

Manager's Brief

Aircraft Incident

On May 19th at 2050 a Cessna 182 flown by Hans Voegeli crashed while making touch and go landings at night at the Airport. The aircraft came to rest off the runway and upside down after landing hard and braking the nose wheel after the third landing. Airport Security notified the Sheriff's Office and Fire Dept. After I came on scene the NTSB and FAA were called. The pilot was uninjured and the aircraft was removed the next morning.

Fence Damage

On June 7th at 0230 a vehicle eastbound on College Parkway crashed through a portion of the perimeter fence. The fence sustained some damage and will cost \$1760.00 to repair. The 2004 Pontiac looked to be nearly totaled. Airport security witnessed the vehicle trying to find an exit from the airport heading to the main gate and the driver was detained while the CCSO was notified.

The drivers insurance was notified the following day and arrangements are being made to reimburse the airport for the damaged fence.

Rock Removal Project Complaints

A few of the residents along Bowers Lane have complained to the City of dust and noise from the Cinderlite trucks moving rock from the rock pile. Gary Lehman and I met with the Public Works Dept. to see if a solution could be found. Several ideas were floated.

One solution suggested adding an entry to the yard further up on Arrowhead Drive. This would require a gate to be installed in the area to be accessed as well as a culvert to facilitate drainage. One issue that will need to be addressed by the Public Works Dept. is the drainage from the North of Arrowhead Drive and crosses Arrowhead through a culvert into a ditch that runs parallel to Arrowhead. These ditches have not been maintained by Public Works and need to be addressed.

Cinderlite has done a good job mitigating dust at the site by bringing in base material that would eliminate dust and using a water truck twice per day to spray the area. Residents complained that the trucks were shortcutting the corner kicking up rocks onto the roadway. I witnessed other vehicles doing this but the Cinderlite trucks were making large radius turns to enter and exit the yard and it would be unlikely that they make the turns into the yard by cutting across the corners.

FOR POSSIBLE ACTION: TO APPROVE THE REQUEST BY NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) TO OPERATE UNMANNED AERIAL VEHICLES (aka Unmanned Aircraft Systems, or "DRONES"; UNDER 55 LBS) WITHIN 5 MILES OF THE CARSON CITY AIRPORT IN FURTHERENCE OF NDOT BUSINESS. (L. Adams, T. Rowe)

NDOT has acquired drones to be used for purposes related to their operations. NRS 493.109 prohibits operations of an unmanned aerial vehicle within 5 miles of an airport unless the

operator obtains consent of the Airport Authority. NDOT has requested that consent. Consistent with other such approvals, consent should be conditioned on notice to the Airport Manager in the event that NDOT intends to operate within 1 mile of the Airport so that a NOTAM or other decision can be made as to the safety of ongoing Airport operations.

NRS 493.109 Unmanned aerial vehicles: Operation near critical facility or within 5 miles of airport prohibited; exceptions; penalty.

1. A person shall not operate an unmanned aerial vehicle within:
 - (a) A horizontal distance of 500 feet or a vertical distance of 250 feet from a critical facility without the written consent of the owner of the critical facility.
 - (b) Except as otherwise provided in subsection 2, 5 miles of an airport.
2. A person may operate an unmanned aerial vehicle within 5 miles of an airport only if the person obtains the consent of the airport authority or the operator of the airport, or if the person has otherwise obtained a waiver, exemption or other authorization for such operation pursuant to any rule or regulation of the Federal Aviation Administration. A person who is authorized to operate an unmanned aerial vehicle within 5 miles of an airport pursuant to this subsection shall, at all times during such operation, maintain on his or her person documentation of any waiver, exemption, authorization or consent permitting such operation.
3. A person who violates this section is guilty of a misdemeanor.
4. As used in this section, "airport" means any area of land or water owned, operated or maintained by or on behalf of a city, county, town, municipal corporation or airport authority that is designed and set aside for the landing and taking off of aircraft and that is utilized in the interest of the public for such purposes.

The Airport Authority has previously approved other operators of drones that operate within 5 miles of the airport and included special conditions, most of which are now set forth in the final FAA rules on operation of drones. In light of the FAA safeguards already in place, we can condition the approval on compliance with FAA Part 107 and notification when the operations are within 1 mile of the Airport.

FOR POSSIBLE ACTION: APPROVAL OF A PROPOSAL TO LEASE THE WEST WING OF THE TERMINAL BUILDING TO CARSON AVIATION ADVENTURES FOR ITS FLIGHT SCHOOL; AND DETERMINATION OF A MONTHLY RENTAL RATE. (B. Vowell)

Carson Aviation Adventures is requesting to expand its flight school for the purpose of adding briefing rooms for the training of its students to the west side of the terminal. The Airport Authority will determine lease terms and a rental rate to be charged for the use. Mr. Vowell has been working with Counsel to come up with an agreement that would be suitable for both the Authority and Carson Aviation Adventures.

