Mr. Weaver was very good at explaining this jurisdiction the last time, and asked him to explain it again.

Mr. Staub stated that the other issue is monitoring the end of the runway. The Sea Cadets was to use the Airport's van, and thought it would be a good exchange to trade monitoring time for the use of the van. Mr. Staub suggested that the Cadets monitor the end of the runway one time per month for the next twelve months and report on any aircraft observed to not be flying within reasonable and approved flight patterns. Mr. Staub stated that the process should be formalized to show commitment to the community that we are trying to resolve the pilot issue.

Mr. Staub suggested that the Title 19 Subcommittee review whatever sanctions could be made against pilots who repeatedly fail to comply with approved flight patterns.

Finally, Mr. Staub stated that everyone needed to understand that we are in the midst of the Master Plan implementation. We have an approved Master Plan, which involves a realignment of the runway by nudging the east end to the north, away from the residential area. The Airport Authority is moving as quickly as possible to obtain the maximum amount of federal funding as possible, and to save up the necessary matching funds in order to implement the plan. Mr. Staub stated that he believes adjusting the runway will alleviate concerns of the people on the east end.

In conclusion, Mr. Staub stated that the Airport has been here for a long time. Airplanes are not slot cars. An individual on final approach is making the best attempt he can to land his plane where everyone can walk away. Sometimes that is a challenge, and it is difficult at times to always fly a perfect pattern.

Mr. Staub thanked everyone for coming, and welcomed their comments.

Mr. Weaver stated that elevating the traffic pattern to 1,000 feet ags is a step in the right direction. He stated for the record that a pictorial overview showing definitive flight paths is a bad idea, which backs up Mr. Staub's comments. Most of the complaints and problems have come from transient pilots not familiar with the area or our flight pattern. The data collection idea is good, but it's flawed if we only use the summer months to gather the data. We need to use twelve months. In the summertime, aircraft suffer from performance problems in our area, and fly lower and louder. Also in the summertime, most people have their windows open, and so more readily hear the aircraft, and the complaints pick up.

Mr. Lewis stated that one idea was to put a notice of the flight pattern on the AWOS system. Mr. Lewis explained the AWOS system to the public, and that it is the most expeditious way to notice pilots. Mr. Weaver thought that would be a good idea.

For the record, Mr. Staub stated that he wanted to be clear that both he and Mr. Weaver's request is the same, and that he (Mr. Staub) and Yvon Weaver have already discussed utilizing the Sea Cadets for this purpose; and that is, that the monitoring begin immediately, and that the monitoring be extended to monitor for a least a twelve month, one-time-per-month period of time. Mr. Staub stated that these would be minimum times desired to get a good picture of what we are doing here.

Mrs. Weaver referred to Mr. Staub's correspondence from February 26th, which suggested that someone be stationed at the end of the runway once per month for a time period of four hours, for at least one year. Mrs. Weaver asked if this was still Mr. Staub's recommendation. Mr. Staub confirmed that it was.

Mr. Sullivan stated that he thought this was a wonderful idea, and committed to work with Mr. Staub and Mrs. Weaver to get additional groups on board. He also apologized to Mr. Weaver, stating that he did not mean to slight him. He pointed out that Mr. Weaver is a long-time pilot on the Carson City Airport. Mr. Sullivan also thanked Ms. Jan Moritz, who picked up information from Mr. Sullivan and passed out copies throughout her neighborhood.

Mr. Sullivan stated that he had received a letter from Bill & Dottie Kelley, and read that letter into the record, as follows:

From Bill & Dottie Kelley, 4549 Apollo Drive, Carson City, Nevada
Dated March 21, 2007
To the Airport Authority

Dear Members:

We are unable to attend the meeting of the Authority on Wednesday evening, March 21st, and therefore wish to take this opportunity to address items on the agenda. Although no details about the Jet Ranch have been made known, the possibility of more jets and possibly larger ones over our residential area is of great concern. We strongly feel there is ample open space away from homes to locate a facility to handle additional airplane traffic. Why must we have this in our fair City, and what is the benefit to the citizens of Carson City? This is not just a worry to the residents of Apollo Drive and the surrounding area. There are many citizens in other areas of Carson who are greatly disturbed by more safety and noise issues. We are pleased to note on the agenda an item pertaining to a study of aircraft patterns, which, by the way, was promised to us months ago. We have attended numerous meetings of the Airport Authority through the years, and have asked repeatedly for a solution to the problem of planes flying over the homes in our area, sometimes ear splitting and sometimes just barely clearing rooftops and trees. At the request of your Board, we and neighbors have often attempted to identify a plane by color or wing number so as to advise the Airport Manager of the offenders and to allow them to contact the individual(s), but this is no simple task. Short of spending the day outside in the yard, one must gather pen, paper and camera, and race outside, which is mostly non-productive and risky, considering one's agility and maybe attire of the moment. We have notified Yvon about the pilots who make several passes over the homes as they practice their touch-and-go maneuvers. We still shudder as we recall the plane crashing through our yard last year in June, breaking windows, destroying our split rail fence, sheering off the railroad tie which held the mailbox and was set in three feet of concrete, and finally coming to a stop in the street. Many weeks had to pass before we again could feel comfortable in our home.

On a positive note, we want you to know that Yvon has been very responsive to our phone calls and e-mails, and is, we believe, genuinely concerned about the situation. She is definitely an asset as Airport Manager and we feel blessed indeed to know that she is in that position. We respectfully request your reply to our concerns. We ask that other facilities be found for location of the Jet Ranch, and for enforced restrictions on low-flying planes over homes.

Sincerely,
Bill & Dottie Kelley

Mr. Lewis stated that the Board would entertain public comment regarding monitoring aircraft maneuvers and raising the flight pattern altitude.

Mr. Bud Milstead of Apollo Drive addressed the Board. He stated that several months ago monitoring was discussed but it has not taken place. If the height is raised, what is there to ensure the aircraft still will not cut across the houses? Mr. Milstead stated that he was upset that the same seaplane is still flying low over his house.

Mr. Weaver stated that he knows which pilot is doing this, and has spent a lot of time trying to induce peer pressure and get them to do the right thing. He has explained that it's their better interest to extend the pattern and not fly over the homes. Mr. Weaver

stated that he would speak to this pilot again. He is not a local resident; he is a transient pilot who does not live here and is not vested in the public welfare of our Airport and our community. The Airport cannot refuse his landing at our Airport or we'd be in trouble with the FAA. If it were easy, it would already be done, but there is a juxtaposition of dominions that make it hard to work through.

Mr. Handelin stated that the discussion about changing the traffic pattern is a part of the Title 19 Workshop meetings. It is a lengthy document, and the process of change is very time consuming. The subcommittee has already made one pass through, and now needs to review the construction rules previously generated to determine what needs to be added to Title 19; this way there is one document for the Airport.

Ms. Jan Moritz of Apollo Drive addressed the Board regarding raising the flight level. Ms. Moritz stated that she was told that the Airport Authority had authority on the ground but no authority in the air. She stated that she has talked to Yvon and Neil (Weaver), and they said that they would talk to the person(s) flying low. She stated that she knows the pilot has been talked to, because now he directly buzzes her house each time he comes and goes.

Mr. Weaver asked Ms. Moritz to which aircraft she was referring. Ms. Moritz stated it was the goofy one with camo and twin tails. Mr. Weaver stated that he has spoken with this pilot. He is a local industrialist who has hired a military flight instructor to teach him to fly his military aircraft in a military manner. Mr. Weaver stated that when he talked with the military flight instructor teaching this particular pilot about flying over the houses, the instructor's response was quite direct and to the point that he believed he was not violating airspace regulations, and cited regulations as back-up. Mr. Weaver stated that the regulations he cited were correct, and that unfortunately he was not successful in convincing this pilot to cooperate with the neighborhoods. Ms. Moritz stated her concern that we would be running out of luck, and wondered if raising the elevation by 200 feet would help anything. Mr. Weaver stated that he would speak with fellow industrialists on the Board to see if they could talk with him and convince him to fly right.

