

1 The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular
2 meeting held Thursday, March 22, 2012 at the Truckee Tahoe Airport District Community Room, 10356 Truckee
3 Airport Road, Truckee, California at 9:00 am.

4 **CALL MEETING TO ORDER:** 9:00 a.m.

5 **DIRECTORS PRESENT:** President J. Thomas Van Berkem
6 Vice President John B. Jones, Jr. (arrived at 9:45 a.m.)
7 Director Kathleen Eagan
8 Director Mary Hetherington
9 Director James W. Morrison

10
11 **STAFF PRESENT:** Mr. Phred Stoner, Director of Operations and Maintenance
12 Ms. Jane Dykstra, Director of Finance and Administration
13 Mr. Kevin Bumen, Director of Aviation and Business Services
14 Mr. Brent Collinson, District Legal Counsel

15
16 **VISITORS PRESENT:** 8

17
18 **SPECIAL ORDERS OF BUSINESS**

19 President Van Berkem read Resolution 2012-01 Expressing Appreciation to Duane Dickman.

20
21 **PUBLIC COMMENT**

22
23 Mr. Jim Meskimen, employee of the District, stated that it has been a pleasure working with Duane over the last
24 five years that he has worked with him. Duane has been instructive, instrumental and it has been his good
25 fortune to work with him.

26
27 Mr. Rick Tavan stated that speaking for the pilots around here; they have always enjoyed working with Duane. He
28 has been a fixture at the airport for as long as Mr. Tavan has been using it and thanked him.

29
30 Mr. Don Brown of Soar Truckee stated that Soar Truckee wants to thank Duane for the help he has given them
31 over the years also.

32
33 **MOTION #1 MAR-22-12:** Director Eagan moved to approve Resolution 2012-01 of the Truckee Tahoe Airport
34 District Expressing Appreciation to Duane Dickman. Director Hetherington seconded the motion. A roll call vote
35 on this motion resulted in the following: President Van Berkem-Yes, Vice President Jones-Absent, Director Eagan-
36 Yes, Director Hetherington-Yes and Director Morrison-Yes. The motion passed.

37
38 President Van Berkem thanked Duane for his service to the District and presented him with a few mementos to
39 recognize his service to the District.

40
41 **CONSENT CALENDAR**

42 Director Hetherington requested that the Emergency Services Helipad Easement MOU be pulled from the Consent
43 Calendar. District Counsel Brent Collinson requested that the Forester's Contract and the Revision of Policy
44 Instruction 506 – Hangar Waitlist be pulled from the Consent Calendar.

- 45
- Monthly Service Bills and Fees
 - Financial Report
- 46

47 **PUBLIC COMMENT:** None

48 **MOTION #2 MAR-22-12:** Director Hetherington moved to approve the rest of the items on the Consent Calendar.
49 Director Morrison seconded the motion. President Van Berkem, Directors Eagan, Hetherington, and Morrison
50 voted in favor of the motion. The motion passed.

51

- Forester's Contract

52 Corrections were requested by Mr. Collinson. The corrections were in reference to "boiler plate" language which
53 was not in the contract. Mr. Stoner stated that the District's standard Service Agreement will be used for this
54 purpose and become an attachment to the contract. Director Hetherington stated that there were four vendors
55 that were solicited for this contract.

56 **PUBLIC COMMENT:** None

57 **MOTION #3 MAR-22-12:** Director Eagan moved to authorize the General Manager to enter into an agreement
58 with North Valley Resource Management for the purpose of updating the Forest Management Plan for the
59 Waddle property. Director Hetherington seconded the motion. President Van Berkem, Directors Eagan,
60 Hetherington, and Morrison voted in favor of the motion. The motion passed.

61

- Revision of Policy Instruction 506 – Hangar Waitlist

62 Corrections were requested by Mr. Collinson. This item was postponed for action until later in the meeting in an
63 effort to reach a resolution between Mr. Collinson and staff.

64 **PUBLIC COMMENT**

65 Mr. Tim LoDolce, President of EAA and Chairman of the Air Fair, stated that he has been on the airport for about
66 26 years. The hangar waitlist has always been a big problem at the airport. At one point in time there was
67 discretionary latitude given to the management at the airport and it really backfired. There was a violation of FAA
68 rules and regulations and all the mistakes were not fully corrected. It caused a lot of problems among the pilots
69 that were waiting for a hangar. Out of that grew a lot of resentment. Whatever the District does, please make it
70 as fair as possible so that there is no feeling that someone is being overlooked that has been on the list for a long
71 time and no preferential treatment.

