

**CARSON CITY AIRPORT AUTHORITY  
PUBLIC INFORMATION MEETING MINUTES**

**WEDNESDAY, JANUARY 28, 2009 – 6:00 P.M.**

*Public Meeting at:*  
**CARSON CITY AIRPORT  
TERMINAL BUILDING  
2600 COLLEGE PARKWAY  
CARSON CITY, NEVADA**

**~ PLEASE NOTE SPECIAL MEETING LOCATION AND DATE ~**

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- A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM. The public information meeting of the Carson City Airport Authority was called to order at 6:03 p.m. Roll call was taken, and quorum was determined. A quorum of the Board was not present, but Mr. Lewis explained that this was an informational meeting only, and no Board action was scheduled:

Present: Don Peterson, Alex Carter and Steve Lewis

Absent: John Kelly, Walt Sullivan and Mr. McClelland (*Excused*)

Staff: Steve Tackes, Jim Clague, and Dirk Zahtilla

- B. PLEDGE OF ALLEGIANCE

- C. 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. David Corrao addressed the Board. Mr. Corrao stated that he anticipated having a Warbird fly-in the week of June 11 to 14, 2009, and was interested to know if the runway would be intact at that time. Mr. Corrao stated that if anyone had any questions or concerns regarding this, to please contact him. He was expecting a combination of approximately 15 T-28 and I-39 aircraft flying in.

There were no additional public comments at this time.

## D. PUBLIC HEARINGS

### (1) PUBLIC INFORMATION MEETING WITH DISCUSSION AND POSSIBLE ACTION TO PROVIDE AN UPDATE ON PROJECTS AT THE CARSON CITY AIRPORT AND RELATED ITEMS (*J. Clague*).

Mr. Lewis thanked everyone for coming out, stating that this was one in a series of update meetings on the various construction projects currently underway at the Airport. Mr. Lewis introduced Mr. Jim Clague of PBS&J, the engineering consultant with the Airport and the project manager for the hill removal project. Mr. Lewis stated that this meeting would address the hill removal project, the intent regarding the dirt storage that is perceived to be another hill under construction, and what is anticipated to happen over the next two to three years. Mr. Lewis stated that Mr. Clague would make his presentation, and that if anyone had any questions at the end of the presentation they were free to ask.

Mr. Clague introduced himself to the audience, and made his slide show presentation, carefully explaining each slide. Slides 1 and 2 addressed the hill removal project and its overall safety aspects. Slide 3 demonstrated the proposed alignment at the conclusion of construction. Slide 4 showed the plan and profile. Slide 5 presented an oblique view of the improvements. Slide 6 showed the plan view, indicating the years in which the projects were scheduled for completion per the FAA and the CIP. Slide 7 presented the realignment with the neighborhood overview, and what it will look like once the runway is realigned. This slide included four various profile views taken from differing viewpoints in the neighborhood.

Mr. Jerry Holsclaw of 4150 Apollo addressed the Board. He wanted to know which viewpoint would be his based on where his house was located. Mr. Clague determined his view would be View 3.

Mr. Holsclaw stated his opinion that there was no room for a roadway in that area, but Mr. Clague stated that there was. Mr. Clague explained that the City has plans to install a connector road in that area, but no one knows when that might occur. Mr. Holsclaw maintained that there was no room, and wanted to know how to prevent the road being built.

Mr. Tackes stated that the RTC was the agency seeking to install the connector road. The initiative began with Supervisor Jon Planck. It was his issue and an issue for the manufacturers in the Arrowhead Drive area that wanted the connecting road. It has since become part of RTC's master plan. Mr. Tackes stated that every time the RTC is asked where it is in their schedule, they reply that it's in their long-range plan and they are not yet ready to do the design work. Mr. Tackes stated that we can only make sure we're cooperative with that agency, and not do anything that would conflict with the plan. Mr. Tackes explained that to build or not to build the roadway was not a decision that the Airport Authority could make.

Mr. Bob Osborne of Apollo Drive stated that the profile and elevations look good. He asked for timeframes of construction, and stated that he currently cannot see beans out of his back yard, and he used to have a nice view. Mr. Clague explained that the majority

of the stockpiled material, currently blocking Mr. Osborne's view, was scheduled to be removed. The Phase I construction of Runway 9-27 and Taxiway Alpha will take up most of the stockpiled dirt. Mr. Clague stated that the money to do that work is expected this summer, and the work will take 3 to 4 months to complete.

Mr. Ken Welch of 4220 Apollo Drive asked if the hill was going to be hydroseeded. Mr. Clague clarified that he meant the stockpile. He did. Mr. Clague stated that a dust palliative would be used, as if the stockpile was hydroseeded, it would just be torn out before the seed could germinate, and the money spent on hydroseeding would be wasted.

Mr. Welch asked if there would be adequate dust control, as there was a lot of dust in the houses that was set aloft when the dirt was being stockpiled. Mr. Clague stated that we make every attempt at dust control, that dust control was the contractor's contractual responsibility, and that we do our best. Dust is primarily controlled with water trucks that are spraying as the dirt is being moved. Mr. Welch commented that they had done a pretty good job of it, as it wasn't as bad as it probably could have been, but that there was still a lot of dust to deal with.

Mr. Bob Cooper of 3235 Hiko Court stated that he has attended several Airport meetings in the past, and has been and still is in favor of the realignment project. Mr. Cooper asked whatever happened to lengthening the runway, and the instrument landing system that had been proposed.

