

**CARSON CITY AIRPORT AUTHORITY
MEETING MINUTES**

WEDNESDAY, JANUARY 21, 2009 – 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: Alex Carter, John Kelly, Steve Lewis and David McClelland

Absent: Don Peterson and Walt Sullivan (*Excused*)

Staff: Jim Clague and Dirk Zahtilla; Steve Tackes (*Excused*)

- B. PLEDGE OF ALLEGIANCE

- C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. Regarding the minutes of the 17 December 2008 meeting, Mr. Carter moved to approve the minutes as submitted. Mr. Kelly seconded the motion. There was no discussion, and the motion carried, with Mr. Peterson and Mr. Sullivan absent for this vote.

- D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* There were no modifications to the agenda 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. Ralph Smith of Valley Construction addressed the Board to provide an update on the Jet Ranch project. Mr. Smith reported the good news that the major (last) building was now totally enclosed, although it was behind schedule. The owner of the project, Mr. Tom Gonzalez, has directed that construction should cease due to financial difficulty.

Mr. Smith explained that the project has been self-financed with Mr. Gonzalez' personal funds (Mr. Gonzalez has spent close to \$11M out of his own pocket), and Mr. Smith stated that Mr. Gonzalez has indicated that until he (Mr. Gonzalez) can sell some of the hangars and catch up a little on his cashflow, the construction company has been given notice to cease work on the interior construction of the big building. Mr. Smith explained that restart is anticipated around the 15th of March 2009. Mr. Smith stated that the project is in great shape, considering the financial crunch, and that Mr. Gonzalez simply wants the project to become more self-sufficient before continuing. There were no Board questions for Mr. Smith.

There were no additional public comments at this time, and public comment was closed.

F. PUBLIC HEARINGS

- (1) DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY HILL REMOVAL PROJECT, INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS (*J. Clague*). Mr. Clague reminded the Board that at the last meeting the contract with Peavine Construction for the hill removal project had been extended. Mr. Clague reported that the project status is "finished" with the Serpa property, which has been hydroseeded, and the fence at the property line is being installed. Hydroseed has also been provided on the southwesterly fill pads, and dust palliative has been placed on the stockpiled area east of the runway. The plan is to return to the project sometime in March, when the temperatures are more favorable (not freezing) so that the contractor can finish the subgrade for Taxiway Delta.

Financially, as of December 31, the amount earned was \$2,531,429. A total amount of \$3M is available for this project, so the project is under budget, on time, and within its schedule. Mr. Clague asked if there were any questions.

Mr. Lewis asked if the hill would be down by the end of the month. Mr. Clague stated that it would be. Mr. Lewis asked if the balance of the equipment would be relocated or repositioned. Mr. Clague stated that some of the heavy equipment would be left on site for use in the construction of the subgrade, but that the big trucks would be moved out.

Mr. Lewis asked if dust palliative had been placed in the area designated for Taxiway Delta. Mr. Clague stated that they have been directed to do so, but that if it snows and the snow stays on the ground that would work just as well.

Mr. Clague reminded the Board and members of the public that a public information meeting has been scheduled for next Wednesday in the Terminal Building, explaining that this meeting has been scheduled primarily for the benefit of the nearby residents to give them an update on the project, and that the Airport should look like in the future. Mr. Clague explained that he has names and addresses of the all the local residents, and that postcard invitations were being mailed to them. In addition, Mr. Lewis asked the Recording Secretary to post an agenda for that meeting.

Mr. Lewis asked if there were any public comments on this item. There were none and the item was closed.

- (2) DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF TASK 4 OF THE CONTRACT WITH PBS&J TO PROVIDE DESIGN SERVICES FOR THE CONSTRUCTION OF TAXIWAY D, WEST OF TAXIWAY B; RECONSTRUCTION OF THE NORTH APRON; RECONSTRUCTION OF THE MAIN APRON; AND THE REHABILITATION OF TAXIWAYS B AND C (*J. Clague*). Mr. Clague explained that this item was precipitated by the FAA, indicating their interest in funding the next three years of the ACIP, in one single year. Because of this, the engineering design work needs to be accelerated and completed. Mr. Clague explained that we knew that the runway and Taxiway Delta east of Taxiway Bravo needed to be done, and the design work is underway, but this FAA request was to include the remaining two years worth of projects on the ACIP, for completion this year.