72

- Emergency Services Helipad Easement MOU (Tahoe City Golf Course)

73 Corrections were requested by Director Hetherington. An inquiry was made as to the estimated cost for
74 maintenance and construction of this project. This item was postponed for action until staff could provide the
75 information to the Board.

76 **AIRPORT COMMUNITY ADVISORY TEAM**

77 ACAT Chair Andrew Terry updated the Board on the current status of ACAT. ACAT will be focusing their outreach
78 efforts at upcoming events such as the Truckee Clean-up Day on June 2nd. There has been little interest from the
79 local service organizations for this presentation. ACAT has also been preparing for the Joint Meeting with the
80 Board. Mr. Terry noted that ACAT members will be utilizing their personal email accounts for District business.
81 District staff will forward any District correspondence to the individual ACAT members' email addresses. ACAT
82 members attended the UC Davis Symposium. Among the topics covered at the symposium were concentration of
83 equipped airframes and a discussion with the FAA on visual RNAV arrival procedures and vertical guidance on
84 Runway 1/19.

85

86 **PUBLIC COMMENT:** None

87 **AIR FAIR COMMITTEE REPORT**

88 Mr. Tim LoDolce, Chairman of the Air Fair updated the Board on the progress of the Air Fair. Letters have been
89 sent out to request sponsorship donations. Mr. LoDolce is reviewing the request by potential sponsors for
90 smaller sponsorship categories. Mr. LoDolce has received confirmations on several large aircraft for display at the
91 Air Fair. At this time, the committee is still under budget for this event. Director Hetherington requested
92 clarification on the committee's focus to bring in local vendors for the event. Mr. LoDolce stated that currently all
93 the food vendors are local non-profit groups with the exception of one more slot which has not been filled. An
94 advertisement has been placed in the Pacific Flyer to attract airport oriented vendors as well. In addition, several
95 local celebrities have been approached for their participation. President Van Berkem requested clarification on
96 the proposed aerial display. Mr. LoDolce stated that there will be a fly-by salute at the beginning of the event to
97 include several aircraft. Later in the event, they will come back to do a missing man formation as a tribute to all
98 the fallen veterans that have given their lives for the country.

99 **PUBLIC COMMENT**

100 Mr. Richard Pearl, Auburn Air Fair Committee and a member of Soar Truckee stated that Bud Anderson has
101 participated in their event and has been a great attribute. In addition, the committee solicits donations from the
102 community and they have had up to about \$1,000 in participation. Generally speaking the majority of the
103 donations are a lot lower at about \$50 to \$100 each as it is much easier for people to donate at that level than at
104 the \$500 to \$1,000 level. He is glad to see the Air Fair back in Truckee and added that Soar Truckee is looking
105 forward to participating in it.

106 Mr. Andrew Terry, Treasurer for the Air Fair Committee stated that the committee is currently into the
107 contingency zone of the budget. However, a lot of the funds will be reallocated back to the main budget when it
108 is determined that they will not be utilized in other areas. President Van Berkem requested clarification on the
109 budget figures as Mr. LoDolce had stated that the committee was well under budget. Mr. LoDolce stated that
110 \$77,000 was approved by the Board for this event. The committee is discovering that a lot of costs have gone up
111 over the last 16 years. For example the marketing fees were currently budgeted at \$8,000 however the costs
112 have now come in at \$13,000 which is pushing the budget figures into the \$25,000 contingency funds. However,
113 there are monies that have been allocated to various areas of the event that will not be utilized and as a result the
114 event is currently under budget.

115 President Van Berkem added that approximately 6 years ago he and Ms. Sandy Korth conducted community focus
116 groups and the single consistent request from the public was to bring the Air Fair back. Mr. LoDolce stated that
117 the community wants an Air Show; they don't want an Air Fair. They want to see the airplanes performing their
118 acts. This is going to require another 15% to 20% more labor in order to put that out there. It is just more time
119 consuming getting the FAA involved and actually having an aerobatic box at the event in addition to safety
120 concerns. He asked if that is something that the Board wanted for future events.

