A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Wednesday, March 17, 2010 in the Carson City Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT:	Chairperson Harlow Norvell	**STAFF:**	Casey Pullman, Airport Manager
	Vice Chairperson John Kelly		Jim Clague, Airport Engineer
	Member Alex Carter		Steve Tackes, Airport Counsel
	Member Teresa DiLoreto-Long		Jano Barnhurst, Recording Secretary
	Member Dave McClelland		
	Member Ray Saylo		

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

A. CALL TO ORDER, ROLL CALL AND DETERMINATION OF QUORUM. (6:00:10) - Chairperson Norvell called the meeting to order at 6:00 p.m. Roll was called; a quorum was present.

B. PLEDGE OF ALLEGIANCE. (6:00:43) - Chairperson Norvell led the pledge of allegiance.

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. (6:01:08) - **Member Carter moved to approve the minutes of the February 17, 2010 meeting. Member DiLoreto-Long seconded the motion. Motion carried 5-0-1.**

D. MODIFICATION OF THE AGENDA. (6:02:31) - Chairperson Norvell asked to hear Item G-2 first, Item G-3 second, and Item G-1 third.

E. PUBLIC COMMENT. (6:03:08) - Robert Dickinson, President of EAA Chapter 403, noted the numerous calls he receives for affordable hangars and commented on the possibility of the CCAA building them. He added that those that are available are too expensive. Chairperson Norvell directed Mr. Pullman to prepare comments on the item. He expressed reluctance to build more hangars and doesn't want the airport to compete with those who are already there.

F. CONSENT AGENDA. All matters listed under the consent agenda are considered routine, and may be acted upon by the Airport Authority with one action and without an extensive hearing. Any member of the Authority or any citizen may request that an item be taken from the consent agenda, discussed and acted upon separately during this meeting. The Chairperson or the Vice-Chairperson retains discretion in deciding whether or not an item will be pulled off the consent agenda.

G. PUBLIC HEARINGS.

G-1. DISCUSSION AND POSSIBLE ACTION REGARDING UTILIZING THE SERVICES OF THE ARLINGTON GROUP FOR THE 2010 CARSON CITY AIRPORT OPEN HOUSE. *(Casey Pullman/Fred & Maxine Nietz)* (7:45:45) - Chairperson Norvell introduced the item. Mr. Pullman presented background information and explained his vision of making the Open House more of an event. Chairperson Norvell commented that they have tried to foster good community relations but are also focused on marketing the airport. Mr. Pullman expressed agreement adding that it may be time to extend it to other regions.

(7:51:46) Ms. Nietz narrated a PowerPoint presentation, a copy of which is incorporated into the record. Mr. Pullman advised that the Open House is not budgeted and they are counting on sponsorship donations. He opined that it could become an event involving community businesses. Chairperson Norvell called for comments from the Board. In response to a question, Ms. Nietz replied that the $10,000 fee would include their fee plus expenses but the budget would primarily be grants and sponsorships. Member DiLoreto-Long expressed concern that this is a critical time for the airport and the Open House is the largest opportunity to market and grow the airport community. She suggested it be more of a grand opening event at the right time. She noted that a marketing budget is critical and suggested inviting tenants to brainstorm ideas. She expressed concern about the limited time frame in which to produce the event and about whether it is the best use of airport monies. She opined it "a great idea but a plan is needed." She questioned how it fits in with a marketing plan and whether its primary purpose is to build a good community relationship. She expressed appreciation for the presentation but opined that hiring a company to help is "like buying a pair of jeans and...you've got to have the right fit." She suggested researching other companies in order to find the right fit.

