

**CARSON CITY AIRPORT AUTHORITY**  
**Minutes of the August 10, 2009 Meeting**  
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A special meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Monday, August 10, 2009 in the Carson City Airport Terminal Building, 2600 East College Parkway, #6, Carson City, Nevada.

**PRESENT:** Chairman Steve Lewis  
Vice Chairman John Kelly  
Member Alex Carter  
Member Dave McClelland  
Member Don Peterson  
Member Ray Saylo  
Member Walt Sullivan

**STAFF:** Jim Clague, Airport Engineer  
Casey Pullman, Airport Manager

**NOTE:** A recording of these proceedings, agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and available for review during regular business hours.

**A. CALL TO ORDER, ROLL CALL AND DETERMINATION OF QUORUM.** (A-001) - Chairman Lewis called the meeting to order at 6:00 p.m. Roll was called; a quorum was present. Member Peterson arrived at 6:05 p.m.

**B. PLEDGE OF ALLEGIANCE.** (A-009) - Chairman Lewis led the pledge of allegiance.

**C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY.** (A-016). There were no minutes to approve.

**D. MODIFICATION OF THE AGENDA.** (A-018) - None.

**E. PUBLIC COMMENT.** (A-020) - None.

**F. CONSENT AGENDA.** All matters listed under the consent agenda are considered routine, and may be acted upon by the Airport Authority with one action and without an extensive hearing. Any member of the Authority or any citizen may request that an item be taken from the consent agenda, discussed and acted upon separately during this meeting. The Chairman or the Vice-Chairman retains discretion in deciding whether or not an item will be pulled off the consent agenda. (A-026) - None.

**G. PUBLIC HEARINGS.**

**G-1. DISCUSSION AND POSSIBLE ACTION TO REVIEW, PRIORITIZE, AND SELECT AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) AND PROVIDER FROM BIDS SUBMITTED; RECOMMENDATION OF AIRPORT ENGINEER AND AIRPORT MANAGER** (A-027) - Chairman Lewis introduced the item and Mr. Clague reviewed the staff report which is incorporated into the record. He advised that the AWOS A-V is typical of a SuperAWOS and the AWOS III-P-T is the 'Cadillac' of AWOS. He explained that there is only one place on the airport where the AWOS III-P-T can be placed whereas there are several locations on the airport's north side where the SuperAWOS can be placed.

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In response to a question, Mr. Clague replied that the SuperAWOS is certified as an AWOS A-V and reviewed the comparisons of the AWOS III-P-T vs. the AWOS A-V which are incorporated into the agenda materials. He explained that the AWOS A-V provides all of the information but some data is not certified by the FAA and it doesn't provide a terminal area forecast (TAF) unless there is an on-site weather observer. In response to another question, he replied that no one bid on the SuperAWOS, all bid on the AllWeather AWOS II and were contacted continuously before and during the bidding phase. Chairman Lewis advised that the contractors chose the AWOS II because it was less money than the SuperAWOS and because of their certification on July 31, which gave them a lesser option. Mr. Clague said that an addendum was issued stating that an AllWeather AWOS II couldn't fit in the site but the FAA required that it be rescinded. In response to another question, he replied that if someone had bid a SuperAWOS, it could be considered. In response to a comment, he read from his addendum, "the AWOS A-V per Option 1 shall be a SuperAWOS as manufactured by Potomac Aviation...and is therefore acceptable for this installation. An AWOS II meets the weather reporting requirements for an AWOS A-V but the siting requirements for an AWOS II are not compatible with this site." In response to a comment, he replied that there is a bid for the AWOS III-P-T and all three bidders are qualified and meet all requirements. The low bid was received from Marv McQueary Excavating in the amount of \$156,285.00. The CCAA can either reject all bids and put it out to bid again next year or accept the bid from Marv McQueary and submit the grant application to the FAA based on a total project cost of \$183,285.00. The FAA assured him they would be able to provide the additional funds even though it exceeds the original budget. In response to a question, he confirmed the SuperAWOS is a less total expenditure than an AWOS III and recommended that the CCAA authorize the Chairman to award the contract to Marv McQueary contingent on receipt of an FAA grant. In response to another question, he replied that approximately half of the museum parcel is unavailable and is established to be leaseable to non-profits for educational purposes and the museum qualifies as a non-profit organization. Chairman Lewis added that when their lease was granted, that piece of land was reserved for the AWOS III. The museum had expressed an interest that if the land becomes available, they would like to lease it. The entire parcel is being leased to the museum for \$1 a year so there is no financial loss. In response to a comment, Chairman Lewis replied that they didn't think too many of the airplanes in the museum were going to be flyable other than they would be restored to an airworthy condition. In response to a comment, Mr. Pullman advised that he contacted AllWeather and the maintenance contract would be \$1,800 a year which is significantly lower than anticipated and includes three inspections. The airport is now spending \$325 per month for maintenance costs.