Mr. Staub stated that he did not want to be verbose and reiterate himself, but that he wanted to be sure that the Title 19 subcommittee addresses the sanction issue. We have the ability to do more than cajole, and if that means that we have to have the Airport Authority revoke their Airport privileges, then we need to investigate how to do that.

Mr. Joel Flamenbaum, a Carson City resident, addressed the Board. He stated that the Board is doing an outstanding job in trying to mitigate the concerns of the community. He wondered if a syllabus has been written as yet for the Sea Cadets to follow. Mr. Lewis stated that one had not yet been written, but one will be created for implementation, and a training period will be held.

Mr. Flamenbaum stated that he lived one house off Arrowhead Drive, and loved watching the planes. He bought his house where it is, specifically for that reason. The community has grown considerably, and concerns of the public are warranted. Mr. Flamenbaum stated that the efforts of the Board are greatly appreciated, and he thanked everyone for their efforts.

Mr. Bill Abbot addressed the Board. He stated that he agreed with the monitoring program, that people should be held accountable. Mr. Abbot stated that he strongly disagreed with the use of juveniles, as some of the Sea Cadets are very young. Some of the pilots could involve their attorneys and file action, and this would not be fair to the kids, and not fair to the pilots, either. Mr. Abbot stated that in concept, the monitoring program is a great idea.

Ms. Nina Stuckey addressed the Board. She stated that she does not live on Apollo Drive, but lives off Panament. She stated that she loves watching the aircraft but is scared with her windows rattle. She stated that she wanted the Board to know that it's not only an Apollo Drive thing. She lives close to Highway 50, off Runway 9.

Mr. Scott Kreager addressed the Board. He stated that he has talked with many people. He lives on the west side of town, near Ash Canyon. When the weather is nice, the pilots fly over his house. Mr. Kreager stated that he likes to spend time outside, but every five to ten minutes another place comes through. The height doesn't matter so much as the fact that there are people below. Mr. Kreager stated that "you" built the airport where it is, "you" let the planes be there, "you" let Silver Oak build, and now the planes fly straight to "my" house, including Southwest Airlines flying straight to Reno. Mr. Kreager stated that he is not against aircraft, but he doesn't like the peace in his yard destroyed. Mr. Kreager expressed his hope that the Board could improve on this problem. Mr. Kreager asked where the sound monitoring would be done. Mr. Lewis stated that it would be on the active runway, on the east side.

Mr. George Leader addressed the Board. He stated that he is a pilot for over 35 years and flies out of Carson. He stated that most people understand that the problem people have with airports is not unique to Carson City – it's every airport in the United States. He thought that maybe people don't realize that, and that maybe there were no aircraft flying the day they bought their house. Mr. Leader stated that the Airport has been there for a long, long time, even before the residential areas were built. The problem is not unique; it's everywhere.

Ms. Shelley Aldean, Ward 2 Supervisor, addressed the Board. She stated that she has spoken with a number of folks who testified today. She stated that she knows the Airport does not exist in isolation, and is pleased that the Airport Authority members are taking on their responsibility as stewards of the Airport. She stated that she appreciated the recommendations being made, and also that the comments about using adolescents was valid and should be taken into consideration.

Ms. Aldean referred to Chapter 4, Section 1 of Title 19, which allows the existing Authority to level sanctions against offending pilots. She stated that sanctions certainly were not for the occasional offender, but the chronic abusers who had received repeated warnings needed to be taken to task. Ms. Aldean stated that the Airport Authority needed to make it clear that they were serious about being a good neighbor.

Ms. Aldean asked Mr. Tackes if the FAA ever tailored its rules and regulations to address specific concerns to airports. Mr. Tackes stated that the rules were generic, but that the FAA would step in sometimes to try to help out airports if necessary. Mr. Tackes added that what Mr. Weaver said was true; that the regulations do state that as a pilot you can go to whatever elevation you decide is a safe elevation in order to safely

land the aircraft. When the military flight instructor blew off Mr. Weaver, he was standing behind that regulation. Mr. Tackes stated that when a pilot does something on the ground, the Airport Authority can take action, and has. It is significantly more difficult, however, to determine if they've broken a violation in the air.

Mr. Staub asked about public nuisance, and if something concerning that could be adopted into Title 19. If a pilot repeatedly flies against the adopted pattern, he could be determined a public nuisance and therefore be sanctioned through Title 19. Mr. Tackes stated this was very creative, and would need to research more into it. Mr. Staub encouraged Mr. Tackes to utilize help from Mr. Lombardo's office.

Mr. Nino Anochenian of Apollo Drive addressed the Board. He stated that he and his family knew the aircraft were there when they bought the house, but this many incidents in such a short amount of time has changed his view, and he is glad to hear of the Airport Authority's proactive approach. He asked if anyone had ever suggested that the Airport could be moved to another location. Mr. Lewis stated that it had been suggested, but there is no other place in Carson City to move it to. Carson City is the capital of the state, and as the capital it should have an airport. Mr. Anochenian asked if there would ever be limits placed on the size of the Airport. Mr. Lewis stated that there were already limits on the size due to the physical space around the Airport, and that there was no readily available vacant land adjacent to the Airport property. Mr. Anochenian asked if the Airport would ever want to purchase more property. Mr. Lewis stated that it probable would not, as it would boil down to dollars.

Ms. Moritz addressed the Board. She asked about the purchase of the Serpa property and whether the taxpayers had paid the \$20M for it. Mr. Lewis stated that they did not; that the property was purchased with federal grant funding, and that \$20M was not the price; the price was \$9.5M.

Mrs. Hutter explained that the taxpayers of Carson City do not fund these purchases per se; the Airport is self-funded through leases on the Airport, through a portion of the taxes collected from the aviation tax base resident on the Airport, and through a federal tax base that is external to the City.

Mr. Sullivan added that the FAA funds a great deal of the Airport improvements as well as all of the land acquisition. The Airport supplies 5% of the funds, and the FAA puts up the other 95% of the money. All major improvements are funded through the FAA.

As a point of clarification, Mr. Weaver pointed out that unless one is a member of the traveling public on an airliner, one does not pay any money out of your general tax fund to Carson City. The moneys funding the FAA are derived from ticket taxes on airplane rides, so unless one flies on a plane, one is unaffected by funding the FAA, and developing airports throughout the United States.

Mr. Milstead addressed the Board. He stated that he is not against the Airport, and he knew it was there when he bought his house. He is just against the manner in which aircraft approach and leave the Airport.

Mr. Lewis stated that it was the Board's intent to take a proactive approach and hopefully the neighbors would be happier. Mr. Lewis called for a motion.

Mr. Sullivan moved to as soon as possible begin the monitoring program as it pertains to aircraft patterns, to do the training, and to include in motion of aspects regarding sanctions as brought up by Mr. Staub.

Mr. Staub stated that he would second the motion, with the comment that the Airport Manager distribute the patterns as they currently exist, and to include that the Title 19 Subcommittee review the issue of raising the flight pattern to at least 1,000 feet.

Mr. Sullivan concurred with the seconder's comments.

Mrs. Weaver stated that there could be an issue with putting minors in an unfavorable position, and wondered if the EAA would consider helping out with this endeavor. Chris of the EAA was present at this meeting, and stated that the EAA was interested in the same thing as everyone else and was willing to work with the Board on this project.

There were no other comments at this time. Mr. Lewis called for the vote, and the motion carried unanimously.