121 **PUBLIC COMMENT:** None

122 **ADMINISTRATION BUILDING CONSTRUCTION UPDATE**

123 Mr. Peter Beaupre of Prosser Building & Development, Inc. updated the Board on the activity on the new
124 administration building. The next project will be the demolition of the old administration building. The District
125 has also been working with the Nevada County Department of Environmental Health to get the asbestos removal
126 done for the flooring in the boiler room. There will be a meeting later today for demolition to determine the
127 items to be salvaged and those that will be discarded. With the favorable weather, the old administration

128 building should be demolished in April with the landscaping scheduled for May. President Van Berkem
129 commended Mr. Beaupre on the great work and added that the open house went well. The public has expressed
130 nothing but compliments.

131 **PUBLIC COMMENT**

132 Mr. Tavan stated that a lot of the pilots and non-pilots used to enjoy the lobby of the building and really miss
133 those nice overstuffed couches and chairs. There is nothing comfortable like that in here. They love the building
134 but they miss that furniture.

135 **SOAR TRUCKEE**

136 President Van Berkem stated that the question was raised around the discussion regarding the new engine and
137 how it fits into the Memorandum of Understanding (M.O.U.) and the possibility of approving that today. In
138 discussing this item with District Counsel, because of the mention of it in published materials discussing the
139 M.O.U. that the Board may be inclined to approve it and direct staff to adjust the M.O.U. accordingly. Mr.
140 Collinson added that if the Board was so inclined it would be considered with the one year extension of the lease
141 as the new engine has been clearly identified in the staff report as one of the items for consideration.

142 Mr. Bumen stated that with the current lease expiring, action is needed to ensure their operation in some form.
143 The outcome of approving the purchase of the upgraded engine for Soar Truckee has some uncertainty. There is
144 no amount of analysis that is going to give the District an absolute guarantee of what the outcome is. The
145 opportunity is to do something now with the benefit of getting it in place for this summer under the one year
146 extension, working towards some revised operational procedures and setting the stage for a term lease renewal.
147 As an alternative, the one year extension could be an action item for the summer in an effort to establish the
148 benefit of the engine upgrade.

149 Mr. Richard Pearl of Soar Truckee stated that Soar Truckee has been on the field at the Truckee Tahoe Airport for
150 30 years and they hope to be here for another 30 years. Soar Truckee has always attempted to be a good partner
151 both to the Airport District and to the community. As mentioned to District staff, Soar Truckee has to be careful
152 about safety, it is their number one concern and they want to do whatever they can. When this first came up,
153 they agreed to adjust their flight pattern, put the 4-bladed propeller back on a tow plane that would be used for
154 lighter aircraft and continue to use the 2-bladed propeller for their heavier aircraft. The question then came up as
155 to how they could work out an agreement with the District if they install a larger engine and what that would
156 mean. As Mr. Bumen stated, there is no definitive answer but the importer of the propeller is saying that there is
157 about a 20% noise reduction. However, they are the seller so it is probably going to be somewhere between 10%
158 - 20% noise reduction. Without a doubt, you place a muffler on the aircraft and the noise is reduced further
159 without much of degradation in capacity. A larger engine will allow the aircraft to get up in the air faster adjusting
160 for the flight patterns so they are hopeful they could see a significant improvement in the noise pattern. Mr.
161 Pearl has mentioned to Mr. Kevin Smith that Soar Truckee is not in a financial position to buy the engine. They
162 are doing what they can with their existing aircraft. They do want to participate however, and would pay for the
163 installation of the engine and would pay for the muffler. As the Board is aware, Soar Truckee has paid for the
164 second 4-bladed propeller which would go back on to the aircraft as part of the agreement. Soar Truckee is
165 contributing approximately \$14,000 to the effort. To protect the District's investment, Soar Truckee would give
166 the District a lien on the aircraft which is worth approximately \$50,000 with the new engine. A decision would
167 have to be made today so that it would be in place when Soar Truckee opens for business towards the end of
168 May. Soar Truckee has obtained a hard quote from a maintenance and repair facility for the complete overhaul of
169 the engine bringing it up to 250 horsepower as well as for their portion of the installation and the muffler. Soar

170 Truckee would be happy to share that quote with District staff. Soar Truckee would love to be able to work with
171 the District. It would be a win-win situation for both sides and are looking forward to the Board's decision.

