

ACAT Meeting Minutes from the May 13, 2014 Regular Meeting

Call Meeting to Order: 9:31 a.m.

ACAT Members Present: Chair Gerald Herrick
John Aadland
Andrew Terry
Deborah Croyle
Robert Anderson (present via webcast until 11:29am)

ACAT Members Absent: Leigh Golden

Staff Present: Hardy Bullock, Director of Aviation and Community Services
Kevin Smith, General Manager (arrived at 10:02am)
Denae Granger, Administrative Clerk

Public Present: 1

SPECIAL ORDERS OF BUSINESS: Mr. Bullock made introductions of Mr. Marc Lamb, the new Aviation and Community Services Associate, and Ms. Michelle Nicholas, from Tahoe Staff temporarily filling in the administrative clerk position.

PUBLIC COMMENT: None

CONSENT CALENDAR

- Minutes of the ACAT April 08, 2014 Regular Meeting

Member Terry requested that the Minutes of the ACAT April 08, 2014 regular meeting be pulled.

Member Terry and Chair Herrick made a couple of corrections on the Minutes from the April ACAT meeting, which were noted.

PUBLIC COMMENT: None

MOTION #1: Member Croyle moved to approve the Minutes of the ACAT April 08, 2014 regular Meeting as revised. Member Aadland seconded the motion. Chair Herrick, and Members Terry, Aadland, Croyle, and Anderson (via webcast) voted in favor of the motion. The motion passed.

HANGAR TENANT PILOT INCENTIVE

Ms. Jessica Fay, with Sierra Aero sent a proposal to Mr. Bullock requesting funding from ACAT for an ADSB unit for their trainer/rental aircraft N1968F. Sierra Aero would pay for the installation cost, and in addition, the Airport could use the plane for 35 hours of flight time.

Mr. Bullock gave a quick backstory on the automatic dependent surveillance broadcast (ADSB) unit. He stated that an ADSB unit would be able to identify N1968F to other aircraft and it could identify other aircraft as well. It is a great thing from a safety perspective for both the Airport and the plane. He commented that staff is working with the FAA to establish an ADSB ground station at the Airport, which would not happen this year, but by the year 2020, all aircraft must have an ADSB unit.

Member Terry questioned the cost differential of Mode S vs. ADSB. Mr. Bullock stated that it depends. The Garmin GPS package supports Mode S, but it needs an ADSB component. Ms. Fay added that N1968F has 500-700 hours per year in the airspace. Member Terry stated that it is the most utilized airframe on the field, and it gives the Airport the benefit of additional visibility and tracking capability. Member Aadland questioned if Sierra Aero would be open to different utilizations of the offered 35 hours. Ms. Fay stated that they are open to other discussions. Member Croyle stated that there may be a policy regarding when the Airport gives grants or not. She would like it to be considered before signing off on the deal. Mr. Bullock stated that historically, there have been credits given in lieu of rent. In this instance, the credit would be in lieu of cash payment toward the Sierra Aero rent, which protects the District. There was discussion about the different policies in play here and if the Board would not need to fund this since they approved a budget for ACAT. Mr. Bullock stated that he will look into it.

PUBLIC COMMENT: None

MOTION #2: Member Terry moved to support the Sierra Aero proposal in installing an ADSB unit on the trainer/rental aircraft N1968F and have Sierra Aero cover the installation cost. The cost to ACAT for the unit not to exceed \$6000, which will be recovered by the utilization of the airframe using incentive money. Member Aadland seconded the motion. Chair Herrick, and Members Terry, Aadland, Croyle, and Anderson (via webcast) voted in favor of the motion. The motion passed.

FUEL REPLACEMENT

Member Terry gave a presentation on Mogas, or autogas, the lead-free, ethanol free alternative for 100LL aviation fuel. It is estimated that the Mogas could be \$1.40-\$2.00 less per gallon than 100LL. Member Terry stated that the aviation field is the last standing industry that uses lead in their fuel. He said that the fuel island at this airport is ready for an additional fuel option, which could be Mogas. He stated that he contacted a Mogas distributor, but never heard back. The cost of putting in a tank for Mogas would be approximately \$40-50k. Member Terry went over a couple things staff could do in terms of taking the next step, including getting more information, talk to the Board for a decision, or wait for the FAA, or the market to mature.

PUBLIC COMMENT: Ms. Fay stated that with autogas, an inspector has to do a certain inspection annually. She said that she has only seen this on a couple of Cessna 182 planes, and this would apply to a small part of the fleet at Truckee. Member Terry asked if she could use Mogas in her aircraft. Ms. Fay answered that she could not for her engine, and that fuel injected engines cannot support it.

Mr. Smith stated that the Airport already uses autogas, for the vehicles on the airfield. Discussion followed regarding autogas and if something should be done to be ahead of the curve on this. Mr. Lamb suggested leasing a fuel truck for autogas to get an estimate of how often it would be used, as well as the cost.

Chair Herrick suggested that staff do more research on this, and bring it back to ACAT at a later date. Member Croyle reminded everyone how many projects staff is already working on. Member Terry stated that it would be appropriate to defer this topic until a later date when staff has more time.

BREAK: At 10:47 a.m. ACAT recessed for a short break. At 10:56 a.m. Chair Herrick reconvened the meeting.

UNICOM ASSESSMENT

Mr. Bullock gave a little background information on how the UNICOM assessment came about, and how it gained momentum. The timeline for this document is that the assessment is out now, in July, there would be a

draft standard operating procedure (SOP), presented to ACAT by both Mike Ketron and Mike Barrett. The final step would in this process would be the enhancement portion of UNICOM. Mr. Bullock stated that the funding has already been outlined in the budget process. This document has not yet gone to the Board. Mr. Smith stated that some of the things in the report are already being done in UNICOM. Discussion ensued regarding the UNICOM assessment and the priority of the Airport. There will be periodic updates brought to ACAT during this process.

STAFF REPORT

Chair Herrick stated he got an email about the upcoming Transportation Awards that the Airport is nominated for. Mr. Smith stated that he will be attending. There was discussion about the multi-lateration flight tracking system that is coming up for renewal in December 2014.

The flight simulator will be at every other Truckee Thursdays this summer, and the Tahoe Flying Club will also be helping out with this.

Member Terry questioned if SurfAir is using the Lake Tahoe Visual RNAV approach. Mr. Bullock stated that they are primarily flying the arrival and NAPs on instruments. There are approximately 18 operations per week, which is not very many compared to other PC-12 owners.

PUBLIC COMMENT: None

ACAT MEMBERS REPORTS

Member Terry stated the new website looks good, with a couple enhancements that are being worked on. Member Aadland stated that he will be absent during the June 10, 2014 ACAT meeting. Member Croyle gave a short update on the night operations study. She stated that it might be time to reach out to operators, which might include SurfAir. She also noted that the provided budget summary shows a lag in pilot/operator outreach activity and said that she would like to see pilot outreach planning as an agenda item. Discussion followed regarding SurfAir and night operations. Mr. Bullock stated that SurfAir is very unique in their operating procedures. Mr. Smith added that each plane has two pilots, which is also unique in a part 135 operator.

PUBLIC COMMENT: None

ADJOURN

MOTION #3: Member Terry made a motion to adjourn the meeting. Member Croyle seconded the motion. Chair Herrick, and Members Aadland, Croyle, and Terry voted in favor of the motion. The motion passed.

At 11:45 a.m. the May 13, 2014 regular meeting of the Airport Community Advisory Team adjourned.