

1 The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular
2 meeting held Thursday, January 26, 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.
7 Director Kathleen Eagan
8 Director Mary Hetherington
9 Director James W. Morrison

10
11 **STAFF PRESENT:** Mr. Kevin Smith, General Manager
12 Mr. Phred Stoner, Director of Operations and Maintenance
13 Ms. Jane Dykstra, Director of Finance and Administration
14 Mr. Kevin Bumen, Director of Aviation and Business Services
15 Ms. Maria Martinez, District Clerk
16 Mr. Brent Collinson, District Legal Counsel
17

18 **VISITORS:** There were fourteen (14) visitors present

19 **SPECIAL ORDERS OF BUSINESS**

20 President Van Berkem presented Director Kathleen Eagan with an award for her time and dedication to the
21 District as the Board President over the past 12 months. Director Eagan stated that it was an honor to serve as
22 the President of the Board and work with her peers, staff and the public. She thanked the District for that honor.
23 President Van Berkem thanked Director Eagan for all she has done and that she will continue to do.

24 **PUBLIC COMMENT:** None

25 Mr. Smith stated that there was a nice article in the California Special District Association on the Airport District's
26 Santa Fly-In event. Every year the event is growing. It is a very enjoyable event for the public, and ACAT is looking
27 at ways they can team up with the organizers of the event for next year.

28 **CONSENT CALENDAR**

29 Director Hetherington requested that the Minutes of the December 1, 2011 Regular Board Meeting be pulled
30 from the Consent Calendar.

- 31
- 32 • Monthly Service Bills and Fees
 - 33 • Financial Report
 - 34 • Communication and Outreach Efforts – Q4 2011
 - 35 • Policy Instruction Revisions – Section 300 (Finance)

36 **MOTION #1 JAN-26-12:** Vice President Jones moved to approve the rest of the items on the Consent Calendar.
37 Director Eagan seconded the motion. President Van Berkem, Vice President Jones, and Directors Eagan,
38 Hetherington, and Morrison voted in favor of the motion. The motion passed.

38 **PUBLIC COMMENT:** None

- 39
- 40 • Minutes: December 1, 2011 Regular Board Meeting

40 Corrections were requested by Director Hetherington. The corrections were noted as follows:

41 **Page 8, Line 287**

- 42 • The District is reviewing the **possibility of participating with other agencies in the acquisition of the golf**
43 **course in Tahoe City.**

44 **PUBLIC COMMENT:** None

45 **MOTION #2 JAN-26-12:** Director Hetherington moved to approve the Minutes of the December 1, 2011 Regular
46 Board Meeting. Director Eagan seconded the motion. President Van Berkem, Vice President Jones, and Directors
47 Eagan, Hetherington, and Morrison voted in favor of the motion. The motion passed.

48 **PUBLIC COMMENT:** None

49 **AIRPORT COMMUNITY ADVISORY TEAM**

50 ACAT Chair Andrew Terry updated the Board on the current status of ACAT. Mr. Terry reviewed the ACAT budget
51 with the Board. Last year ACAT spent 57% of the budget. This year expenditures have increased by
52 approximately 4%.

53 There have not been many community outreach opportunities lately for ACAT. Most organizations have ceased
54 their meetings for the year. However, ACAT is still going to be participating on the committee for the upcoming
55 Air Festival. Vice President Van Berkem stated that there are more residents in the area during the winter months
56 than the rest of the year and was concerned that ACAT was not continuing their outreach efforts through the
57 winter months. Mr. Bumen noted that although there may be a lack of outreach efforts from ACAT through the
58 winter months, District staff stays very involved in the community and is continuing outreach efforts such as the
59 Santa Fly-In. ACAT has also refocused their efforts on RNAV departures and Performance Based Navigation.
60 Among the options discussed, Mr. Terry mentioned expanding Runway 1/19. Director Morrison suggested that
61 signage be provided for pilots with recommended departure routes. Mr. Terry stated that all ideas are being
62 explored however the expansion of Runway 1/19 is the ideal solution for the larger aircraft to utilize.

