

Agree with these three Draft Goals in Board Packet

Master Plan

Revenue and Cost Allocation Analysis **but need specificity, for example, reduce subsidies from Property Taxes by x% in 2022.** Vector has web-based billing.

District Communications Plan to be developed.

I offer these goals/tasks/questions as other opportunities for us to consider.

Focus on Community as they provide half of budget and subsidize every aspect of airport operations.

- Fireplace room: Surf Air has sign that says Friends don't let friends fly commercial. Is this appropriate for us? Should we be encouraging?
- Value of NAP is questionable...useful only to small piston flying VFR...created 10-15 years ago when fleet mix was different, and none or minimal IFR
- Young Eagles: GHG awareness. Noise Footprint of various aircraft.
- Tasks to decrease encroachment into Quiet hours 10 pm-7 am. Can we state "Not authorized at Night"?
- Define Culture of Airport.

Hangars

- Hangars only for aircraft or the vehicle when flying said aircraft. No extra cars, furniture, ATVs, snowmobiles, RVs, boats, etc.
- Should a SASO jump the waitlist to get a hangar?
- Priority of opening hangar rows if an aircraft wants to go...not so a user can get to snowmobiles, etc.
- More hangars – similar to more buoys at Lake Tahoe: easier to use, therefore more use. Mead & Hunt study states that more hangars mean more operations
- How many unflyable planes? November 2020 said there was a 72 hour vacate. Tour in mid-2021 showed there were still a few hangars with unflyable aircraft.
- Clarity on inspection schedule of hangars...random or defined? Periodicity?
- Evaluate the cost/benefit of hangar rows that need new roofs and is it better to take down and put in shade hangars. Cost Allocation gives us data for this.
- Review new and/or additional Fly Quiet Incentive Program to replace homebasing incentive.

Other Items

- No baggage handling by public agency staff: worker comp waiting to happen. Is this our job? Or is this the user's/operator's job?
- Positives and negatives of proposed actions: asked for this with respect to ADS-B, and Hardy couldn't think of one negative. Just found out at the August 2021 ACT meeting that "the Wedge" is now visible to Oakland center, whereas in the past, this region was not visible and this created a caution for controllers and pilots in accessing our region. Analogy: in cars, people now depend on google maps and waze to find short cuts, and in some cases, find themselves in a more dangerous situation. Unintended consequences.
- Invite Kirsch to meet with 2 board members to get ideas
- Develop 5-10 year goals...strategic plan
- Effort toward getting chief pilots of charters to create their specials
- In pilot education, include GHG effects, emergency landing maps, historical accidents and findings.

- Differential pricing for fuel, services, landing fees, TUFs, handling fees on holidays and weekends
- Update PI 311