

Yolo County Airport Advisory Committee

Meeting Minutes March 18, 2015

The Airport Advisory Committee (AAC) convened in a Joint Concurrent Meeting with the West Plainfield Advisory Committee on Airport Development (WPAC) at Lillard Hall, West Plainfield Fire Department at 24905 County Road 95, Yolo County Airport, Davis, CA. **The following minutes are submitted for the Airport Advisory Committee.**

The following members were in attendance from the AAC.

Present: Gary Pelfrey, Patrick Scribner, Joel Larsen

Absent: Jim Hechtl

The following members were in attendance from WPAC.

Present: Michele Defty, Robyn Waxman, Alexandra Latta, David Gilmer

Absent: Steven Sheehan

Staff: Mindi Nunes, Gary Engel, Margaret Raley,

1. Call to Order.

Meeting called to order at 6:38 p.m. by AAC Chair, Gary Pelfrey and WPAC Chair Michele Defty.

2. Introductions.

Members of each respective board introduced themselves.

3. Public Comment / Announcements / Non-Agenda Items.

AAC Chair Pelfrey requested anyone speaking to please speak loudly so that all members could better hear what was being said. He also requested public wishing to speak or ask questions raise their hands to be recognized by either Chair of the Committees. Speaker Pelfrey apologized in advance if he needed to remind an individual to stay on the agenda item and or respect the person speaking whether a member of the public or either committee.

Trent Meyer from Public read multipage lengthy document noting various subjects and concerns focused on alleged Brown Act violations. Questions from Public on how their concerns brought up in the Public Comment component of the meeting would be addressed. Questions from the public regarding items that were going to be specifically discussed later in the meeting such as potential relocation of the fire department located on the airfield. Public comments regarding their concerns that the rating of the airport could be changed when it was their understanding it would not be changed.

3.a A Quorum was established on both committees.

During the process a debate took place over the makeup of the AAC, accuracy of on line listing of members and the interpretation of a quorum. It was noted to those concerned that a quorum for the AAC had been determined after review from County Counsel. Questions regarding AAC former member Ray Ferrell and his status on the AAC Committee. Chair Pelfrey noted that Ferrell's term had expired and he was not part of the committee. Concerns from Public on where Ferrell could set in the room and he respectfully reseated himself. Discussion that the requirements for members of the respective

committees were different between the committees and had different term requirements and why this existed. No one could explain why the difference existed.

4. Approval of Agenda.

- a. Motion to approve the Meeting Agenda on the AAC by Scribner and seconded by Larsen; Motion passed.

AYES	3
NOES	0
ABSENT	1
ABSTAIN	0

- b. A motion to approve the Agenda on the WPAC was moved, seconded; motion passed.

5. Approval of Minutes.

Prior to discussion of minute approval a debate ensued if members who were not present at previous meetings could vote on minute approval. AAC Chair Pelfrey explained based on advice from County Counsel approval of minutes requires a quorum of those present at the meeting for which the minutes were taken and without that Counsel advised to simply receive and file the minutes. As Minutes were being received for the AAC Public interrupted the process multiple times with their interpretation of County Counsel advice.

- a. The Meeting Minutes from the Aviation Advisory Committee from January 22, 2014 were received and filed.
- b. The Meeting Minutes from the Aviation Advisory Committee from January 21, 2015 were received and filed.
- c. Motions by WPAC to approve the Meeting Minutes from the January 22, 2014 and January 22, 2015 were moved, seconded; motion passed.

7. Draft Update to Airport Layout Plan (ALP).

Representatives from Mead and Hunt presented information on the ALP. As items were discussed members of each respective committee asked questions or provided comments. At each level of presentation after committee members had asked questions or provided comments members of the Public were invited to do the same.

Discussion was based around the following categories as noted on the County Web Site for the Airport.

Airport Layout Plan Page 1 Index Page.