63 ACAT Member Jack Ellis also gave a presentation on runway use as it relates to noise and the options for an
64 Annoyance Abatement Policy. Mr. Ellis provided the Board with some background associated with this proposed
65 policy. One of the challenges to annoyance abatement is that the airport is surrounded by communities. This
66 does not leave many options for staff on where to route traffic so that communities are not disturbed by the
67 aircraft noise. In addition, the topography is not very favorable due to the following factors: (1) the high terrain to
68 the east, south and west of the airport, (2) the surface water near the existing runways limiting the amount of
69 pavement that can be extended or modified and (3) the rock quarry to the north; there is summer sailplane
70 activity which limits how the District can direct people to use certain runways and certain times of the day; there
71 is also no local traffic control via a control tower. Mr. Ellis also presented some broad options on how to deal with
72 the noise. Mr. Bumen noted that the persistent issue that is seen on the annoyance reports received from the
73 community over the years is the jet departures on runway 28.

74 Director Morrison stated that it would be beneficial to the pilots if there was more effort placed on increasing the
75 dissemination of the information on noise abatement procedures and recommended departures. Mr. Ellis stated
76 that ACAT currently working on changing the language in the publications the pilots frequently review before their
77 flights. The Board agreed to hold a special meeting where this item could be discussed in greater depth.

78 **PUBLIC COMMENT**

79 Ms. Lynne Larson stated that this was really interesting having been involved with this from the very beginning.
80 The thing that is missing is no discussion of the touch-and-go issue. For her, that is the major complaint other

81 than the low flying aircraft over her home. The touch-and-go's are a major annoyance and she did not hear that
82 addressed.

83 **ADMINISTRATION BUILDING CONSTRUCTION UPDATE**

84 Mr. Peter Beaupre of Prosser Building & Development, Inc. updated the Board on the activity in the new
85 administration building. The remaining items on the new building are the lighting in several rooms and hallways
86 as well as the wallpaper in the multi-purpose room. Final punch list items are also being taken care of. The
87 transition date to move staff is scheduled for February 7th and 8th.

88 **PUBLIC COMMENT**

89 Mr. Rick Tavan asked if some of the walls that are currently concrete were going to get covered with siding. Mr.
90 Beaupre stated that there are some areas of the stained concrete that look outstanding and others that are not.
91 They have been stained and sealed once and will be touched up in the spring.

92 **POLICY INSTRUCTION 214 – BOARD OF DIRECTOR INFORMATION TECHNOLOGY DEVICE AND SERVICE POLICY**

93 Mr. Smith stated the Board has discussed the implementation and utilization of iPads and other information
94 technology devices for some time. Mr. Smith has analyzed this policy with Mr. Brent Collinson, District Counsel as
95 well as the Town of Truckee among other agencies. The greatest benefit to the Board and District is an
96 opportunity to separate District business from personal business. As the policy describes, Board members
97 personal devices may be subject to Brown Act requirements if they are used to conduct District business. This
98 policy gives Directors an opportunity to separate these activities if they so chose. If all Directors requested a
99 District device and serve plan this year, total cost is estimated at \$7,500. Ongoing year to year costs to maintain
100 this program are estimated at \$4,000 per year. Staff is recommending the Board review and approve the policy.
101 Director Eagan asked if the latest version of the iPad would be offered. Mr. Smith stated that the iPad 2, which is
102 the latest iPad version, would be purchased. A monthly service plan would also be offered. District staff is also in
103 the process of developing an iPad application for the District. This would allow staff to digitize and upload a lot of
104 the District's guiding documents onto the application in addition to offering a public and private side to the
105 application. Vice President Jones requested clarification on the issue of privacy on the iPad equipment and why
106 there would be exposure from a litigation standpoint. Mr. Collinson stated that if there is an allegation of a Brown
107 Act violation stating that board members were emailing each other which would constitute a serial meeting, the
108 court could authorize someone to go through the board member's entire email to see what the board member
109 had sent via email.