Chairperson Norvell commented that time is of the essence and noted that in previous years, a sub-committee was formed to research various issues. Vice Chairperson Kelly expressed concern about "turning off" people that come to enjoy the airplanes by making it a commercial event and opined that "charging a fee for something that used to be free isn't good for the community." Mr. Pullman reiterated that the main objective is to keep it local. He explained that if they started charging in the future, it would be extremely affordable. He added that volunteers can't commit a lot of hours and suggested building on the previous Open House by involving an event coordinator. He insisted that he will not lose money and opined that generating revenue is a future opportunity. He reiterated that they would use sponsorships to offset costs and didn't anticipate using any airport monies. In response to a question, Ms. Nietz anticipated approaching the Convention and Visitors Bureau (CVB) for advertising grants and other sponsorships in addition to the Northern Nevada Development Authority (NNDA), Nevada Business Connections (NBC) and Commission on Economic Development (CED) for funding assistance. She added that they have written successful grants for numerous organizations. Vice Chairperson Kelly expressed concern about the logo which may send the wrong message to the safety conscious. Ms. Nietz responded that the graphic is designed to be eye catching and give a sense of excitement about the event. In response to a question, Mr. Nietz acknowledged that their fee would decrease if the base fee decreased, but they would still be interested in coordinating the event.

In response to a question, Mr. Pullman replied that the date of the Open House is flexible and was open to moving it to a later date. In response to a question, Member DiLoreto-Long opined that scheduling it around events such as the Balloon Races or Reno Rodeo would be a great idea. In response to a question, Ms. Nietz replied that moving the date up would be difficult but there would be no problem moving it back. Mr. Nietz explained that the summer always has a very busy calendar. Member McClelland advised that he has served on numerous Open Houses and "there is no real good date that works for anybody." He noted that the event has always been free and vendors and big business sponsorships are scheduled far in advance. "To go now at this short a time and put up this kind of capital, we're behind the ball…" He also noted that it is very hot in July and August and earlier in the season is more favorable. He offered to share his knowledge and opined that a year is needed to plan it properly. He noted that a lot of planning and commitment are involved and expressed hope that they don't start charging at the gate.

Member Saylo opined that they should not charge an admission fee but should continue it as an Open House for the community. He did not believe the event could be prepared in the short amount of time available noting that he has produced events which have taken eight months to prepare. He suggested the possibility of this type of event for 2011 which needs to be part of their overall marketing strategy. Mr. Pullman expressed agreement noting that last year's Open House was organized in a short period of time. He agreed they are "behind the curve" and expressed confidence that it would be a successful event. Member Saylo reiterated concern about the tarmac getting very hot later in the summer and opined that the current date is best. "I just don't think we need to be trying to go into a real big production this year. Next year...is when we need to starting thinking about it." Mr. Pullman advised that they want to keep it simple but build on it and continue moving forward.

In response to a question, Mr. Tackes expressed agreement with Members DiLoreto-Long and Saylo and expressed concern about limited funding. He commended Mr. Pullman's enthusiasm but agreed that planning should go to next year's event. He shared concern about the issue with heat on the tarmac. He noted that the airport needs to make sure they are presenting the right image to achieve their goals and agreed that it takes a lot of manpower to produce these events. In response to a comment, Member McClelland expressed his thanks to the volunteers adding that he couldn't have done it without them. Mr. Pullman clarified that the Arlington Group facilitates the vision. Member McClelland opined "it's just too late to spend that kind of money" but noted that their contacts and professionalism would be welcome. Chairperson Norvell noted a consensus of the Board. He added that he loved Mr. Pullman "being a race horse but we have to tug on the reins occasionally." Mr. Pullman expressed respect for their decision.

(8:36:13) Chairperson Norvell called for public comment. Sandy Goetz opined that the idea of a grand opening was a great idea. She noted that last year's Open House was organized in a short period of time with help from the EAA and was very successful. She added that she recommended the Arlington Group as the facilitator for this year and suggested they produce the grand event next year. She noted that they told her they would help gratis because they may be able to do more next year.

(8:39:43) Joe Raphael commented that many volunteers worked on the Open House in previous years and complimented the Board on being involved. He noted that the focus has always been a community event but didn't think they could afford such a large expenditure this year. He added that previous events have had great turnouts but opined that 4,000 to 5,000 people would be the maximum they could handle. He asked the Board to stay involved.

(8:41:36) Bob Dickinson commented that the EAA presented a lot of ideas as to how to raise money and community involvement. He noted that Silver Springs and Lake Tahoe charge to attend their events and are successful. He noted that advertising is a return on investment. In response to a question, Ms. Nietz advised that they have an extensive mailing list of vendors and expressed confidence that they wouldn't have difficulty getting them at this late date. Mr. Dickinson noted that the Rite of Passage students assisted last year with a pancake breakfast and commended them for doing a great job.

