

**CARSON CITY AIRPORT AUTHORITY  
MEETING AGENDA**

**WEDNESDAY, MARCH 21, 2007 – 6:00 P.M.**

***Public Meeting at:***  
**CARSON CITY COMMUNITY CENTER**  
**SIERRA ROOM**  
**851 E. WILLIAM STREET**  
**CARSON CITY, NEVADA**

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- A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM. The regular meeting of the Carson City Airport Authority was called to order at 6:00 p.m. Roll call was taken, and quorum was determined:
- Present: Neil Weaver, Collie Hutter, Steve Lewis, Gary Handelin, Walt Sullivan and Richard Staub
- Absent: *none*
- Staff: Mr. Tackes, Mr. Clague and Mrs. Weaver
- B. PLEDGE OF ALLEGIANCE
- C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. The minutes of the 21 February 2006 regular meeting were review. Mrs. Hutter moved to approve the minutes as submitted. Mr. Handelin seconded the motion and the motion carried. Mr. Weaver abstained from voting, as he was not in attendance at that meeting.
- D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* There was no modification at this time.
- E. PUBLIC COMMENT. Members of the public who wish to address the Airport Authority may speak on *non-agendized matters* related to the Airport. Comments are limited to three (3) minutes per person or topic. If your item requires extended discussion, please request the Chairman to calendar the matter for a future Airport Authority meeting.

Mr. Bud Milstead addressed the Board. He asked if the agenda items on the agenda would be heard at this meeting. It was confirmed that they would be heard.

## F. PUBLIC HEARINGS

- (1) DISCUSSION AND POSSIBLE ACTION REGARDING NOMINATION AND ELECTION OF AIRPORT AUTHORITY VICE-CHAIRMAN TO REPLACE HARVEY HORNUNG (*S. Lewis*). Mr. Lewis explained that Vice-Chairman Mr. Hornung, the industrial park representative on the Board, had resigned his Board office effective 16 March 2007 due to the relocation of his business outside of the Airport industrial park. Mr. Lewis stated that the Board would entertain nominations for the position of Vice-Chairman.

Mr. Handelin nominated Mr. Sullivan for the position of Vice-Chairman. Mr. Staub seconded the nomination.

Mr. Lewis asked if there was any discussion on the nomination. There was none. Mr. Lewis asked if there were any additional nominations for the position of Vice-Chairman. There were none. The nomination was closed.

Mr. Lewis called for the vote, and the vote to elect Mr. Sullivan to the position of Vice-Chairman was carried unanimously.

- (2) DISCUSSION AND POSSIBLE ACTION REGARDING CURRENTLY ADOPTED FLIGHT PATTERNS; VARIOUS SUGGESTED PROPOSALS FROM THE AIRPORT AUTHORITY'S SUBCOMMITTEE REVIEWING CARSON CITY MUNICIPAL CODE TITLE 19 AS IT PERTAINS TO AIRCRAFT PATTERNS, AND THE POSSIBLE INITIATION OF AN AIRCRAFT MONITORING PROGRAM DURING THE SUMMER MONTHS OF 2007 (*W. Sullivan*). Mr. Sullivan stated that he had placed this item on the agenda to discuss three items. First, he stated that he has asked the two pilots on the Board (Mr. Lewis and Mr. Handelin) to discuss the currently adopted flight pattern to take-off and land at the Airport. Second, for a number of months a subcommittee has been meeting to work on revisions to Title 19, which is the City's Municipal Ordinance that pertains to the Airport operations, etc., and several update proposals to the document have been made. The third item deals with a monitoring program that has been discussed by the Airport Authority Board and residents of the Apollo Drive area. Airport Manager Yvon Weaver and Supervisor Mr. Staub have been organizing the program. Mr. Sullivan stated that he would like to see the Airport Authority approve in concept the monitoring program. There are various groups that utilize the Airport, and the Airport Authority would be looking for one of those groups, such as the Sea Cadets or others, to volunteer during the summer months and/or weekends, observing take-offs and landings.