110 **PUBLIC COMMENT:** None

111 **MOTION #3 JAN-26-12:** Vice President Jones moved to approve Policy Instruction 214 as presented. Director
112 Eagan seconded the motion. President Van Berkem, Vice President Jones, and Directors Eagan, Hetherington, and
113 Morrison voted in favor of the motion. The motion passed.

114 **AD-HOC COMMITTEE APPOINTMENTS – AUDIT COMMITTEE**

115 Ms. Dykstra reported that the retainer for McClintock Accountancy will expire in May 2012. As a result it is
116 necessary to appoint a Board Ad-Hoc Committee for Auditor Selection. Staff proposes to send out a Request for
117 Proposal within the next couple of months. The Ad-Hoc Committee will review the submitted proposals to
118 determine which firms will go through the interview process.

119 **PUBLIC COMMENT:** None

120

121 **MOTION #4 JAN-26-12:** Director Hetherington moved to appoint Director Eagan and Vice President Jones to the
122 Auditor Selection Ad-Hoc Committee. Director Morrison seconded the motion. President Van Berkem, Vice
123 President Jones, and Directors Eagan, Hetherington, and Morrison voted in favor of the motion. The motion
124 passed.

125 **AIR FESTIVAL COMMITTEE REPORT AND APPROVAL OF BUDGET**

126 Mr. Tim LaDolce – Chairman of the Air Fair and Family Festival Committee 2012 gave a presentation to the Board
127 on the proposed event. The Kid Zone and the Truckee Optimist Club are also participating as members of the
128 committee. All proceeds from the event will benefit the youth in the community. The proposal is for a static air
129 show. In addition, the festival will include bands and kids activities, food and beverages in an effort to create a
130 family atmosphere. Other non-profit organizations are encouraged to participate and raise funds for their own
131 organizations. The event is free to the public. The Civil Air Patrol, the 99's and the EAA will also be volunteering
132 for the event.

133 Staff recommends the Board allocate \$52,000 from the Annoyance Mitigation / Community Outreach unrestricted
134 net asset budget line item. The Board has budgeted \$25,000 for an Air Show in the FY2012 Budget. This will bring
135 the total projected event costs to \$77,000.

136 Mr. Smith stated that he is a non-salaried member of a 501c3 Corporation – The Kid Zone, which is participating
137 with the District on the proposed Festival. He is not serving specifically on the Air Fair Committee, however, he is
138 staff support.

139 **PUBLIC COMMENT:** Ms. Larson stated that the Air Festival is a great idea and thanked the parties involved for
140 coordinating their efforts. She also inquired on insurance liability for the airport and asked if it was included in
141 the \$77,000. Mr. LaDolce stated that it was included. Ms. Larson also requested that the Board set a policy that
142 all equipment rentals be contracted through local vendors to keep the funds locally. Mr. LaDolce stated that this
143 issue has been discussed with Mr. Smith and the committee would like to support the community first before
144 going elsewhere for rentals as long as the committee can stay within budget. Mr. Smith added that the
145 committee will follow the District's procurement policy for the products and services they will need for the Air
146 Fair. Director Eagan stated this has great appeal and is glad that there are so many entities involved. There is a
147 lot of experience among all the collaborators and by bringing that experience together it will be a great event.
148 Director Eagan added that she expects that staff time will not be used extensively for this event.

149 **MOTION #5 JAN-26-12:** Vice President Jones supported the event as recommended and moved to approve the
150 budget for the 2012 Air Fair and Family Festival as recommended by the Organizing Committee in the amount of
151 \$77,000. Director Morrison seconded the motion. President Van Berkem, Vice President Jones, and Directors
152 Eagan, Hetherington, and Morrison voted in favor of the motion. The motion passed.

