

**CARSON CITY AIRPORT AUTHORITY
MEETING MINUTES**

THURSDAY, MAY 17, 2007 – 6:00 P.M.

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

PLEASE NOTE SPECIAL MEETING DATE AND LOCATION

- 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: Don Peterson, Neil Weaver, Collie Hutter, Steve Lewis, Walt Sullivan, and Gary Handelin

Absent: Richard Staub (*excused*)

Staff: Steve Tackes, Jim Clague and Yvon Weaver

- B. PLEDGE OF ALLEGIANCE

- C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY.

Regarding the minutes for the regular meeting of 21 March 2007, with a minor change on Page 14 of 27, Mrs. Hutter moved to accept the minutes as corrected. Mr. Sullivan seconded the motion and the vote was called. Mr. Lewis voted in favor of the motion. Mr. Handelin abstained from voting, stating he had been out of town and had not read the minutes. Mr. Weaver abstained from voting as he had been excused from the 21 March 2007 meeting. Mr. Peterson abstained from voting, as he is new to the Board and this is his first meeting. Mr. Staub was excused from this meeting, and therefore not present to vote. Mr. Lewis considered the motion to have passed.

Regarding the minutes for the regular meeting of 18 April 2007, Mr. Sullivan wanted to make a correction to the first line of Paragraph 3 on Page 5 of 10; however, he could not recall the intent of his statement during that portion of the meeting. It was suggested that the motion on these minutes be withheld until Mr. Sullivan could more properly structure the sentence. There was no objection to this request, and no further comments on or corrections to the minutes of 18 April 2007.

- D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* Mr. Lewis moved Item (3) to Item (1), and Item (1) to Item (3). All other items remained in their originally agendized positions. There were no objections to this rearrangement.
- 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.* There were no public comments at this time.
- F. PUBLIC HEARINGS

- (1) Formerly Item (3); New Item (1). DISCUSSION, CONSIDERATION AND ACTION REGARDING A REQUEST FOR ISSUANCE OF A THROUGH-THE-FENCE PERMIT FOR SCHOEN PER AIRPORT AUTHORITY APPROVAL ON MAY 17, 2001; UPDATE ON PROJECT (*S. Tackes*). Mr. Tackes provided background information on this item. Mr. Schoen had approached the Airport Authority sometime in 1999, requesting through-the-fence access, and the Airport Authority Board approved the request for up to 18 aircraft. The permit had been prepared in 2000, but no one proceeded with formalizing it. Title 19 has since been changed, and there is a calculation for through-the-fence fees based on the square feet or number of aircraft, or some combination thereof.

Mr. John Fuller addressed the Board. He stated that he and his partner, Steve Hamilton, had purchased a hangar in Minden, where they have been for the past seven years, and are just now looking at getting on with the original plan at the Carson City Airport. The primary reason for the delay is that Mr. Fuller owns a motorcycle mechanical update shop of sorts in Arizona, but is moving his operation here to Nevada. He has about a dozen aircraft he plans to move to Nevada, but also has aircraft hangared in Alaska. Those aircraft hangared in Alaska will stay there, so that is not an issue.

Mrs. Hutter asked for a point of clarification for the location of Mr. Fuller's property. Mr. Fuller explained that his property is actually on AIP property, and intends to have no aircraft on the property until he has completed construction of his hangar.

Mrs. Weaver asked Mr. Fuller if he intended to construct a ramp area for his property. Mr. Fuller stated that it was all in the same plan to move forward, and those plans would include putting in a culvert, ramp and hangar, and planned to build everything at the same time. Mr. Fuller stated that is aware that there is nothing there now.

A lengthy discussion ensued concerning through-the-fence access and rules. Mr. Lewis asked Mr. Fuller when he planned to break ground. Mr. Fuller stated that this agenda item was the groundbreaking item.

Mr. Tackes pointed out that if the property were to be sold, the buyers must have an aviation presence and use it, or the through-the-fence permit becomes void.

