

Minutes for 10-17-2014 Meeting

Director Tippet discussed letter received from Federal Aviation Administration regarding application deadline for federal grants for Airport Capital Improvement Projects (January 31, 2015). He said you try to look 5 years out for what you want to do, and we need to take it from the angle of what we really need. He asked the Committee to choose two or three items for the next 5 year cycle. Director Tippet recommend that projects be consider, which are;

1. James E. Sweet Runway extension. Feds don't want to extend 1,000 feet, but they will agree to 250 feet runway safe area. Tippet recommends not doing anything until the hanger leases expire later this year.
2. Hayfork Airport - \$225,000 for design, and project out construction cost in year 5.
3. Hyampom Airport – not eligible for a capital project using State A&D funds, however, there is no current request.
4. Pavement overlay at Ruth Airport – approved by CTC the other day, expecting to construct at the beginning of next summer.
5. Ruth Airport Taxiway and Apron - \$120,000, construct hangar \$200,000, constructions of taxiway is in Airport Layout Plan, but do not foresee this as a priority in the near future. Director Tippet said Money for runway widening to 60' with taxiway to be done at a later date because there is extensive environmental.

We have to update Airport Layout Plans – can use STIP money and LTF funds.

Recesses 11:25 a.m., reconvenes 11:35 a.m.

Discussion of Capital Projects continues;

Billboard VASI vs electronic VASI and warning sign at Weaverville Airport. Chair Weddell asked about moving the billboard VASI to Hyampom Airport. Moving the billboard VASI could be considered later now that the VASI is installed. Rick said he would like to put motion activated yellow flashing sign at Weaverville airport so lights come on to say "wrong way".

Director Tippet reported the slurry seal at Trinity Center is coming up for funding, but was not funded in this round. Judy Pflueger asked when the slurry sealing would be done. Tippet responded in two years.

Regarding relocating the service road at the Trinity Center Airport, Tippet advised we cannot get federal funds but we may be able to get state funds, and we will have to do an environmental document.

Tippett stated at Hyampom he wants to seal the runway, and at Ruth he will be constructing the pavement overlay and crack repair in early summer next year.

Judy Pflueger commented that the focus should be on Hayfork pavement and the runway extension. Director Tippett stated we have AWOS listed, extend box culvert, extend taxiway, and relocating Riverview Road. There was a concern expressed by Chair Weddell about location of Riverview Rd. due to the adjacent floodplain.

Regarding Trinity Center Airport runway, Tippett advised FAA has already said no to extending it 1,000', but would agree to 250'. Judy Pflueger commented that 250' we'll be in the lake, so it's actually 250' of safety area. Tippett advised there would have to be an environmental document regarding safety and the access road.

Director Tippett recommended the following be priorities:

1. Hayfork Airport - runway extension and road. He said the environmental document is already done. He said we should use program design funding next year and put the program construction out 4 years.
2. Trinity Center Airport – environmental document for 250' safety area. He said we can use the same environmental document for land acquisition in the future. He said because it is in the lake, the federal government will require an Environmental Impact Statement. Tippett to request

Judy Pflueger moved to allow Director Tippett to look at pavement studies done for airports and pick one project for \$1,000,000 (likely Trinity Center apron pavement), taxiway extension at Hayfork Airport, and 250' safety area at Trinity Center Airport. Seconded by John Kizziar. Motion carried 4-0-(2 absent).

Director Tippett advised he would be meeting with the feds in December in Brisbane (SFO) and invited Chair Weddell to attend.