Regarding the current take-off/landing pattern, Mr. Sullivan turned the item over to Mr. Lewis and Mr. Handelin for discussion of the current adopted pattern, and what aircraft should be doing and when.

For the record, Mr. Lewis pointed out that there was also another pilot on the Board, which is Mr. Weaver.

Mr. Lewis reiterated Mr. Sullivan's discussion about the update process to City Municipal Code Title 19. The rules in the Title are somewhat antiquated, and the Subcommittee is looking at Title 19 to update the document in an effort to update the safety and usability of the Airport. The Airport Authority or Carson City has not yet adopted the updates to Title 19.

One consideration is to put a monitoring program in place to try to catch abusers of the established take-off and landing patterns at the Airport, and to identify what we're seeing out there. One of the safety considerations is raising the pattern altitude from a published 800 feet above ground surface (ags) to 1,000 feet ags. Raising the height to 1,000 feet would automatically create a situation where the pilot would have to line up to Runway 27 about a quarter mile further east, which would put his approach pattern over the golf course during line up. Mr. Lewis stated that he believes most of the complaints filed with the Airport Manager are about those pilots who short cut the turn, possibly in an effort to save time or fuel.

Mr. Handelin stated that he flies the noisier plane at the Airport, but to his knowledge he has never had a noise complaint filed about how he operates his aircraft. Mr. Handelin stated that it is to the pilot's discretion as to how he operates his flight pattern. For those pilots who are just doing touch-and-goes, they try to do as many as possible in as short a timeframe as possible, so they typically would not fly such a wide pattern. Mr. Handelin stated that he flies a wide pattern because of the type of aircraft he flies. Mr. Handelin discussed the pictorial information that the Truckee Airport hands out to their pilots, both locals and transient, and believed that the Carson City Airport should come up with something like it for our pilots.

Mrs. Weaver pointed out that she created such a document a couple of years ago that lists everything from the UNICOM to the AWOS to the Airport, the runways, restaurants, hotels, a picture of the flight pattern showing landing on both Runways 27 and 9. Copies of this document were available at the Terminal Building, and she stated she would check to make sure a supply was still available. It's a foldout document that the Board approved creating a couple of years ago.

Mr. Staub stated that he thought the Airport Authority needed to address the jurisdictional boundaries of where the Airport Authority has power, and where their jurisdiction started and stopped. Mr. Staub stated that Mr. Weaver was very good at explaining this jurisdiction the last time, and asked him to explain it again.

Mr. Staub stated that the other issue is monitoring the end of the runway. The Sea Cadets was to use the Airport's van, and thought it would be a good exchange to trade monitoring time for the use of the van. Mr. Staub suggested that the Cadets monitor the end of the runway one time per month for the next twelve months and report on any aircraft observed to not be flying within reasonable and approved flight patterns. Mr. Staub stated that the process should be formalized to show commitment to the community that we are trying to resolve the pilot issue.

Mr. Staub suggested that the Title 19 Subcommittee review whatever sanctions could be made against pilots who repeatedly fail to comply with approved flight patterns.

Finally, Mr. Staub stated that everyone needed to understand that we are in the midst of the Master Plan implementation. We have an approved Master Plan, which involves a realignment of the runway by nudging the east end to the north, away from the residential area. The Airport Authority is moving as quickly as possible to obtain the maximum amount of federal funding as possible, and to save up the necessary matching funds in order to implement the plan. Mr. Staub stated that he believes adjusting the runway will alleviate concerns of the people on the east end.

In conclusion, Mr. Staub stated that the Airport has been here for a long time. Airplanes are not slot cars. An individual on final approach is making the best attempt he can to land his plane where everyone can walk away. Sometimes that is a challenge, and it is difficult at times to always fly a perfect pattern.

Mr. Staub thanked everyone for coming, and welcomed their comments.