The following is included in the design services:

- Additional geotech investigation for the two aprons, Taxiway Bravo and Taxiway Charlie to ensure that there are no issues. The aerial mapping completed last October will suffice for this work, but supplemental topography is needed to pick up the grades around the hangars so that when the aprons are reconstructed the surface flow will not go back into the hangars. The inverts for the storm drains also need to be picked up in this process;
- Improvement plans include the cover sheet and overall site plan. Mr. Clague anticipates 9 sheets for Taxiway Delta west of Taxiway Bravo; 13 sheets for the north apron; 19 sheets for the main apron; and 3 sheets for Taxiway Bravo and Taxiway Charlie;
- The PBS&J national aviation services group will do some electrical engineering design. This will include installing apron lighting;
- Contracts, and related documents and specifications, earthwork calculations and drainage calculations;
- The north apron includes the installation of a 60-inch storm drain in parallel with the existing 60-inch storm drain. Mr. Clague explained that some years ago Lumos and Associates had done a CLOMR for the Weikel property, and that the CLOMR may have encompassed the upstream property. This is a part of that study done to remove that particular area from the 100-year flood plain. Mr. Clague explained that this would be an opportunity to not only help the Airport but to also help out the upstream portion of Carson City, as it is all part of the master drainage plan;
- Perform some calculations on the water distribution system in the aprons to ensure fire flow for each hangar so that they will meet current fire codes; and
- Field reviews, project coordination, meetings, cost estimating and preparation of the design report; and preparation of a construction management plan in accordance with FAA requirements. Bidding services have also been separately provided, in case this work is phased for any reason and not included in the runway/taxiway realignment project.

Mr. Clague explained that the fee would be on a time & materials basis based on hourly rates, not to exceed \$290,000. The FAA share is \$275,000, and the Airport Authority share is \$14,500. Mr. Clague stated that this item was not currently under the grant, but would be reimbursed when the grant comes through.

Mr. Lewis asked if this meant that if this work was committed right now, and the FAA funding did not come through, that the Airport Authority would be obligated to pay for the entire amount of \$290,000. Mr. Clague confirmed that the Airport Authority would be obligated in an amount not to exceed \$290,000. Mr. Lewis asked Mr. Clague to clarify that he was asking the Board to approve this work now, before the FAA funding was known. Mr. Clague confirmed that he was. Mr. Clague explained that the idea was to get the project designed and incorporated with the other improvements, put it out to bid, submit it to the FAA, and get the funding. Mr. Clague stated that the worst case scenario was that the FAA would go back to their original phasing, rather than the accelerated phasing they have recently requested.

Mr. Lewis asked if Mr. Clague would envision the cost to be phased for payment over a three-year period. Mr. Clague stated that the Airport Authority could request the entire funding in the next grant.

Mr. Lewis commented that he knew that this request was coming. Mr. Lewis stated that, under the new economic stimulus plan, which he hoped would be passed within the next month, the Airport Authority is in line for or has applied for a grant to finish the entire project with a one-shot funding grant. Mr. Lewis explained that the Airport Authority has been receiving its grant funding in increments of \$5M per year to pay for outlined projects, beginning with the purchase of the Serpa property three years ago. Mr. Lewis stated that the FAA has advised that the Airport qualifies for funding under the economic stimulus package, and was invited to submit application for approximately \$19M, which is the estimated amount needed to complete the project. Mr. Lewis stated that Mr. Clague has just described the engineering studies required to get that project underway, and that the FAA has advised that the funding should be available in February or March.

Mr. Lewis stated that he knew the Airport Authority had the money in the bank, but it was still a risk, as the FAA has not provided a guarantee of funding or that they will continue to fund.

Mr. Carter asked Mr. Clague if the proposal to the FAA for the \$19M included the engineering costs. Mr. Clague explained that it did, and actually included \$390K for the design/bid services, based on 5 percent matching funds. The price came in at a lesser amount once it was determined what it would actually take to complete the work.

Mr. Kelly questioned obligating \$290K on a “maybe” as that represented half of the Airport Authority budget at this time. Mr. Kelly stated his discomfort at approving a contract in that amount since there was no assurance that the money would be forthcoming from the FAA. Mr. Clague understood the sentiment, stating that this was the same dilemma everyone goes through regarding FAA funding. Mr. Clague indicated that you have to have faith that the FAA would come through.