(8:45:56) Phil Stotts opined that the poster is a nice touch and suggested "jacking up" politicians for potential funding. He noted that as professionals, the Arlington Group knows what they can accomplish in a limited time frame. He opined that there would be unwanted excitement and attention in bringing gunfighters onto the airport.

(8:47:53) Chairperson Norvell commented that the CCAA does not have $13,500 to spend and could not move forward until they can properly assess the risk. He expressed approval of the direction that Mr. Pullman has suggested but admitted being torn about community versus commercial. He expressed concern that they haven't asked themselves the hard questions and can't invest a large sum of money unless they know exactly what they are doing. Member Carter commented that no funds were budgeted for marketing because it wasn't thoroughly considered noting the availability of discretionary funds. Chairperson Norvell suggested forming a sub-committee to identify issues before moving forward and expressed support for having it later in the year. He opined that due diligence has not been done in order to vote on the issue. He reiterated appreciation for Mr. Pullman's ambitiousness but noted the need to identify a budget and develop a plan. Member DiLoreto-Long suggested ticket sales in which a portion would be returned to an identified charity. Member Carter suggested keeping the current event schedule to be organized within the existing budget and assemble a sub-committee for next year's program. Member McClelland noted a need for further discussion and a future agenda item. Chairperson Norvell entertained a motion. **Vice Chairperson Kelly moved to not utilize the services of the Arlington Group for the 2010 Carson City Airport Open House. This item could be visited in the future. Member Saylo seconded the motion. Motion carried 6-0.** Chairperson Norvell reiterated that the Board doesn't know the direction they are going and it's too close to the event date. He expressed appreciation for everyone's desire to move it forward. Ms. Nietz expressed appreciation in allowing their presentation and hopes to return in 2011.

G-2. DISCUSSION REGARDING SILVER STATE HIGH SCHOOL'S PROPOSED DEVELOPMENT NEAR CENTENNIAL PARK. *(Palmer Engineering Group/Chairperson Norvell)* (6:06:23) - Chairperson Norvell introduced the item. Steve Knight, Executive Director of Silver State School reviewed background information on the School, their operations, and a previous presentation made to the CCAA. He advised that Carson City has offered property between the golf courses. He introduced Sue Cocking, President of the School Board, and Middle School Vice Principal, Jim Martin. He noted that they cannot expand at their current location and explained a "win-win situation" regarding a joint use agreement with the City. In response to a question, he replied that they accept any student who applies to their School. He acknowledged that bussing is paid through the distributive school account noting no additional taxpayer liability to Carson City.

(6:13:48) Vern Krahn, Carson City Parks and Recreation Park Planner described a displayed map of the proposed and surrounding property. He noted that it is a twenty acre City owned parcel and specified that the School would be located on the northern half. He discussed the arrangement between the School and the City, in which the City would transfer approximately ten acres to the School in exchange for joint use of their gym, theater, sports fields and a parking lot. He summarized that the School would receive free land and the City joint use without any capital outlay. In response to a question, he replied that the field will be multi-use turf maintained by the City. Member McClelland expressed support for the idea. Chairperson Norvell opined it a great opportunity and a big win for the community. Mr. Krahn advised of a long standing joint use relationship with the Carson City School District and referred to land transfer and joint use agreements between the City and Silver State School. He finished by noting the opportunity to partner with the golf course and additional opportunities to the students.

(6:23:40) George Szabo, G.L. Szabo & Associates described the conceptual site plan and location. He noted the numerous boards and commissions before which they have appeared. He noted that PBS&J found no issues regarding airport safety but FAA approval was required. In response to a question, Mr. Clague replied that an airspace review of any development near an airport is required. Mr. Pullman added that it is outside the runway protection zone. In response to a question, Mr. Szabo knew of no earthquake faults running through the property. In response to another question, he replied that moving the ball field would have no major impact. Mr. Knight added that the project will benefit Carson City taxpayers.

(6:32:27) Roger Moellendorf, Carson City Parks and Recreation Director commented that a lot of strides have been made in effecting the land transfer and joint use agreements. He called it a "win-win" situation for the School while providing much needed recreation amenities for the community.