Mr. Weaver stated that elevating the traffic pattern to 1,000 feet ags is a step in the right direction. He stated for the record that a pictorial overview showing definitive flight paths is a bad idea, which backs up Mr. Staub's comments. Most of the complaints and problems have come from transient pilots not familiar with the area or our flight pattern. The data collection idea is good, but it's flawed if we only use the summer months to gather the data. We need to use twelve months. In the summertime, aircraft suffer from performance problems in our area, and fly lower and louder. Also in the summertime, most people have their windows open, and so more readily hear the aircraft, and the complaints pick up.

Mr. Lewis stated that one idea was to put a notice of the flight pattern on the AWOS system. Mr. Lewis explained the AWOS system to the public, and that it is the most expeditious way to notice pilots. Mr. Weaver thought that would be a good idea.

For the record, Mr. Staub stated that he wanted to be clear that both he and Mr. Weaver's request is the same, and that he (Mr. Staub) and Yvon Weaver have already discussed utilizing the Sea Cadets for this purpose; and that is, that the monitoring begin immediately, and that the monitoring be extended to monitor for a least a twelve month, one-time-per-month period of time. Mr. Staub stated that these would be minimum times desired to get a good picture of what we are doing here.

Mrs. Weaver referred to Mr. Staub's correspondence from February 26<sup>th</sup>, which suggested that someone be stationed at the end of the runway once per month for a time period of four hours, for at least one year. Mrs. Weaver asked if this was still Mr. Staub's recommendation. Mr. Staub confirmed that it was.

Mr. Sullivan stated that he thought this was a wonderful idea, and committed to work with Mr. Staub and Mrs. Weaver to get additional groups on board. He also apologized to Mr. Weaver, stating that he did not mean to slight him. He pointed out that Mr. Weaver is a long-time pilot on the Carson City Airport. Mr. Sullivan also thanked Ms. Jan Moritz, who picked up information from Mr. Sullivan and passed out copies throughout her neighborhood.

Mr. Sullivan stated that he had received a letter from Bill & Dottie Kelley, and read that letter into the record, as follows:

From Bill & Dottie Kelley, 4549 Apollo Drive, Carson City, Nevada  
Dated March 21, 2007  
To the Airport Authority

Dear Members:

We are unable to attend the meeting of the Authority on Wednesday evening, March 21<sup>st</sup>, and therefore wish to take this opportunity to address items on the agenda. Although no details about the Jet Ranch have been made known, the possibility of more jets and possibly larger ones over our residential area is of great concern. We strongly feel there is ample open space away from homes to locate a facility to handle additional airplane traffic. Why must we have this in our fair City, and what is the benefit to the citizens of Carson City? This is not just a worry to the residents of Apollo Drive and the surrounding area. There are many citizens in other areas of Carson who are greatly disturbed by more safety and noise issues. We are pleased to note on the agenda an item pertaining to a study of aircraft patterns, which, by the way, was promised to us months ago. We have attended numerous meetings of the Airport Authority through the years, and have asked repeatedly for a solution to the problem of planes flying over the homes in our area, sometimes ear splitting and sometimes just barely clearing rooftops and trees. At the request of your Board, we and neighbors have often attempted to identify a plane by color or wing number so as to advise the Airport Manager of the offenders and to allow them to contact the individual(s), but this is no simple task. Short of spending the day outside in the yard, one must gather pen, paper and camera, and race outside, which is mostly non-productive and risky, considering one's agility and maybe attire of the moment. We have notified Yvon about the pilots who make several passes over the homes as they practice their touch-and-go maneuvers. We still shudder as we recall the plane crashing through our yard last year in June, breaking windows, destroying our split rail fence, sheering off the railroad tie which held the mailbox and was set in three feet of concrete, and finally coming to a stop in the street. Many weeks had to pass before we again could feel comfortable in our home.

On a positive note, we want you to know that Yvon has been very responsive to our phone calls and e-mails, and is, we believe, genuinely concerned about the situation. She is definitely an asset as Airport Manager and we feel blessed indeed to know that she is in that position. We respectfully request your reply to our concerns. We ask that other facilities be found for location of the Jet Ranch, and for enforced restrictions on low-flying planes over homes.

