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A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Thursday, July 20, 2011, in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Harlow Norvell
Vice Chairperson John Kelly
Member Alex Carter
Member Teresa DiLoreto-Long
Member Dave McClelland
Member Ray Saylo
Member Marcus Thomason

STAFF: Steve Tackes, Airport Counsel
Brian Fitzgerald, Airport Engineer
Tamar Warren, Recording Secretary

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

A. CALL TO ORDER AND DETERMINATION OF QUORUM (6:00:28) – Chairperson Norvell called the meeting to order at 6:00 p.m. Roll was called; a quorum was present. Chairperson Norvell noted that for the first time in almost two years a full board, comprised of seven members, was present. He also welcomed Member Thomason to the Authority, and introduced him as a professional pilot and a chief pilot for the Nevada Department of Transportation. He also thanked Member Thomason for his willingness to serve on the Authority board.

B. PLEDGE OF ALLEGIANCE: (6:01:33) – Chairperson Norvell led the Pledge of Allegiance.

C. ACTION ON APPROVAL OF PAST MINUTES (6:02:08) – **Member Saylo moved to approve the minutes of the June 15, 2011 meeting. Member McClelland seconded the motion. Motion carried 7-0.**

D. MODIFICATION OF AGENDA (6:03:05) – Chairperson Norvell introduced the item and suggested discussing agenda item G3 before items G1 and G2. He also commented that in the absence of the Airport Manager Chairperson Norvell would be “standing in his stead, under Title 19”, and would address the issue of Bristow Helicopters, tenants of El Aero. He stated that they “did not appreciate the noise signature produced in the evening hours as a result of this training”. He also stressed that the Authority's priorities were the safety of the community and making the airport an effective economic engine to the community, without “appreciatively increasing the negatives”. Chairperson Norvell announced that no Bristow aircraft would conduct night operations in the traffic pattern at the Carson City Airport. He added that they would leave to go to an alternate location, “well away from any of the homes in Carson City”. He then invited Vice Chairperson Kelly to explain how the operations will be altered. Vice Chairperson Kelly explained that the training would run in three-week cycles, the first being the ground school consisting of afternoon flights around the airport to familiarize the pilots with the aircraft. He added that the second week would also include familiarization with the aircraft, doing pattern work during the day and possibly going to the Pine Nut Mountains for high altitude training. The final week, according to Vice chairperson Kelly, would involve using night vision goggles, and would include “intense pattern work in the Carson City airport”. He added that the last part of the training “did not work”, therefore, each evening, “six aircraft will go out and six aircraft will come back”. He stated that the six aircraft would use normal pattern departures and arrivals, however, the training would be done elsewhere, reducing the noise in the community.

(6:10:48) – Chairperson Norvell asked for public comments. Gary Nigro, who introduced himself as a retired air traffic control specialist, inquired about auto rotations, suggesting that they should be done at the airport, and with emergency equipment present. Vice Chairperson Kelly did not believe auto rotations were part of this training, however, he thought they might do power recovery auto rotations, which were not going to be outside the airport environment. Mr.

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Nigro also recommended the Parker Airport as an alternative choice. Supervisor Shelly Aldean thanked the Authority for their continued commitment to make the airport not only user-friendly and an economic engine, but also not a “liability or a detriment for people who enjoy a relatively rural lifestyle”. She explained that last Thursday at 11:30 p.m., she had watched the helicopters several times, from her driveway, as they banked to her right and returned to the airport. She hoped that the new flight pattern instructions were explicit and that they would be adhered to. Chairperson Norvell relayed his conversation with Mayor Crowell, who had advised him “in the strongest possible terms that we deal with this effectively, and up front”. A similar request had been made by the City Manager as well, according to Chairperson Norvell, who also invited all concerned individuals to stop by at the Airport Manager’s office or by the El Aero office to receive further information on the new procedures, and for their concerns to be alleviated. He also reiterated the Authority’s commitment to the safety and the safeguarding of the public’s trust.