(3) ACTION TO CONSIDER SPECIAL USE PERMIT SUP-07-025 AND PROVIDE CARSON CITY AIRPORT AUTHORITY COMMENTS TO THE CARSON CITY PLANNING COMMISSION. SPECIAL USE PERMIT SUP-07-025 IS AN APPLICATION FROM MATT HANSEN TO ALLOW CONSTRUCTION OF AIRPORT HANGARS COMPRISED OF 12 SMALL HANGARS AND A MAIN HANGAR BUILDING WHICH INCLUDES PILOT ACCOMMODATIONS AND OFFICE/ADMINISTRATIVE SPACE FOR THE PROJECT KNOWN AS "JET RANCH" ON PROPERTY ZONED PUBLIC REGIONAL (PR) AND LOCATED AT 2600 COLLEGE PARKWAY (THE CARSON CITY AIRPORT) ON LOT 207 (*W. Sullivan*). Mr. Lewis abstained from this item. He passed the gavel to the Vice-Chairman, Mr. Sullivan, and stepped down from dais, remaining present to answer questions if necessary.

Mr. Sullivan disclosed that his daytime job is working as the Planning Director for the City of Carson City. Mr. Sullivan stated that he would handle the public hearing portion of this matter, but would not be voting on it since his office is handling it.

Ms. Jennifer Pruitt, Senior Planner with the Carson City Planning Department, addressed the Board. She stated that the applicant has submitted his final plan for approval of construction by the Airport Authority, and that the Planning Division is scheduled to review the project and hear it on March 28th. Ms. Pruitt stated that they were seeking recommendations from the Airport Authority to the Planning Division on the items noted in the packets. Ms. Pruitt stated that she would be present to answer any questions the Airport Authority Board might have, and noted that the applicant was also present to answer questions.

Mr. Matt Hansen representing Licata Hansen Architecture was present, as was Ms. Jackie Golden, representing Tom Gonzales.

Mr. Hansen explained that this was a presentation of a private personal-use hangar, configured in three buildings. The first and second buildings consist of aircraft hangars to be used as rental units; the third building is also an aircraft hangar to house Mr. Gonzales' private aircraft.

Since Mr. Hansen last appeared before the Board, they have received FAA approval for the project regarding height restrictions, in that the configuration of the buildings do not interfere with FAA air/ground space. Mr. Hansen stated that there were five points pertinent to this project that he would like to discuss, as follows:

1 – As a project, there is no objection to the Board or the Board of Supervisors recommending a five-day maximum stay in the pilot lounge. The lounge is not a residence; it is a sleeping quarters area for his private pilots.

2 – Regarding the color, the architectural firm chose colors consistent with the colors of the hangars near the project area, which are blue and a shade of gray.

3 – Regarding parking, there are several areas suitable for parking. Parking is encouraged on the interior of individual's hangars, and not long-term exterior parking.

4 – There is an issue of the size of the hangars. The rental hangars are approximated in size to accommodate something on the order of a 206, and the large hangar is approximated to accommodate Mr. Gonzales' four or five personal aircraft.

5 – Since the last appearance before this Board, Mr. Hansen stated that placement of the hangar has been moved to the west, away from Taxiway Bravo in response to the Airport Engineer's request to make the apron area in front of the hangar larger so that anything parking on the apron does not interfere or conflict with the taxiway.

Mr. Hansen asked if he could answer any questions.

Mr. Weaver asked if there would be a lot of spoilage on dirt. Mr. Hansen stated there would be a net gain of material in the cut, but that they did not intend to take it off site. Mr. Hansen offered it to the Airport Authority if they wanted it, stating that they were happy to accommodate the Board. Mr. Weaver stated that he would like to see it go to a couple of fill spots currently on Airport property.

Mr. Weaver asked about parking, stating that other projects always promised to park inside their hangars, but such is not always the case. Mr. Weaver asked Ms. Pruitt that if this were a public facility, such as a retail store, what type or amount of parking would the City require, knowing that the same type of parking would not be required for a building designed for aircraft storage.

Ms. Pruitt stated that for a retail facility, the City would typically require one parking space for every 325 square feet of gross building area. Since this is a building designed for aircraft storage, the Airport Authority drives the train on any requirements for parking, and how much.

Mr. Weaver asked Mr. Hansen about the FAA approval he stated he had received for the facility, and when that information was released to the public. Mr. Hansen stated that he

had just received it yesterday, and only had the one copy with him. He stated that he would be happy to provide copies to the Board. Mr. Weaver stated that he wanted to be sure we were meeting all of the requirements for the facility.

TAPE CHANGE -- Tape 1, Side A, to Tape 1, Side B

Mr. Staub asked Mr. Hansen how many parking spots he had designated for the project. Mr. Hansen said that a couple of areas had been set aside for parking if the Airport Authority requested it, but none had been specifically designed at this time. Mr. Hansen stated that he did not want to create a parking lot, but that there is a lot of space adjacent to or near the project that could be used as such if so desired.

Mr. Staub asked Mr. Hansen how much of the square footage would be rented or leased. Mr. Hansen stated that there were 12 hangars that were 70' x 100' x 12'.

Mr. Staub asked if Mr. Gonzales anticipated flying in and taking out his personal car. Mr. Hansen stated that yes, this was how he operated now with his leased hangar. He currently has three aircraft and two vehicles in his leased hangar.

Mr. Staub asked Mr. Hansen the size of the aircraft that Mr. Gonzales planned to store in the hangar. Mr. Hansen stated that he did not know their sizes. Mr. Weaver asked about the larger hangar, and observed that it was large enough to accommodate a transport-size aircraft that could possibly carry up to 18 people, including pilots and crewmembers. If that many personnel were required for a flight, parking could conceivably become an issue. Mr. Weaver asked about the number of on-site employees who would be running the daily administrative tasks for the facility.

Mr. Hansen explained that the planned facility included 3,200 square feet on the upper level (the mezzanine level). Of that, the pilot lounge area comprised over 75% of that space. Below that was approximately one-third of the space, or approximately 1,000 square feet, and most of that was comprised of a single office, and room for a tug and vehicle and storage support. There is not a lot of room for administrative area.

Mr. Staub asked if there would be any full-time employees on site. Mr. Hansen stated that Mr. Gonzales anticipated having up to two to three employees, tops, and those would be on-site to maintain aircraft, etc.

Mr. Staub asked Mr. Hansen his opinion of a reasonable length of stay for a pilot and crew. Mr. Hansen stated that they would be more than happy to comply with the five-day maximum stay. Mr. Hansen explained that Mr. Gonzales owns a residence in Carson City where his pilots can also stay, and currently do stay, if the layover were to be extended.

Mrs. Hutter stated that this project was compatible with the Master Plan planning efforts for the center triangle area, and the hangar sizes anticipated to be constructed in that area.

Mr. Handelin stated that in the past no parking requirements were included with hangar development, and this would be the first time it would be a requirement. Mr. Weaver

stated that the Board has never been faced with the possibility of 18 staff, 3 crew plus administrative staff, and the Airport Authority could be faced with a potential mess and needed to take this into consideration.

Without having done any study of the design, Mr. Hansen stated that he believed they could provide between 15 and 20 parking spaces without having to do any special redesign on the project. Mr. Hansen thought they might even be able to find up to 5 additional spaces if required to do so.

Ms. Jackie Golden addressed the Board. Ms. Golden explained that she worked for Mr. Gonzales. She stated that his aircraft is only a 9-passenger aircraft with a crew of 2. She stated that the chances of there being anyone working in the office, other than one or two people, were slim, since everyone worked at the Dayton facility. Ms. Golden explained that Mr. Gonzales owned a shuttle bus, and personnel transportation could be handled thus if parking were to become an issue; however, in Ms. Golden's opinion, the chances of there being a parking problem were between nil and none.