172 Director Eagan requested clarification on what the cost would be in getting up to a greater assurance going from a
173 250 to 260 to 280 horsepower. Mr. Bumen stated that staff's perspective is that by putting more horsepower on
174 these aircraft and getting the aircraft and the glider up in the air quicker there is a benefit to safety and noise
175 there. Mr. Pearl stated that it would need a constant speed prop, additional mountings and would need to be
176 fuel injected. The approximate cost would be \$30,000. Based on input from Mr. Pearl's staff, it is really not a cost
177 effective way to do it to go for an extra 10 horsepower. Mr. Bumen noted that the 4-bladed propeller cannot run
178 on a 285 horsepower engine. When looking at the options, adding more horsepower to the engine and going
179 with a different propeller, some performance may be gained but lose some of the noise benefit as well. Director
180 Eagan asked if staff has had enough time to do appropriate due diligence on this matter. Mr. Bumen stated that
181 with more time, it can be studied further. There are three options: there are the 260, the 280 and the 285
182 horsepower engines. The 4-bladed propeller cannot run on a 285 and there is a significant increase in cost and
183 complexity on the aircraft. Setting that option aside, and finding the middle ground between cost and
184 performance, the 260 horsepower engine would be the best choice. However, hiring an aeronautical engineer to
185 develop some modeling will cost thousands of dollars and it may not provide an answer to allow the Board to
186 make an informed decision.

187 Director Hetherington stated that she has spoken to Scott [BrownRyan](#) whose home has been directly in the path
188 of the glider tow planes. Mr. Brown noted that it did not make a difference in the noise level between the 2-
189 bladed and the 4-bladed propeller. This was confirmed in a conversation with Director Hetherington yesterday.
190 What is noticeable to him is when the plane is 100 to 200 feet south. Director Hetherington stated that this feels
191 really rushed. The one year lease gives the District the time to look at the funding mechanisms and determine if
192 the people being towed up be paying a surcharge for the upgrade of the engine. To pay \$26,000 when the total
193 rent that is brought in is \$5,000 a year, there is a payback component of that. More information is needed at this
194 time.

195 **PUBLIC COMMENT**

196 Mr. Terry stated that ACAT has already met with representatives of Soar Truckee to discuss potential equipment
197 modifications. When ACAT and ex-ACAT members were polled there was no consensus. There are 3 main areas
198 of concern. The first is that this addresses noise and does not necessarily affect the annoyance level that much.
199 There is also a concern about the use of public funds to upgrade private equipment as well as the cost recovery of
200 those funds. In addition there is a concern about setting precedence when this is being proposed for safety
201 reasons and someone else's aircraft needs an upgrade for safety reasons as well.

202 Mr. Terry added that he sees Soar Truckee as being a major recreational asset specifically to the airport. The fact
203 that this is addressing noise rather than annoyance is rather annoying. This is a cheap solution to lowering the
204 noise threshold of someone who does a major proportion of the number of operations at this airport; if nothing
205 else, lowering the noise signature of the airport that way is probably worthwhile. Whether it is worth \$25,000
206 that is up to the Board to do that cost benefit, but from his perspective, this is probably a good thing. And it also
207 ties the District into the relationship with Soar Truckee.

208 Mr. Collinson requested clarification on whether the discussion was for the District to pay for the engine or if Soar
209 Truckee was to give the District a lien on the aircraft which would be interpreted as a loan to be paid back at some
210 point. Presumably the District would want some interest on it such as the LAIF return. If so, then it is a different
211 issue of actually paying for the engine as opposed to advancing funds but also receiving reimbursement. Vice
212 President Jones stated that it was not part of the proposal. The reason for the lien is that there is only a one year

213 extension on the term of their lease and in order to craft a long term pay back in noise reduction, Soar Truckee
214 was proposing the lien to ensure that the District's long term investment for a lease that is only extended for one
215 year is protected.

216 Mr. Pearl stated that Soar Truckee's thought on the lien was just to protect the assets of the District. He was
217 thinking of crafting something longer than one year on a depreciating basis. If it was a 10 year write-off, the
218 District would have the first call on the airplane no matter what. So the interests of the District are totally
219 protected throughout the extended period of time.

220 President Van Berkem requested clarification from staff on the financial aspect of this transaction. Mr. Bumen
221 stated that this is an investment in noise mitigation technology that the District is making. By partnering in this
222 effort and having a depreciation schedule with a lien against the aircraft, the payoff will be in the years coming
223 forth in the noise reduction from that operator. Any successful program is a multi-faceted approach. This is one
224 piece of a much bigger picture.