E. PUBLIC COMMENT (6:17:20) – Michael Greedy addressed the Authority regarding the “asphalt plant”. Chairperson Norvell explained that the wind turbine project was on the agenda for later discussion. Mr. Greedy wished to speak now regarding the issue. He referred to a “Notice of Presumed Hazard” document dated March 1, 2011, and explained that the issue “appears to be moot unless the applicant has re-applied to the FAA for determination”. Chairperson Norvell stated that he had seen an aeronautical study dated June 17, 2011, indicating that the one issue that stood outside the Authority’s control was the Parker-Carson Airport. In response to a question, Chairperson Norvell explained that a special use permit would be granted by the Planning Commission. Mr. Greedy cautioned against an “inverse condemnation lawsuit” and Chairperson Norvell deferred to Airport Council for comment. Mr. Tackes referred to the June FAA document, stating that the only hazard was proximity to the Carson-Parker Airport. He also explained that comments could be filed on or before July 24, 2011 by anyone with a concern. He added that the Authority had voiced its concerns which would be addressed during the discussion of agenda item G1.

F. CONSENT AGENDA (6:22:06) – None.

G. PUBLIC HEARING ITEMS:

1. DISCUSSION AND POSSIBLE ACTION REGARDING AIRPORT AUTHORITY POSITION ON PROPOSED CONSTRUCTION OF WIND TURBINE(S) TO BE LOCATED ON THE SOUTH SIDE OF HIGHWAY 50 EAST NEAR THE LYON COUNTY/CARSON CITY BORDER (IN THE MOUND HOUSE AREA), APNs 008-611-31, -33, -35, AND -37; SPECIAL USE PERMIT APPLICATION SUP-10-115. (6:28:59) – Chairperson Norvell introduced the item. Mr. Tackes gave background on the gravel operation in which Robert Matthews was involved. He also stated that as part of a special use permit, Mr. Matthews had applied to operate the gravel operation and to install a wind turbine at the location. Mr. Tackes indicated that the original proposal had included a wind turbine with a 225-foot tower and an additional 135-foot blade, making the net turbine 360 feet tall. He added that the Authority believed this wind turbine would be a new and tall obstruction in the area, with the potential of creating a dangerous safety issue. Mr. Tackes also reported on the Planning Commission hearing where he had opposed the wind turbine, and where the Planning Commission had approved the gravel operation but not the wind turbine. He spoke of dialogue between the Airport Engineers and Mr. Matthews’ team. Mr. Tackes then gave an update on the most recent proposal brought by Mr. Matthews at the previous meeting, which was to construct four, smaller 200-foot wind turbines, in lieu of a large one, which the Authority believed was “still a problem”, and remained in opposition to that. Mr. Tackes described the terrain and believed that the wind turbines, as proposed, would “stick up another 100 feet above” the hills on the east and northeast side. However, he explained that the hills on the south were approximately 200 feet tall and the wind turbines would not “represent much of an additional obstruction”. In response to Chairperson Norvell’s question, Mr. Fitzgerald noted that the most northern hill would have at least a 150-foot exposure in the proposed location of turbine number one. He added that turbines number three and four, however, would be very similar to the height of the water tower shown. Chairperson Norvell reiterated that the FAA needed to be involved in the decision-making. He also stated the Authority’s concerns such as the electromagnetic interference generated by the turbines, the location of the Parker-Carson Airport, the interference to the Automated Weather Observing System (AWOS), and the interference with the instrument approach and departure procedures. He added that a straight-in approach had not yet been surveyed for the airport and was uncertain how the wind turbine project would affect it, and did not want to put the airport at a significant

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economic disadvantage. Chairperson Norvell spoke of several uncertainties regarding the future of the airport and wanted them addressed directly to the Authority by the FAA. He also wanted to address the height of the turbines with the Planning Commission. Additionally, he wanted to address the arrival of aircraft from the east, under visual flight rules “during the conditions of low-ceilings and visibility, and/or low illumination”. Mr. Tackes explained that he had flown over the area and had concluded that “this is not a good place to have an obstruction”. He also reported on his research on turbine lighting, explaining that there were no lights on the blades, which would prevent pilots from seeing them. In response to Member McClellan’s question, Mr. Tackes explained that the lights were red and flashing. Chairperson Norvell reminded the Authority that Mr. Matthews was unable to attend due to illness, therefore, comments and concerns would be addressed by the Authority and submitted in writing to him. Mr. Tackes advised hearing from representatives of Mr. Matthews prior to hearing from the Authority members.