153 **BREAK:** At 10:17 a.m. the Board recessed for a short break. At 10:28 a.m. President Van Berkem reconvened the
154 meeting.

155 **MASTER PLAN**

156 Mr. Smith stated that the District currently has a master plan that was done in 1998 that does not accurately
157 reflect the airport today or where the airport is going in the future. The plan is currently listed in the Airport
158 Capital Improvement Program for funding in 2012. The District has requested \$200,000 in FAA AIP funding to be
159 accompanied by \$40,000 from the Nevada County Transportation Commission (NCTC) and \$30,000 in District
160 funds. Total projected cost for this project is \$250,000 to \$280,000. The District has learned that FAA AIP funding
161 for the Master Plan is highly unlikely in the short term. Staff feels strongly that a concentrated community effort
162 to update the Master Plan is an essential task that needs to be completed in the short term. Staff does not

163 recommend waiting for AIP funding for this project. Grant applications will be submitted for possible funding in
164 the fall however, that is not a guarantee. Staff recommends the Board approve funding to complete the Airport
165 District Master Plan update and revision in the amount of \$210,000. Approval of this request will reduce the
166 balance of unrestricted net assets by \$210,000. Director Hetherington stated that this is important to get the
167 communities input on this matter.

168 **PUBLIC COMMENT**

169 Ms. Larson stated that the Olympic Committee met with regards to bringing the Olympics back to this area in the
170 future and with that expanding the Truckee Airport. She encouraged the Board to be thinking about that during
171 the Master Plan process. Mr. Smith stated that if the Olympics come to this area, the Truckee Airport will
172 probably be used for military and law enforcement use.

173 Mr. Charlie White stated that with the Air Fair event in July he is assuming the District will be using the event as an
174 additional venue for input on the Master Plan.

175 **MOTION #6 JAN-26-12:** Director Eagan moved to approve the funding to complete the Airport District Master
176 Plan update and revision up to \$210,000 to be funded from the Non-Grant Eligible budget. Director Morrison
177 seconded the motion. President Van Berkem, Vice President Jones, and Directors Eagan, Hetherington, and
178 Morrison voted in favor of the motion. The motion passed.

179 **FLIGHT TRACKING UPDATE and RNAV APPROACH / DEPARTURE**

180 Mr. Bumen stated that the District operationally accepted the Flight Tracking system last summer. It has had
181 better than expected reliability since then. The hardware has been in service for almost two winters and is
182 outperforming our expectations on the stability side and overall reliability. SRA has requested final acceptance.
183 Staff is reviewing a list of final items related to contractual issues and is working through those issues with SRA.

184 Mr. Bumen reviewed the Bridge Net software with the Board. Bridge Net gives the District a real time view of air
185 traffic in the area. Air traffic can also be viewed in different formats and allows for the addition of different points
186 in space. At their last meeting, ACAT agreed to fund the use of the Bridge Net software for the remainder of the
187 fiscal year under a test bed status pending staff's successful integration with Bridge Net. Vice President Jones
188 requested clarification on the benefit of the software to the District. Mr. Bumen stated that the benefit of the
189 software is a more understandable output from Flight Tracking that the District does not currently have. This
190 allows staff to have a more productive discussion with flight crews as it provides better visual information of the
191 terrain in the area of the flight paths.

192 Mr. Bumen stated that the future of SRA beyond the District's warranty period is in question right now. This
193 allows the District to shop for other vendors which would provide potential cost savings to the District. Staff is
194 taking this opportunity through the remainder of the warranty period to weigh the difference between the
195 current cost, the potential future cost and the benefits that each system may offer. Mr. Smith added that it will
196 not only help the community understand how pilots are using the airspace but it will also help pilots see the
197 impact of their flights. Mr. Bumen stated that the commitment to Bridge Net is a month-to-month subscription to
198 their software.