(A-260) In response to a comment, Mr. Pullman replied that getting aircraft in depends on charter operations that require TAF's and SuperAWOS doesn't allow the receipt of TAF's. The airport needs to provide the option for them to come in, and the AWOS III provides TAF's. In response to a comment, he explained the necessity to anticipate the interest by charter operators to come to this airport or possibly base their aircraft at this airport. He stated that NetJets could provide a lot of revenue but won't come into the airport because it doesn't have TAF's. When more traffic starts coming in and the infrastructure is in place, it will be a more viable place for charter operations and the airport has to look towards the future and what it could mean having a TAF system in place. In response to a question, he replied that the bigger operators already have their aircraft based at other airports, and broadcasting the airport's low fuel prices would make it an attractive place to fuel up which creates revenue for everyone. In response to another question, he replied that he did not ask if NetJets would relocate here but in his experience they work with the FBO's directly and usually fly in and out the same day and would not be interested in basing their aircraft at this airport. Chairman Lewis responded that NetJets has aircraft based all over the world and they don't all fly out of one area. Mr. Pullman indicated he would do more research on the subject.

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Chairman Lewis opined that there is a cost associated with installing a weather reporting system with a TAF, more land is required to install an AWOS III but the site has been identified. In response to a question, Member Peterson opined the extra money is not making any difference in the near term and a runway and hangars need to be finished. In response to a question, Mr. Clague replied that it takes approximately three months to order, assemble and install an AWOS. Member Peterson opined that it would be reasonable to delay it a year without negatively impacting the airport which could create an opportunity for a better system at a lower cost. Mr. Pullman commented that the AWOS III goes beyond the boundaries of the airport and creates an opportunity for more precise weather information and forecasts which would benefit all of Carson City. Member Peterson said the SuperAWOS will provide the data used for a local forecast. In response to a comment, Mr. Clague replied that waiting a year and putting it back out to bid would require specifying an AWOS A-V and any manufacturer that qualifies under that category. Member Peterson interjected saying it must fit a specific parcel. In response to a question, Mr. Clague replied that he can't guarantee anything on behalf of the FAA. Vice Chairman Kelly advised that his FBO is going to be charter and before filing an instrument approach plan, there has to be a TAF. It will improve Part 135 operations for fuel providers and he recommended the AWOS III-P-T. In response to a question, Mr. Clague reiterated that McQueary had the lowest bid. Mr. Pullman agreed with the recommendation for the AWOS III-P-T. Member Carter expressed confusion about the differences in the SuperAWOS, AWOS A-V, and AWOS III. Mr. Clague explained the FAA's matrix of the different types of AWOS and their manufacturers, and that two qualify for the AWOS A-V. In response to a comment, he replied that AllWeather has an AWOS II certified as an AWOS II and an AWOS A-V. Member Carter opined that they should get as many features as possible before upgrading and as the AWOS III is the 'Cadillac', it should seriously be considered. Mr. Pullman advised that the AWOS III has been around for 30 years and there have not been any issues with it although there have been issues with the SuperAWOS. Member Peterson commented that AWOS is proven technology while SuperAWOS is the newer modular concept. Member Saylo expressed concern about the ability to upgrade and if funds were lost, it could take several years to acquire more funds. Mr. Clague responded that they are programmed for a certain amount of money for an AWOS. Next year, their priority will be Taxiway D and the FAA may require them to choose between Taxiway D and an AWOS. Mr. Pullman added that the FAA categorizes their priorities and next year, the AWOS may not be a priority on their system. He expressed concern that it could be another two to three years before the airport gets another opportunity for an AWOS. Member McClelland indicated that he is in favor of the AWOS III as they have already put a lot of money into the airport, the grant is available, and it would be foolish not to get a system allowing bigger aircraft to come in generating more money for Carson City.

Chairman Lewis opened the item for public comment. Perry DiLoreto stated that he has been a pilot for 43 years and having an AWOS III system with TAF availability is hanging out a welcome sign to sophisticated users. Part 91 high performance aircraft is going in the direction of Part 135 operations and a pilot in command of this type of aircraft adheres to the most conservative performance standards of that aircraft. He suggested considering not only coming into the airport but leaving it as well. Pilots that leave late at night need information as to what kind of conditions they will be dealing with so a TAF is very important. Pilots do not fly on any kind of marginal condition unless they know what the weather is on either side of their arrival and departure time. He is very encouraged and impressed with the efforts going on at the airport and believes it has an excellent opportunity to be a first class operator. He expressed appreciation of Member Peterson's respect for the expenditure of a huge sum of money, but strongly encouraged the CCAA to consider doing a first class job and going for the money while it's available.