Sincerely,  
Bill & Dottie Kelley

Mr. Lewis stated that the Board would entertain public comment regarding monitoring aircraft maneuvers and raising the flight pattern altitude.

Mr. Bud Milstead of Apollo Drive addressed the Board. He stated that several months ago monitoring was discussed but it has not taken place. If the height is raised, what is there to ensure the aircraft still will not cut across the houses? Mr. Milstead stated that he was upset that the same seaplane is still flying low over his house.

Mr. Weaver stated that he knows which pilot is doing this, and has spent a lot of time trying to induce peer pressure and get them to do the right thing. He has explained that it's their better interest to extend the pattern and not fly over the homes. Mr. Weaver

stated that he would speak to this pilot again. He is not a local resident; he is a transient pilot who does not live here and is not vested in the public welfare of our Airport and our community. The Airport cannot refuse his landing at our Airport or we'd be in trouble with the FAA. If it were easy, it would already be done, but there is a juxtaposition of dominions that make it hard to work through.

Mr. Handelin stated that the discussion about changing the traffic pattern is a part of the Title 19 Workshop meetings. It is a lengthy document, and the process of change is very time consuming. The subcommittee has already made one pass through, and now needs to review the construction rules previously generated to determine what needs to be added to Title 19; this way there is one document for the Airport.

Ms. Jan Moritz of Apollo Drive addressed the Board regarding raising the flight level. Ms. Moritz stated that she was told that the Airport Authority had authority on the ground but no authority in the air. She stated that she has talked to Yvon and Neil (Weaver), and they said that they would talk to the person(s) flying low. She stated that she knows the pilot has been talked to, because now he directly buzzes her house each time he comes and goes.

Mr. Weaver asked Ms. Moritz to which aircraft she was referring. Ms. Moritz stated it was the goofy one with camo and twin tails. Mr. Weaver stated that he has spoken with this pilot. He is a local industrialist who has hired a military flight instructor to teach him to fly his military aircraft in a military manner. Mr. Weaver stated that when he talked with the military flight instructor teaching this particular pilot about flying over the houses, the instructor's response was quite direct and to the point that he believed he was not violating airspace regulations, and cited regulations as back-up. Mr. Weaver stated that the regulations he cited were correct, and that unfortunately he was not successful in convincing this pilot to cooperate with the neighborhoods. Ms. Moritz stated her concern that we would be running out of luck, and wondered if raising the elevation by 200 feet would help anything. Mr. Weaver stated that he would speak with fellow industrialists on the Board to see if they could talk with him and convince him to fly right.

Mr. Staub stated that he did not want to be verbose and reiterate himself, but that he wanted to be sure that the Title 19 subcommittee addresses the sanction issue. We have the ability to do more than cajole, and if that means that we have to have the Airport Authority revoke their Airport privileges, then we need to investigate how to do that.

Mr. Joel Flamenbaum, a Carson City resident, addressed the Board. He stated that the Board is doing an outstanding job in trying to mitigate the concerns of the community. He wondered if a syllabus has been written as yet for the Sea Cadets to follow. Mr. Lewis stated that one had not yet been written, but one will be created for implementation, and a training period will be held.

Mr. Flamenbaum stated that he lived one house off Arrowhead Drive, and loved watching the planes. He bought his house where it is, specifically for that reason. The community has grown considerably, and concerns of the public are warranted. Mr. Flamenbaum stated that the efforts of the Board are greatly appreciated, and he thanked everyone for their efforts.

Mr. Bill Abbot addressed the Board. He stated that he agreed with the monitoring program, that people should be held accountable. Mr. Abbot stated that he strongly disagreed with the use of juveniles, as some of the Sea Cadets are very young. Some of the pilots could involve their attorneys and file action, and this would not be fair to the kids, and not fair to the pilots, either. Mr. Abbot stated that in concept, the monitoring program is a great idea.