Mr. Staub asked Mr. Tackes if there were standards that other airports had used when faced with this type of construction proposal. Mr. Tackes stated that he has not run across such a situation. He did report that when Mr. Corrao built the hangars on the northwest side of the taxiway, he included a parking area there, so the Board has received designs in the past where parking has been taken into consideration, and, as Mr. Weaver pointed out, we do have problems if we don't consider the parking situation.

Mr. Clague stated that Carson City is unique. Most of the airports that Mr. Clague has frequented do not have parking standards, as they have not been developed and the issue has not come up.

Mr. Staub stated that he did not want the Airport Authority to be viewed as being arbitrary and capricious with this particular issue of parking. The Authority should be making reasonable and standard requests.

Mr. Weaver stated that the Airport Authority should consider all the possibilities. He asked, what would happen in two to three to four years? No one knows the future. What if Mr. Gonzales decides he wants to sublease his facility, or sell it to someone, and that someone has a lot of employees, requiring a lot of parking? Now the Airport Authority has an entirely new lease, and while the Airport Authority can approve the assignment of the new lease, it cannot magically produce more parking if such parking is not considered now, at this time. Mr. Weaver stated that the Board needed to do its due diligence for the sake of the public.

Mr. Hansen explained that the large hangar includes a garage door for automobiles, so it is absolutely expected that this will be where the majority of the long-stay vehicles will be housed. He stated that Mr. Gonzales has no intention of leaving his automobiles parked outdoors.

Mrs. Hutter stated that she has a hangar next door to Mr. Gonzales' leased hangar, and agrees that it is always beautifully maintained. Mrs. Hutter asked about the statement concerning transient aircraft, and wondered where these aircraft would be registered, and whether they would be registered in Carson City. Mr. Hansen stated that he did not have

that information. Mr. Sullivan asked Ms. Golden this question, but she also did not know where the aircraft would be registered.

Mr. Handelin asked the Board or Staff if any of our other leases included a requirement for a limited length of stay for transient pilots. Mr. Tackes stated that he did not think any of the other leases included language that talked about transient living quarters, but pointed out that the Carson City zoning ordinance prohibits living quarters on the Airport. the only quarters that can be on-site must be transient in nature, so if we do not stipulate that, then we are in violation of the Carson City Municipal Code. Mr. Tackes stated that he has been inside other hangars that do have transient quarters.

Mr. Handelin asked that if we did have a limitation on transient stays in hangars, whether it would be a Title-19 issue. Mr. Tackes stated that the Title 19 Workshop Committee should look at addressing this issue in the body of Title 19, regardless of whether it's addressed in this particular lease.

Mr. Clague asked Mr. Hansen for the total square footage of the planned facilities. Mr. Hansen did not have the precise number. Some discussion ensued concerning the approximate size of the combined projects, and a rough estimate for parking. It was tentatively deduced that approximately 18 to 20 spaces could conceivably be required for such a planned development.

Mr. Sullivan called for public comment.

Ms. Jan Moritz addressed the Board. She stated that she is opposed to the Jet Ranch. She stated that she did not care what the buildings looked like, but is concerned with what's in them. She stated that she has enough problems with planes now, and did not want 15 more jets with their noise, pollution and safety issues. Ms. Moritz stated that no one has mentioned whether an environmental study has been performed on this project. She stated that this project will change us, and no one's mentioned it. Ms. Moritz asked for the name of the owner, and was told it was Mr. Gonzales. She asked if there was anyone else. She was told that Mr. Gonzales' name was the name listed on the application as the owner. Ms. Moritz stated that she was against the project, and so far has heard nothing to make her change her mind.

Mr. Jerry Vaccaro addressed the Board. He stated that his wife owned a building at the east end of the Airport, on Highway 50. He stated that some of the jets take off eastward, and wondered how much bigger will the aircraft be for this project than the ones already taking off. Mr. Sullivan answered that Ms. Golden had reported that the largest aircraft will be a nine-passenger aircraft, so it's basically the same or smaller than other aircraft that are currently operating on the Airport.

Mr. Handelin stated that there are aircraft currently coming in that are larger than the ones in this project. The size of the aircraft is dictated by the size of the runway.

Mr. Vaccaro asked if an analysis has been done on the increase of aircraft traffic that this project will cause, and asked for the interval between take-offs and landings for jets. Mr. Handelin explained that the interval between take-offs and landings for jets was less than for smaller aircraft, as they had a different mission profile. Mr. Handelin asked Mrs. Weaver for the number of hangars currently on the Airport. Mrs. Weaver stated it was

roughly 175. Doing some quick calculations, Mr. Handelin stated that this project would add 13 leased hangars and 1 larger hangar for Mr. Gonzales' personal aircraft. Each of the 13 leased hangars would probably add one aircraft, and the larger hangar would have 4 to 5 aircraft, for a total of approximately 18 added aircraft. This equates to a total population change to the field of approximately 10 percent.

Mr. Vaccaro asked who controlled the flight patterns of the incoming aircraft, stating that they currently were flying in right over his facility on Highway 50. Mr. Handelin explained that the Airport is an uncontrolled airport, and that the runway realignment will shift the current flight pattern.

Mr. Vaccaro asked about the length of the proposed property lease. It will be for 50 years. Mr. Vaccaro asked if any projections could be made as to what this project would entail in the next 40 years, and what would happen if the applicant abandoned the site in 10 years. Mrs. Hutter stated that if the applicant discontinued making payments on the lease, that the entire leasehold would revert back to the Airport Authority.

Mr. Vaccaro asked why literature concerning this project had not been made public prior to the meeting so that members of the public could read the literature and have some understanding of the project prior to having to sit through all this testimony. Mr. Sullivan stated that the Airport Authority would be making recommendations on this project this evening, and that the Board of Supervisors would be hearing this item next week during their regular meeting. Prepared documents will be available on Monday prior to the meeting through the Planning Department.

Ms. Nina Stuckey addressed the Board. She stated that her concern is with the transient pilots. She stated that you cannot control transient pilots now, and is concerned that Mr. Gonzales' clientele will only do more of the same.

Mr. Weaver stated that she would be pleasantly surprised about the professionalism of these pilots, crews and owners. They are some of the wealthiest of the wealthy, and some of the best trained, best-respected aviators in the country. All of them try to fly quietly. They represent their corporations, and they don't want any bad publicity. Mr. Weaver stated that he believes they will be fairly good neighbors in that regard, and that he shared Ms. Stuckey's concern.

Mrs. Hutter commented that despite the name "Jet Ranch," the hangars that will be available for lease are sized to accommodate a mix of different aircraft sizes. It's not like you could go out and suddenly see 18 big jets; it would more than likely be a mix of the same type of aircraft that we currently see on the Airport.

Mr. Joe Rafael addressed the Board. He complimented the Board on its understanding of what was going on. Mr. Rafael commented that Mr. Gonzales is only one man and can only fly one aircraft at a time, regardless of how many aircraft he owned. Mr. Rafael commented that we live in a town, and there's noise. He stated that he could hear the traffic from Highway 50, so maybe the City should do away with the highway, too – it would make as much sense. Mr. Rafael stated that everyone should just realize that there would always be associated noise.

Ms. Jan Marshall addressed the Board. She stated that a year ago she called Mr. Weaver about a big plane flying over her house and she thought the roof was coming off. It turned out that it was Steve Wynn's jet, and he was in it. She stated that she asked Mr. Weaver to talk to him about it because they flew right over her roof. She stated that she didn't hear anything back right away and was fuming about it, so she called Las Vegas, found a number for Steve Wynn's executive offices, and demanded that he call her back right away. She stated that she did not hear from Steve Wynn, but she did hear from his pilot. Ms. Marshall stated that she told that pilot exactly what she thought about him flying over her house. The pilot apologized to her profusely. Ms. Marshall found out that Steve Wynn was in town again just last week, but the pilot definitely avoided her house.