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Gary Phillips flies almost daily out of the Carson airport and has been a pilot or flight instructor for over 28 years. He said that the lack of a TAF has haunted him for the last 14 years he has flown for the State and has talked to a number of pilots who go elsewhere because of the lack of a TAF. He sometimes uses the TAF out of Reno, Truckee or Tahoe and guesses what the weather will be for Carson City. He agreed that the money is available now and encouraged them to do it. In response to a question, Chairman Lewis replied that over a projected ten years, the airport could be faced with over \$80,000 in maintenance and certification fees as required by an AWOS III. There are three bids and the difference between the first and second bids are roughly \$1,400 but they appear to be in line with others in the area. Member Peterson's concern is what is it going to cost to operate the equipment. Member Peterson commented that the upper half of the \$80,000 would be the acquisition and the airport's portion would be five percent.

Harlow Norvell reported that he was asked by Mr. Clague to provide technical input regarding the various AWOS. He gave background information and advised that he talked with representatives at SuperAWOS regarding its certification and the parameters it possesses that are certified by the FAA to produce an aviation routine weather report which are altimeter and visibility (A-V). SuperAWOS has applied to the FAA for other parameters to be certified as they currently do not have available a measurement of present weather. The National Weather Service (NWS) and the FAA will not grant certification on the other parameters because of site specific requirements. The AWOS was initially developed by the NWS and required certain site specific requirements to ensure the data collected would be as accurate as possible.

(B-002) Mr. Norvell explained that the SuperAWOS has a link to the National Airspace Data Interchange Network (NADIN) to provide altimeter and visibility. SuperAWOS A-V can be disseminated over NADIN and be accessed through an approved site but does not contain any other parameters so it's not eligible by the NWS to provide a TAF. The SuperAWOS does not meet the installation requirements that the NWS requires so they will not certify the other parameters. SuperAWOS had applied to the FAA for an exception, but the NWS would not waive that requirement and there is no assurance that they will receive certification of the other requirements. They are in the process of developing a present weather sensor.

Mr. Norvell presented technical background and advised that the idea of the Master Plan was to move the airport into the future and make it an effective economically performing entity by honoring the loyalty of its tenants and accessing a segment of the market that has not yet been done because of the lack of infrastructure. The newly designed runway and taxiway will attract higher end users. A critical component for jet pilots is to be able to determine weather forecasts as it's important to know if there's precipitation in the forecast which may dictate whether the aircraft will perform properly and safely. A TAF can attract these type of aircraft which could entice someone to base a \$20 million airplane at this airport. One aircraft producing \$200,000 a year would be a big asset to the City. Part 135 operators cannot file any airport as a destination unless they have a TAF for their arrival time and the forecast has to indicate that the airport is above minimums for the approach procedure. Part 135.213 requires the use of an approved source of weather whenever a weather report is required and it must be taken at the airport where the operation will be performed. When an airport doesn't have a TAF, it's seen as an airport that doesn't cater to those types of airplanes.

Chairman Lewis called for further comment and seeing none, stated that the money is available now and the FFA can never guarantee funds in the future. The money is slated for this airport, has been offered and is the reason the CCAA is holding a special meeting. In the last four years, over \$23 million has been

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invested in the airport. The CCAA is responsible for a five percent match and he believes that an AWOS III is in line with the criteria outlined in the Master Plan. He believes it to be an economic opportunity for the airport and to scrimp for a substandard system without a TAF would be a disservice to the airport. He entertained a motion. **Vice Chairman Kelly moved that the CCAA accept Marv McQueary's bid for an AWOS III-P-T at a cost of \$156,285.00 with the condition that Chairman Lewis be able to sign for it and get approval from the FAA to go over budget for this purchase. Member Sullivan seconded the motion. Motion carried unanimously.** Mr. Clague expressed the understanding that the motion is awarding the contract to Marv McQueary contingent on FAA funding.

**G-2. DISCUSSION AND POSSIBLE ACTION TO AUTHORIZE AIRPORT ENGINEER TO FILE FAA GRANT APPLICATION FOR AWOS NOT TO EXCEED \$300,000.** (B-150) - Mr. Clague advised that the federal share of the grant application is \$174,121, with a match of \$9,164 from the CCAA for a total project cost of \$183,285. Chairman Lewis entertained a motion. **Member Saylo moved to authorize the Chairman to sign the grant application for submission to the FAA. Member McClelland seconded the motion. Motion carried unanimously.**

Chairman Lewis read a letter of support from Jet Ranch into the record. He reminded everyone of the August 11, 2009 meeting notifying airport users of the construction schedule and a similar meeting on August 13, 2009 for the airport's neighbors.

**H. ACTION ON ADJOURNMENT.** (B-196) Chairman Lewis adjourned the meeting at approximately 7:20 p.m.

The Minutes of the August 10, 2009 Carson City Airport Authority meeting are so approved this 21st day of October, 2009.

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John Kelly, Vice Chairman

Minutes transcribed by Recording Secretary, Jano Barnhurst