Ms. Nina Stuckey addressed the Board. She stated that she does not live on Apollo Drive, but lives off Panament. She stated that she loves watching the aircraft but is scared with her windows rattle. She stated that she wanted the Board to know that it's not only an Apollo Drive thing. She lives close to Highway 50, off Runway 9.

Mr. Scott Kreager addressed the Board. He stated that he has talked with many people. He lives on the west side of town, near Ash Canyon. When the weather is nice, the pilots fly over his house. Mr. Kreager stated that he likes to spend time outside, but every five to ten minutes another plane comes through. The height doesn't matter so much as the fact that there are people below. Mr. Kreager stated that "you" built the airport where it is, "you" let the planes be there, "you" let Silver Oak build, and now the planes fly straight to "my" house, including Southwest Airlines flying straight to Reno. Mr. Kreager stated that he is not against aircraft, but he doesn't like the peace in his yard destroyed. Mr. Kreager expressed his hope that the Board could improve on this problem. Mr. Kreager asked where the sound monitoring would be done. Mr. Lewis stated that it would be on the active runway, on the east side.

Mr. George Leader addressed the Board. He stated that he is a pilot for over 35 years and flies out of Carson. He stated that most people understand that the problem people have with airports is not unique to Carson City – it's every airport in the United States. He thought that maybe people don't realize that, and that maybe there were no aircraft flying the day they bought their house. Mr. Leader stated that the Airport has been there for a long, long time, even before the residential areas were built. The problem is not unique; it's everywhere.

Ms. Shelley Aldean, Ward 2 Supervisor, addressed the Board. She stated that she has spoken with a number of folks who testified today. She stated that she knows the Airport does not exist in isolation, and is pleased that the Airport Authority members are taking on their responsibility as stewards of the Airport. She stated that she appreciated the recommendations being made, and also that the comments about using adolescents was valid and should be taken into consideration.

Ms. Aldean referred to Chapter 4, Section 1 of Title 19, which allows the existing Authority to level sanctions against offending pilots. She stated that sanctions certainly were not for the occasional offender, but the chronic abusers who had received repeated warnings needed to be taken to task. Ms. Aldean stated that the Airport Authority needed to make it clear that they were serious about being a good neighbor.

Ms. Aldean asked Mr. Tackes if the FAA ever tailored its rules and regulations to address specific concerns to airports. Mr. Tackes stated that the rules were generic, but that the FAA would step in sometimes to try to help out airports if necessary. Mr. Tackes added that what Mr. Weaver said was true; that the regulations do state that as a pilot you can go to whatever elevation you decide is a safe elevation in order to safely

land the aircraft. When the military flight instructor blew off Mr. Weaver, he was standing behind that regulation. Mr. Tackes stated that when a pilot does something on the ground, the Airport Authority can take action, and has. It is significantly more difficult, however, to determine if they've broken a violation in the air.

Mr. Staub asked about public nuisance, and if something concerning that could be adopted into Title 19. If a pilot repeatedly flies against the adopted pattern, he could be determined a public nuisance and therefore be sanctioned through Title 19. Mr. Tackes stated this was very creative, and would need to research more into it. Mr. Staub encouraged Mr. Tackes to utilize help from Mr. Lombardo's office.

Mr. Nino Anochenian of Apollo Drive addressed the Board. He stated that he and his family knew the aircraft were there when they bought the house, but this many incidents in such a short amount of time has changed his view, and he is glad to hear of the Airport Authority's proactive approach. He asked if anyone had ever suggested that the Airport could be moved to another location. Mr. Lewis stated that it had been suggested, but there is no other place in Carson City to move it to. Carson City is the capital of the state, and as the capital it should have an airport. Mr. Anochenian asked if there would ever be limits placed on the size of the Airport. Mr. Lewis stated that there were already limits on the size due to the physical space around the Airport, and that there was no readily available vacant land adjacent to the Airport property. Mr. Anochenian asked if the Airport would ever want to purchase more property. Mr. Lewis stated that it probable would not, as it would boil down to dollars.