Mr. Handelin stated that he was glad the pilot called her back. As a rule, if a pilot at that level does something wrong, it would be his job on the line. Regarding parking for the proposed project, Mr. Handelin stated that the requirements are not as rigid as the City's requirements, and that one car, possibly two maximum, could be expected per hangar, and that there was plenty of room to park vehicles inside the hangars once the aircraft was out.

Ms. Marshall asked if the Governor's jet was an 8 to 10 passenger jet. It is. Mr. Sullivan pointed out that the Governor's jet utilizes the Airport on a daily basis.

Mr. George Leader addressed the Board. He stated that he did not know Mr. Gonzales, but knows his two chief pilots. He also pointed out that Mr. Gonzales owns the fourth most expensive property in the United States, and there is no way he will be sleeping in a hangar. He stated that he would also have brand new vehicles waiting for him to drive.

Mr. Vaccaro addressed the Board. He asked if Mr. Gonzales' proposed hangar development was for the purpose of storing airplanes or a car collection? Mr. Vaccaro stated that the purpose should be specific, and there should be some requirements and some restrictions placed on there, and that Mr. Gonzales and anyone else should not be allowed to keep anything besides a plane inside a hangar. Mr. Handelin stated that such issues were being clarified in the revisions to Title 19, and explained that the primary use of aircraft hangars is for aircraft storage.

Mr. Vaccaro pointed out that the Chairman of the Airport Authority Board excused himself, and asked if he had any financial interest in this project. Mr. Handelin answered that he did not know; that Mr. Vaccaro would have to ask that question of Mr. Lewis. Mr. Vaccaro emphatically requested a full disclosure of each and every person involved in the project, other than Mr. Gonzales. He requested clarification of their involvement, with full disclosure.

Mr. Lewis addressed Mr. Vaccaro and the Board. Mr. Vaccaro asked him if he had recused himself from the Board for this item because he was financially involved. Mr. Lewis stated that he had no financial involvement in this project, but that he had recused himself from the Board for this item because Mr. Gonzales had requested Mr. Lewis' assistance in coordinating work with the architect and the contractor. Mr. Lewis stated that he had no financial interest in the project at all.

Ms. Moritz approached the podium. Mr. Sullivan told her that there were other people besides her who wanted to make a comment. Ms. Moritz asked for the hours of operation for the Jet Ranch, and whether it would be a 24-hour per day operation. Mr. Sullivan stated this was a question for the architect once the questions were all received.

Ms. Gloria Osborne addressed the Board. She stated that she has lived on Apollo Drive since 1999, and is especially concerned with safety issues. She stated that she did a search on the NTSB website, which lists 10 incidents for Carson City. Ms. Osborne expressed her concern that if there is a marked change in the character of our local air traffic, another incident might be more drastic, especially since there is no Airport fire equipment on our side, or at least no fire equipment expressly dedicated for use solely at the Airport. Ms. Osborne stated that when she heard the term “jet park” she “freaked out” and is looking to the Board to assuage her fears. Ms. Osborne stated that she had read an article that quoted Mr. Lewis as saying that he had no link between this project and safety issues, and she is very concerned with safety.

Mr. Greg Marshall of Apollo Drive addressed the Board. He stated that he assumed the project is a done deal. Mr. Marshall stated that he wanted to see the runway realigned before the freeway bypass is completed, if that is possible, but especially before more jets are added to the Airport.

Mr. Sullivan explained that the Airport is waiting to receive federal grant funding, which will pay for the runway realignment project.

Mr. Marshall stated that was seven years ago, and commented that if we can find grants to trade Serpa for a piece of dirt, why can't we get the runway realigned.

Mr. Sullivan explained the process of improvement, and that the first step is to acquire the property needed before making improvements to it.

Mrs. Hutter explained the timeline through the Master Plan process, and that is that we are heading into year two of the five-year plan. We should have the runway completed within the next four years. Mrs. Hutter explained that a copy of the ACIP is available for review at the Airport Manager's office.

Mr. Rory Miller addressed the Board. He stated that he understood safety concerns, and explained that he is a flight instructor at Carson City Airport. He stated that the pilots of those \$15M jets are not the ones causing the accidents, as they are some of the best-trained people on the Airport. Regarding increased traffic, Mr. Miller stated that it sounds like this project is just a project being built by some rich guy who wants to fly a bunch of his planes. Mr. Miller stated that he did not anticipate the Carson City Airport turning into Carson City International Airport anytime soon.

Mr. Sullivan asked if there were any additional public comments. There were none at this time.

Mr. Sullivan asked Mr. Hansen if he could address some of the questions and comments that had been made.

Mr. Hansen explained that the Airport Authority would govern the hours of operation. It's not a business, it's a private hangar, and will be open when the Airport is open and when a pilot needs to fly. He does not see any "regular" hours of operation.

Regarding an EIR, the size and scope of the project do not require an EIR since the hangar is being built on the grounds of an Airport. The project is consistent with construction typically found on an airport.

Mr. Sullivan asked Mr. Clague if an EIR was required for a hangar project at the Carson City Airport. Mr. Clague stated that he did not believe one was required, since during the Master Plan process it was clearly stated that the purpose of the Carson City Airport is to fly and store aircraft.

Mr. Sullivan stated that the Airport Authority could provide copies of the Master Plan to anyone who wanted one. Mrs. Weaver pointed out that there were no additional paper copies available to distribute, and that if anyone wanted a copy it would cost approximately \$81 to have one made. Mrs. Hutter added that the Master Plan is on CD, and the electronic copy was currently available at the Airport Manager's office. Mrs. Weaver also stated that there are paper copies available for review at the Library, the Community Development office and the Airport Manager's office.

Mr. Sullivan asked if there were any further questions. Mr. Sullivan stated that the Planning Commission would be addressing the buildings and the use of the property, and that if there were questions regarding Airport operations, those questions would pertain to the Airport Authority.

Ms. Moritz asked about the hangars that would be leased, and commented that they were considered a business. She asked for limited hours of operation for those hangars. Mr. Tackes explained that the Airport does not have the ability to limit hours of operation. Mr. Tackes explained that the Carson City Airport is a public use airport. Its status with the federal government and as a public facility requires that it be open at all times.

Mr. Handelin stated that the hangars that are planned to be built and leased out are just like all the other hangars on the Airport. He stated that we are a public use Airport using public funds, and we cannot put a curfew on the hours of operation. Those people in those hangars will be using the same types of aircraft that are currently operating on the Airport, and once in a while a plane will be coming in at night.

Ms. Moritz stated that Mr. Handelin was missing the point. She stated that the rent money coming in for those hangars would be going to Mr. Gonzales, since he was the building owner, and that makes it a business and makes him a business owner. Mr. Handelin stated that this situation was no different than any other leased hangar situation currently on the Airport. Ms. Moritz emphatically stressed that the point she was trying to make is that this is a business for Mr. Gonzales. Mr. Handelin stated that he believed every Board member understood that.

Mr. Hansen explained that Mr. Gonzales has an office in Dayton, and does not anticipate having a rental office at Carson City. He stated that Mr. Gonzales is a landlord, but the size of his business does not require a rental or real estate office.

Mr. Sullivan stated that the staff report provided by the Planning Division sought recommendations regarding length of stay in the pilot lounge, color of buildings, parking, hangar height, size, setbacks... Mr. Sullivan requested that the discussion be held to these points only. Mr. Sullivan asked the Board if there were any additional comments.

Mr. Weaver had none.

Mrs. Hutter had none.