Some discussion ensued regarding the culvert, and whether it was already constructed. It is not, and Mr. Fuller stated that the item agreed to seven years ago included that the Airport Authority would construct the culvert. Mr. Fuller stated that he was asking that the permit be finalized now, and since there is a portion of the property that does not yet have “improvements” (tie-downs or hangars), and that language be added stating something to the effect that the permit is “...subject to appropriate FAA regulations.”

Mr. Lewis called for a motion.

Mr. Handelin moved to approve the permit that Mr. Sullivan prepared in May 2001 for Schoen, et al., pending legal review by Airport Counsel to ensure that we are current with other through-the-fence fees issued and in force at this time. The fee structure is to be set according to Title 19, so as the property is developed the fee structure will change accordingly.

Mr. Weaver seconded the motion.

There was no further discussion at this time. The vote was called and the motion carried (6-0), with Mr. Staub not present for this vote.

Mr. Tackes will prepare the through-the-fence documents for Mr. John Fuller and Mr. Steve Hamilton.

- (2) DISCUSSION AND ACTION TO CONSIDER APPROVAL OF AN ASSIGNMENT OF THE LEASE HELD BY EAGLE VALLEY FUEL, LLC, TO MOUNTAIN WEST AVIATION, LLC (*S. Tackes*). Mr. Neil Weaver recused himself from this item and stepped down from the dais at this time.

Mr. Tackes explained the background information for this item. Mr. Mike Golden is owner of Mountain West Equities, Inc., and is the new partner with Mr. Neil Weaver, who are buying the operation from the old group, which consisted of Mr. Weaver, Mr. Brad Graber and Mr. Ted Melsheimer. The action to consider tonight is the lease transfer, and is subject to all of the provisions of the existing lease.

Mr. Mike Golden addressed the Board and provided his background information. Mr. Golden explained that he had sat on the Airport Advisory Committee at the Tahoe Truckee Airport for two years, and spent four years on the Board of Directors. The Airport there is the FBO, and their Board sets policy and directs staff to the entire fueling operations. They moved better than a quarter-million gallons of fuel per year, and part of Mr. Golden’s responsibilities were integral in developing the relationship with the fuel supplier. Mr. Golden stated that his six-year background with the Tahoe Truckee Airport qualified him to seek the partnership with Mr. Weaver and Eagle Valley Fuel.

Mr. Handelin stated that he was supportive of the assignment, but before he would consider approving it he would like to see the future location of Eagle Valley Fuel decided as a condition of the assignment.

Mr. Golden stated that he was aware of the situation with the realignment of the runway and the runway expansion that required the fueling facility to be relocated. He has dealt with several other property relocation efforts in the past, and was very clear in stating, for the record, that he would be very cooperative in dealing with the Board according to industry standards regarding the terms of the relocation.

Mr. Handelin stated that he would vote against this lease assignment item unless a condition was included within the item that Mr. Golden would agree to move Eagle Valley Fuel to an assigned location by the Airport Authority Subcommittee. Mr. Handelin would not consider moving Eagle Valley Fuel to the east of its current location, and stated that Mr. Golden must agree to move to an assigned location, or else Mr. Handelin would not approve the lease assignment.

A lengthy discussion ensued regarding available parcels and parcels to the east of the current Eagle Valley Fuel location. Eagle Valley Fuel presently occupies approximately 2.39 acres. Mr. Golden stated again that no exchange property had been presented to him for consideration other than the property to the east of the current Eagle Valley Fuel location. Mr. Golden also pointed out that the proposed move of Eagle Valley Fuel to the parcels to the east appears on all of the Airport maps as well as on the Airport Layout Plan.

Mr. Golden stated that he has spoken with Counselor Tackes regarding this matter, who explained about the through-the-fence issue with the adjoining properties to the east. Mr. Golden stated that he would be happy to commit to that property at that time as designated on the plan. Mr. Golden stated that it was unfair for Mr. Handelin to “hold a gun to his head” and force him to agree to something “right now” that he had not even been allowed to consider.

