

Manager's Briefing

Terminal Rehab

The new roof is taking shape and is looking good. It was found that the cinderblock walls did have grout and were filled to the height of the walls. The wiring of the building however, may be a problem. A large junction box that was located inside the old kitchen needed to be relocated and much of that wiring was not to code. This will most likely drive up the cost of the rehab. It is unknown at this time what that cost will be.

FOR POSSIBLE ACTION: AUTHORIZATION OF INVESTIGATION OF REMEDIES FOR LOW FLYING AIRCRAFT, NOISE AND SAFETY CONCERNS DUE TO AIRCRAFT FLYING LOW OVER THE APOLLO LANE AREA ADJACENT TO THE AIRPORT; REMEDIAL ACTION AGAINST OFFENDING PILOTS AND IDENTIFICATION OF OTHER SOLUTIONS. (G.Myler)

Please see the attached letter from Mr. Glade Myler regarding his complaints of low flying aircraft. Due to these complaints I have discussed options with Carson Aviation Academy regarding the training practices by their instructors of engine out procedures and was assured that these practices did not currently include flying low over the homes on Apollo Drive.

Please note that the Airport does not have any jurisdiction with aircraft in the air. That is the realm of the FAA. Mr. Myler has been advised to take tail numbers down and notify the FAA Flight Standards District Office in Reno of the date, time and registration number of any aircraft acting in an unsafe manner. As stated by counsel, the airport does have some responsibility to ensure safety on the ground. I have in the past complained to the FAA of alleged violations of aircraft operators acting in what I considered an unsafe manner.

Additionally, at the January, 2016 CCAA meeting, the Authority voted to update the traffic pattern diagram that was placed on the website describing the 1,000 foot traffic pattern altitude and recommended pattern. I have been proactive in briefing local aircraft operators to adhere to the traffic pattern and to be good neighbors to the local residents.

The following is from Title 14 of the **Code of Federal Aviation Regulations § 91.119 Minimum safe altitudes: General.**

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) Helicopters, powered parachutes, and weight-shift-control aircraft. If the operation is conducted without hazard to persons or property on the surface -

(1) A helicopter may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and

(2) A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in [paragraph \(c\)](#) of this section.

I have asked Bill Shroeder, Master Instructor and Northwest Mountain Region FAAS Team Representative to attend the meeting with his take and operational practices on “Engine Out Procedures” used to train Commercial Pilots.

FOR POSSIBLE ACTION: TO APPROVE TRANSFER OF CLASS II FBO STATUS OF CARSON AVIATION SERVICES, LLC LOCATED AT 2640 COLLEGE PARKWAY AT THE CARSON CITY AIRPORT TO CONDUCT IT’S AIRCRAFT MAINTENANCE AND AVIONICS BUSINESS FROM ITS CURRENT OWNER STEVE POSCIC TO NEW OWNER BETTY CREEKS. (B. Creeks)

Betty Creeks is requesting Class II FBO status as the new owner of Carson Aviation Services, LLC, purchasing the business from Steve Poscic. Betty and her husband Troy will continue to operate Carson Aviation Services, LLC and Chapparral Avionics as before and in the same location.

FOR POSSIBLE ACTION: APPROVAL OF AMENDMENT TO INTERLOCAL COOPERATIVE AGREEMENT BETWEEN THE AIRPORT AUTHORITY AND CARSON CITY TO PERMIT USE OF THE CITY’S HEALTH, DENTAL, VISION AND LIFE INSURANCE FOR AUTHORITY EMPLOYEES; DETERMINATION ON MEDICAL COVERAGE TO BE ELECTED, PAYMENT BY AUTHORITY, AND OPTION TO EMPLOYEE TO INCLUDE SPOUSAL AND DEPENDENT COVERAGE AT EMPLOYEE EXPENSE; AUTHORIZATION TO COUNSEL TO PRESENT INTERLOCAL AMENDMENT TO THE BOARD OF SUPERVISORS. (M. White)

A written statement will be read on the record at the meeting.

FOR POSSIBLE ACTION: TO APPROVE TASK No. 6 WITH ATKINS NORTH AMERICA TO PERFORM AN AIRPORT MASTER PLAN UPDATE AT THE CARSON CITY AIRPORT. (J. Clague)

Task No. 6 consists of providing the necessary planning services to prepare an Airport Master Plan Update for the Carson City Airport. The objective of the Airport Master Plan is to provide the community and public officials with proper guidance for future development which will satisfy aviation demands and be wholly compatible with the environment.

Each Master Plan is for the specific airport for which it is designed. Atkins has sent out requests for an independent fee estimate to get feedback from consultants and will present those estimates at a future meeting.

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)

Phase I and 2 paving has been completed and Phase 3 is in progress. The Shadetree Hangar has a new waterline to replace the old broken line that was a constant problem during cold weather. All seems to be proceeding on schedule. Jim Clague will brief the Authority on the progress.