Mr. Clague explained that the Airport was approved for a GPS (non-precision instrument) approach. Mr. Lewis explained that the GPS approach was approved on November 20th, and requires no ground-based electronics for it. It is the first type of instrument approach we have had at the Carson City Airport, and Mr. Lewis stated that the State Pilot reported that he has recently used the GPS approach twice during the past week, commenting that had it not been there he would have had to land in Reno, and bus his passengers back to Carson City. Mr. Lewis explained that the runway had also been extended by 200 feet, going from 5,900 feet to 6,100 feet, and that no further extensions are planned at this time.

Mr. Jerry Holsclaw stated that he thought the runway was going to be more dramatically skewed, and the diagrams on display are not how he thought the runway would be. Mr. Clague explained that the east end is actually 300 feet farther north than it currently is, and that the original angle in the drawings does depict the configuration agreed upon in the Master Plan some years ago.

Mr. Dwayne Lindsor of 12 Lida Circle pointed out that the area was in a flood plain, and asked if consideration had been provided for instances of flooding. Mr. Lindsor stated that since the Airport was filling in 9 feet at the east end, he would hate to see that fill dirt cause him and his neighbors on Apollo to be flooded out during the next big rain storm.

Mr. Clague explained that a detention pond was in place at that end that had been sized to accommodate runoff for the majority of the Airport, and that everything from Taxiway Bravo on down would drain to it. Everything else would drain out. Mr. Clague explained that the FEMA flood plain map shows no problem in that area.

Mr. Lindsor stated that there was a drainage canal east of where he lives, and that his neighbor's contractor had not taken drainage into consideration during his construction project. As a result, surface flow from the neighbor now flows directly into Mr. Lindsor's home, but Mr. Lindsor acknowledged that this was an issue between that contractor and him. Mr. Lindsor pointed out that some contractors do not take into consideration the 100-year flood plain, but that it sounded like Mr. Clague had done so. Mr. Clague stated that the flood plain has been under consideration from the start.

Mr. David Corrao asked about the amount of the existing runway that would be left open during construction of the new runway alignment, and how many feet would be lost during construction. Mr. Clague explained that the first phase would leave the entire existing runway available. During the second phase, only the new part would be available, which is approximately 3,600 feet, not counting the overrun.

Mr. Corrao asked for a timeline. Mr. Clague stated that it would depend on the contractor, and the timeline is not completely determined. Mr. Clague stated that each phase would probably take 3 to 4 months to accomplish.

Mr. Corrao stated that some of their aircraft would not be able to operate during that period, and wanted to know when that period of time would occur so that if they needed to they could be proactive about relocating those aircraft.

Mr. Clague stated that the design was currently underway, but that the earthwork calculations and grades had not yet been finalized. Once that is completed, Mr. Clague indicated that he would have a better idea for the length of time it would take to construct both phases.

Mr. Corrao reminded the Board of the thought process considered at the time he sat on the Board, and that is regarding the homes in the area. At the time there had been some discussion about homes for sale, and that the Airport would look at being a competitive bidder on homes adjacent to that end so that it could begin to eliminate encroachment. Mr. Corrao asked if any additional consideration had been given to this thought process.

Mr. Lewis stated that nothing recent has been done about it, but that it was still part of the thought process. Mr. Lewis stated that the entire focus has been on implementing this portion of the Master Plan, which is consuming a lot of federal dollars.

Mr. Corrao pointed out that the money to purchase property to enhance the clear area was set aside in a separate bucket from CIP projects, and this information was per the feds, although it was a long time ago. Mr. Tackes stated that this had been discussed, but the idea didn't go anywhere.

Mr. Corrao asked about the new chainlink fence on the property line, and if it was a permanent installation. Mr. Clague stated that it was. Mr. Corrao asked why the land wasn't graded level prior to installation, as the fencerow "washes" up and down. Mr. Clague stated that the contractor installed the fence prior to finishing that portion of the grading. Mr. Clague pointed out that we cannot encroach on Mr. Serpa's property, so that fenceline will have to remain as it is.

Mr. Corrao asked if the detention basin location was in its permanent final location. Mr. Clague confirmed that it was.

Mr. Ken Welsh of 4220 Apollo Drive asked Mr. Clague if he could show him again the location of the proposed connector road. Mr. Clague did so, and Mr. Tackes commented that we do not know if the road will ever be built, as its construction is not planned by the Airport Authority. Mr. Tackes explained that its construction has been delayed for several years, and its construction is doubtful, although it is still being shown on the long-range plan.

There were no additional questions at this time. Mr. Lewis stated that another public information forum would be scheduled once it was determined that the FAA would be funding the next phase of construction, and Mr. Lewis expressed his confidence that they would do so. Once funding has been secured the project will go out to bid. Once a contractor is determined and a construction schedule established, another public information forum similar to this one will be scheduled. Mr. Lewis expressed his wish that these meetings would help reduce the noise and frustration that everyone has put up with during the past several months. Mr. Lewis thanked everyone for attending, and stated that he has been on the Airport since 1975 and didn't think that hill would ever come down. Mr. Lewis stated that it has been the Airport Authority's long-range plan to provide safety first to the residents and to the users of the Airport.

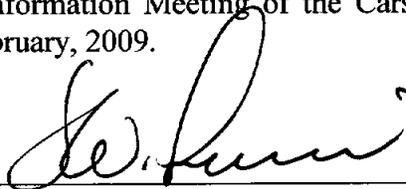
E. There were no objections, and the meeting was adjourned at 6:45 p.m.

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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 28 January 2009 Public Information Meeting of the Carson City Airport Authority are so approved on this 18<sup>th</sup> day of February, 2009.

BY:  \_\_\_\_\_

TITLE: Steve Lewis, Chairman