(6:49:21) – Aaron Covington explained that he was not representing Mr. Matthews, however, he was asked by him to be present. Mr. Covington presented his credentials, a PhD in Physics and the Director of the Nevada Terrawatt Facility at University of Nevada, Reno. Mr. Covington explained that he had reviewed the engineering drawings of the turbines and had concluded that they would not be a large source of electromagnetic interference. He also believed that Mr. Matthews “was meeting a lot of the requirements of the FAA”. He added that moving blades would affect radar systems by becoming reflectors, which would be a concern for defense radars. He also stated that he had walked the area with Mr. Matthews, and had been unable to see the Carson City airport from the area. Mr. Covington added that the highest point he had observed was the man-made tower in Lyon County. He agreed that safety was a concern for aviation, however, he did not see that the proposed turbines would be higher than the tower. He also believed that Mr. Matthews had addressed many of the Authority’s concerns, and that he should utilize the wind in Carson City to generate asphalt at a lesser cost than his competitors. Mr. Covington called the issues “solvable” and suggested that the Authority work with Mr. Matthews to resolve the issues.

(6:59:05) – Chairperson Norvell requested comments from Authority members. Member Carter stated he appreciated hearing the business model, of which he was unaware. He expressed his concern regarding the airport’s future and the future approvals from the FAA. Member DiLoreto-Long clarified that no member on the Authority was trying to stop a business from growing, however, she stressed that their priority was to ensure that airport departures and approaches were kept in mind when making a decision. She also thanked Airport Council and the Authority members for their due diligence in this matter, and believed progress was being made. Vice Chairperson Kelly agreed that the wind turbine project was “good for business”, and flying in the area would not be a problem for helicopters, as long as the VFR map marked the hazards. He added that as an Authority member, he did not want to rush into conclusions, even though he was for the project. Member McClelland stated that he had “mixed feelings” about the project as a contractor and an Authority member. He also inquired about the noise levels generated by the wind turbines. Member Saylo indicated that he could not support the project until a definite answer was received from the FAA regarding the approaches. Member Thomason stated that the Ely airport was able to obtain an obstacle departure procedure for their runways, which was “quite a while in the making”. His concern, therefore, went beyond the instrument approach, to a departure procedure with obstruction clearances that had to be met. Chairperson Norvell explained that the Authority did not see a problem with the four-turbine configuration, if they were able to verify that there will be no effect, under instrument flight rules, for the let down procedure or for the departure procedure. He added that they could gain that confirmation quickly, by receiving a letter from the FAA, addressed to the Authority, in order to give their support to the Planning Commission.

(7:14:49) – Chairperson Norvell solicited public comments. Mr. Nigro agreed with Member Thomason on the departure procedure concerns. He also received clarification from Chairperson Norvell on his concerns for approaches, stating that an LPV approach would be unlikely due to the terrain. Mr. Tackes requested clarification on what comments should be sent to the FAA, prior to the Monday deadline. Chairperson Norvell suggested deferring the voting on the item until the next meeting when the FAA comments would be received. He then summarized his concerns for Council to relay to the FAA as follows: “If the flight procedures folks show no problem with the RNAV GPS approach for category D aircraft, and no problems for the departure procedures, we feel that the other problems are sufficiently negligible that we would not withhold our support”. The members of the Authority agreed with the synopsis presented by Chairperson

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Norvell, who reminded the members that this item would appear on the August agenda for a vote, upon receipt of a response from the FAA, addressed to the Authority.