A lengthy discussion ensued regarding parcels. Mr. Clague opened up the maps for visual consideration, and Mr. Golden pointed out on the maps that, as he had discussed, the pending move for Eagle Valley Fuel to the parcels to the east is indicated on these maps, which the Airport Authority has presented as public record. Mr. Golden stated that he was more than happy to work with the Subcommittee and fully cooperate with the Board provided the property offered for trade was substantially similar to the current Eagle Valley Fuel property. Mr. Golden stated that he would not agree to trade to a property with which he was not familiar, nor would he agree to trade to a property that would be disadvantageous to the business.

Mrs. Hutter stated that the Subcommittee was established in January 2007, but hasn't yet been able to get the job done. The suggestion was made that this item be postponed until the property trade could be completed. Mr. Golden stated that, while he could not speak for him, he believed that Mr. Graber would not have the tolerance to allow this agenda item to proceed past this evening. Mr. Golden again stated his willingness to fully cooperate with the Airport Authority Board in working out the property trade provided the property offered for trade was substantially similar to the current property. Mr. Golden stated that it would not be prudent for him to commit to a property tonight

that he has not yet seen, other than the properties to which he has already been introduced and which are already posted in the Airport Authority maps and documents as a matter of public record.

Discussion ensued concerning the Subcommittee. Mr. Peterson stated that it sounded like the Subcommittee would be happy to work with Mr. Golden to make the property exchange happen as a part of the lease assignment. Once again Mr. Golden repeated that he would be more than happy to work with the Subcommittee and fully cooperate with the Board provided the property offered for trade was substantially similar to the current Eagle Valley Fuel property.

A lengthy discussion ensued concerning the parcels to the east and the pending through-the-fence access obligation held by Mr. Serpa. Mr. Tackes explained that one of the problems with the through-the-fence agreement with Mr. Serpa is that Mr. Serpa has not indicated where on those parcels he wants to locate his through-the-fence access. Until that location is determined, no other construction in that area could proceed.

Mr. Lewis stated that the Subcommittee has been trying to work with Eagle Valley Fuel for the past five months, but gotten nowhere. Mr. Lewis stated that he believed it would be prudent for Eagle Valley Fuel to contact Mr. Serpa and ask him where he planned to locate his through-the-fence accesses, since that property could not be considered until the through-the-fence access locations were determined.

Mr. Peterson pointed out that if moving the Eagle Valley Fuel parcel became a requirement because of changes brought about by the Airport, and that the Airport required Eagle Valley Fuel to move as a result of those changes, that it should be the Airport's responsibility to contact Mr. Serpa regarding his through-the-fence access locations. It should not be the obligation of Eagle Valley Fuel to contact Mr. Serpa regarding this matter.

Mr. Golden stated that one of the reasons he appeared before the Board was to demonstrate that he was a cooperative individual, and he again restated his willingness to work with the Airport Authority regarding the property trade, provided the relocation placed Eagle Valley Fuel property in a substantially similar location and a location that would not be disadvantageous to the business. Mr. Golden also stated that he would not allow the property trade to linger for months; rather he would like to see it settled as soon as possible so that the business could proceed.

Mr. Lewis stated that the Board was not prepared to tell Mr. Golden where they would move Eagle Valley Fuel at this time. Mr. Golden stated that he was also not prepared to blindly accept a commitment to an unknown or undetermined location just to get Mr. Handelin's vote on the agenda item.

Mr. Handelin stated that what he wanted was to make the assignment contingent upon the parcel being designated before the assignment could become a valid assignment. Mr. Golden stated that it sounded like the Board had a lot of work to do if they wanted to get the relocation buttoned down before making the assignment, but in that case they would be negotiating the assignment with someone else. If the assignment is not approved, then Mr. Golden would not be the leaseholder and tenant of record. He would

therefore have no say in the matter, and thus would not be working on the property exchange negotiations with the Board.

Mr. Lewis asked for Board comments.

Mr. Sullivan asked Mr. Golden if his investment in Eagle Valley Fuel was an equal partnership. Mr. Golden explained that roughly 65 percent of the partnership was Mountain West Equities, Inc., which is his parent company and of which Mr. Golden is the principal, and 35 percent Neil Weaver. Mr. Golden stated that it was his desire to retain Mr. Weaver in the partnership.

