**MANAGER’S BRIEF for February 15th, 2017**

**Agenda Items:**

**Item 2.** FOR POSSIBLE ACTION: TO APPROVE THE REQUEST BY WES ABENDROTH

TO CONSTRUCT A 10X20 FOOT MEZZANINE TO BE USED AS A PILOT LOUNGE AND TO CONSTRUCT A ROLL UP DOOR ON THE SIDE OF HIS HANGAR. (W. Abendroth)

Wes Abendroth is requesting to construct a pilot lounge and storage mezzanine within his hangar T-17. The construction is similar to the Pilot Lounge approved by the Authority at the November meeting for Pete Norman. Pilot lounges or crew rest areas may be allowed with prior approval of the Airport Authority and Carson City, but shall not be used as permanent living facilities.

**Item 3.** FOR POSSIBLE ACTION: TO DIRECT STAFF TO REVISE THE AIRPORT LAYOUT PLAN AND THE AIRPORT CAPITAL IMPROVEMENT PLAN TO INCLUDE THE REPLACEMENT OF THE CEILOMETER, CENTRAL DATA PLATFORM, UHF AND VHF RADIO TRANSMITTERS FOR THE AUTOMATED WEATHER OBSERVATION SYSTEM. (T. Rowe, B. Fitzgerald)

The existing Airport Weather Observation System (AWOS) was installed and became operational in August, 2010.  Since that time, the replacement equipment and the technology connected with reporting the weather has evolved. Currently, new ceilometers and Central Data Platforms are incompatible with the existing AWOS equipment, and barring a failure, replacement parts are not available. The system should be upgraded within the next couple of years. The VHF and UHF radios used for transmitting weather information are nearly 7 years old and should be replaced at the same time as the AWOS upgrade.

By adding the project to the ALP and the ACIP, it gives the FAA the ability to program funds to offset the cost to the Airport.

**Helicopter Accident**

On February 1st at about 4:50 PM a Bell 206 Long Ranger belonging to Bristow Academy crashed while attempting an autorotation. The helicopter came to rest in the ditch between the runway and taxiway d and about 300 feet east of the Mountain West self-serve fuel facility. The pilots were uninjured (only scratches) and walked away from the accident.

The runway was closed until the FAA cleared the scene and a thorough check for debris was cleared from the runway. The runway reopened at approximately 8:00 PM and the NOTAM cancelled.

The next day, February 2nd at noon, Bristow had a crane remove the helicopter from the ditch and place it on a flat bet tow truck where it was removed to a Mountain West Aviation Hangar.

**SWAAAE Conference**

The Southwest American Association of Airport Executives Conference was held from January 28 through February 1st in Monterrey, CA. I found that one recurring theme kept coming up. That was the revised hangar use policy published by the FAA.

In attendance at these meetings were Mike Williams, Phoenix ADO Manager; Dave Cushing, Los Angeles ADO Manager; and Robin Hunt, Southwest Regional Manager of Airports. Robin also serves as Acting Director, Office of Airport Compliance and Management Analysis.

The FAA Airport Improvement Program (AIP) began in 1981 by act of Congress. The FAA was charged with monitoring and enforcing the Grants and Grant Assurances established by Congress. Between 1981 and 1984 Grant Assurances were included in the Grant Applications. After 1984, Grant Assurances were incorporated into FAA Order #5190.6B. Airport Sponsors who have accepted grants under AIP have agreed to comply with certain Federal policies included in each AIP Grant agreement as sponsor assurances. Today there are 39 Grant Assurances.

In 2014, the FAA reissued a hangar Use Policy and in June 2016 the FAA clarified that policy including:

1. Experimental and kit aircraft builders are allowed to perform final assembly of their aircraft. How long does this take? Hard one to answer.

2. Aircraft down for repair or overhaul are no longer considered non-airworthy.

3. Non-aeronautical storage is allowed as long as it does not interfere with the aeronautical use of the airport and the FAA has approved the non-aeronautical use.

a.) Non-aeronautical use of hangars are allowed as long as a hangar can be made aeronautical within a short period of time; and

b.) there is not a waiting list of aircraft owners waiting for hangar space.

The new policy takes effect in July, 2017.

The FAA also surprised me and some others that they would begin issuing fines (not just suspending grants) for noncompliance of the Grant Assurances.