225 Mr. George Edmonson stated that he was a part of this airport approximately 40 years ago. The first issue at that
226 time was getting rid of the gliders here at the airport. His project when he took the job as general manager was to
227 clarify the gliders. There was no runway taxiway 19 at that time. All the gliders were staged at the end of Runway
228 28. The gliders have been one of the greatest assets we have had here at this airport. Getting back to the issue at
229 hand, it is not just noise it is safety as well. The power lines on Highway 267 were moved due to the safety issue.
230 It this improves safety and quiets the airplanes, whatever is spent is peanuts. Mr. Edmonson added that if the
231 Board had any questions he was available to assist.

232 Mr. Gaylan Larson stated that he was a previous ACAT member. He has reviewed the proposal and found it to be
233 very cooperative. It looked like a complete plan including studying the routes. As for the noise complaints, some
234 of them were his. It is a drone and sometimes it lasts forever. The 4-bladed propeller was measured at 10 db
235 lower. It is 20db, not 20% lower with a muffler. To the ear that is about ¼ of noise level. Mr. Larson is impressed
236 with the way this group went after the last two meetings to put together a plan. It's pilots, non-pilots, it's a joint
237 community that is quite unusual. Just for that reason, he would support it. Summer is coming right up, and he
238 thinks that the District can fall into analysis paralysis and never get anything done so he would encourage the
239 Board to approve this. As a taxpayer he thinks it is well worth the money for this endeavor. He is pleased with
240 the cooperation between Soar Truckee and the District.

241 Mr. Tavan stated that this is a very good proposal. It comes from the aviation and non-aviation communities. It is
242 an asset to the airport but even more so it is an asset to the community. This is one of the primary and most
243 enjoyable recreational facilities that the District has to offer visitors to our community; not only glider pilots who
244 bring their machines up here to be launched but also non-pilots who come up here and get rides in the airport.
245 When he talks to non-flying friends outside of the area and tell them that there is an airport here in Truckee, they
246 say, "Oh is that where the glider rides are done?" These are people who are very well aware that they can get
247 glider rides up here and had not even thought that they could fly in to Truckee instead of driving. It is a major
248 community asset. Mr. Tavan experiences a very high level of annoyance when he hears what seem to be self-
249 serving arguments that mask the real issues. The fact that it is a safety improvement is not what is really being
250 talked about. If it were only safety the airport would not be looking at helping Soar Truckee with a new engine or
251 a propeller. The District needs to spend a lot of time, effort and money on making the airport itself safer. The
252 District does not have a major responsibility to make individual airplanes safer. The responsibility that the District
253 is taking on here is to make aircraft operations quieter. Because of the high percentage of operations that come
254 from the glider tow planes and the reason you are considering it is to reduce noise. It is splitting hairs to
255 distinguish between noise and annoyance. Reducing noise is hard to do. You spend millions of dollars looking at
256 ways to reroute airplanes in order to move noise from one part of the community to another. A few thousand or

257 several thousands of dollars to actually reduce noise is a major benefit to the non-flying public. He urged the
258 Board to approve the proposal. Just because some pilots favor it does not mean it is a bad thing. Similarly, just
259 because many pilots oppose the flight tracking system did not mean it was a good thing. There were good and bad
260 arguments there. He stated that the votes should not be motivated by whether or not pilots like it. Votes should
261 be motivated on whether or not it is good for the flying and non-flying communities.

262 Ms. Lynne Larson stated she wanted to encourage the Board to approve this as well as it is a great idea. It is not
263 very often that generally the public gets a benefit from these tax dollars that benefit the airport. Glider tow
264 planes are noisy, that is just the nature of the beast. So when the District has the opportunity to resolve a lot of
265 this, it gives her the benefit of her tax dollar and she does not mind spending tax dollars to help Soar Truckee at
266 all. It is a wonderful use of her tax dollars. As far as the complaints are concerned, the people she has talked to
267 have just plain given up calling.