Mr. Sullivan stated that he saw this as a temporary change in ownership, and an opportunity to nail down the eventual future location of Eagle Valley Fuel. Mr. Sullivan stated that he did not have a problem moving forward with the assignment and in working with Mr. Golden and Mr. Weaver at a later date to determine the final move location.

Mrs. Hutter stated that Mr. Golden needed to understand that the current situation with the lease is that it essentially has no location. Mr. Golden stated that Mr. Tackes could confirm this, but that the Airport Authority could not throw out a long-term tenant of record without some sort of compensation unless that tenant has violated the lease agreement. Mr. Golden pointed out that he has repeatedly stated that he will fully cooperate with the Board regarding the property trade, and the Board needed to decide if they wanted to make those negotiations with someone who is willing to cooperate or with the existing partnership.

Mr. Lewis asked if there were any public comments.

Mr. Harlow Norvell addressed the Board. He stated that sat on the Board from 2001 through 2005, and acted as the Board Chairman from 2003 to 2005. Mr. Norvell stated that the Airport Authority has made many gestures in an attempt to negotiate with Eagle Valley Fuel, and Dr. Graber rejected the last proposal in writing with respect to moving Eagle Valley Fuel to the approximate location of the current Patrick Dang leasehold. Mr. Norvell stated that the Board has never taken it upon themselves to negotiate for land on behalf of a private company, and that was something new. Mr. Norvell stated that he attended the meeting where the Subcommittee was set and appointed to negotiate with Eagle Valley Fuel, and that every member of the Board voted in favor of those impaneled on that Subcommittee. Mr. Norvell stated that he believes it has been Eagle Valley Fuel's choice to not negotiate with the Subcommittee. Mr. Norvell stated that he has discussed with Mr. Graber many times that if Eagle Valley Fuel wanted to exchange their current leasehold property for any of Mr. Serpa's property, that it would be up to Eagle Valley Fuel to bring Mr. Serpa to the table (in a financial sense). Mr. Norvell stated that he believed it could be shown that the Airport Authority has already made every attempt to negotiate with Eagle Valley Fuel, and that those attempts have all been rejected. Mr. Norvell stated that, regarding whether the lease could be terminated, if this issue ever went to court, that the courts would ask what negotiation attempts had been made with Eagle Valley Fuel, and the Airport Authority could show that several attempts had been made. Mr. Norvell stated that, in his opinion, Eagle Valley Fuel has made a conscious decision to not negotiate with the Airport Authority, and that for the Board to make the lease assignment without having the property trade relocation clearly identified

and legally available would be irresponsible. Mr. Norvell stated that the only thing that Mr. Golden could do at this point would be to receive a reassignment of the current lease in its current configuration, and then later negotiate with the Subcommittee for the parcel relocation.

Mr. Golden stated that over the years as a property manager he has had to relocate over 16 different tenants on his properties and is very familiar with the process. Mr. Golden stated that this should be a very simple process. All that is required is a substantially similar location, similar in size to the current parcel (roughly two-and-a-half acres). The Airport Authority would have to pay for the relocation of the improvements, including utilities, asphalt and concrete, and extend the term of the lease back to the 50-year term. Mr. Golden stated that is what Eagle Valley Fuel would expect from the relocation. They are not seeking anything more, and would not be willing to accept anything less.

Mr. Lewis asked if there were any other public comments. There were none, and Mr. Lewis closed the public comment portion of this item.

Mr. Lewis called for a motion.

Mr. Sullivan moved to approve the assignment of the lease from Eagle Valley Fuel, LLC, to Mountain West Aviation, LLC, without any other provisions of the lease being affected.

Mrs. Hutter seconded the motion.

Mr. Lewis called for Board discussion.

Mr. Sullivan stated that he viewed this as an opportunity for renewed negotiations with Eagle Valley Fuel, in that there were different parties and different ideas. Mr. Sullivan stated that this was an opportunity to move forward.

There were no further Board comments at this time. The vote was called and the motion carried (3-2), with Mrs. Hutter, Mr. Peterson and Mr. Sullivan voting for the motion, Mr. Staub absent for the vote, and Mr. Lewis and Mr. Handelin opposed.

Mr. Weaver returned to the dais.