Mr. Handelin asked Mr. Clague if the plans submitted were similar to other buildings constructed on the Airport and were within FAA guidelines. Mr. Clague stated that they were, and that the height of the buildings does not interfere with air space requirements, and added that he has only seen the preliminary drawings that are in the information packets. Mr. Clague stated that Form 7460 has been submitted to the FAA, and that's the form to which Mr. Hansen was referring as being approved based on Part 77 air space. The approval received is not necessarily for the size of the hangars or anything; the height does not interfere with any aircraft movement.

Mr. Staub moved to recommend to the Carson City Planning Division that the pilot lounge length of stay be limited to not more than five (5) days and be occupied by transient pilots and crew only; that the colors of the units constructed by in shades of blue and gray and those colors must be acceptable to the Airport Authority; that vehicle parking inside or on an open area within the parcel site is not less than twenty (20) spaces, but reserved that recommendation based on Airport Engineer provision of different standards to the Airport Authority or the Planning Division; and that the hangars at 26 and 58 feet overall height and zero set back of the lease parcel line are not objected to by the Authority.

Mr. Handelin stated that he would second the motion with one slight change to the motion, and that is that the subject of transient stay be addressed within Title 19. Mr. Sullivan stated that this motion is just pertinent to the item that will be heard by the Planning Division, and that the subject of restrictions on length of stay should be addressed elsewhere.

Mr. Handelin stated that his second stands.

Mr. Sullivan called for discussion.

Mr. Weaver stated that he was torn, as the Airport was a victim of its own success. We have managed to make the Airport very attractive for a magnificent facility like the one being proposed, one that could be the crown jewel of the Airport. At this time on the Airport it doesn't really fit, but in the future it may. Mr. Weaver stated that he was also torn, because the community could use the income. The building could use the revenue. Mr. Weaver stated that he was torn, and had reservations about the project, but would still support it.

Mrs. Hutter stated that the 12 hangars to be leased are within the guidelines and fit within the overall Master Plan schedule. The one larger building is somewhat larger than anticipated for a single hangar structure, but it is not out of line size wise when compared to the other rows of what has been built on contiguous property. For that

reason, Mrs. Hutter stated that she believed the project does fit in with the Master Plan, which would be her concern.

Mr. Handelin had no further comments.

Mr. Staub had no further comments.

Mr. Sullivan stated that he had received a petition at his office late this afternoon, and passed out copies of it to the Board. The petition was received anonymously, with 31 names on it, and at the top is written that the undersigned are opposed to the Jet Ranch, although it does not indicate why they are opposed. Mr. Sullivan asked that this anonymous petition be taken into consideration.

Mr. Weaver asked what the Planning Division does when it receives such a document.

Mr. Sullivan explained that such a document would be included in the information packet for distribution, but unfortunately this document was not received until this afternoon between 4 and 5 p.m. Mr. Sullivan stated that he did not see the person who dropped it off, does not know the background of the document so it should be taken at face value, and regardless it should be entered into the record.

There were no further questions or discussion points at this time. Mr. Sullivan called for the vote regarding the motion concerning the recommendations regarding the Jet Ranch Proposal for the Planning Division.

The vote was cast and the motion carried unanimously without objection. Of note is that Mr. Sullivan abstained from voting, and that Mr. Lewis had remained recused from the dais.

Mr. Sullivan reiterated that this item would be heard by the Planning Division one week from today, and that the agenda would be in Sunday's paper.

FIVE-MINUTE RECESS

(4) DISCUSSION REGARDING A PRESENTATION FROM THE EXPERIMENTAL AIRCRAFT ASSOCIATION ON THEIR AIRPORT BUILDING PROJECT (*C. Romine*). Mr. Chris Romine, the current President of Sierra Chapter 403 of the EAA, addressed the Board. He reported that they were in the process of reviewing the lease agreement regarding Parcel 204, and provided a brief presentation on the plans for that parcel. Mr. Romine introduced Mr. Phil McKennon, who has devoted several hundred hours to the project, and is the chairman of the committee regarding it.

Mr. McKennon discussed a picture book of artist renderings of the design envisioned for the parcel. Mr. McKennon read a letter list of the benefits the EAA would be giving back to the community in exchange for the parcel. It would consist of a new 60' x 80' building at the Carson City Airport, located on approximately 2 acres of property. It will include an activity center and a hangar workshop. A minimum of three aircraft is planned to be built in the workshop. The planned center would make it possible to expand the

EAA Young Eagle program, provide a facility for the disaster relief center, and open the center for educational activities for the general aviation community. The planned center would include a classroom for ground school, a flight simulator, and a place for safety seminars and to learn navigational techniques. The High School and Community College are invited to use the facility for their aviation studies. It will also be the building for the EAA workshop and traditional Saturday morning breakfast.

Mr. McKennon explained that this would be the highest and best use for the property. Regarding the AWOS location, it is currently in the middle of the parking lot in the design. The open area around it in the design can be expanded, and the EAA will lose approximately 30 parking spots. The current design is for 95 parking spaces, but losing 30 will still leave 65, and that should be more than adequate and the EAA should be able to coexist with the AWOS. There will be nothing larger than an aviation auto in the parking lot, and Mr. McKennon stated that he understood that would not interfere with the AWOS' operations. Mr. McKennon asked if there were any questions.

Mr. Weaver asked when the EAA would be ready to begin this project. Mr. McKennon stated that they had not yet begun their fundraising activities but were already receiving unsolicited funds, and wanted to see the project completed by January 1, 2009. Mr. McKennon stated that they should reach their fund raising goal by December of this year. With six months of construction and six months for plan approval, that would take them to January 2009, and they could begin the process as soon as the Board approves the use of the parking facility.

Mr. Handelin asked if the Airport Authority has a signed agreement on this property. Mr. Tackes explained there was not a signed agreement as yet, but the bigger concern is that the drawing presented used much more property than was offered. The drawing does not define a setback, and the parcel that was offered had already included that setback from the taxiway. Also, the parking area was not included in the area to be leased to the EAA, since that area was set aside for the AWOS. There is a possibility that the EAA could use that area for parking *if* the AWOS was mounted 40 feet in the air. It would be premature to assume that could be done at this point.

Mr. Handelin asked if the unsigned agreement provided priority to the AWOS. Mr. Tackes confirmed that the AWOS does take priority over the lease parcel, and believes that enough space has been preserved for the AWOS.

There was some discussion on the issue of the parking versus no parking, and the amount of open space required around the AWOS. Also, the legal description of the parcel offered does not correspond to the drawing. Mr. Romine explained that they had prepared a drawing in concept only, and were asking for a Board ruling on the idea of using that area or at least a portion of it for parking, since, without sufficient parking the property is useless and the EAA cannot use the area that is being offered to them.

After a lengthy discussion, it was agreed that there was an engineering issue with parking, setbacks, and open space around the AWOS versus elevating the AWOS by 40 feet. Also, the conceptual drawings were being seen for the first time at this meeting, and the desire is for the Board to have all item information at least three working days prior to the posted meeting so that the information could be reviewed and intelligent decisions made. Mr. Sullivan suggested that the item be deferred so that Mr. McKennon

could meet with the Airport Manager Mrs. Weaver and the Airport Engineer Mr. Clague to review the drawing and required setbacks.

TAPE CHANGE: *Tape 1, Side B, to Tape 2, Side A*

Mr. Weaver stated that he believed this was a worthy project, and that the community needed to encourage more young pilots in the area. Mr. Weaver stated that he had not heard of all of the aspects the EAA was offering to the community, such as the disaster relief area and the instruction facility, and reiterated that this was a most worthy project. He stated that he was in support of this project and would like to see it come to fruition on the Airport, and asked that it go through some careful planning around the AWOS so that it could be built.

Mr. Lewis agreed with Mr. Weaver's comments. Mr. Lewis stated that this was an exciting project, but there was only so much land available for this use. Mr. Lewis asked Mr. Romine and Mr. McKennon to meet with Mrs. Weaver to make arrangements for review of the drawings and agendize the matter for a future Airport Authority meeting.

