

Airport Advisory Committee Minden-Tahoe Airport Meeting Minutes for September 17, 2009

The September 17, 2009 meeting of the Airport Advisory Committee (AAC) was held at the Douglas County Commission Chambers, 1616 Eighth Street, Minden, Nevada. AAC members present were Chairman Bradford, Members LaSor, Baushke, Christy, Spires and Wendling. Member Hayes was absent. County representatives/employees in attendance: Keith Kallman, Airport Manager, Todd Gressick, Airport Operations Supervisor, Michael McCormick, Assistant District Attorney (arrived 6:20 p.m.), and Sonja Strom, Secretary, Dirk Goering, Assistant Planner and Jim Madsen, Planning Commission. Others in attendance: John Leveck.

1. Call to Order and Pledge of Allegiance.

The meeting was called to order by Chairman Bradford at 6:02 p.m., followed by self-introduction of AAC members and staff and the Pledge of Allegiance.

2. Review and Approval of Minutes of the August 20, 2009, Meeting.

Member Baushke moved approval of the minutes of the August 20, 2009; motion seconded by Member LaSor. Chairman Bradford commented on conversations he has had with people around the airport concerning the weight use issue, and his concern that even those people are not aware of the FAA's position on the Airport Layout Plan. He felt it was important to get them to read information such as that contained in the August 20 minutes. Vote on approval of the minutes was unanimous.

3. Public Comment.

None.

4. Presentation by Airport Manager on zoning needs surrounding Minden-Tahoe Airport for operational safety.

Airport Manager Kallman made a presentation on Airport zoning based on the 2008 Master Plan (copy attached). He indicated that the generalized existing zoning were generally consistent with FAA requirements. He indicated that the off-Airport land use was developed in accordance with FAA recommendations in an effort to avoid incompatible development. Manager Kallman said when he talks about zoning, he needs to also talk about noise. The County has designated a 55 DNL noise contour as the threshold of significance for residential development. Residents in areas such as Wild Horse are required to sign aviation agreements which are an acknowledgement that they understand they are living in the vicinity of an airport. He then detailed the map explaining the Airport Influence Area based on possible Airport operations, i.e., patterns, traffic, safety issues. With regard to the day-night sound level, the FAA has noise matrixes at 65 DNL that determines the acceptable noise threshold.

Manager Kallman stated that you need to be able to separate the zoning from the noise. He felt the Airport should have overlay zoning which is consistent with the Airport Master Plan recommendations, i.e., you would not have any residential development inside the Airport Influence Area (AIA). Chairman Bradford inquired if the AIA is simply a measurement. Manager Kallman advised that it is not. That it is a function of traffic pattern, fleet size, operations information and safety, i.e., accidents that have occurred. He stated there is a little more "art" to the noise contour. Dirk Goering, Assistant Planner, advised that overlay zoning requires a higher set of standards. Member Baushke indicated that when this was discussed some time ago, most of the land in the circle, with the exception of Wild Horse, was agricultural which

Doesn't have high market value. When it's sold, it will be sold as residential or commercial to make more money. The protection the Airport is looking for is to have commercial and light industrial rather than homes to avoid noise and encroachment issues. The Airport would need landowners interested in commercial or light industrial zoning. Member Spires inquired whether this had been addressed elsewhere other than the brief discussion with the AAC. Manager Kallman advised that the only thing he was aware of was the presentation given by Planning at the prior meeting. He advised that if you put homes in the AIA area, it would be acceptable to the FAA with avigation agreements, but it is problematic. Anything inside the AIA is considered impacted land and will require mitigation, i.e., noise blocking the home, avigation agreements, etc. Planning Commissioner Madsen indicated that the Planning Commission is very interested in having Airport staff come forward to ensure the appropriate zoning around the Airport. He felt if the weight limit is not increased, we would not have to worry about commercial or light industrial zoning. This Airport is the economic engine that can take this County out of its recession. The Planning Commission is aware of this fact. He stated that the weight use ordinance is extremely important and if we don't get higher limits, we will "kill the golden goose." It is important that we get not only the zoning, but the weight limits so we can get economic activity and zoning for commercial and light industrial. If we don't, we are wasting our time.

Chairman Bradford stated that the AAC guidance would come from the FAA, and we would propose what the FAA believes is the best case zoning, and the AAC would work with the County. Chairman Bradford stated if it were his choice, we should take the most restrictive case, the overlay, and begin the zoning process to see the AIA is protected – that is the best way to preclude citizens that are unhappy in the future. Manager Kallman stated that we are in good shape compared to other airports as we are yet to be encroached; that we have avigation agreements in Wild Horse. Member Spires felt if we were proactive on the zoning issue it would support us in the weight ordinance issue, and felt timing was critical. Chairman Bradford concurred and said that it is our responsibility to protect the value of the Airport which is significant.