- (3) Formerly Item (1); New Item (3). DISCUSSION AND ACTION TO CONSIDER APPROVAL OF THE CARSON CITY AIRPORT AUTHORITY FINAL BUDGET FOR FISCAL YEAR 2007/2008 PER NRS 354.596 GUIDELINES (C. Hutter). Mrs. Hutter stated that this meeting was being held on the third Thursday of the month due to the NRS requirement regarding budget approval. Mrs. Hutter reviewed the budget documents, and stated that the proposal is the same as the tentative budget previously discussed. It is a lean budget because of the request of the state that all activity regarding the Serpa purchase was moved to the 2006/2007 budget cycle (the current budget). Mrs. Hutter reported that Mrs. Weaver has been doing an excellent job of saving money so that we can meet out matching fund obligations.

Mrs. Hutter proposed to send to the state the final budget as was e-mailed to the Board and Staff. There will be a couple of notes augmenting the final budget, which will go from two pages to 27 pages in length once it includes all the details of the budget.

Mr. Lewis called for discussion. There were no public or Board comments or discussion at this time.

Mr. Lewis called for a motion.

Mr. Sullivan moved that the Airport Authority approve the final budget for FY 2007/2008 per NRS 354.596; that the budget be submitted to the state along with the proof of publication of the notice of the meeting; and that staff be directed to complete the filing process.

Mr. Handelin seconded the motion.

Mr. Lewis called for discussion. There were no further comments or questions at this time.

Mr. Lewis called for the vote, and the motion carried unanimously (6-0), with Mr. Staub absent for the vote.

Mrs. Hutter commented that at Mr. Tackes' request she ran rough estimates of funding through 2011/2012, and the Airport Authority does have the funding resources to make it. Mrs. Hutter stated that Mrs. Weaver runs a very tight ship, and that is how we've been so successful, and that's how we'll make it in the future.

- (4) DISCUSSION, CONSIDERATION AND ACTION REGARDING TENTATIVE CONDOMINIUM SUBDIVISION MAP FOR LOT 219A, HERITAGE HANGARS, PATRICK DANG, OWNER; UPDATE ON CONSTRUCTION PROGRESS (*Randall Long, Lumos & Associates*). Mr. Sullivan stated that he does not have a conflict of interest on this item, but would be abstaining because this item will go before the Planning Commission.

Mr. Randall Long of Lumos & Associates, representing Mr. Dang, addressed the Board, and provided some background information regarding the lease parcel. Mr. Long reported that construction is and has been underway and approximately 60 to 70 percent of the construction is done, including underground utilities, dirt work associated with the pad, etc. The building improvement plans have been prepared and submitted to the City for review. The first wave of comments has been received, and Mr. Long hopes to put those to rest within the next three to four weeks.

On behalf of Mr. Dang, Mr. Long stated that they ultimately want to create a condominium subdivision for the hangars. Mr. Long was requesting the Board's acknowledgment that the project is moving forward.

Mr. Tackes asked Mr. Long if he had created a parcel condominium map. Mr. Long stated that he had, but that it was tentative. Mr. Tackes asked if the condominium

association would be under agreement, or whether it would have an associated CC&R agreement. Mr. Long stated that everything was in draft form at this time.

Mr. Tackes stated that the documents would have to be reviewed before they could be approved, as the condominium association must be in compliance with the lease terms.

Mr. Handelin asked for the deadlines for the project. Mrs. Hutter explained that an extension of time had been granted. Mr. Long stated that he had the base agreement, but did not have the extension information.

Mr. Handelin commented that it appeared progress was being made, but that it did not look like the project would meet the deadline. Mr. Handelin stated that if the project would not be completed on time it would be nice to know that now, rather than two years after it's due.

Mr. Long stated that he would refer the Board's comments to Mr. Dang and ask him to provide an update to the Board.

Mr. Lewis stated that since no tentative condominium subdivision map was available to the Board for review, there could be no action on this item. Mr. Long stated that there was some confusion as to what he needed to prepare for this meeting, and that it was his understanding that all the Board wanted to know was the progress to date.