- (5) ACTION TO CONSIDER THE STATUS OF THE MASTER PLAN (MP) AND AIRPORT LAYOUT PLAN (ALP); REPORT BY MASTER PLAN SUBCOMMITTEE (*C. Hutter*). Mrs. Hutter reported that a Master Plan Subcommittee Meeting was held last week. The Subcommittee was planning to plan the area in front of or south of the Airport along College Parkway. The discussion revolved around the first steps to be taken to plan the process. The Subcommittee was trying to get a general picture of the south side of the Airport, and had a lively discussion with the audience present at that meeting. Discussions included the desire for a replacement for the terminal building, and a desire for a restaurant, an office for the Airport Manager, restrooms, pilot lounge and so on. The Subcommittee was trying to get a generalized picture of what the Airport community would want to see at the entrance to their Airport, and that will be the general focus for the next couple of meetings. Mrs. Hutter invited all interested parties to come to the Master Plan Subcommittee meetings and help design the Airport.

- (6) DISCUSSION AND ACTION REGARDING FUNDING OPTIONS TO HELP MAINTAIN AND IMPROVE AIRPORT SECURITY, INCLUDING GATE MAINTENANCE, REPLACEMENT, UPGRADES AND SECURITY FENCING; REVIEW OF PROPOSED ANNUAL GATE CARD FEE STRUCTURE AND SUGGESTED ALTERNATIVES; REVIEW OF DRAFT BUSINESS IMPACT STATEMENT; REVIEW OF RESPONSES TO RFP FOR AIRPORT GATES (*G. Handelin*). Mr. Handelin provided an update to this process, and reported that the Airport Authority has received checks or pledges totaling \$17,000. Only \$15,582 more dollars are needed to accomplish the mission, so we're more than halfway there. McClellan Builders has pledged the funds for a cantilever gate for Gate 1, Click Bond has pledged for Gate 2, a pledge of \$500 has been received from the Carson City Aerosquadron, Gary Phillips has pledged \$300, and an FBO has pledged \$1,000 with an offer to challenge other FBO's to match his pledge accordingly. Mr. Handelin has also received correspondence from Mr. David Corrao, reiterating that the moneys collected

should be in the form of a one-time fee of \$80 per card. Mr. Handelin will include this item on next month's agenda for additional discussion.

Mr. Lewis thanked everyone who has pledged or written checks, and applauded everyone for stepping up in support of the Airport.

(7) DISCUSSION AND ACTION REGARDING AIRPORT AUTHORITY ATTENDANCE AT THE NEVADA AIRPORT MANAGER'S ASSOCIATION (NAMA) SPRING CONFERENCE (MARCH 25-28, 2007), WHICH INCLUDES THE NAMA BARBECUE FUNCTION TO BE HELD FOR THE LEGISLATURE AT THE TERMINAL BUILDING; CCAA ATTENDANCE AT THE CONFERENCE MAY INCLUDE DISCUSSION OF THE STATUS OF OUR FAA GRANT FUNDING PROGRAMS DURING THE FAA ONE-ON-ONE SESSIONS; DISCUSSION REGARDING VEHICLE ACCESS, USAGE OF TAXIWAYS AND RELATED FAA REGULATIONS; AND POSSIBLE AIRPORT AUTHORITY BOARD APPROVAL OF MATERIAL TO BE PRESENTED TO THE FAA DURING THE CONFERENCE (*S. Lewis*). Mr. Lewis deferred this item to Mr. Handelin, as it was discussed last week in the Master Plan Subcommittee Meeting.

Mr. Handelin stated that the approach is to take the original power point presentation given to the Burlingame FAA office last year, and provide the FAA with an updated version of that presentation. The safety issues need to be reiterated, and Mr. Handelin proposed doing this in a two-column format, showing original proposal in one column and the changes that have occurred in the second column. Mr. Handelin has all the updates provided by Mr. Clague, and will have the update completed by the end of the week.

Mr. Clague stated that he has attended a lot of the one-on-one sessions with the FAA, and it is the FAA's desire to have the presentations as brief as possible. Mr. Clague suggested that the power point presentation be toned down quite a bit, and commented that the two-column presentation was a good idea to show how things have changed.

Regarding vehicle access, Mr. Lewis stated that it was listed here so that if that subject comes up during the NAMA meeting the members present can have the opportunity to discuss it with them. Mr. Tackes commented that he did not anticipate that subject coming up, as that discussion would be held with a different group.

Regarding the issue of driving on taxiways, Mr. Handelin stated that he has looked at AC-150, 5210-20, Appendix B. Appendix B is the recommended training manual for a towered airport, which Mr. Handelin has downloaded and rewritten for a non-towered airport, which is the Carson City Airport. If this issue comes up Mr. Handelin will be prepared to discuss it with the FAA.

Mr. Sullivan has prepared a draft agenda for the meeting with the FAA. He stated that it needed to be filled in if action is to be taken, and the agenda has to be posted by tomorrow to meet the time requirements.

Mr. Lewis asked that the items be listed and the agenda posted at all the usual locations as well as the Carson Valley Inn, since that is the location of this meeting.

(8) DISCUSSION AND POSSIBLE ACTION REGARDING REVIEW, MODIFICATION AND ACCEPTANCE OF BY-LAWS FOR THE CARSON CITY AIRPORT AUTHORITY (*G. Handelin*). Mr. Sullivan stated that he has come across a set of by-laws for the Airport Authority that was adopted in 1989. He passed out a copy of them to each member for their review and discussion at the next meeting.

(9) DISCUSSION AND POSSIBLE ACTION REGARDING REVIEW, CHANGES AND/OR CONTINUATION OF INDEPENDENT CONTRACT SERVICES FOR AIRPORT AUTHORITY LEGAL COUNSEL AND AIRPORT MANAGER (*G. Handelin*). Mr. Handelin stated that we have a contract with the Airport Manager, but not with Airport Counsel, just a letter of agreement. Mr. Tackes corrected Mr. Handelin in that the contract was with the Airport Engineer, and that Airport Counsel has a letter of authorization. Mr. Handelin thought that the Airport Authority should have contracts in place for each contractor that are valid for a year or so and that can be renewed, and that are not just an ongoing employment relationship. Mr. Handelin stated that he thought it was reasonable to do this.

Mr. Tackes reported that he has already sent in his proposed agreement. The Airport Manager will draft her agreement for Board review. An agreement is already in place for the Airport Engineer. Mr. Handelin requested that this item be carried forward to the next regular meeting to be heard at that time.

Mr. Sullivan asked if there was anything in Title 19 that stated that the Airport Authority could employ contractors. Mr. Tackes explained that NRS-844 included it under the Authorizing Act for the Airport Authority.

Mrs. Hutter stated that another good reason for having contracts is for the purpose of passing an audit; if an audit occurs, Mrs. Hutter would want every “i” dotted and every “t” crossed, and contracts only make the Board look more professional.

Mr. Lewis called for a motion.

Mr. Staub moved to institute a policy of the Airport Authority to require that all independent services from outside individuals or entities be done by and through independent contracts, to be reviewed by the Airport Authority on an annual basis.

Mr. Sullivan seconded the motion.

Mr. Lewis asked if there was any discussion.

Mr. Handelin asked about the Airport Engineer’s contract, and was reminded that his contract is for a three-year period with an option for a two-year extension, with it currently being within the extension period.

There was no additional discussion. The vote was called and the motion carried.

G. AIRPORT ENGINEER'S REPORT (*Non-Action Item*). Mr. Jim Clague, Airport Engineer, reported receipt of a Valentine's Day gift from the FAA, in that they have finally approved and signed off on the Airport Layout Plan. Mrs. Weaver received the document and gave it to Mr. Clague for his review, and he is sad to note that he has to return the original to Mrs. Weaver after his review of it, but he is so happy to see it that he will make a photocopy for his files.

