**Manager’s Briefing**

DISCUSSION AND POSSIBLE ACTION TO APPROVE THE REQUEST BY RAYMOND B. GRABER FOR THE CONSTRUCTION OF STORAGE ROOMS INSIDE OF HANGAR H-23 IN THE CARSON EXECUTIVE HANGAR CONDO ASSOCIATION. (R. Graber)

This is a carryover item from the November Meeting. Dr. Graber was unable to attend that meeting. This item is to remedy a violation of **Title 19.02.020.340 APPROVAL OF CONSTRUCTION,** in that approval was needed from the Airport Authority for any construction. I asked that he cease building in September and seek CCAA approval and get a building permit from the City Building Department.

He may have his plans for the storage room at the meeting.

DISCUSSION AND POSSIBLE ACTION TO APPROVE A FIREWORKS DISPLAY DURING THE MEMORIAL SERVICE FOR TED MELSHEIMER ON EVENING OF SATURDAY, FEBRUARY 6TH AT THE MUSTANG MANUFACTURING FACILITY ON THE CARSON CITY AIRPORT. (S. Melsheimer)

As previously mentioned in an email, Ted Melsheimer passed away in November. There will be a memorial service for Ted on February 6th. Ted was a great friend of the airport and served on the first Authority. He was always quick to support the Open House and show up with his B25 “Tootsie”.

Steve Melsheimer has requested that a fireworks display be conducted on the airport, the evening of the 6th. I have checked with the FAA and they simply require a NOTAM be issued for the time of the display that will last approximately 10 to 15 minutes. Steve will work with the pyrotechnics company to submit an application for the Special Event Permit (that will be required) and the Fire Department.

Ted was a great friend of the airport and I would think that this would be a great sendoff for Him. He has a lot of friends on the Airport and will be missed.

DISCUSSION AND POSSIBLE ACTION TO DETERMINE A COURSE OF ACTION BASED ON THE FINDINGS OF THE ENVIRONMENTAL HAZARD INSPECTION CONDUCTED AT THE TERMINAL BUILDING. (T. Rowe)

Although, I have not received the report as yet (sent by snail mail), we do know that the west wing of the Terminal has been contaminated by black mold. I have moved Gary out of the room into the office next to mine until a remedy can be determined.

I don’t have any recommendations at this time until the report shows. However, I believe that the west end of the building needs some mitigation, even if it means tearing down the ceiling in the old kitchen area. It will be difficult, and expensive to mitigate the whole building (which will include replacing the roof) and bringing the building up to code. I’ll leave this discussion to the Authority.

DISCUSSION AND POSSIBLE ACTION TO APPROVE THE REQUEST BY CARSON AVIATION SERVICES AND BILL HARTMAN FOR THE REIMBURSEMENT OF $350.00 FOR THE COST OF THE NEW AIRPORT WELCOME SIGN ON THE RAMP. (B. Hartman)

Bill Hartman and Steve Poscic got together to develop a new sign on the ramp next to the terminal. They contracted with Sign Pro in Carson City to make the sign and Gary installed it. Looks very nice. Bill and Steve are requesting reimbursement for the sign.

DISCUSSION AND POSSIBLE ACTION TO APPROVE THE UPDATE OF THE AIRPORT CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2017 THROUGH 2021. (J. Clague, S. Tackes, T. Rowe)

On December 2nd, Karl, Jim Clague, Steve Tackes and I met with members of the Airport’s District Office in Phoenix. We discuss the current and future Airport Capital Improvement Plan for FY 2017 through 2021. IT was a productive meeting.

One item discussed is the installation of the obstruction lights east of the airport. The FAA is still on board to provide grant money to install the lights, but as we have discussed previously, there isn’t much use to place the lights if it won’t do any good. They would be beneficial for safety reasons, but the expenditure now is not timely due to the North Apron Reconstruction Project.

Jim Clague, myself, John Uruqhart (Seattle Flight Procedures Office), Holly Dickson (Phoenix ADO) and members of the FAA LAX are trying to schedule a conference call to try and get all entities on board to make sure that the obstruction light installation will lift the night restrictions. If all entities are agreeable, then we can apply for the waiver. If not, then the issue is probably dead. This is a bad time of year to put this kind of conference call together and may have to wait until after the first.

I hope to have more on this by meeting time.