Mr. Lewis stated that Mr. Dang did have the right to change his lease to a condominium subdivision, and that the Board would have to approve the assignment which would include formation of CC&R's and the subdivision map.

Mr. Tackes explained to Mr. Long that there could be no action on this item tonight, and that Mr. Long could take the next step and inform Mr. Dang and his company of the Board's questions, comments and concerns. Mr. Long indicated that he would do so.

- (5) Formerly Item (6); New Item (5). DISCUSSION AND ACTION REGARDING A REQUEST BY THE AIRPORT MANAGEMENT TO PLACE ALL FUEL FLOWAGE FEES INTO THE MAINTENANCE ACCOUNT (*Y. Weaver*). Mrs. Weaver discussed the request, and thought that this would be one way of directing income to add to the maintenance fund account so that it could pay for such items as pavement maintenance, which is a liability to the Airport. Mrs. Weaver explained that income from fuel flowage has increased from \$7,000 annually to over \$11,000, and this money would help maintain the pavement's condition, especially with the use of the new pavement maintenance equipment provided to the Airport.

Mr. Handelin stated that he was confused by Mrs. Weaver's request, in that the account she wants to add to is not for maintenance, but was specifically created for security and gate purposes, period. Mr. Handelin stated that if Mrs. Weaver wanted to set up a maintenance account for pavement purposes to go ahead and do so, but she could not use this maintenance account.

Mrs. Hutter stated that she thought that Mrs. Weaver's desire was to earmark the money so that the funds could appreciate in value. Mrs. Hutter stated that it made a lot of sense

to do this, and it was an accounting function and an excellent idea. Mrs. Hutter stated that rather than making a motion, she would work with Mrs. Weaver on establishing a fund balance account.

Mrs. Weaver stated that it did not matter as long as they were being fiscally responsible. Mrs. Hutter agreed, stating again that it was an excellent idea. It could be set up as a depreciating statement so that it would appear on the income statements. Mrs. Hutter pointed out that it was the Airport Manager who establishes and runs the Airport budget, and that Mrs. Weaver has been doing an excellent job on behalf of the Airport.

It was agreed that Mrs. Hutter and Mrs. Weaver would work together to establish the desired account so that the funds could be set aside for pavement maintenance and other maintenance items as needed.

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

- (6) Formerly Item (5); New Item (6). DISCUSSION AND ACTION TO CONSIDER THE STATUS OF THE MASTER PLAN (MP) AND AIRPORT LAYOUT PLAN (ALP); REPORT BY THE MASTER PLAN SUBCOMMITTEE (*C. Hutter*). Since Items (5) and (7) were similar, Mrs. Hutter requested that Item (6) be heard first, and she could then cover the last two items together. There was no objection to this request, and the order of items was changed.

Mrs. Hutter explained that a Master Plan meeting had been held the previous week, with the main focus of the meeting being preparations for the Open House. Mrs. Hutter explained that several members of the public were present for the Master Plan meeting, and a good deal of time was spent bringing them up to speed on what has been done by this Subcommittee thus far.

Later, after the Master Plan meeting adjourned, the Subcommittee moved on to an informal workshop on what they would be presenting at the Open House, per the Airport Manager's request.

[At this point, discussion moved to Item (7), below.]

- (7) DISCUSSION AND ACTION TO APPROVE AN AIRPORT AUTHORITY "PUBLIC DISPLAY" AT THE CARSON CITY AIRPORT OPEN HOUSE SCHEDULED FOR JUNE 2, 2007 (*C. Hutter*).

Mr. Handelin explained that the first thing that was agreed to be done was to take down all the signs in the Terminal Building that show the incorrect runway configuration. Next, it was agreed to prepare drawings to show the correct (ultimate runway) configuration, and to indicate FAA grant funding improvements through the next five years. The Subcommittee thought the new drawings should be displayed in the Terminal Building, and a table set up, manned by volunteers from Board and Staff to answer any questions from members of the public as they trickled through the building during the Open House.

Mr. Lewis called for a motion.

Mr. Sullivan moved that the Airport Authority place a public display at the Airport Open House on June 2, 2007.

Mrs. Hutter seconded the motion.

Mr. Lewis asked if there were any comments.