268 Mr. Jack Ellis stated that he is an ACAT member but was speaking as a member of the public. He has listened to all
269 the arguments and spoken with Mr. Terry and at least one Board member about this. He suggested that the
270 District slow down a little. Mr. Ellis noted that it was his understanding that Soar Truckee would be using a 260
271 horse power engine although he is not an aeronautical engineer, he did not think that an extra 15 horse power
272 would make much difference. In addition, he spoke to another pilot this morning that had another idea, which
273 was to consider not just replacing the engine in the existing airplane but to use a different type of airplane for the
274 tows. It seems like the Board should at least entertain some discussion of that option. It would be much more
275 expensive than replacing an engine in one of the current tow planes but it might be substantially quieter than
276 anything else that can be done. The Board may want to look at the option of a turbine powered tow plane or
277 perhaps maybe leasing Director Morrison's airplane. The turbine airplanes are much quieter than the piston
278 airplanes. They are much more expensive to operate and modify, but the District has not had the chance to talk
279 about those trade-offs. If the Board decides that it does not want to entertain that option because it would be
280 much more than \$25,000, that is understandable. Nevertheless, he suggested that the Board take a little more
281 time with this.

282 Mr. LoDolce stated that to put a turbine powered airplane out there would definitely help them but that would
283 cost approximately \$3 million not \$750,000 because you have to train the pilots and the maintenance on it goes
284 up substantially. The District is looking for a benefit now. By getting the airplanes up higher, quicker and faster,
285 that is the answer. It is going to help this whole community. \$25,000 is nothing and they already have a way to
286 pay the District back. He encouraged the Board to approve it.

287 Director Eagan stated that she was in favor of the idea. However, she is concerned that staff has not had the time
288 to properly review the agreement and the repayment plan. These details should be worked out at the staff level
289 before presenting the options to the Board. The District is trying to do this too quickly for the sake of doing it this
290 year and she is very uneasy about that. For that reason, she is voting no. It's not because she does not fully
291 appreciate that Soar Truckee and ACAT are working together – that needs to continue. She appreciates the work
292 that has been done over the last week to put this proposal together.

293 Director Morrison stated that he understands the point of looking at this for another year. However, it sounds
294 like it is a great benefit to the community for a small number of dollars relative to what the District spends on
295 noise mitigation. Director Morrison added that he would like to move forward with the proposal today.

296 **MOTION #4 MAR-22-12:** Vice President Jones moved to approve a one-year extension to the current Soar
297 Truckee Lease with the following revisions:

- 298 • The District will loan the sum of \$25,000 to Soar Truckee for the specific purpose of installing a 250
299 horsepower engine on the identified aircraft;

- 300 • There will be a credit over a 10 year period for their use of that aircraft at the Truckee Tahoe Airport
301 amortized out over the 10 years forgiveness at 10% per year;
- 302 • The entire agreement includes “the Pickle” using a 4-bladed propeller, a muffler and the upgraded engine
303 so equipped at Truckee Tahoe Airport during the glider season. If it is not used as equipped or at Truckee
304 Tahoe Airport the remaining balance of the loan comes due secured by a lien on the aircraft;
- 305 • Both airplanes will have 4-bladed propeller;
- 306 • Should Soar Truckee cease to exist at this airport and/or discontinue use of that airplane the note is due
307 and payable. If Soar Truckee is not able to pay the note back, the District will become the owner of the
308 airplane.

309 Director Morrison seconded the motion. President Van Berkem, Vice President Jones and Director Morrison
310 voted in favor of the motion. Directors Eagan and Hetherington voted against the motion. The motion passed.

311 **BREAK:** At 11:28 a.m. the Board recessed for a short break. At 11:40 a.m. President Van Berkem reconvened the
312 meeting.

313 **CONSENT CALENDAR - continued**

- 314 • Emergency Services Helipad Easement MOU (Tahoe City Golf Course)

315 An inquiry was made as to the estimated cost for maintenance and construction of this project. Mr. Stoner stated
316 that Brandley Engineering has quoted the estimated cost for maintenance and construction of this project at
317 \$175,000 to \$250,000 depending on the location as there are four options to consider; as well as the facility that
318 is built. President Van Berkem stated that this would then make the project a \$675,000 to \$750,000 project in
319 addition to operating costs. Mr. Stoner noted that this does not include any permitted process fees. Director
320 Hetherington requested clarification as to whether TRPA or Placer County fees were tied to the capital costs of
321 this project. Ms. Cindy Gustafson, General Manager of the Tahoe City Public Utility District stated that they were
322 not as it depends on the complications in the permitting process. It depends on the site and the sensitivity of the
323 land which will determine more of the cost. Vice President Jones requested clarification on the proposed project
324 and if there was a committed time frame to complete the construction of the helipad. Mr. Stoner stated that the
325 timing issue would be determined by the TCPUD Board and the District Board. Ms. Gustafson stated that the
326 MOU the District would be entering into does put some time limits within 90 days to have a process in place and
327 within one year to have made significant progress.

