

## **Manager's Briefing**

### **Helicopter Accident**

(2/13/16) Received notice of a helicopter accident at approximately 2:10 PM on Saturday. Arrived at the airport at 2:30 PM and found the wreckage of a Bell 47G on the north side of Taxiway D. The aircraft was being flown by the owner and Steve Poscic who had minor injuries. The runway was NOTAMed closed by the CCFD and I lifted the NOTAM as soon as I arrived at the airport. I also notified the FAA FSDO Reno to get an inspector on his way.

Lee Oscar, FAA inspector arrived at 4:00 PM to start his investigation. After the aircraft was released by the FAA, Carson Aviation Services had the aircraft removed to Dayton Murdock's hangar. There was some cleanup that needed to be done and I submitted a NOTAM closing TWY D between D-1 and D-3. The next morning, Gary and I cleaned up the area and reopened the Taxiway. The remainder of the wreckage north of the taxiway was cleaned up by Carson Aviation later that morning.

### **Insurance Claim Rejected**

(2/19/16) Received a call from Traveler's Insurance who insures Carson City that they would not cover our claim for the fence damage caused by a criminal act. They told me that the CCSO acted within the law regarding pursuits.

### **Gate Inop**

(2/20/16) Saturday Afternoon I received a call from Mountain West that Gate #3 was inoperative. I called Gary who went to the Airport and worked on the gate and was able to return it to service.

### **ARINC Decommissioned**

(2/22/16) The new Remote Communications Outlet is now in operation using 133.25 MHZ. I have cancelled the AT&T long distance service to the ARINC Radio and turned it off. We are looking into selling the radio to another local airport as this radio is only good for anywhere NORCAL serves using their contact phone number. The radio cannot be modified with another phone number.

### **Distance Sign Damaged (Again)**

(2/25/16) Was notified that the same distance sign that was damaged on 1/9/16 was damaged again. We have not received the new distance panel at the time and as a result we didn't have to order a new panel. Dave Hanst is paying for the new panel. Taylor Phillips has been billed for the attaching hardware. On both occasions, Gary was able to repair the sign and reattach the sign to the base.

### **U.S.M.C. Exercise**

(2/27/16) Saturday at 9:00 AM, I met with I received a call and met with members of the U.S.M.C. who are looking for a staging area and billeting space to conduct a 5 day exercise between June 10<sup>th</sup> and June 22<sup>nd</sup>. I called Steve Lewis who met us at the Jet Ranch. They asked Steve if the Jet Ranch was available to billet up to 180 Marines involved in the exercise and he is checking with T. Gonzales for approval.

The exercise will involve between 2 and 6 Ospreys, 2 or more UH-1s and AH-1s, a Chinook and possibly a C-130. They intend to buy their jet fuel from Mountain West. A proposal will be sent to me by Mid-March with the particulars of the exercise and what is intended. There is also a strong possibility that we could have either flybys and/or static displays for the Open House which will be held on June 18<sup>th</sup>. At this point, no formal proposal has been received and it is unknown what the timing is for any operations, but it should not have an effect on the Open House normal airport operations. The following agenda item was placed on the March agenda for consideration by the CCAA.

### **Direction Sign Damage**

(2/27/16) Saturday at 3:10 PM, I was notified by Matt Bowers, a tenant, that he was flying a Comp Air 7 and left the runway 27 just prior to taxiway B-3 and ran through the direction sign at that intersection. I called Gary and we both arrived at the airport to find the sign completely destroyed. Gary and I removed the remains of the sign and debris.

I received a quote from Airport Guidance Sign for \$966.00 and sent the quote to Matt. He will reimburse the airport for the sign.

### **Air Service Development Meeting**

(3/1/16) Maurice White and I attended a Marketing Strategies on Air Service Development at the Reno/Tahoe Airport. Although, the Carson City Airport does not provide Air Service, there might be opportunities down the road for small commuters. It seems that many regional carriers are buying larger jet aircraft and opting out of less popular, less profitable routes (Elko as an example). There might be some smaller non-scheduled carriers, i.e. Surf Air, who might be marketed to expand to Nevada Airports.

The Regional Air Service Corporation (RASC) is a program where visitors bureaus and chamber of commerce's of cities in the northern Nevada region cooperate to marketing efforts in order to draw in business and recreational visitors in order to expand air service to Reno/Tahoe Airport. The Reno/Tahoe, Truckee, South Lake Tahoe, and Douglas County Visitors Bureaus contribute to this effort. Carson City does not.

**DISCUSSION AND POSSIBLE ACTION TO DETERMINE A COURSE OF ACTION TO REPAIR OR REPLACE THE ROOF OF THE TERMINAL BUILDING; DEMOLISH THE AIRPORT TERMINAL BUILDING; MITIGATE THE MOLD HAZARDS PRESENT IN THE TERMINAL BUILDING; RELOCATION OF THE AIRPORT WEATHER OBSERVATION SYSTEM; AND TEMPORARY RELOCATION OF AIRPORT OFFICES. (K. Hutter, D. Peterson, T. Rowe)**

This is a continuation of the status of the terminal building and its disposition.

**DISCUSSION AND POSSIBLE ACTION TO REMOVE THE SPEED BUMPS ON THE SOUTH APRON. (D. Peterson)**

The speed bumps were added due to a request by Neil Weaver in order to slow the flow of traffic transitioning across the apron along the perimeter road. Most vehicles transitioning do not cross the speed bumps, but merely go around them.

Don Peterson has asked that this item be placed on the agenda.

DISCUSSION AND POSSIBLE ACTION ON THE NORTH APRON REHABILITATION (AIP 3-32-0004-30) TO AWARD THE CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER; APPROVE TASK 5 WITH ATKINS NORTH AMERICA TO PROVIDE CONSTRUCTION MANAGEMENT SERVICES DURING THE CONSTRUCTION OF THE PROJECT; AUTHORIZE THE CHAIRMAN TO SUBMIT AN FAA GRANT APPLICATION BASED ON THE LOWEST RESPONSIVE AND RESPONSIBLE BID; AND APPROVE ACCEPTANCE OF THE GRANT OFFER FROM THE FAA FOR THE NORTH APRON REHABILITATION; ALL CONDITIONED ON APPROVAL AND FUNDING BY THE FAA (J. Clague)

Jim will present the bids received and the lowest responsive bidder as well as the construction management services to be provided by Atkins.

If approved, this will all be contingent on funding for the project by the FAA. FAA Grant should be approved and construction should begin in July, 2016.