Chairperson Norvell called for public comment. Bill Hartman suggested that the centerline extension in relation to the campus and traffic pattern be determined. He opined that safety is important for the CCAA to consider before making their decision. In response to a question, Mr. Clague replied that the CCAA can advise and suggest preliminary findings but it is within the FAA's purview to make a decision off airport property. He added that the FAA would determine any issue with the flight pattern.

(6:36:40) Mike Moore commented that it's unclear by the maps how far off the approach end of 27 the facility would be located. He added that the only thing worse within an approach path of an airport than a housing area is a school. "Every place that has done something like this has paid the piper afterwards." He added that from an airport operational viewpoint, there should be a lot of concern before getting too excited about other factors.

Mr. Szabo read a portion of an e-mail from engineer, Brian Fitzgerald into the record. "The proposed location is approximately 3,320 feet east-northeast of Runway 27 end and 20 feet lower in elevation. The site is approximately 1,700 feet north of the runway centerline and is well outside any runway safety areas. I have concluded that there is no apparent obstruction to the airspace at the Carson airport. However, final determination has to come from the FAA." Chairperson Norvell noted that, "when you go out...the proximity of the site and look at the airport, it's apparent that you're quite a long way from where the airport is..." He opined that the School is good for the community and reiterated the recreational benefits without using taxpayer monies. He noted no conflicts regarding airspace. He commented that they are concerned about safety but also need to be realistic and judicious, and believed the FAA would help in that regard.

Mr. Knight thanked the Board for hearing their presentation. Chairperson Norvell called for further comments from the public, then the Board. Member Carter noted his support of Silver State High School stating his non-opposition with the initial location. He opined that it satisfies any concerns and reiterated his support. Member DiLoreto-Long applauded the School's tenacity in trying to find a location that works for everyone. She added that as a parent, she would be concerned about the location of nearby aircraft, but opined that anything potentially hazardous would be addressed by the FAA. Vice Chairperson Kelly expressed his support for the project. Member McClelland expressed a "great job" and hoped they continue with an aviation program. Member Saylo noted from a public safety standpoint, "I couldn't ask for a better location than where you were going to try to locate or where you are now." Chairperson Norvell noted a high level of support by the Board which can be conveyed to the Planning Commission.

G-3. DISCUSSION AND POSSIBLE ACTION TO APPROVE THE REASSIGNMENT OF THE WAYNE BROOKS' LEASEHOLD TO RENO FLYING SERVICE, INC./AMERICAN MEDFLIGHT, INC. *(Jack Dawson/James Brown)* (6:46:11) - Chairperson Norvell introduced the item. Jack Dawson, President of Reno Flying Service and American MedFlight gave background information on the organizations. He explained that their current lease expires June 30 and are considering the Wayne Brooks hangar. He explained that their air ambulance is a great value to the community and noted a base operation would be located in Carson City. He explained operations and staffing of the air ambulance service. He added that they have the option of staying in Reno but believed Carson City is a better option. He explained the operations and staffing of the Reno Flying Service, noting they would bring two Citation jets to the community. He noted that they are employee-owned companies with approximately 50 employees. He noted that an offer has been made on the Wayne Brooks hangar contingent on amending the lease which currently restricts commercial operation. He opined that they may be somewhat competitive with other operators. Chairperson Norvell thanked Mr. Dawson for his interest in Carson City.

(7:01:02) In response to a question, Mr. Tackes explained the difficulty of changing the use because of NRS requirements. He explained that the area was originally restricted to aircraft storage and changing the use causes a re-evaluation. He added that an appraisal would be required, a new determination of the appropriate rent, and consideration as to whether the additional rental value can be used for a full or partial service FBO. He noted that in a previous lease, the DA determined that the two areas had to be separated and suggested obtaining an appraisal, determining whether changes can be made, and taking the assignment.

(7:04:32) Mr. Tackes advised of an SBA loan requirement which gives the bank a right to reassign the lease in the event of default. He explained that the lease has to be assigned by the CCAA and approved by the Board of Supervisors (BOS). He noted a series of steps that are acceptable to the bank, referred to Title 19 criteria used to consider a new business operation, gave a brief synopsis, and described the process to be taken. He expressed uncertainty as to whether the building meets fire code requirements. In response to a comment, Mr. Pullman didn't foresee an issue with a full or partial service FBO in that area. In response to a question, Mr. Tackes advised that the hangar is located on the north eastern point of the airport and acknowledged that it has private access. In response to a question, Mr. Dawson advised that the current ramp space is not sufficient and anticipated extending it 50-75 feet.

