

Manager's Briefing

BRIEFING ON THE CARSON CITY AIRPORT BUDGET FOR FY 2015/2016. (B. Kohn, M. White)

This briefing, requested by the Authority is to insure that the airport is on track and on budget for FY 2015/2016.

DISCUSSION AND POSSIBLE ACTION TO DETERMINE A COURSE OF ACTION BASED ON THE RESULTS OF THE ENVIRONMENTAL HAZARD INSPECTION CONDUCTED IN THE TERMINAL BUILDING; MITIGATION OF THE HAZARDS IN THE TERMINAL; TEMPORARY RELOCATION OF THE AIRPORT OFFICES TO MOUNTAIN WEST AVIATION, CXP, LLC. (L. Thir, T. Rowe)

Although the east side of the terminal mold content is within acceptable limits), we do know that the west wing has been contaminated by black mold. I have moved Gary out of the east side into the office next to mine until a remedy (if any) can be determined. There is mold growth in the ceiling of the electronics room due to leaks from the ceiling. (See agenda item 4 moving the AWOS system to Sterling Air)

It is not clear whether it would be economically feasible to mitigate the mold problem by tearing down the ceiling in the old kitchen area due to the age of the roof. We do know that it will be difficult, and expensive to mitigate the whole building (which will include replacing the roof) and bringing the building up to code. Rough estimates at this point indicate that it could cost in excess of \$200K to bring the terminal into compliance with City Codes and into ADA compliance. It would be ineffective to simply mitigate the mold without replacing the roof.

I have contacted Mountain West and they have offered office space for \$250/month in their northwest FBO that would work well for us. The offset of moving to Mountain West will save the airport approximately \$3000 in energy costs per year. There are office trailers available, but for a temporary solution for the office and for the price, Mountain West will be the most economical until a more permanent solution can be found.

The other problem would be to find workshop space for the maintenance technician.



A solution for storage and as a workshop is to either purchase or lease a storage container with a built in office. These units are ground-level and are especially sturdy, available in a two-room or a one-room and storage configurations. Delivered on site ready to use and are easy to relocate. 220 volt heating and air conditioning included as well as plug and play 15 amp electrical service windows with security bars and steel doors all included. Rental of an 8 x 24 ft. office container is \$300.00 per month with a \$191.00 delivery fee and \$191.00 pickup fee. We have seen 8X20 units delivered for \$13,919. Our preference is to rent.

DISCUSSION AND POSSIBLE ACTION TO RELOCATE THE AIRPORT WEATHER OBSERVATION SYSTEM FROM THE TERMINAL TO STERLING AIR. (T. Rowe)

As previously discussed in agenda item 3, the electronics room in the terminal has a severe leak in the ceiling that is threatening the AWOS computer and ARINC radio system. I've made an arrangement with Steve Lewis, owner of Sterling Air to relocate the equipment to his building. There will be no charge by Sterling Air other than a recompense of electrical service required for the operation of the equipment.

All Weather, Inc. of Sacramento will relocate the equipment and reinstall the antennas at Sterling. The approximate cost for this will be \$\$\$.

DISCUSSION AND POSSIBLE ACTION TO ADOPT AND PUBLISH A MODIFIED TRAFFIC PATTERN FOR THE CARSON CITY AIRPORT. (R. Smith, T. Rowe)

The FAA Safety Team met on October 28th at the Mountain West/El Aero Aerohead FBO and discussed possible changes to the Traffic Pattern and Communications Procedures when operating into and out of the Carson City Airport. (attached document shows the proposed changes)

Voluntary Noise Abatement Procedure:

Runway 9: Aircraft are requested to turn to a heading of 085 after takeoff (toward the golf course) and maintain that heading until crossing Highway 50.

Runway 27: Aircraft are requested to turn to a heading of 230 after takeoff and maintain that heading until crossing the Wal Mart Shopping Center before turning crosswind.

Runway use is dictated by wind conditions. Ideally, it is desirable for aircraft to land directly into the wind. Prevailing wind flow is from the west-southwest leading to a greater use of Runway 27.

NOTE: Runway 27 is the designated runway during calm wind conditions.

If arriving from the north: AOPA recommends to enter from the midfield flyover at pattern altitude. If the "Pattern is Full" (a little Top Gun lingo), then the entry should be made 1,500' above the runway and a tear drop entry made to enter at the pattern at the 45 degree point.