199 **PUBLIC COMMENT**

200 Mr. Terry stated that it is possible that ACAT may be coming back to the Board as the committee runs out of
201 money due to its commitment to sponsoring this project. At this point, the ACAT budget has been stretched and
202 may need additional funding for other projects as they come up.

203

204 **ANALYSIS OF SOAR TRUCKEE'S TOW PLANE 4-BLADE PROP**

205 Mr. Collinson reviewed the District's agreement with Soar Truckee and their use of the 4-bladed Hoffman
206 propeller. The Agreement between the District and Soar Truckee is that if Soar Truckee chose to install the 4-
207 bladed propeller on the tow plane referred to as "the Pickle", they would receive a credit on their hangar leases
208 until they had been reimbursed for the cost of the propeller and install it. In return for those credits, Soar Truckee
209 agreed to use "the Pickle" on a priority basis. The agreement stated that the propeller must be used for the term
210 of the agreement after which the agreement was silent on any disposition of the propeller. Soar Truckee ceased
211 using the propeller due to what they perceived to be negative performance impact. At least one Soar Truckee
212 tow plan was equipped with a Hoffman Propeller from 2006 – 2010. The total cost of the propeller was
213 approximately \$8,000.

214 Mr. Don Brown, Treasurer for Soar Truckee and a tow pilot, stated that Soar Truckee does not know if they can
215 sell the propellers. They have chosen not to sell them based on input they have received from the Board. They
216 are probably not worth more than approximately \$4,000. One propeller is Soar Truckee's and one was partially
217 funded by the District. Over the years, Soar Truckee has spent \$10,000 for the second propeller that was flown
218 for about 3 to 4 years. The tow pilots are concerned about safety and performance when towing a large glider.
219 Mr. Brown stated he cannot speak for the board of Soar Truckee as to whether they would want to refund money
220 however, they are considering all options.

221 Director Morrison asked why Soar Truckee had purchased a second 4-bladed propeller. Mr. Brown stated that
222 during that time there was a lot of concern about noise abatement at this airport. In their attempt to be good
223 neighbors they decided to purchase a second propeller. At that time, they had not had a lot of experience with
224 the first one. Over the next three years, the pilots gained a lot of experience with those propellers. One of their
225 pilots refused to fly the tow plane with that propeller for performance and safety reasons.

226 Mr. Brown stated that the most important thing at Soar Truckee is to fly safely and not have any incidents or
227 accidents. They find the best way to mitigate noise is to fly a prescribed pattern.

228 Mr. Jack Ellis stated that if Soar Truckee is using Pawnees and questioned whether they were suitable to operate
229 at this altitude. It seems like there is a safety enhancement if they could put bigger engines on those airplanes,
230 that might be something to look at. In conjunction with that, maybe it is not such a good idea for anyone to
231 dispose of any props yet because they might make some decisions as their overhaul cycle comes up that for a
232 little bit more money they could dramatically increase the safety margin by putting the low noise props back on.
233 There seem to be some reasonable solutions.

234 Mr. Tavan stated that he has not been deeply involved in this but he advertised improvement in the noise
235 footprint of the Pawnee since after the installation of the 4-bladed prop. He is as disappointed as anyone that it
236 did not work out. What he sees is a very good corporate citizen and a very good neighbor who brought to the
237 Board a request to try an experiment, and the Board incited them to try that experiment. They tried the
238 experiment enthusiastically with considerable cost of their own. Unfortunately it has not worked out to
239 everyone's satisfaction. The Board should be commending Soar Truckee for its cooperation, for its innovation and
240 for its attempts to do everything it can safely do to reduce the noise footprint of their operation. They are doing a
241 great job. This is not the time to be up here looking for revenge because the experiment did not work out. They
242 were willing to try it, modifying their airplanes in order to try and reduce noise. It makes plenty of sense to
243 continue to work cooperatively with Soar Truckee to try to find other ways that might reduce this. Let's trust
244 them as professionals and commercial operators of a business to do what is best both for the business and for the
245 neighbors. He sees no evidence whatsoever that they are deviating from those goals. They are trying to run a
246 safe operation, provide a glider tow service for the community and be as quiet as possible. The airport has spent

247 less on this issue than on any other noise abatement issue it has ever undertaken. For a couple of years there was
248 a reduction in the noise of the two airplanes. Let's keep working cooperatively and not go on a witch hunt.