Chairperson Norvell called for comments from the Board. Member Carter expressed interest in the idea of more activity coming to the airport. In response to a question, Mr. Tackes advised that a full service FBO was originally prohibited and they were only leasing aircraft storage. In response to a question, Mr. Dawson explained that they currently depend on ambulance companies to transport people from the hospital to the aircraft. In response to another question, he replied that most of the aircraft maintained is in-house but they do maintain some other aircraft. Mr. Tackes added that there is no limitation on the number of operators and they cannot discriminate against any business in favor of another. Member McClelland suggested contacting the State Fire Marshall regarding bringing in water and recovery volume without a lot of expense. In response to a series of questions, Mr. Dawson replied that patients from local areas are usually taken to specialized centers. He acknowledged they will be operating under a Part 135. He reiterated that they have 50 total employees but not all work in the same location at the same time and explained the method in which the facility is staffed. He advised that the air ambulance averages two flights a day and explained that local hospital transports average two to three per month. In response to a question, Mr. Pullman advised of vacant commercial property adjacent to the hangar that may be available for parking. He read an e-mail from Michael Golden into the record which was received in support of the project.

Chairperson Norvell called for public comment. Russ Davidson opined that Mr. Dawson's business will increase fuel sales, medical transport access, more revenue, and employees to the community. In response to a series of questions, Mr. Tackes explained the bifurcation process and suggested they first change the use of the lease and then do the assignment. He added that an appraisal has to be done within six months of the transaction. He reiterated that an FBO use versus storage only property is a consideration and suggested obtaining an appraiser's opinion. He reiterated that they can't do a special favor for one business to the detriment of their competitors. He noted that the CCAA sees things from a business perspective and tries to find solutions with tenants on the airport. Joe Raphael opined it as very exciting and recommended going forward. Sandy Goetz advised that MedFlight saved her mother's life, worked with her in a way she could afford, and opined it will bring a lot of revenue to the community.

Mr. Tackes advised that they are noticed for the assignment but doesn't want to approve it without a change to the condition. In response to a question, Mr. Dawson acknowledged that he wants to work with Mr. Brooks to amend the lease prior to the assignment. Mr. Tackes recommended they do the appraisal, request to change the use, and then the assignment. In response to a question, Mr. Dawson suggested that Mr. Brooks apply for the change on a lease basis with RFS as the professional certificate holder. Chairperson Norvell expressed excitement with the project and promised full cooperation by the Airport Manager's office.

G-4. DISCUSSION AND POSSIBLE ACTION TO AWARD A WEBSITE DEVELOPER THE CONTRACT TO DESIGN AND BUILD A NEW CONTENT MANAGEMENT DRIVEN WEBSITE, NOT TO EXCEED $5,000. *(Casey Pullman)* (8:56:43) - Chairperson Norvell introduced the item and Mr. Pullman gave background information noting the need of a new website. He explained an overview of the project and a proposal from Exyst.com. He then gave background information and discussed the proposal and services provided by MacWest Marketing, a copy of which is incorporated into the record. In response to a comment, Member DiLoreto-Long suggested selling banner advertising to help absorb some of the website's costs. In response to a question, Mr. Tackes advised that advertising has to be offered on a non-discriminatory basis. In response to a question, Member DiLoreto-Long advised that she has spent from $5,000 to $25,000 developing websites. She noted that this proposal is unique as the company is able to develop mass quantities which keep costs down. She explained their analytic section which has a geographical breakdown of traffic visiting the site. She added that MacWest allows more customization and has a good recommended starting point at $3,180. Chairperson Norvell called for questions from the Board. Member Carter commented on the need for a new website and noted that their previous budget was $5,000 but was pared down to $1,000. In response to a question, Mr. Pullman replied that the companies would stay within their budget. Chairperson Norvell requested that Member DiLoreto-Long and Mr. Pullman work together to obtain value for the dollar. In response to a question, Mr. Pullman acknowledged that he would be the web manager. Chairperson Norvell called for public comment but seeing none, entertained a motion. **Member Saylo moved to award a website developer contract design to MacWest Marketing in the amount not to exceed $5,000. Member McClelland seconded the motion. Motion carried 6-0.**