Mr. Lewis stated that he has attended the Burlingame (FAA) meetings, and agree that they are on board with completing the projects at the Carson City Airport. Mr. Lewis

asked Mr. Clague if it were possible to get some type of assurance from the FAA. Mr. Clague stated that the FAA would not give any type of written guarantee, but would provide verbal assurance that they would get it done.

Mr. Lewis asked Mr. Clague how long it would take to generate the engineering plans. Mr. Clague stated that the project would need to be bid by May, and the plans represent three months of work, if not more. It would be a struggle to finish the plans in time so that the work could be put out to bid by May, allowing enough time to complete the work within the prescribed timeframe. Grant funding does not occur until June.

Mr. Kelly asked if the plans could be done in conjunction with the runway realignment. Mr. Clague stated that he wanted to speak with the pilots and users of the Airport to understand how to phase the work to provide the minimum impact during reconstruction, adding that it could also be possible to phase portions of the apron work.

Mr. Lewis stated that we have sufficient tie-down space to do one ramp at a time, with enough holding capacity plus overflow, so that no one would have to be sent away. Once the work has begun, the full runway length will not be available, so some operators, such as the State jet, may have to relocate during the construction time.

Mr. Lewis asked if there were any public comments at this time. There were none. Mr. Lewis asked for Board comment.

Mr. Kelly moved that we return to the FAA to try to get some sort of assurance of funding from them before obligating the Airport Authority to spend \$290,000 for engineering fees.

Mr. McClelland seconded the motion.

Mr. Lewis added that he wanted to direct staff to meet with the FAA in the next 5 to 7 days so that a response could be obtained within 10 working days, and this project could move forward, even if it involved holding a special meeting.

The vote was called and the motion carried, with Mr. Peterson and Mr. Sullivan absent for this vote.

- (3) DISCUSSION AND POSSIBLE ACTION REGARDING THE CENTER TRIANGLE, AS FOLLOWS: (a) OPENING, REVIEW AND CONSIDERATION OF THE SUBMITTED BIDS CONCERNING THE NOTICE OF INTENT TO LEASE LOTS IN THE CENTER OF THE TRIANGLE AS FURTHER DESCRIBED IN THE RESOLUTION AND NOTICE OF INVITATION TO BID ON CARSON CITY AIRPORT LEASES DATED NOVEMBER 19, 2008; (b) DETERMINATION OF QUALIFIED BIDS; (c) CONSIDERATION OF LEASE RATES AND TERMS OF THE LEASE; (d) ORAL BIDDING; (e) CONSIDERATION OF AWARD TO THE MOST QUALIFIED BIDDER; (f) AUTHORIZATION TO PRESENT THE LEASE AWARD TO THE BOARD OF SUPERVISORS PER NRS CHAPTER 844; (g) DETERMINATION OF WHETHER TO RESUBMIT THE INVITATION TO BID; AND (h) APPROPRIATE MINIMUM LEASE RATE AND TERMS OF THE LEASE (*S. Tackes*).

Mr. Tackes was absent for this meeting, and Mr. Lewis reported that the closing date to receive bids was January 16, 2009. As of 5 p.m. on that date no bids had been received, and therefore this item required no action except for item subparts (g) and (h). Mr. Lewis asked the Board if they wanted to resubmit the invitation to bid, and if so, to establish a minimum rate and a closing date to receive the bids.

Mr. Lewis stated that we should keep putting the item out to bid, as we never know what will happen and the property should remain open to bid. Mr. Lewis explained that the last bid item was let at 50 cents per square foot, and the closing time was as short as 2 months and as high as 3 months.

Mr. Kelly stated that we should continue to try to develop the Airport, and suggested giving it a 90-day window and to keep using the appraisal. Mr. Kelly suggested keeping the 50 cents per square foot amount, and being open to entertain any and all bids received and to listen to whatever a developer has to say about it.

There were no additional Board comments at this time. Mr. Lewis called for public comment.