249 Mr. Gaylan Larson stated that he is totally supportive of what Soar Truckee has been doing. They came up with
250 the idea of the 4-bladed prop. He spoke with representatives as Boulder, Colorado about the noise abatement.
251 They have the Republic of Boulder to deal with so they are a lot more noise sensitive than even Truckee is. That is
252 part of what encouraged them. He believes they even have mufflers on their Pawnees. Kevin measured 10DB
253 after the first one was installed. To the ear, 10DB is less than half of the noise level. Mr. Larson asked staff if Soar
254 Truckee was still using the 4-bladed prop. At the time they thought they were. From his home, about a mile from
255 the airport, the difference between the noise of the 2-bladed prop to what the 4-bladed prop makes is that they
256 take off consistently. When the 4-bladed prop turns after takeoff, he never hears it again. With the 2-blade it is a
257 continuous dron until they release the glider. Mr. Larson does not really understand the performance problem
258 as to why it is happening but he does believe it is happening. He is reluctant to disbelieve Mile High. He looked
259 through the information more clearly and discovered that there are several variables. There is the horsepower
260 noted at 235 and 260 for Pawnees. Then there is the elevation: 7,000 or 6,000 or sea level. It turns out Mile High
261 is very close to us so we should not argue with that so much. There are 3 different pitches you can get with the 4-
262 bladed prop that can be compared to the difference in noise of a car going up Donner Summit in 3rd, 4th or 5th
263 gear. Depending on your horsepower, it is not going to work unless you have the right gear so you maintain the
264 right RPM. That might be a reason that the pitch for a 260 may have been the one that was purchased and put on
265 a 235 and it is too high up. He asked that the Board look in to that as it may be the wrong pitch for the wrong
266 prop. On a second notion, previous tow aircrafts before the Pawnee were 150 to 180 horsepower. He doesn't
267 think the airport should go backwards on this. He encourages the Board to be generous to help solve this
268 problem. Mr. Larson noted that the fact that the tenant on their own bought the second 4-bladed prop certainly
269 shows that they have the right community mindedness.

270 Mr. Terry stated that there is a little bit of inconsistency on the safety discussion. They have been conducting
271 operations for 4 years without the propeller problem influencing any of the incidents. He agrees that the District
272 has to take Soar Truckee's concerns seriously and should not be dictating equipment choices unless it is an
273 equipment enhancement. With that in mind, this is the major operator on the field so the District should do
274 anything and everything they can to assist them. In the past, they have done everything they can to assist the
275 District in regards to noise abatement.

276 Mr. Scott Ryan stated that he lives on Fox Court in Juniper Hills. He is appreciative of all the efforts being a
277 neighbor especially now with the Waddle Ranch acquisition. He has a little bit of a contrary in point of view on
278 the noise from the 4-bladed prop. He is pretty grumpy about the noise as it has not gotten better. Arguably his
279 house would be the most impacted by the glider tow operations. His house is at the end of the "S" turn to come
280 up out of the airport. On an average weekend day there is a tow coming over his house every few minutes at very
281 low altitude and very slow speed. There is a lot of percussion coming from it. When the gliders go over his house
282 it makes him happy. When the tow planes go over his house he puts on his ear phones because it is so noisy. He
283 has not seen a big difference in the 4-bladed prop. It seems to have gotten worse. He has not sensed a huge drop
284 in the noise level with the 4-bladed prop. Mr. Ryan would love to see the District and Soar Truckee continue to be
285 good neighbors and try to find another way. If safety and the performance are not there then nobody is going to
286 argue with that. He would be willing to have people go to his house to measure noise levels or to do studies,
287 anyone is welcome to do so. He would also love to see the glider operations move to be over Waddle Ranch
288 rather than his house.