G-5. DISCUSSION AND POSSIBLE ACTION TO APPROVE A BUSINESS CREDIT CARD FOR THE CARSON CITY AIRPORT AUTHORITY *(Chairperson Norvell)* (9:12:30) - Chairperson Norvell introduced the item, gave background information and explained the checks and balances already in place. He advised of the need for a credit card to facilitate completing business and suggested a $25,000 limit. In response to a question, Mr. Pullman replied that the amount was recommended by the bank but could be lowered. Member Saylo suggested a $5,000 maximum to which Member McClelland agreed. In response to a question, Mr. Tackes opined that amounts could not be limited on a debit card and advised that a credit card would not carry a balance. Vice Chairperson Kelly expressed agreement with the $5,000 credit limit as did Members DiLoreto-Long and Carter. Member Saylo advised that a credit card is easier to correct if it's lost or stolen. Chairperson Norvell called for public comment and seeing none, entertained a motion. **Member DiLoreto-Long moved to allow for a $5,000 credit card for the Airport Manager. Member Saylo seconded the motion. Motion carried 6-0.**

G-6. DISCUSSION AND POSSIBLE ACTION TO REMOVE THE AWOS PHONE LINE AS REQUESTED BY WILL FLETCHER, PRESIDENT OF CARSON EXECUTIVE HANGAR ASSOCIATION *(Chairperson Norvell)* (9:17:05) - Chairperson Norvell introduced the item and expressed appreciation for Mr. Tackes' explanation. He advised that "we made a mistake" noting that the Airport Manager's office did not authorize the phone line installation and was unaware it happened until notified by the tenant. He gave background information on the item noting that "there's a lot of water under the bridge. [The tenant] is not going to allow us to do that…" He opined that the line should be removed because it's not worth the effort. In response to a comment, he replied that the AWOS operates on its assigned frequency but the telephone gives the ability to call in for a weather forecast. He added that it will be part of the new AWOS in two months and reiterated that it's not worth further argument. In response to a comment, he replied that another source can be used but it would be "considerably expensive for a period of two months." In response to a question, he acknowledged that it has to be a land line. Mr. Tackes added that a land line is the only cost effective way and opined that permanent use of a wireless system would "eat us alive." He added that the ability to work cooperatively with the tenant has broken down. Discussion followed regarding the confusion as to how the line was installed. Chairperson Norvell reiterated that the tenant should have been informed by the Airport Manager's office. Vice Chairperson Kelly opined that it's not worth the fight for a two month period to which Member Saylo and Mr. Pullman agreed. In response to a question, Mr. Tackes replied that he did not know who installed the line. In response to a comment, Mr. Pullman replied that it was the assumption that AT&T installed the line. Member Carter suggested having the phone line redirected to the Airport Manager's Office. Mr. Tackes opined that the tenant may allow the line to remain and recommended letting things go for two months.

Chairperson Norvell called for public comment. Robert Dickinson advised that he is retired from Bell South, he installed the phone line, and explained his reasoning. He noted that the telephone equipment on the hangar belongs to the telephone company. In response to a question, Mr. Tackes replied that he should have told the Airport Manager who would have talked to the tenant. He explained that by installing it, "the tenant can legitimately complain that you have no right to be on his leased property…" Mr. Dickinson responded that he was asked to hook it up. Mr. Tackes noted that that was "the second time around...in part on my direction." Mr. Dickinson disagreed, stating "the first time around, I was asked to hook it up, because I…met the Bell technician and explained…and he did what he needed to do to get to the demark. And that's when I hooked it up…I was asked to go with the telephone guy…and do that. The second time I went out there, I put a note on the cable...that this was a line to the AWOS…contact me if there's a problem...and he did." Mr. Tackes reiterated that the appropriate procedure would have been to talk to the tenant before running a cable across his leased property. He explained that the box on the building belongs to AT&T and his leased property was crossed with the cable. He further explained that the tenant thought someone was stealing phone services and had a legitimate reason to be upset. He reiterated that they had the mistaken belief that AT&T had run the line. Mr. Pullman added that he knew Mr. Dickinson was assisting but assumed AT&T installed it and "afterwards...was still under the assumption that AT&T initially...installed it."