Ms. Moritz addressed the Board. She asked about the purchase of the Serpa property and whether the taxpayers had paid the \$20M for it. Mr. Lewis stated that they did not; that the property was purchased with federal grant funding, and that \$20M was not the price; the price was \$9.5M.

Mrs. Hutter explained that the taxpayers of Carson City do not fund these purchases per se; the Airport is self-funded through leases on the Airport, through a portion of the taxes collected from the aviation tax base resident on the Airport, and through a federal tax base that is external to the City.

Mr. Sullivan added that the FAA funds a great deal of the Airport improvements as well as all of the land acquisition. The Airport supplies 5% of the funds, and the FAA puts up the other 95% of the money. All major improvements are funded through the FAA.

As a point of clarification, Mr. Weaver pointed out that unless one is a member of the traveling public on an airliner, one does not pay any money out of your general tax fund to Carson City. The moneys funding the FAA are derived from ticket taxes on airplane rides, so unless one flies on a plane, one is unaffected by funding the FAA, and developing airports throughout the United States.

Mr. Milstead addressed the Board. He stated that he is not against the Airport, and he knew it was there when he bought his house. He is just against the manner in which aircraft approach and leave the Airport.

Mr. Lewis stated that it was the Board's intent to take a proactive approach and hopefully the neighbors would be happier. Mr. Lewis called for a motion.



Mr. Sullivan moved to as soon as possible begin the monitoring program as it pertains to aircraft patterns, to do the training, and to include in motion of aspects regarding sanctions as brought up by Mr. Staub.

Mr. Staub stated that he would second the motion, with the comment that the Airport Manager distribute the patterns as they currently exist, and to include that the Title 19 Subcommittee review the issue of raising the flight pattern to at least 1,000 feet.

Mr. Sullivan concurred with the seconder's comments.

Mrs. Weaver stated that there could be an issue with putting minors in an unfavorable position, and wondered if the EAA would consider helping out with this endeavor. Chris of the EAA was present at this meeting, and stated that the EAA was interested in the same thing as everyone else and was willing to work with the Board on this project.

There were no other comments at this time. Mr. Lewis called for the vote, and the motion carried unanimously.

- (3) ACTION TO CONSIDER SPECIAL USE PERMIT SUP-07-025 AND PROVIDE CARSON CITY AIRPORT AUTHORITY COMMENTS TO THE CARSON CITY PLANNING COMMISSION. SPECIAL USE PERMIT SUP-07-025 IS AN APPLICATION FROM MATT HANSEN TO ALLOW CONSTRUCTION OF AIRPORT HANGARS COMPRISED OF 12 SMALL HANGARS AND A MAIN HANGAR BUILDING WHICH INCLUDES PILOT ACCOMMODATIONS AND OFFICE/ADMINISTRATIVE SPACE FOR THE PROJECT KNOWN AS "JET RANCH" ON PROPERTY ZONED PUBLIC REGIONAL (PR) AND LOCATED AT 2600 COLLEGE PARKWAY (THE CARSON CITY AIRPORT) ON LOT 207 (*W. Sullivan*). Mr. Lewis abstained from this item. He passed the gavel to the Vice-Chairman, Mr. Sullivan, and stepped down from dais, remaining present to answer questions if necessary.

Mr. Sullivan disclosed that his daytime job is working as the Planning Director for the City of Carson City. Mr. Sullivan stated that he would handle the public hearing portion of this matter, but would not be voting on it since his office is handling it.

Ms. Jennifer Pruitt, Senior Planner with the Carson City Planning Department, addressed the Board. She stated that the applicant has submitted his final plan for approval of construction by the Airport Authority, and that the Planning Division is scheduled to review the project and hear it on March 28<sup>th</sup>. Ms. Pruitt stated that they were seeking recommendations from the Airport Authority to the Planning Division on the items noted in the packets. Ms. Pruitt stated that she would be present to answer any questions the Airport Authority Board might have, and noted that the applicant was also present to answer questions.