FOR POSSIBLE ACTION: REGARDING THE REQUEST BY DENNIS GIANGRAECO TO LEASE PARCEL 219B OF AIRPORT LAND IN 3 PHASES FOR THE CONSTRUCTION OF HANGARS FOR AIRCRAFT STORAGE; THE LEASE OF PROPERTY WOULD BE FOR 3,300 SQ. FT. AS PHASE ONE, AND INCLUDE THE RIGHT TO LEASE AN ADJACENT SIMILAR AREA WITHIN PARCEL 219B AS PHASE TWO AND THE FINAL AREA OF PARCEL 219B AS PHASE THREE; DETERMINE PROPOSED USE, MODIFIED LEASE STAGING AND PROCEED WITH APPRAISAL; AND RECOVERY OF THE COST OF APPRAISAL. (D. Giangreco)

Steve Tackes has been working with Dennis Giangreco and will be briefing this item At the May 17, 2017 Agenda, Dennis Giangreco requested a land lease of Parcel 219B in order to construct aircraft-storage-only-hangars to the east of the Heritage Hangars Condo Association. The Authority decided to proceed with an appraisal of the parcel and consider reimbursement of the cost of the appraisal on the basis that the entire parcel would be offered for lease in one transaction. Mr. Giangreco is now requesting that it be done in 3 pieces to limit the risk of the investment if the market does not support the entire Parcel 219B project. Mr. Giangreco would still advance the cost of the appraisal and would be reimbursed the cost from the successful bidder if that is someone other than Mr. Giangreco.

FOR POSSIBLE ACTION: DISCUSSION TO CONSIDER A HANGAR MONITORING PROGRAM TO INSURE COMPLIANCE WITH CCMC TITLE 19 AND THE FAA HANGAR USE POLICY. (T. Rowe, L. Law)

At the April 19th meeting of the CCAA, the Authority approved to adopt a draft hangar use policy submitted by an Airport Users Group that will satisfy the FAA Hangar Use Policy. The hangar use policy is intended to insure that hangars are used for:

- 1. Storage of active aircraft.**
- 2. Final assembly of aircraft under construction.**
- 3. Non-commercial construction of amateur-built or kit-built aircraft.**
- 4. Maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of nonoperational aircraft.**
- 5. Storage of aircraft handling equipment, *e.g.*, towbars, glider tow equipment, workbenches, and tools and materials used in the servicing, maintenance, repair or outfitting of aircraft.**

A hangar use policy should insure that the provisions of **Title 19.02.020.350 H (2) (a)** are complied with:

That the premises are to be used and occupied primarily for aircraft storage and at least one aircraft will be housed in each occupied hangar. Aircraft housed in a hangar will be listed as personal property with the Carson City Assessor's office, or, if domiciled at another location, documentation provided to support such classification. Each hangar owner shall notify the Airport Manager of the aircraft stored in such hangar(s) including FAA N-number, Manufacturer, year and model. Users of all hangars shall comply with all applicable Carson

City fire and safety codes. Fire suppression shall be provided in each hangar as required by the Fire Code of Carson City.

The FAA Hangar Use Program was adopted to allow some non-aeronautical use of aircraft storage hangars but not to take away from the primary use of hangars. The FAA established the Hangar Use Policy to guarantee that airports that receive tax payer money for airport improvement grants comply with the Grant Assurances.

In the revised Hangar Use Policy, the FAA recognizes that certain aviation related activities such as the assembly of homebuilt or kit plane activity is recognized as an aeronautical activity although not recognized as aeronautical in nature.

In the FAA's guidance regarding the proposed policy by the Carson City Airport Hangar Users Group: to rely on reports by the hangar occupants that they indeed have an aircraft. The policy would represent a strategy of tacit acceptance without verification. Hangar inspection programs are intended to establish whether or not hangar occupants are complying with lease agreements, local ordinances (Title 19), fire code, building code, and other regulatory requirements.

Regarding the Hangar User's Groups proposal that the Airport Authority impose a penalty for violations of the Hangar Use Policy: The FAA does not characterize the consequences of non-compliance as penalties, the specific consequences associated with the non-aeronautical use of airport hangars is written into Grant Assurance 24 regarding the Fair Market Value rate should be charged at a higher rate as would be charged off airport for comparable uses, such as industrial use.

FOR POSSIBLE ACTION: TO APPROVE ENGAGEMENT OF WILLIAM KIMMEL, MAI APPRAISER TO UPDATE THE AIRCRAFT STORAGE APPRAISAL DATED JULY 2016 PER THE REQUEST OF GEORGE BYARD FOR A LEASE EXTENSION OF AN AIRCRAFT STORAGE ONLY LEASE. (S. Tackes

This is Steve Tackes' item. George Byard has requested a lease extension using the same process and conditions as was used in January on other aircraft-storage only leases. The prior appraisal included the Byard lease parcel in its analysis. The appraisal is no longer current within 6 months. The appraiser agreed to update the appraisal and Mr. Byard will be required to advance the appraisal fee.