Mr. Ralph Smith of Valley Construction stated that it was time to reevaluate what the Board was doing. Mr. Smith stated that the appraisal had recommended 30 cents per square foot, yet the Board persisted in asking for 50 cents. Mr. Smith stated that the appraisal is the unit that would normally regulate the price, but the Board is asking an enormous amount of money, and given the current economic situation, this factor is scaring away the clientele.

Mr. Bill Hartman addressed the Board. He stated that months ago he argued that the market be the driving force behind setting the rate, and not the seller (the Airport Authority). Mr. Hartman pointed out that the fact that the Board has received no bids at the requested high rate lends validity to his argument. Mr. Hartman stated that the price is set too high, that people are scared, and that no one wants to even talk about a bid. Mr. Hartman recommended lowering the asking price to bring it in line with the appraised price and the current economy.

Mr. Bill Abbott addressed the Board, reiterating Mr. Hartman's comments. Mr. Abbott stated that property at the Airport is considered a luxury item, and most folks cannot afford to pay premium prices right now. Mr. Abbott stated that the appraised rate is the best rate to go by, and indicated that the next update to the appraisal would most likely provide a lower per-square-foot price, based on the economy. Mr. Abbott indicated his thought that the new updated appraisal price would probably come back at 20 cents per square foot.

There were no additional public comments, and the public comment portion of the item was closed.

Mr. Lewis stated that the argument has been made in the past that this is the only remaining land the Airport has, and that through AIP funding was investing over \$30M into its improvement. Mr. Lewis indicated that if the land was not worth 50 cents per square foot now, it would most certainly be worth that much in the future. Mr. Lewis stated that he was unsure that if we put the land out to bid at 50 cents per square foot, and someone offered a lower amount or a higher amount, if we would be able to accept

their bid. Mr. Lewis stated that the Airport Authority was not compelled to lease anything; they were simply sending out the invitation. Mr. Lewis asked for the pleasure of the Board, if they wanted to resubmit the invitation to bid, or continue the item.

Mr. Carter moved to resubmit the invitation to bid at the current rate of 50 cents per square foot, and to leave the bid open for an additional 3 months. Mr. Kelly seconded the motion. There was no additional discussion. The vote was called and the motion carried, with Mr. Peterson and Mr. Sullivan absent for this vote.

- (4) DISCUSSION AND POSSIBLE ACTION REGARDING THE STATUS OF PAYMENT OF TIE-DOWN FEES AND FORWARD TO CARSON CITY A NUISANCE ABATEMENT APPLICATION FOR AN AIRCRAFT (ALBATROSS HU-16b #51-067 – N3395F), OWNED BY YVETTE WEAVER; AND OTHER MATTERS RELATED THERETO (*W. Sullivan*).

Mr. Lewis explained that Mr. Sullivan called to report that he was unable to attend tonight's meeting, but asked that this item be heard. Mr. Lewis explained that at the last meeting discussion was held regarding an older Albatross aircraft that had been towed to the center of the Airport. It was moved to that area because it has become a nesting place for pigeons. It had previously been tied down at the north ramp and at the south ramp. The owner is not paying the Airport Authority or any other FBO tie-down fees to store this aircraft. Discussion was held regarding a nuisance abatement application, and Mr. Sullivan has requested that the Board direct the Airport Manager and the Chairman to authorize an abatement application.

Mr. McClelland asked if property taxes were currently being paid on this aircraft. Mr. Lewis stated that he did not know, but would hope that there were, as the aircraft as been at the Airport as a derelict for several years. Mr. Lewis stated that the aircraft obviously flew in, but did not think it could fly out without a lot of work. Mr. Lewis stated that he would check on the property tax statement for this aircraft.

Mr. Kelly asked for clarification on the tail number. It was clarified that the number is N3395F, and that the aircraft serial number is correct as indicated.

Mr. Lewis called for public comment.

Mr. Bill Abbott stated that he hoped the amount sought by the Airport Authority is worthy of the amount in arrears, and that the Airport Authority should also be seeking the equivalent amount in ramp space. Mr. Lewis stated that the owner would be notified of the pending action, and given a certain amount of days to bring the account current and remove the aircraft from the premises. If the owner does not comply, then the City will remove the aircraft at the owner's expense.

Mr. Abbott stated that the Carson City Municipal Code contains a general nuisance statute. Mr. Lewis stated that this City ordinance is the same statute that was being discussed, but without Mr. Sullivan and Mr. Tackes, Airport Counsel, present the Board was being cautious in their discussion.