Mr. Matt Hansen representing Licata Hansen Architecture was present, as was Ms. Jackie Golden, representing Tom Gonzales.

Mr. Hansen explained that this was a presentation of a private personal-use hangar, configured in three buildings. The first and second buildings consist of aircraft hangars to be used as rental units; the third building is also an aircraft hangar to house Mr. Gonzales' private aircraft.

Since Mr. Hansen last appeared before the Board, they have received FAA approval for the project regarding height restrictions, in that the configuration of the buildings do not interfere with FAA air/ground space. Mr. Hansen stated that there were five points pertinent to this project that he would like to discuss, as follows:

1 – As a project, there is no objection to the Board or the Board of Supervisors recommending a five-day maximum stay in the pilot lounge. The lounge is not a residence; it is a sleeping quarters area for his private pilots.

2 – Regarding the color, the architectural firm chose colors consistent with the colors of the hangars near the project area, which are blue and a shade of gray.

3 – Regarding parking, there are several areas suitable for parking. Parking is encouraged on the interior of individual's hangars, and not long-term exterior parking.

4 – There is an issue of the size of the hangars. The rental hangars are approximated in size to accommodate something on the order of a 206, and the large hangar is approximated to accommodate Mr. Gonzales' four or five personal aircraft.

5 – Since the last appearance before this Board, Mr. Hansen stated that placement of the hangar has been moved to the west, away from Taxiway Bravo in response to the Airport Engineer's request to make the apron area in front of the hangar larger so that anything parking on the apron does not interfere or conflict with the taxiway.

Mr. Hansen asked if he could answer any questions.

Mr. Weaver asked if there would be a lot of spoilage on dirt. Mr. Hansen stated there would be a net gain of material in the cut, but that they did not intend to take it off site. Mr. Hansen offered it to the Airport Authority if they wanted it, stating that they were happy to accommodate the Board. Mr. Weaver stated that he would like to see it go to a couple of fill spots currently on Airport property.

Mr. Weaver asked about parking, stating that other projects always promised to park inside their hangars, but such is not always the case. Mr. Weaver asked Ms. Pruitt that if this were a public facility, such as a retail store, what type or amount of parking would the City require, knowing that the same type of parking would not be required for a building designed for aircraft storage.

Ms. Pruitt stated that for a retail facility, the City would typically require one parking space for every 325 square feet of gross building area. Since this is a building designed for aircraft storage, the Airport Authority drives the train on any requirements for parking, and how much.

Mr. Weaver asked Mr. Hansen about the FAA approval he stated he had received for the facility, and when that information was released to the public. Mr. Hansen stated that he

had just received it yesterday, and only had the one copy with him. He stated that he would be happy to provide copies to the Board. Mr. Weaver stated that he wanted to be sure we were meeting all of the requirements for the facility.

**TAPE CHANGE -- Tape 1, Side A, to Tape 1, Side B**

Mr. Staub asked Mr. Hansen how many parking spots he had designated for the project. Mr. Hansen said that a couple of areas had been set aside for parking if the Airport Authority requested it, but none had been specifically designed at this time. Mr. Hansen stated that he did not want to create a parking lot, but that there is a lot of space adjacent to or near the project that could be used as such if so desired.

Mr. Staub asked Mr. Hansen how much of the square footage would be rented or leased. Mr. Hansen stated that there were 12 hangars that were 70' x 100' x 12'.

Mr. Staub asked if Mr. Gonzales anticipated flying in and taking out his personal car. Mr. Hansen stated that yes, this was how he operated now with his leased hangar. He currently has three aircraft and two vehicles in his leased hangar.

Mr. Staub asked Mr. Hansen the size of the aircraft that Mr. Gonzales planned to store in the hangar. Mr. Hansen stated that he did not know their sizes. Mr. Weaver asked about the larger hangar, and observed that it was large enough to accommodate a transport-size aircraft that could possibly carry up to 18 people, including pilots and crewmembers. If that many personnel were required for a flight, parking could conceivably become an issue. Mr. Weaver asked about the number of on-site employees who would be running the daily administrative tasks for the facility.