328 **PUBLIC COMMENT**

329 Mr. Tavan stated that he thinks it is a great idea to have a helipad. A lot of emergency operations will be done
330 close to the point of incident and will not use the pad. This pad will be a marginally used facility but it is also a
331 very expensive facility. He urged the Board to write into the MOU or into the subsequent documents a
332 requirement that the District research cost sharing with the emergency services organizations which will be the
333 sole authorized users of the facility.

334 Mr. Dan Wilkins, member of the Board of Tahoe City PUD (TCPUD), stated that he appreciates President Van
335 Berkem’s comments. With this leadership as the Airport Board in acquiring the Ponderosa Golf Course property
336 and Waddle Ranch property, the aviation benefit was the protection of property at the approach and departures
337 to the runway. The bulk of the value that the constituents saw with that was the preservation of that property for
338 the use of the public. The Board’s participation in the Tahoe City Golf Course acquisition would be viewed much
339 the same. The Placer County Board of Supervisors has approved both the funding and the MOU. The TCPUD

340 Board has approved it as well. The North Lake Tahoe Resort Association has approved it. The property is set to
341 close on April 2, 2012 assuming that the Airport District's Board chooses to approve the document as well as the
342 participation and acquisition. He sees this as a monumental decision by these public agencies towards the long
343 term feel of Tahoe City. He thanked the Board for their participation.

344 Mr. Terry stated that this would be a good opportunity to put the District's logo on the golf course flags, assuming
345 that it maintains as a golf course.

346 Ms. Gustafson thanked the Board, staff and Mr. Brent Collinson for all the hard work on this project. The TCPUD
347 has had a great relationship with the Airport District even though the Districts are not close to each other in
348 proximity. With the storage of their stages and all the help from Mr. Stoner, they really appreciate that
349 partnership and want to continue it. This is a legacy moment for our community and she thanked the Board for
350 that.

351 **MOTION #5 MAR-22-12:** Director Eagan moved to approve the Memorandum of Understanding (MOU) between
352 the North Lake Tahoe Resort Association (NLTRA), Placer County, Tahoe City Public Utility District (TCPUD) and the
353 Airport District for the acquisition of the Tahoe City Golf Course and approve the expenditure of \$500,000 from
354 the Land Acquisition/Open Space Fund for the purchase of an easement facilitating the future construction of an
355 emergency services helipad as per terms and conditions outlined in the MOU. Vice President Jones seconded the
356 motion. President Van Berkem, Vice President Jones and Directors Eagan, Hetherington and Morrison voted in
357 favor of the motion. The motion passed.

358 **SURPLUS PROPERTY DISPOSAL**

359 Items from the old terminal building not re-assigned for use in other District facilities are deemed surplus. The
360 net book value of furniture and equipment in the building is less than \$4,000. Conducting a surplus sale of these
361 items to the general public will not realize a profit worth the effort to notice and conduct the sale per State
362 requirements. Many local non-profit organizations have expressed interest in the furniture and equipment.

363 **PUBLIC COMMENT**

364 Mr. Tavan stated that the District has really strong policies to spend money in the local community. He does not
365 see why it would be any different to have a similar policy to dispose of surplus equipment in the local community.
366 He urged the board, without putting an undue burden on staff, to make surplus equipment first to aviation
367 organizations here that could use it whether they are for-profit or not, secondly to other community organizations
368 and thirdly to other charities or non-profit organizations in general.

369 **MOTION #6 MAR-22-12:** Director Hetherington moved to authorize the General Manager to liquidate surplus
370 furniture and equipment to local non-profits and other charities within requirements and mandates of the State
371 of California governing such. Director Eagan seconded the motion. President Van Berkem, Vice President Jones
372 and Directors Eagan, Hetherington and Morrison voted in favor of the motion. The motion passed.

