

DRAFT Minutes from the Aviation Advisory Committee (AAC)
February 13, 2013, 2012, 6:30 pm
@ Lillard Hall, West Plainfield Fire Department

- 1 Call to order – 6:30 pm by Chair Ferrell. Five of seven members were present, a quorum was established. Present were Chairman Ferrell, Andrew Dowling, William Ferrier, John Hancock, and Gary Pelfrey. Absent were Jim Hechtl and Jason Russell.
- 2 Introductions – Board members and staff introduced themselves.
- 3 Public comment – Nine persons commented. Comment summaries include:
 - a. Gill Wright from the EAA brought a display of educational materials, and will be available after the meeting for questions and to provide information to anyone interested.
 - b. Concerns about small jets flying over homes, particularly on weekends. The airport should stay small with only small planes, private pilots and crop dusters. Jets and helicopters are offensive. Planes scare animals, residents have a right to speak up about County plans, and money is not everything.
 - c. The County should solve flooding issues before considering any new development at the airport.
 - d. How much property tax is generated and how do taxes accrue to the County? Please provide the public a list of based aircraft and the taxes each pays.
 - e. The County should consider widening the designated flight pattern to beyond Road 94 to the east.
 - f. It is a fairy tale to expect the airport to stay small. It was after all a heavy bomber airfield in WW2. Bigger planes should be recruited to use the existing field and bring more revenue to help eliminate our chronic deficits.
 - g. Keeping the airport small to make only 150 residents happy means forgoing millions of dollars in potential revenues that could help the entire county.
 - h. The airport is a national resource bequeathed to the county by the United States, is part of the national transportation infrastructure, and it brings great value.
- 4 Approval of Agenda – Moved by Pelfrey and seconded by Hancock to approve. Passed 5-0.
- 5 Approval of minutes from November 1, 2012. Moved by Pelfrey, seconded Ferrier, approved 4-0. Dowling, who was not present, abstained.
- 6 County seeking advice on:
 - a. Facilities Directory proposed changes. Airport Manager Ervin introduced proposed changes to the Facilities Directory in order to improve safety. Proposed changes include highlighting the parachute activity, noting that

some aircraft are operating without radios, clarifying that aircraft should pass beyond airport property before making any turns, and directing helicopters to stay at least 500' away from structures, vehicles and animals. Changes would also include an update of the accompanying diagram.

After discussion and public comment, Pelfrey moved and Dowling seconded accepting the recommended changes, and adding to their recommendation the deletion of Runway 34 as the designated calm wind runway, thus eliminating the designation of any calm wind runway. Passed 5-0.

Regarding Ms. Lundy's request to widen the flight pattern (see public comment above), the pilots in attendance were unanimous in commenting that we have a standard pattern typical at all GA airports, and that changing it would cause safety concerns. The standard pattern downwind leg is ½ to 1 mile out from the landing runway. Part of being in the standard pattern is to stay 1,000 feet above ground, which is considered safe and should not bother livestock on the ground.

- b. Recommended establishment of Conflict of Interest rules for the AAC. Most county advisory committee members, including AAC members, are not subject to conflict of interest rules under the county code. However, WPAC members, when sitting as a General Plan advisory committee, is. WPAC members are not subject to conflict of interest rules when sitting as the WPAC. In the interest of consistency for both airport advisory committees, County staff recommended that the conflict of interest rules be extended to AAC members and that both committees be subject to the same rules.

After discussion and public comment, including active participation by WPAC Chair Robyn Waxman and other WPAC members, Ferrier moved and Pelfrey seconded the recommendation to make no changes. The WPAC had agreed a week earlier at its February 7 meeting to act as both types of committee depending on the type of business it hears, and to be subject to the conflict rules only when acting as a General Plan committee. Under this scenario, when considering airport matters both committees would have the same rules of conduct and no Conflict of interest rules.

7 Old Business and Regular reports

- a. Report of the February 7 WPAC meeting. Provided by Ferrell, Pelfrey, Ervin and WPAC Chair Waxman. The most substantive items included the conflict of interest discussion in 6b above, and the WPAC's own discussion of proposed facilities directory changes.
- b. FOD, operational and compliance report. Gary Pelfrey provided an annual report, noting that FOD is down, the runway is generally kept clean, and that most complaints are about the bathrooms. Bathroom complaints have dropped since Davis Flight Support began stocking paper towels and toilet paper, reducing shortages.
- c. Airport Manager's report. Manager Ervin reported that the 2013-2018 ACIP was submitted to FAA, that the first trees will finally be cut but cutting would

not finish until August, that construction of the runway signs and taxiway retro-reflectors would begin the following week, that a Caltrans representative would speak to the WPAC at their next meeting about airport safety, and that inspections of all private hangars would begin in March.

8 Next AAC meeting – no discussion

9 Next WPAC meeting – no discussion

10 Other business.

Ray Ferrel brought up Mr. Meyer's wind turbine, commented that it is a conspicuous structure that might be a hazard to aircraft in the vicinity and is thus compromising safety, recommended petitioning FAA to consider requiring lights at its top. Plenty of discussion ensued among committee members, which was joined by Mr. Meyer. No action was taken.

11 Adjournment – at 8:32pm. Moved by Ferrier and seconded by Dowling. Passed 5-0.