Mr. Oscar Ford addressed the Board. He asked when the entrance that crosses Taxiway Charlie to the center triangle would be built. Mrs. Hutter stated that it was not part of the Master Plan as it was not funded by or with FAA funds.

Mr. Sullivan complimented everyone involved in the Open House effort and the creation of the sequential drawings. The drawings make it very clear as to what will be built and when based on federal funding.

Mr. Lewis called for the vote. The motion carried (6-0), with Mr. Staub absent for this vote.

G. AIRPORT ENGINEER'S REPORT (*Non-Action Item*). Mr. Jim Clague, Airport Engineer, stated that he has one reportable item, and that is that he has talked with the FAA and has been told that the grant is now at the Office of the Secretary of Transportation. He has been told that they expect to be releasing funds to the Airport within the next two to four weeks. Mr. Clague stated that this was a verbal comment from the FAA, and there are no guarantees, but this is what they anticipate. The FAA is trying to award the funds early to save themselves and the Airport Authority a little interest expense.

H. AIRPORT MANAGER'S REPORT (*Non-Action Item*). Mrs. Yvon Weaver, Airport Manager, reported that we finally have one set of wind sensors back, but will have to wait for Visala to install them, and they say it will take two weeks. Mrs. Weaver explained to them that we have a maintenance contract with them, for which the Airport Authority pays \$295 per month – and waiting for two weeks is not acceptable. Mrs. Weaver stated that Visala has no idea why the wind sensors failed.

Mrs. Weaver reported that the Open House organization efforts are going strong, and she thanked everyone for participating.

Regarding the observer training, Mrs. Weaver reported that she knows the Apollo Drive folks are getting ancy, thinking we're not moving fast enough, but that's not so. The Sea Cadets and the EAA are participating along with Airport members such as Mr. Lewis, and it's hard to get everyone together, plus last month it was too cold to stand outdoors. The observers have a big yellow sign they can put up when they're doing the observing, and that way the neighbors will know what's going on.

Mrs. Weaver stated that there is a gate card verification process going on to ensure that everyone has the correct gate card in their possession.

Mrs. Weaver has been talking with Jim Braswell in Douglas County regarding having a poker run from airport to airport, and that may be something that occurs in the fall. It always brings folks in to the Airport, plus provides the opportunity to sell some fuel.

Mrs. Weaver reported that installation and repairs were made to Gate 4 yesterday. She was hoping to have it done last Friday, and then on Tuesday, but the contractor got behind in his schedule.

Mrs. Weaver reported that she is putting together a “friendly program,” where on busy Saturdays during the summer the EAA, the 99’s or herself will go out through the neighbors and hand out flyers, reminding everyone that there is an Airport nearby and that aircraft will be flying overhead.

Mrs. Weaver reported that NAMA is working on the license plate request. We need 200 more signatures, or else the DMV would accept money in lieu of signatures. On the NAMA conference call Mrs. Weaver suggested that NAMA call all the airports to create some sort of notice to make their folks aware. The moneys received are funneled to the aviation trust fund.

Regarding the albatross, some time ago Mrs. Weaver sent a letter to Yvette Weaver, asking her to do something with her albatross. We finally moved it, and Mr. Tackes suggested that we need to have her sign some sort of indemnity clause just in case it comes loose during a wind storm.

Mrs. Weaver reported that she is working with a military museum that is trying to acquire an albatross for their collection. Mrs. Weaver has made it clear to them that if they acquire this albatross and it has to stay here, they must immediately bring it up to an acceptable condition, at least on the outside. Mrs. Weaver asked the Board if they wanted to provide a timeline for this process to be completed. The museum has to get their documents together, showing that the albatross is a donation to them, and Mrs. Weaver is working on that process with them.

Mr. Sullivan asked if Yvette Weaver has the right to keep the albatross at our Airport. Mrs. Weaver stated that she does pay her tie down fees, and this is a public airport. Mr. Tackes stated that we could lien the title of the aircraft, but that would make it harder for her to get rid of it.

Mr. Sullivan stated that perhaps some language should be included in Title 19 regarding derelict aircraft and ways to remedy those situations.