**MANAGER’S BRIEFING**

I have received a complaint by Paul Hamilton of Sport Aviation regarding wake turbulence generated by helicopters operating on taxiway “D” and its effects on light sport aircraft.

The helicopter pattern for the Carson City Airport was established under an arrangement between Bristow Academy and myself to separate helicopter operations from fixed wing traffic and to mitigate noise complaints by local residents. This was not discussed as an agenda item with the Airport Authority, but merely a briefing provided to the Authority regarding the arrangement. A traffic pattern approved by the authority was for the benefit of separating slower fixed wing traffic (i.e. Light Sport) from faster aircraft entering the traffic pattern.

The Airport will not interfere with the normal operation of aircraft in the traffic pattern of the airport.

**FAR Part 91.113(b)** ***General.***

When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.

**FAR Part 91.113 (g)** ***Landing.***

Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

FAR Part 91.113 does not require helicopters to give way to other aircraft, but treats helicopters as any other aircraft. It is incumbent on aircraft operators to see and avoid aircraft operating within the CXP traffic pattern. Bristow pilots have consented to give way, when practicable, to other aircraft operating to and from the runway in order to avoid causing wake turbulence conditions.

It would be advisable that aircraft wishing to avoid possible helicopter wake turbulence extend their approach beyond the point where a helicopter touches down or prior to the point of a departing helicopter per normal wake turbulence avoidance procedures. It is incumbent of all aircraft operators to operate their aircraft in the most reasonable and safest way possible.

There will be a meeting Thursday evening November 10th at 6 PM at Carson Aviation Adventures that will address Wake Turbulence. This subject will be discussed and all are encouraged to attend.

**TERMINAL REHAB**

The terminal rehab is complete and management will be moving back into the terminal once phone line and internet is available. We are hoping to be in by the end of November.

Gary has spent some time doing touch up painting in the restrooms and main part of the terminal. We will be painting the terminal floor this winter.

FOR POSSIBLE ACTION: APPROVAL OF THE REQUEST BY JOHN MAYES, LUDD

CORRAO FAMILY REVOCABLE LIVING TRUST, SEIBOLD/TRI-MOTOR,LLC, AND

SIERRA MOUNTAIN AIR PARK NORTH, LLC FOR AN EXTENSION OF THEIR

AIRCRAFT STORAGE ONLY LEASES FOR 22 YEARS UPON RAISING THEIR RENT TO

THE APPRAISED CURRENT VALUE AND MAKING A FINANCIAL CONTRIBUTION TO

THE TERMINAL RENOVATION PROJECT. (S. Tackes, J. Mayes)

This is Steve Tackes item

FOR POSSIBLE ACTION: APPROVAL OF THE REQUEST BY PETE NORMAN TO

CONSTRUCT A LOUNGE AND STORAGE WITHIN HANGAR H-3. (P. Norman)

Pete Norman is requesting to construct a pilot lounge and storage room within his hangar H-3. 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.

I recommend the authority approve the construction.

FOR POSSIBLE ACTION: APPROVAL OF A PROPOSAL TO LEASE 576 SQUARE FEET OF THE WEST WING OF THE TERMINAL BUILDING TO CARSON AVIATION ADVENTURES FOR ITS FLIGHT SCHOOL. (B. Vowell, A. Collins)

CAS is asking to lease the West End of the Terminal Building to expand their flight school pilot briefing capability. Brian Vowell and Aaron Collins are planning to do improvements to the west side of the terminal at their expense.

CAS has offered the Airport access to internet and phone service. This will greatly reduce our budget for phone and internet service. Because of the access to internet and phone service and the improvements to be accomplished by CAS, it is being recommended to lease the west end of the terminal for $250/mo. for 1 year and to re address the lease at the end of the term.

I recommend that the Authority approve the lease with Carson Aviation Adventures.

FOR POSSIBLE ACTION: ON ITEMS RELATED TO THE CARSON CITY AIRPORT

PROJECT TO REHABILITATE THE NORTH APRON (FAA AIP No 3-32-0004-30),

INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK

OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED

ITEMS (J. Clague)

Jim Clague will brief this item.