373 **UC DAVIS NOISE SYMPOSIUM CONFERENCE UPDATE**

374 Vice President Jones stated that it was an interesting conference, not really for small airports like Truckee Airport
375 but he learned a lot. He also stated that NextGen is coming and it is going to create a whole new set of noise
376 problems. When NextGen comes in as it has in some airports every airplane is going to go down the same exact
377 path. The structures underneath the flight path that they choose are going to be where all of the noise issues get
378 disseminated. There are some benefits due to the fuel savings, in addition, there are some noise abatement
379 opportunities as the pilots can pull the power in the airplanes and glide in to almost touch down but it is going to
380 be on the same path as every other airplane is taking in to land at the airport. It is going to be implemented

381 nationwide within the next five years. Mr. Bumen stated that NextGen is an umbrella of procedures, surveillance
382 technologies and how all the instrumentation and technologies work together. It will get here, just not in the
383 immediate future. President Van Berkem asked if the District's flight tracking system is linked to NextGen in any
384 way. Mr. Bumen stated that it was, the District's flight tracking system in the future, may be able to provide
385 surveillance quality data for positive control of aircraft to the FAA if the District chose to go down that path.

386 **PUBLIC COMMENT:** None

387 **BREAK:** At 12:24 p.m. the Board recessed for a short break. At 12:35 p.m. President Van Berkem reconvened the
388 meeting.

389 **MASTER PLAN – FINAL RFQ**

390 This item was provided for the Board to review comments provided by local community groups, agencies and
391 local non-profits regarding the Request for Qualifications (RFQ) and Scope of Work for the upcoming Master Plan
392 update effort. The next step will be to issue the RFQ. Staff's projected timeline is to issue the RFQ by April 15,
393 2012 with responses due by May 19, 2012. Corrections were requested by Mr. Collinson to the RFQ. The
394 corrections were duly noted. The Board agreed for staff to proceed as planned with the Master Plan efforts.

395 **PUBLIC COMMENT**

396 Ms. ~~Shawna~~Seana Dougherty with Airtracks Communications stated that she has read the RFQ and the
397 information. She was called by a firm that has been keeping tabs on this process that is out of the area. In
398 reference to using local consultants for the Master Plan, she asked how the District was distributing the RFQ. In
399 her view, she is looking at local being defined as the South Lake Tahoe and Auburn areas as these areas would
400 have a good feel for the culture and the organizations up here. In addition, she noticed that although it was
401 stressed that there be a strong outreach component, it wasn't specific to geographic and demographic
402 information. We have a large Latino population and if there is not someone on the team that has the capacity to
403 reach that population, they are going to miss a big portion of the population. She stated that the more specific
404 the District can be about that outreach component, if that is a really important part for the District, to make sure
405 that the consultants have that skill set on their team.

406 **PEAK STAFFING**

407 This item was tabled until the next Board meeting, scheduled for April 26, 2012.

408 **GENERAL MANAGER'S REPORT**

409 This item was tabled until the next Board meeting, scheduled for April 26, 2012.

410 **CLOSED SESSION**

- 411 • GOVERNMENT CODE SECTION 54957: GENERAL MANAGER ANNUAL PERFORMANCE REVIEW
- 412 This item was tabled until the next Board meeting, scheduled for April 26, 2012.

413 **CONSENT CALENDAR – continued**

- 414 • Revision of Policy Instruction 506 – Hangar Waitlist

415 Corrections were requested by Mr. Collinson. Corrections were duly noted.

416 **MOTION #7 MAR-22-12:** Vice President Jones moved to approve the revision of Policy Instruction 506 as
417 amended regarding the hangar wait list and instruct staff to return wait list deposits to those awaiting a t-hangar
418 assignment, as there are hangars available at this time. Director Morrison seconded the motion. President Van

419 Berkem, Vice President Jones and Directors Eagan, Hetherington and Morrison voted in favor of the motion. The
420 motion passed.

421 **PUBLIC COMMENT:** None

422 **BOARD MEMBER ANNOUNCEMENTS**

423 Director Morrison has visited Sierra Aero – the new maintenance facility on the airfield. They have done a great
424 job of cleaning the place up. Director Morrison requested input from staff on publicizing that Sierra Aero is now
425 open for business. Ms. Jessica Faye, owner of Sierra Aero, stated that she has already met with Mr. Smith about
426 this issue. There is a policy in place about advertising through the District hangar invoices which is only available
427 to non-profit organizations. However, she has already received a lot of help from Mr. Tavan and Mr. Tim LoDolce
428 to get the word out to the tenants. She also invited the District to her Open House on April 6, 2012.

429 **ADJOURN**

430 **MOTION #8 MAR-22-12:** Director Hetherington moved to adjourn. Director Eagan seconded the motion.
431 President Van Berkem, Vice President Jones and Directors Eagan, Hetherington and Morrison voted in favor of the
432 motion. The motion passed.

433 At 12:53 p.m. the March 22, 2012 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.