Mr. Hansen explained that the planned facility included 3,200 square feet on the upper level (the mezzanine level). Of that, the pilot lounge area comprised over 75% of that space. Below that was approximately one-third of the space, or approximately 1,000 square feet, and most of that was comprised of a single office, and room for a tug and vehicle and storage support. There is not a lot of room for administrative area.

Mr. Staub asked if there would be any full-time employees on site. Mr. Hansen stated that Mr. Gonzales anticipated having up to two to three employees, tops, and those would be on-site to maintain aircraft, etc.

Mr. Staub asked Mr. Hansen his opinion of a reasonable length of stay for a pilot and crew. Mr. Hansen stated that they would be more than happy to comply with the five-day maximum stay. Mr. Hansen explained that Mr. Gonzales owns a residence in Carson City where his pilots can also stay, and currently do stay, if the layover were to be extended.

Mrs. Hutter stated that this project was compatible with the Master Plan planning efforts for the center triangle area, and the hangar sizes anticipated to be constructed in that area.

Mr. Handelin stated that in the past no parking requirements were included with hangar development, and this would be the first time it would be a requirement. Mr. Weaver

stated that the Board has never been faced with the possibility of 18 staff, 3 crew plus administrative staff, and the Airport Authority could be faced with a potential mess and needed to take this into consideration.

Without having done any study of the design, Mr. Hansen stated that he believed they could provide between 15 and 20 parking spaces without having to do any special redesign on the project. Mr. Hansen thought they might even be able to find up to 5 additional spaces if required to do so.

Ms. Jackie Golden addressed the Board. Ms. Golden explained that she worked for Mr. Gonzales. She stated that his aircraft is only a 9-passenger aircraft with a crew of 2. She stated that the chances of there being anyone working in the office, other than one or two people, were slip, since everyone worked at the Dayton facility. Ms. Golden explained that Mr. Gonzales owned a shuttle bus, and personnel transportation could be handled thus if parking were to become an issue; however, in Ms. Golden's opinion, the chances of there being a parking problem were between nil and none.

Mr. Staub asked Mr. Tackes if there were standards that other airports had used when faced with this type of construction proposal. Mr. Tackes stated that he has not run across such a situation. He did report that when Mr. Corrao built the hangars on the northwest side of the taxiway, he included a parking area there, so the Board has received designs in the past where parking has been taken into consideration, and, as Mr. Weaver pointed out, we do have problems if we don't consider the parking situation.

Mr. Clague stated that Carson City is unique. Most of the airports that Mr. Clague has frequented do not have parking standards, as they have not been developed and the issue has not come up.

Mr. Staub stated that he did not want the Airport Authority to be viewed as being arbitrary and capricious with this particular issue of parking. The Authority should be making reasonable and standard requests.

Mr. Weaver stated that the Airport Authority should consider all the possibilities. He asked, what would happen in two to three to four years? No one knows the future. What if Mr. Gonzales decides he wants to sublease his facility, or sell it to someone, and that someone has a lot of employees, requiring a lot of parking? Now the Airport Authority has an entirely new lease, and while the Airport Authority can approve the assignment of the new lease, it cannot magically produce more parking if such parking is not considered now, at this time. Mr. Weaver stated that the Board needed to do its due diligence for the sake of the public.

Mr. Hansen explained that the large hangar includes a garage door for automobiles, so it is absolutely expected that this will be where the majority of the long-stay vehicles will be housed. He stated that Mr. Gonzales has no intention of leaving his automobiles parked outdoors.

Mrs. Hutter stated that she has a hangar next door to Mr. Gonzales' leased hangar, and agrees that it is always beautifully maintained. Mrs. Hutter asked about the statement concerning transient aircraft, and wondered where these aircraft would be registered, and whether they would be registered in Carson City. Mr. Hansen stated that he did not have