Mr. Robert Dickinson addressed the Board. He asked if the action was being sought because the owner was in arrears on their rent, or if it is because the aircraft is in bad

shape. Mr. Dickinson pointed out that if it's because the aircraft is in bad shape, that there are several aircraft on the Airport that are also in bad shape. Mr. Dickinson asked if those aircraft would also be cited, or would they not be cited because their rent is current.

Mr. Lewis stated that there currently were two aircraft on tie downs that were also considered a nuisance, in that it was a nest for pigeons and the aircraft did not fly. Mr. Lewis stated that the tie-down fees for these two aircraft were current; however, in the opinion of someone on the Airport Authority, they are also creating a nuisance. Mr. Lewis stated that the aircraft currently under discussion was a very large aircraft, and has become a very large pigeon nest that is growing a lot of pigeons. Mr. Lewis stated that this has become a safety issue at the Airport. Mr. Lewis pointed out that at one point the aircraft had somehow been moved out to the dirt runway, where it was parked without being tied down, so this particular aircraft is a nuisance and a safety issue.

Mr. Dickinson stated that he wanted to be sure the Airport Authority Board was not discriminating.

Mr. Phil Stotts addressed the Board. Mr. Stotts stated that he could empathize with the Board's efforts, and thanked them for trying to get rid of that aircraft. Mr. Stotts stated that he used to tie down his aircraft near Shade Tree Aviation, and at one point that aircraft was moved in next to him. Mr. Stotts stated that the next thing he knew his aircraft was covered with "bird poo" and he had a nesting site on his own aircraft. Mr. Stotts pointed out that, after the recent events involving the US Air flight that splashed down on the Hudson River, bird flight versus aircraft was emphasized, and Mr. Stotts thought it was a good idea to either remove the aircraft or turn a bunch of cats loose inside of it.

There were no additional public comments at this time, and the public comment portion of this item was closed.

Mr. McClelland moved to direct the Airport Manager and Mr. Sullivan to initiate the nuisance abatement application. Mr. Carter seconded the motion. There was no additional discussion. The vote was called and the motion carried, with Mr. Peterson and Mr. Sullivan absent for this vote.

(5) DISCUSSION AND POSSIBLE ACTION REGARDING A REPORT FROM THE SUBCOMMITTEE REGARDING THE RECRUITMENT AND HIRING OF AN AIRPORT MANAGER AND MATTERS RELATED THERETO (*W. Sullivan*).

Mr. Sullivan was absent for this meeting, but had provided an information update to Mr. Lewis. Mr. Lewis reported that a subcommittee meeting had been held, of which Mr. Peterson, Mr. Kelly and Mr. Sullivan are a part. Mr. Peterson is traveling in Europe, and absent for this meeting. Mr. Lewis reported that 19 or 20 applications for the position have been received, and the subcommittee will be setting up a meeting to review the applications, grade them, sort them, and will then begin the interview process for the top-ranked applicants. At the next meeting the plan is to bring forth recommendations to the Board, which will decide how to proceed from there. The subcommittee could

recommend continuing the interview process, choosing from the top-ranked applicants or deciding something else, but at that point the decision would be up to the Board.

Mr. Kelly concurred with Mr. Lewis' synopsis, stating that this was also his understanding. Mr. Lewis stated that this item did not require any action at this point, but was open for public comment. There were no public comments at this time, and the item was closed.

- G. AIRPORT ENGINEER'S REPORT (*Non-Action Item*). Mr. Jim Clague, Airport Engineer, reported that the ACIP and grant applications were submitted to the FAA on time, along with the environmental documents that go with them. Mr. Clague stated that the runway taxiway design is underway, and in a couple of weeks they would be re-flying the hill area, and would be obtaining the revised topography.

Mr. Clague reported that he has been contacted by Super AWOS, who let him know that they are FAA-authorized for installation and are on the national weather service. Mr. Clague stated that if anyone wanted to know what they were like, they could contact the Houston Executive Airport for an example of what a Super AWOS does. There are advantages involved, in that a Super AWOS can be placed on the airfield, plus there are no monthly maintenance fees involved (e.g., the AWOS 3 has a \$200 monthly maintenance fee).