Chairperson Norvell reiterated that it was the airport's error in not speaking with the tenant and insisted that anything happening on the airport needs to go through the Airport Manager. Mr. Dickinson suggested running a cable to a pole. Chairperson Norvell reiterated that the airport has the right to go on the leasehold but not interfere with what the tenant legally does there. He expressed the understanding that Mr. Dickinson was trying to help and had good intentions. He reiterated that the responsibility lies with the Airport Manager's office. He suggested that they unhook the line and move on. He called for comments from the Board. Member Saylo suggested asking the tenant's approval to keep the line installed before disconnecting it. **Member Saylo moved to send Casey over to visit with Mr. Fletcher and disconnect the phone line if need be, and if he allows it to remain, it will remain. Vice Chairperson Kelly seconded the motion. Motion carried 6-0.**

G-7. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY AIRPORT AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) PROJECT (FAA AIP NO. 3-32-0004-17), INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. *(Jim Clague)* (9:37:53) - Chairperson Norvell introduced the item and Mr. Clague gave a brief review of the staff report which is incorporated into the record. He advised that NV Energy will provide power via an overhead power line at the AWOS site to be completed by April 2, and they are still under budget.

G-8. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY AIRPORT RUNWAY PROJECT (FAA AIP NO. 3-32-0004-18), INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. *(Jim Clague)* (9:39:17) – Mr. Clague gave a brief review of the work schedule and staff report which are incorporated into the record. He explained the extra cost for the electrical hookup for power to the vault was due to an extended length of conduit. He added that as of February, they are projected under budget. In response to a question, he advised that a top priority is to finish the port-a-port hangars, seal any gaps and determine how to accomplish Phase 3 but they intend to get in and get out as soon as possible. In response to another question, he acknowledged that they will try to determine the feasibility of starting at mid-field and working east.

H. AIRPORT ENGINEER'S REPORT. (9:44:03) - Mr. Clague advised that they are still working on the record of survey with El Aero and it has not yet been recorded. He advised of a meeting with the FAA regarding the North Apron Environmental Assessment. He advised that the FAA reiterated that no funds were programmed for Carson City this year explaining that oftentimes, money becomes available because other airports let their grants expire. He explained that the FAA suggesting packaging their plans for Taxiway D and the connector so if money becomes available, the project can go out to bid. In response to a question, he replied that grooving may become a future project. He noted no additional information on the surplus rock and fill material but the Planning Department recommended that a contractor get a special use permit rather than have the airport mine the rock. He also advised of a new astute FAA representative.

I. AIRPORT MANAGER'S REPORT. (9:49:53) - None.

J. LEGAL COUNSEL'S REPORT. (9:49:59) - Mr. Tackes explained how the FAA prioritizes projects by first funding safety elements noting that Taxiway D was lower than many other projects. He opined that there is a good chance it could be funded this year.

K. TREASURER'S REPORT. (9:51:54) - Member Carter distributed February's budget report, advised that they are ahead on income, operating under budget, and $50,000+ ahead of expectations. He noted a bank balance of $540,754.18.

L. REPORT FROM AUTHORITY MEMBERS. (9:52:34) - Chairperson Norvell suggested that Mr. Pullman contact Members McClelland and DiLoreto-Long to discuss ideas for the Open House. In response to a question, he replied that they should draw on whatever resources necessary and present them to the Board who can make an informed decision. Member Carter recommended meeting with Mr. Pullman regarding the budget before the audit. In response to a comment, Mr. Pullman replied that he is going to "take the bull by the horns and roll with this." Chairperson Norvell cautioned against over commercialism based on what has been done in the past.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING. (9:58:25) – None.

N. ACTION ON ADJOURNMENT. (9:58:32) **-** Chairperson Norvell entertained a motion to adjourn. Member Saylo moved to adjourn the meeting at 9:58 p.m. Vice Chairperson Kelly seconded the motion and it carried unanimously.

The Minutes of the March 17, 2010 Carson City Airport Authority meeting are so approved this 21st day of April, 2010.

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Harlow Norvell, Chair