Regarding pavement repair, Mr. Clague and Mrs. Weaver looked at the pavement on the Airport. Most of the areas need crack sealing, and there are a couple of spots where the pavement is separating, especially in front of the WT Investments and at the corner of the Crystal Bay Aviation (Carson Air Group). Mr. Clague's initial thought was that the pavement was done to the proper depth, but a closer look revealed that the pavement was done in two lifts, and the top lift was separating from the bottom lift, and the middle is full of dirt. A pavement patch is definitely required in that area, as it is becoming a dangerous situation. Mr. Clague reported that he is trying to get a fair price for the repair, but it could cost as much as \$15,000 just for the patch.

Mrs. Hutter pointed out that we are four years away from a new runway, and wondered if we should just keep on patching till then or what should we do. Mr. Clague stated that pavement maintenance had been scheduled this year with the FAA, but when the FAA saw the total price for everything planned this year they backed off and said they would only fund the land acquisition part of the request. Mr. Clague stated that the subject could possibly come up during the presentation to the FAA, and they could possibly be convinced to fund the repairs this year based on the safety hazards presented by the cracks and separation. Otherwise, Mr. Clague would work up a cost estimate for patching and repairs and bring it to the next meeting.

H. AIRPORT MANAGER'S REPORT (*Non-Action Item*). Mrs. Yvon Weaver, Airport Manager, reported that she has received the title to the van. The Sea Cadets have agreed to help and Mrs. Weaver asked if the Board was interested. Mr. Staub stated that we were.

Mrs. Weaver reported that she has received a memorandum from Mr. Jim Braswell from Douglas County, who is having much of the same problems as we're having in Carson regarding closing the gates and keeping them closed, and vehicular traffic on surface roads. Mrs. Weaver said she would copy the memo to the files.

Mrs. Weaver has received a copy of an e-mail from Mr. Frank Hublou to Mr. Lewis, and will pass it on.

Mrs. Weaver reported that the AWOS has passed inspection, except for the wind ammeter. That goes out every two years for calibration. Mrs. Weaver has called them

several times, but they cannot tell her when they'll be back in the office. Mrs. Weaver will stay on top of it.

Regarding grant funding, Mrs. Weaver was surprised to see that Reno Tahoe Airport is right behind McCarran at \$93M. She stated that they do have a grant writer, and she is not sure if this is all grant funding. Mrs. Weaver wants the Board to be aware of what other airports are doing.

Mrs. Weaver reported that she had met with some people representing “Carousel Condos” a few weeks ago who had expressed an interest in leasing property at the Airport. The next thing you know, Mrs. Weaver was very surprised to receive a mailer card with some very deceptive photographs and ad copy stating that they had property at the Airport that they were marketing. Mrs. Weaver found the cards to be very offensive, in that these people have no lease at all on the Airport, and do not even have a leased hangar, but they are representing to the public that they already have something to sell. The card shows photographs of living space, and talks about a condo arrangement. It is a very deceptive way of trying to pre-sell something they don't own, and Mrs. Weaver has already called them, with no answer. She will be talking with them.

Mrs. Weaver had put a copy of a letter sent to Governor Gibbons, requesting his assistance in getting a crack sealing machine. She has since received a call from Nick van der Pool at the Governor's office, saying that they have a system that they will transfer to the Airport immediately. The unit will arrive on Friday. Mike Stair from NDOT said that it has been brought up to current standards and is a very good unit. It is a 1990 vintage, with a 400-gallon unit. The plan is to bring it in, clean it up, and do the paperwork to transfer it to the Airport. It will belong to the Airport Authority. Mrs. Weaver asked about purchasing material for the unit, and since we're a semi-governmental entity, we can go through the State purchasing office and get the material at the state's cost. They will also help train us in how to use it.

Mr. Lewis thanked Mrs. Weaver for her attempts and for her successes. Mrs. Weaver said she would be sending a huge thank-you to Governor Gibbons for his assistance in getting this unit for the Airport.

Mrs. Weaver asked if anyone had any questions on the upcoming barbecue. NAMA has decided to have a dinner for our legislators. There are 64 senators and assembly personnel, and NAMA anticipated 75 to 100 people at the barbecue, but it is growing and growing. We are currently up to about 145 people. The FAA representatives will be there, too, and this will be a good opportunity to talk with the FAA reps the day before we actually meet with them. The barbecue will be a casual soiree and will be held in the terminal building.

Mr. Lewis pointed out that a month ago Mrs. Weaver had offered Jim Braswell, airport manager for the Minden Airport, the use of our terminal building for his get-together, but that offer has turned into Mrs. Weaver having to run the assemblage and organize the

entire day. Mr. Lewis stated that he knows that Mrs. Weaver did not sign up to run it, and thanked Mrs. Weaver for her extra efforts in putting together the event, as it will clearly go off without a hitch.

Mrs. Weaver said that it puts the FAA on our Airport, and that is a huge plus for us.

Mrs. Weaver thanked Mrs. Hutter for her contribution for the barbecue, and thanked Mr. Lewis for making a similar contribution. The barbecueurs have the permit for operation, including serving water, soft drinks and libation. Mr. Staub stated that we needed to be sure to not violate local laws on permitting, and suggested that Mrs. Weaver contact Al Kramer.

I. **LEGAL COUNSEL’S REPORT** (*Non-Action Item*). Mr. Steve Tackes, Airport Counsel, addressed the Board. He stated that if anyone talks with a legislator at the barbecue to be sure to thank them for the funding. The money has a compounding affect when used at the Airport, and we definitely want to appear grateful.

Mr. Tackes reminded the Board of the bills before the Legislature regarding the current requirement for two independent appraisals. The bill is an attempt to get that requirement changed for airports in communities of less than 100,000 people, which would include Carson City and Douglas County. Mr. Tackes will attend the sessions when the bill is being heard, and will alert the Board when it is happening.

Mrs. Weaver asked about entitlement or discretionary funding. Mr. Clague confirmed that it is currently \$150,000 per year, but Mr. Tackes further confirmed that the next-generation funding for a reliever airport will raise that annual grant to \$400,000 per year. Mrs. Weaver asked if any of this money could be obtained to do the crack sealing at the Airport. Mr. Clague said that the original intent of the entitlement fund was for improvements. This item will be discussed at a future meeting.

J. **REPORT FROM AUTHORITY MEMBERS** (*Non-Action Item*). Mr. Sullivan reported that Mr. Patrick Dang, lease parcel 219A, has submitted a conceptual plan to condo (for aircraft only) his hangar units. The next process is a tentative commercial subdivision plan that will be submitted to the Board of Supervisors.

Mr. Tackes pointed out that Mr. Dang is supposed to be submitted his plans to the Airport Authority FIRST, prior to going to Community Development, the Board of Supervisors or even the Building Department. Mr. Sullivan stated that he needs to be advised to submit his plans to the Airport Authority prior to the next meeting. Mr. Tackes confirmed that if he does not do so, he might go through a lot of work only to find out there is a problem with his plans.

K. ACTION ON ADJOURNMENT. Mr. Handelin moved to adjourn the meeting. Mr. Sullivan seconded the motion. There was no objection, and the meeting adjourned at 9:40 p.m.

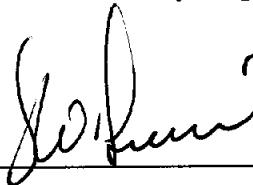
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NOTE: A tape recording of these proceedings is on file, and available for review and inspection at the Airport Manager's office during normal business hours.

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The minutes of the 21 March 2007 Regular Meeting of the Carson City Airport Authority are so approved on this 17th day of May, 2007.

BY: _____



TITLE: Steve Lewis, Chairman