

Coffman Associates, Inc.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

August 7, 2018

Subject: CXP Master Plan Comments

Dear Mr. Dmyterko,

On Friday July 20, 2018, Brian Fitzgerald of Atkins and I participated on a conference call with Tyler Stuber. We discussed at length the most logical and realistic airport development options over the next 15-20-year period. After thoughtful consideration, I will present those development alternatives below.

- Runway 9-27 Alternative 4 Runway configuration
- Instrument Approach Considerations: As you know the night-time restriction is an important issue. To achieve that, the Airport Authority may need to consider additional approach lighting options to get past that restriction. Therefore, additional airport lighting may need to be consideration for Runway 9-27. I realize there is a big difference between Alternative 1 (not lower than $\frac{3}{4}$ nm visibility) and Alternative 2 (Lower than $\frac{3}{4}$ nm visibility). This situation may require some additional thought.
- Land acquisition: CCAA should acquire the 28 acres east of Taxiway B, the land south of the approach end of Runway 9 and the land north of the segmented circle. The Airport Authority may have to consider any additional land necessary for runway extension/RPZ.
- Taxiway geometry reconfiguration:
 - Alternative 3 Taxiway Alpha connectors (Opposing vs. offset. Closer to high energy area)
 - Alternative 2 Taxiway Delta Connectors (Opposing vs. offset. Closer to high energy area)
 - Alternative 2 Taxiway C & D configuration. Separate aircraft and vehicle traffic along Taxiways B & C. Direct aircraft on/off Taxiway D and bifurcate Taxiway C west of Heritage Hangars and only allow vehicles to access the "center triangle" via the new section of perimeter road (old C)
- Hangar Development
 - Terminal Area Alternative 2 presents the best options for CCAA
 - Northeast Development Alternative 3 without acquiring the 28 acres and Alternative 2 if able to acquire 28 acres of off airport land
 - North Central Development Alternative 3 provides for the efficient use of the area
- Other considerations
 - Construction second fuel island by airfield lighting house (parcel)
 - Add additional port-a-ports to complete existing west row
 - Review ACIP list and search for opportunities to install back-up power for the airfield lighting system, relocate AWOS to an area NW of segmented circle (self-serve fuel island), Bi-Directional snow plow/airport work truck, SRE building

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- Resolve deeded access on the 28 acres east of Taxiway Bravo

The essence of my thinking is that as the airport in the state capital the airport needs to expand to accommodate today's fleet of corporate aircraft and represent the state capital with high quality facilities, infrastructure and equipment standards to operate a safe, efficient and accessible airport for government and private sector users. The necessity of a quality instrument approach is vital to the seat of state government. An instrument approach with $\frac{3}{4}$ - 1nm visibility, 1,000 ceiling and nighttime minimums is critical to safe airport operations. A good standard instrument departure exists to provide IFR departures with a safe climb out procedure and it is necessary to have a precision instrument approach with night-time minimums.

Do not hesitate to contact me with any comments or further discussion on these topics.

Best Regards,

Ken

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