289 Mr. Brown stated that the biggest impact is temperature during the day and wind direction. They fly a profile that
290 does an "S" turn over the airport and stay within the boundaries as long as they can and then they go straight

291 forward to where the thermals are to get rid of the gliders as soon as they can. When the wind is out of the
292 north, everything changes, the thermals are in different places and they fly a different pattern. They try not to fly
293 over any of the residential areas. It is their goal and policy for the tow pilots not to fly over residential areas.
294 There are times on hot days that you end up where you end up. 95% of their take-offs are off of Runway 19.
295 When Runway 19 is down, they will fly off of Runway 28, although flying off of Runway 28 puts too much of a
296 safety issue for the glider pilot.

297 Director Hetherington requested clarification as to where Soar Truckee was in cycling their engines as far as
298 rehabilitation is concerned. Mr. Brown stated that the white one needs to be replaced they are trying to regain
299 enough money to replace it. Any money that is made is put back into the business. The Board of Directors is not
300 paid. The only paid staff are the pilots. They do bring in a lot of business in from the rides, which is a good thing
301 for the community. Director Morrison asked how much it would cost to replace the engine with a
302 remanufactured engine. Mr. Brown noted that it would cost approximately \$20,000 - \$30,000 per engine just to
303 bring it back to 235 horsepower.

304 The Board agreed to have staff and ACAT review this issue further in terms of all of the data as the new lease is
305 negotiated and come back to the Board for follow up.

306 **BREAK:** At 12:05 p.m. the Board recessed for a short break. At 12:15 p.m. President Van Berkem reconvened the
307 meeting.

308 **RNAV APPROACH / DEPARTURE**

309 Mr. Bumen gave the Board a brief history of RNAV procedures. The benefits of RNAV are around concentration
310 and consistency of flight paths, less noise over sensitive areas, improved low visibility operations and a reduction
311 in climb requirements. That begins to become difficult when you combine the terrain, the areas with the runway
312 alignment and aircraft performance considerations. The risks include but are not limited to operator equipment,
313 procedure design cost, environmental review and flight path location. Currently the scheduled publication of
314 revised procedures with the FAA is February of 2014. The joint meeting will be important in the direction staff
315 takes with the FAA. The Board agreed to hold a Joint ACAT/Board meeting and Budget Workshop the week of
316 April 16, 2012.

317 **PUBLIC COMMENT:** None

318 **PAVEMENT MAINTENANCE PLAN AD-HOC COMMITTEE REPORT – RUNWAY 10/28 DISCUSSION**

319 Mr. Smith stated that the Pavement Maintenance Ad Hoc Committee has reviewed the Board's questions from
320 the December 1, 2011 Board meeting. The objective of the discussion today is to make sure the Board is clear on
321 the details needed for the bidding process to begin on the Runway 10/28 Reconstruction Project. Director
322 Morrison reviewed the Ad-Hoc Committee's analysis of the runway load bearing capacities. The Ad Hoc
323 Committee is recommending an increase in load bearing for Runway 1/19 from 12,500 lbs. to 35/50 and to reduce
324 the load bearing for Runway 10/28 from the current 60/100 to 50/80. The Ad Hoc Committee and staff also
325 agreed to continue moving forward with the Runway 10/28 rehabilitation project by commencing the bidding
326 process on the design approved by the Board of Directors at the June 23, 2011 Board Meeting. Director
327 Hetherington stated that her concern is that if the District chooses to change the load bearing to 50/80 on
328 Runway 10/28, the District may end up paying for the improvements to the aprons and taxiways once the
329 reconstruction project is complete based on their deterioration. Director Morrison stated that the District could
330 choose another option which would produce a lower load bearing capacity that would cost relatively the same
331 amount of money. This would make it more expensive later if the District decided to go with a 50/80 load bearing
332 capacity. That is why it is important to note that for the same amount of money, the District can proceed with

333 the recommended reconstruction project which would improve two-thirds of Runway 10/28 giving the District
334 more options in the future on improvements for the other one-third of the runway.