Mr. Clague reported that, as indicated earlier, the public information meeting was scheduled for next Wednesday night in the Terminal Building at 6 p.m.

Regarding the Super AWOS, Mr. Lewis stated that it was a good product, and that the Silver Springs Airport used it. Mr. Lewis asked Mr. Clague if it could be upgraded at a later date. Mr. Clague stated he was not sure how it would work, and explained that the Super AWOS was built with a lot of different modules that can be added to the unit. The upgrades were supplied as they became available. Mr. Clague stated that the Silver Springs Airport AWOS was initially a struggle but that now there are no problems with it. Mr. Lewis asked Mr. Clague if he had all the information on the Super AWOS. Mr. Clague did not, but stated that he could obtain it.

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

- H. AIRPORT MANAGER'S REPORT (*Non-Action Item*). Mr. Dirk Zahtilla, Interim Airport Manager, reported that NDOT has approved the street banner design for the Open House. Mr. Zahtilla talked about blasting complaints that he has received from someone named "Francisco" at 3190 Dale Drive. Mr. Zahtilla reported that the seismic crew said that the seismograph never read higher than 0.09, which is virtually impossible to feel, let alone strong enough to cause cracks in a building. Mr. Zahtilla is still investigating these complaints.

Mr. Zahtilla reported that the office refurbishment is complete, at a final expense of \$1,690.57. The balance of the taxiway signs was ordered, and due to arrive by Friday, January 23rd. Mr. Zahtilla stated that he would talk with Mr. Bob Dickinson to get the posts and signs installed.

Mr. Zahtilla reported that the final price quote on the banner was \$990.91 from Sign Pro, which is much less than the estimated \$1,500.

I. LEGAL COUNSEL'S REPORT (*Non-Action Item*). Mr. Steve Tackes, Airport Counsel, was excused from this meeting, and there was no legal counsel report.

J. TREASURER'S REPORT (*Non-Action Item*). Mr. Alex Carter, Airport Treasurer, distributed copies of the budget. Mr. Carter stated that the budget would need to be adjusted, as transcription fees are slightly above what was anticipated, and legal and professional fees are considerably higher than budgeted. Mr. Carter stated that the budget should also be amended to compensate for the Airport Manager salary, which is still budgeted at \$2,000 per month. Revenue was higher than anticipated, at \$164,726 as compared to the budgeted revenue amount of \$160,500. This offsets the overages a little, but the bottom line is still overbudget by \$5,181. Mr. Carter stated this wasn't too bad, considering that there is \$565,729 on hand, and things are looking pretty good.

Mr. Lewis pointed out that some of the legal fees will be billed back to the FAA grants, and that the administration duties that legal counsel had been picking up were now being done by the interim Airport Manager, which should also help the budget.

K. REPORT FROM AUTHORITY MEMBERS (*Non-Action Item*). Mr. Kelly reported that he had received an RFP from Security Professionals of Nevada, asking to bid on security operations at the Airport. Mr. Kelly stated that this was a cold call RFP.

Mr. Lewis reported that he received a letter of complaint filed through the FAA office. He was investigating this item with legal counsel, and would bring back a report concerning it next month.

Mr. McClelland reported that the current security office contacted him in an attempt to reach Mr. Zahtilla. They told Mr. McClelland that they had some reports they were trying to get to Mr. Zahtilla, but have been unable to reach him.

L. AGENDA ITEMS FOR NEXT REGULAR MEETING (*Non-Action Item*). The item regarding the hill removal project, and a requested item regarding the Airport Manager position.

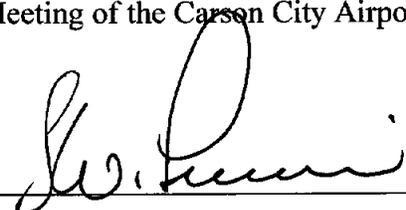
M. ACTION ON ADJOURNMENT. There were no objections, and the meeting was adjourned at 7:10 p.m.

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NOTE: A tape recording of these proceedings is on file, and available for review and inspection at the Airport Manager's office during normal business hours.

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The minutes of the 21 January 2009 Regular Meeting of the Carson City Airport Authority are so approved on this 18th day of February, 2009.

BY: 

TITLE: Steve Lewis, Chairman