2. DISCUSSION AND POSSIBLE ACTION TO TERMINATE THE LEASE HELD BY THE MUSEUM OF MILITARY HISTORY FOR VIOLATION OF THE PROVISIONS OF THE LEASE AGREEMENT DATED 19 OCTOBER 2007. (7:24:51) – Chairperson Norvell introduced the item. Mr. Tackes explained that this item was a carry-over from the previous meeting. He gave background on the lease given to the Nevada Museum of Military History in 2007 at the cost of \$1 per month, with the provisions of the lease indicating that the tenant would build a museum in three phases. This item was placed on the June meeting agenda, according to Mr. Tackes, however, it was agreed that the item needed to be reagendaized, because the notification had not been sent via certified mail. Mr. Tackes explained that Mr. Rowe had re-sent the termination letter via certified mail and had received confirmation of signature, however, there was no representation at the meeting from the Museum of Military History. Mr. Tackes, therefore, recommended terminating the lease. Chairperson Norvell asked if a representative from the Museum was present at the meeting. Seeing none, he requested comments from the Authority members. Member Thomason received clarification from Mr. Tackes that the letter was sent via certified mail. Chairperson Norvell solicited public comments, and when none were forthcoming, a motion. **Member McClelland moved to terminate the lease held by the Museum of Military History for violation of the provisions of the lease agreement dated October 19, 2007, and to authorize the Chair to sign the record of termination. The motion was seconded by Member Carter. Motion carried 7-0.**

3. DISCUSSION AND ACTION TO APPROVE THE ASSIGNMENT OF LEASE ON HANGAR PARCEL #35-B LOCATED AT 2963 ARROWHEAD DRIVE, CARSON CITY, NEVADA 89706, FROM WAYNE BROOKS TO TRI-MOTOR, A NEVADA LIMITED LIABILITY COMPANY, JOHN SEIBOLD, MANAGER. (6:21:21) – Chairperson Norvell introduced the item. Mr. Tackes explained that Mr. Brooks was “moving on” and had sold and assigned the hangar to Mr. Seibold. He added that there were no changes to the lease and that the new tenant was accepting all the responsibilities included in the lease. Mr. Tackes advised that he had a new copy of the assignment to be signed by Authority members prior to going to the Board of Supervisors. Mr. Seibold introduced himself and complimented the Authority and the tenants of the Airport. Russ Davidson, Remax Realty, introduced himself and explained that they were “ready to close after the Board of Supervisors’ Meeting”. **Member McClelland moved to approve the assignment of lease on Hangar Parcel #35-B located at 2963 Arrowhead Drive, Carson City, Nevada 89706, John B. Seibold, Manager. The motion was seconded by Vice Chairperson Kelly. Motion Carried 7-0.**

H. AIRPORT ENGINEER’S REPORT (7:29:02) – Chairperson Norvell introduced the item. Mr. Fitzgerald distributed the Airport Engineer’s Report, incorporated into the record, and announced that the FAA grant for Taxiway D West had been received in the amount of \$1, 270,429. He added that the grant would be approved by the Board of Supervisors tomorrow and the notice of award would be issued to Granite Construction. Mr. Fitzgerald also stated that an environmental assessment was underway. In response to a question from Member Thomason, Mr. Fitzgerald clarified that the construction was to take 70 calendar days, and the areas where the existing pavement and the new pavement would join, would be closed, and Taxiway B would not be accessible during construction.

I. AIRPORT MANAGER’S REPORT (7:33:10) – None.

J. LEGAL COUNSEL’S REPORT (7:33:29) – Chairperson Norvell introduced the item. Mr. Tackes announced that he would present the FAA grant offer to the Board of Supervisors. He also mentioned that Ames construction was suing the State of Nevada and the Department of Transportation, and that he had supplied the Department with an affidavit regarding the Authority’s dealings with Ames Construction.

K. TREASURER’S REPORT (7:38:39) – Chairperson Norvell introduced the item. Member Carter distributed the final budget report for FY 2010/2011, which is incorporated into the record. He stated that they did not reach the desired

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“bottom line” due to the acquisition of the tractor. He also stated that they were still waiting for the City tax amount, and reported that \$311,962.96 was available “in the bank”.

L. REPORT FROM AUTHORITY MEMBERS (7:40:19) – Chairperson Norvell introduced the item. Member Saylo reported that Don Quilici had worked with Mr. Rowe to have the inmates assist with cleanup of the airport facility.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING (7:40:54) – Previously discussed.

N. ACTION ON ADJOURNMENT (7:40:58) – Vice Chairperson Kelly moved to adjourn. The motion was seconded by Member Thomason. The meeting was adjourned at 7:41 p.m.

The Minutes of the July 20, 2011 Carson City Airport Authority meeting are so approved this 17th day of August, 2011.

HARLOW NORVELL, Chair