335 **PUBLIC COMMENT**

336 Mr. Jack Ellis questioned that if the District upgrades to a 50/80 load bearing on the runway, does the published
337 load bearing capacity have to conform to the actual load bearing capacity. Director Morrison stated that it did
338 not, it could stay at 60/100. Mr. Ellis also asked if it could go down lower to a 40/55 or something similar to that.
339 Director Morrison stated that it is as easy as filling out a form but it could come with some strong repercussions.
340 Mr. Ellis stated that whether the District does that or not, a 50/80 runway presumably is going to have a longer
341 life. That is reason enough to do it. The District is going to save money in the long run by making the runway
342 stronger now. The best justification for making the runway stronger is not that it will allow heavier airplanes to
343 come in, it means the District can get more life out of it for whatever traffic mix the airport has. If the west end
344 of the runway is kept at a 50/80 load bearing then it is not a waste of money to strengthen the eastern end layer.

345 Director Hetherington stated that there is always free money from the FAA to improve and make better. There is
346 not always going to be a voice on the Board who is concerned about the growth of the District. Director
347 Hetherington stated that she recommends the District should wait on doing the improvements to the runway
348 until more community dialogue can occur.

349 **MOTION #7 JAN-26-12:** Vice President Jones moved to increase the load bearing capacity of Runway 1/19 from
350 12,500 to 35/50. Director Eagan seconded the motion. President Van Berkem, Vice President Jones and Directors
351 Eagan, Hetherington and Morrison voted in favor of the motion. The motion passed.

352 **PUBLIC COMMENT:** None

353 **MOTION #8 JAN-26-12:** Vice President Jones moved to reduce the load bearing capacity of Runway 10/28 from
354 60/100 to 50/80. Director Hetherington seconded the motion. President Van Berkem, Vice President Jones and
355 Directors Eagan, Hetherington and Morrison voted in favor of the motion. The motion passed.

356 **PUBLIC COMMENT:** None

357 **MOTION #9 JAN-26-12:** Vice President Jones moved to direct staff to proceed with Brandley Engineering's plan to
358 redo the western portion of Runway 10/28 to a load bearing of 50/80. Director Morrison seconded the motion.
359 President Van Berkem, Vice President Jones and Directors Eagan and Morrison voted in favor of the motion.
360 Director Hetherington voted against the motion. Director Hetherington stated that is it because she would like to
361 wait until more community dialogue can occur. The motion passed.

362 **PUBLIC COMMENT:** None

363 **GENERAL MANAGER'S REPORT**

364 Mr. Smith updated the Board on his outreach efforts in the community. Mr. Smith discussed the proposed Ribbon
365 Cutting / Open House for the New Administration Building. The proposed date for this event is in early March.
366 The building will also be highlighted during the July 7th Air Fair. The Board was also reminded about the
367 upcoming Team Building Workshop to be held at Town Hall in the east conference room. Mr. Smith also reviewed
368 the Project Tracking List with the Board.

369 **PUBLIC COMMENT:** None

370 **BOARD MEMBER ANNOUNCEMENTS:** None

371

372 **ADJOURN**

373 **MOTION #10 JAN-26-12:** Director Hetherington moved to adjourn. Vice President Jones seconded the motion.
374 President Van Berkem, Vice President Jones and Directors Eagan, Hetherington and Morrison voted in favor of the
375 motion. The motion passed.

376 At 2:39 p.m. the January 26, 2012 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.

DRAFT