Member LaSor inquired of Assistant District Attorney McCormick whether this is the role of the AAC or whether the Committee would just make recommendations to the Board of County Commissioners. Member Baushke stated he would envision this as part of a Master Plan amendment process with the landowners around the Airport property. Chairman Bradford asked if the Committee should move forward to make a motion at this point to advise the BOCC to make this a consideration of an overlay zone at the next meeting. Assistant DA McCormick suggested that staff get more information from the Planning Department to see what it would take and come back and make recommendation to the Committee and then you could take action and present it to the BOCC. Member LaSor moved to request staff to get together with the County Planning Department to determine the appropriate zoning overlay around the Airport Influence Area and report back to the AAC with an agenda item at the October 8, 2009 meeting for recommendation to the Board of County Commissioners. Motion seconded by Member Baushke and carried unanimously.

Planning Commissioner Madsen stated this is a good time to get this done because the real estate market is down. Now is the time to get it set up and get it going. There will be some compromising, but this is the time to take action.

5. **Discussion and possible action on new revisions to Marketing Plan**

A. **Open Airport Day.** Chairman Bradford felt, in light of the discussions on the weight ordinance, it is important we educate people about the Airport and put a human face on it because it was his impression that most of the community doesn't have an awareness of the Airport and its contribution to the community. He suggested this be held the latter part of next summer in anticipation of the November ballot issue. Member Baushke emphasized it is important to plan a date where there are no conflicts with other events in the community. Discussion included the need for volunteers, static displays, rides, Civil Air Patrol participation, military aircraft. Aerobatic performances were determined to be economically unfeasible for the Airport at this time. Manager Kallman indicated he would provide the Chairman with information from the International Council of Air Shows. The Manager also indicated that future air shows would be dependent on the outcome of the weight ordinance issue. Member Christy stated that the Airport has a full plate to get the ordinance changed. He suggested identifying the things about the value of an airport and having displays. Member Baushke suggested we consider a mini-open house – soaring activity, small planes flying and static displays and get people to look at the Airport. Chairman Bradford felt the open house should be more ground-based with static displays, and perhaps getting the Minden Aircraft Association and the Minden-Tahoe Airport Business Owners Association to assist.

Member Baushke moved we make the Open House a continuing agenda item for future meetings and continue to discuss. Motion seconded by Member LaSor and carried unanimously.

Chairman Bradford suggested we might partner the event with a classic car club to get a better draw. Member Wendling noted that perhaps a poker run could be worked out during the Hot August Nights classic car event. Member Baushke said he would try to get something on the car clubs. Operations Supervisor suggested it could be called "Wings and Wheels." It was also suggested you could have glider rides, helicopter rides, Cessna 172 rides, even perhaps a citation. At the suggestion of Chairman Bradford, Manager Kallman indicated he would contact Bill Chernock at the Chamber about dates and events in August of next year.

B. **Soaring Event.** Member LaSor indicated there is a Soaring Society of America contest committee, looking at two years away. The Board of Directors decided to hold the 2012 bi-annual convention in Reno. SoaringNV will be the coordinating association for that event which generally brings 2,000-4,000 soaring enthusiasts. This event would take place in late January or early February 2012 at either the Atlantis or Grand Sierra. Member LaSor indicated they are going to try to get several soaring camps going at the same time. Chairman Bradford indicated he would talk to Rick Walters to see if there is anything the AAC can do.

6. **Staff Update.**

Airport Manager Kallman advised that everything was going well at the Airport. Operations Supervisor Gressick indicated the paving in the hangar area should be done the next day. Slurry seal would be done on the following Friday and rejuvenation sealing the following Monday with a 24-hour cure time.

7. AAC Reports.

Member Baushke advised that he and Manager Kallman made the weight use ordinance presentation to the Winhaven Patios Homes Association. There appear to be a lot of people that are convinced that if the weight goes up, there will be an influx of jets and believe we do not have to worry about the FAA continuing to fund the Airport. Assistant District Attorney McCormick stated that one of the problems with the FAA is they these things could happen, but they are not putting it concretely. Chairman Bradford stated the long-term impact to the Airport is not getting long-term funds. The FAA has already denied funding and there is no speculation – it is fact. Without the ordinance change, the existing ordinance is unenforceable which means that anybody that wants to come in can come in. That is a pivotal point. The process has begun and if we do not have funding at the Airport, the FAA will expect it to be maintained. At the CVIC presentation no one was present except the Record Courier, and perhaps there will be more discourse next spring and fall, closer to the election. Chairman Bradford commented that is not the role of the AAC to coordinate efforts at that time, being a political body. Assistant District Attorney McCormick said he would like to see comments from the pilot community individually. The person on the street is of the opinion that the increase will bring in more jets and more noise.

8. Adjournment.

At 7:30 p.m., Member LaSor moved the meeting be adjourned. Motion seconded by Member Baushke and carried unanimously.