

Manager's Briefing

Fatal Accident

On Thursday, February 4th, the Carson City Sheriff's Office caught up to a stolen vehicle at the Maverick on College Parkway but the driver fled eastbound on College Pkwy. The driver lost control and traveled across both the eastbound travel lanes, across the raised center median and the westbound travel lanes. Then the pickup then traveled over the north sidewalk and through the perimeter fence where it struck the southeast corner of a hangar owned by Rhonda Kitchen (Silverflite Aviation).

The driver was ejected from the vehicle and was pronounced dead at the scene.

I was notified of the accident at 2030 and after arriving at the airport called airport maintenance to assist. Airport security arrived a short time later. There really wasn't much that we could do but secure the area due to the investigation by NHP. I notified Rhonda Kitchen of the damage to her hangar.

On Friday morning, I made contact with Servpro of the clean-up that was required due to the blood from the deceased. Servpro came at 1 PM and finished the Bio Hazard clean-up at 4 PM. Gary put up a temporary fence until repairs can be made.

Ted Melsheimer Memorial:

The fireworks event that happened Saturday night at the Carson City Airport caught many by surprise, including Carson City Sheriff Ken Furlong.

The weekend's largest amount of emergency calls to dispatch happened early Saturday night when 911 dispatch was inundated with citizens reporting explosions, gunfire and cannon fire. Furlong noted while there had been city agency transmissions regarding the event and it was on record to happen, the memorial fireworks display had not been adequately made public.

Furlong said he would take the incident to Carson City leaders and discuss how something like Saturday night can better be broadcasted to the public, via public notice, and through the media. He said the fireworks display had most everyone in the residential areas concerned about what was going on simply because they were not told what was going on.

Aircraft Incident on Runway 09

On Tuesday afternoon at approximately 4:30 PM, a tail wheel airplane flown by David Hanst lost control on runway 9 after landing. The aircraft veered off the north side of the runway and ran into the 1,000 foot distance sign. The sign broke away from the frangible couplings. The horizontal stabilizer of the aircraft was severely damaged but no one was hurt.

Gary was able to repair the sign and the light and replace the frangible couplings. The sign was reinstalled before noon today and a new distance panel was ordered.

Mr. Hanst will be billed for the repair of the sign, replacement of the panel, and Gary's time.

SWAAAE Conference

I attended the Southwest Association of Airport Executives Conference in Monterey from Saturday, Jan. 30th to Feb. 3rd. These are always good meetings with important information provided. Many of the topics included leadership styles and how they relate to airport management. Of the topics a few are worth mentioning:

FAA REAUTHORIZATION.

The bill called the Aviation Innovation, Reform, and Reauthorization (AIRR) Act of 2016, [H.R. 4441](#), also includes third class medical reform, certification reform, and user fees for airlines and Part 135 charter operators, and would set priorities for the FAA for the next six years.

AOPA AND NBAA are for doing away with the 3rd class medical requirement. However, will argue against any user fees. They're argument against user fees is that once those fees are implemented, they could expand to GA.

Since November, Congress has extended the FAA REAUTHORIZATION until March 31st. This is the first extension. The last REAUTHORIZATION Bill was extended 23 times. In 2012 taxiway D was under construction and we had difficulty receiving the drawdowns as a result.

FAA UPDATES

Robin Hunt and Dave Cushing of the SW Region FAA Airports Division were on hand briefing the attendees regarding the Reauthorization and other subjects including funding priorities. Since the FAA has completed the Runway Safety Areas like SFO, MRY and others, there now is more discretionary money available to airports for construction projects.

2/3rds of all FAA funding for airports is for entitlement spending. That would be the 150K available to all airports each year. The remaining 1/3rd is discretionary spending. That is the money used for construction projects under the Airport Improvement Program.

UAS

This discussion was presented by the Ventura County Director of Airports. Attached is a "No Drone Zone" map of the Camarillo Airport that is being considered for adoption. However, this particular map and its wording is only a draft and in its current form may not be legal.

The idea for the map is to identify where drones might be a hazard and notification should be made to the airport.

All calls made by the public are usually fielded by airport staff. These notifications should be coordinated with law enforcement also.

FAA is not expected to issue rulings on UAS until June, 2016.

AVIATION FUEL TAXES (Applicable to Agenda Item #1)

DISCUSSION AND POSSIBLE ACTION TO APPROVE COMPLIANCE PLAN ON AVIATION FUEL TAX REVENUE AS REQUIRED BY 47 USC 47133 AND FAA RULES THAT REQUIRE FUEL TAX REVENUES TO RETURN TO AIRPORT (S.Tackes; T.Rowe)

Aviation fuel taxes were discussed by the FAA at the Airport's Conference and the responsibility of the States to use that money for aviation. Some states like California is in a heap load of trouble with the FAA due to the miss use of aviation fuel taxes.

Under Federal law, airport operators that have accepted Federal assistance generally may use airport revenues only for airport-related purposes. The revenue use requirements apply to the proceeds from certain State and local government taxes on aviation fuel, as well as to revenues received directly by an airport operator. Briefly, an airport operator or State government submitting an application under the Airport Improvement Program must provide assurance that revenues from State and local government taxes on aviation fuel will be used for certain aviation-related purposes. These purposes include airport capital and operating costs, and State aviation programs. The policy amendment applies prospectively to use of proceeds from both new taxes and to existing taxes that do not qualify for grandfathering from revenue use requirements.

We do know that jet fuel taxes collected on the Carson City Airport are returned directly to the airport. However, we do not receive taxes collected from aviation gasoline (100 LL) taxes. \$0.0196/Gal. is collected from 100LL and that money goes directly to the Civil Air Patrol to help finance their operations.