Mead and Hunt provided background on the purpose of the plan change to the ALP which initiated with airport drainage concerns. They explained it was very rare to change a Master Plan unless there was a significant change such as runway relocation and they were aware of very few major Master Plan changes in Northern California. The process had moved to modifying existing plans as needs changed like we were currently doing on the ALP. They explained that plans now included additional pages as expectations from the FAA had changed in support of newer aircraft and technology. Questions from the public regarding the accuracy of aircraft counts using the Yolo County Airport with Mead and Hunt responding it was very rare for any airport, including San Francisco International as an example, to have

an accurate count of airport usage. A brief discussion of methods of counting took place. A detailed explanation was provided by Mead and Hunt on the differences between a B2 and C2 airport. As explained a key factor was based upon the speed the aircraft landing resulting in an increased overrun area at the end of each runway.

The same questions regarding B2 verses C2 was asked by the public repeatedly on multiple occasions and explained by Mead and Hunt repeatedly on multiple occasions

ALP Page 2 Airport Layout Plan.

Explanation of drawing and changes with many questions regarding note that has been on ALP for many years “existing structures to be relocated” which are the fire station and Lillard Hall. Mead and Hunt explained why the note was there and noted they felt it probably would not be moved but there was always the possibility. They explained that it would be prudent to pick a future location on the ALP as it would assist in securing FAA funds to assist with the relocation and rebuild. They noted they had picked a location to mark a general spot for the buildings but suggested the community do more research due to their familiarity of the local area. Public very concerned regarding this and many statements shared. Same questions posed by the public multiple times why the building required relocation with the same answers from Mead and Hunt to re-explain multiple times why, the potential it may move and the safety reasons for moving it. Significant explanation from Mead and Hunt on how aircraft use Yolo County Airport, why they come here, and the differences for missions of pleasure and business aircraft.

ALP Page 3 Data Sheet.

Detail explanation from Mead and Hunt on aircraft weights and types. Mead and Hunt answered questions from public and committees regarding various items on this sheet.

ALP Page 4 Building Area Plan.

Presentation from Mead and Hunt on future auto parking along with future hangar layouts on the airport. Questions from Public that due to current airport layout cars occasionally drive on the taxiway. Explanation from Mead and Hunt that this was not an unusual practice at airports. Public wanted more information about an area that exists and has been designated as a park located on Aviation Ave.

ALP Page 5 Airspace Plan.

Plan presents identified obstacles and their status of action or no action required. Public and Committee discussion.

ALP Page 6 Inner Approach Plan and Profile.

Detail of approach plan with measurements noted. Minimal discussion from Public and Committees.

ALP Page 7 Exhibit “A” – Property Map.

Mead and Hunt explained that moving forward in ALP modifications the FAA was seeking very exact information on airport boundaries and legal descriptions. They commented that Yolo County Airport was very clean and simple especially compared to other airports to capture and document this information. Minimal discussion from Public and Committees.

Page, Sheet Drainage Improvements.

Mead and Hunt presented data sheet noting proposed detention basins. They explained this was not a detailed engineering drawing which would be provided at a later date in the future. With the explanation from Mead and Hunt a detailed engineering drawing would follow at the appropriate time

there were many questions from the Public regarding the drawing and lack of detail or engineering notes. Many of the same questions asked repeatedly and responded to accordingly. Comments from the Public regarding area flooding and water flow. Mead and Hunt explained that detailed information on the detention basin had been provided at the previous meeting that was primarily focused on this issue.

Page, Proposed Hangar Layout

Mead and Hunt described the Proposed Hangar Layout and purpose it was created immediately followed by questions from Public on why this plan was created, what does it mean, along with questions of not enough information is shared for their review. Demand from Public on why hangars were being designed at the airport. Chair Pelfrey explained this was a future look of how space and hangars on the aircraft logically be laid out and the reason the page was completed was to provide a future look and provide a chance for Public and Committee members to study and comment. Lots of questions from Public and some from Committees on the size of aircraft that could be stored. Explained a larger hangar could hold a single larger aircraft or multiple smaller ones as currently takes place at the airport and a very standard practice. Public questions if hangars would make the airport more attractive and increase traffic and response from Mead and Hunt typically no as these are for based aircraft not transient aircraft.

Page, Aviation Avenue Relocation.

Explanation again from Mead and Hunt that faster landing aircraft at C2 airports had an extended gravel area at the end of each runway extending 1,000 ft from the end of each respective runway. They explained this is why the county road was noted as relocated if this were to take place. Public and WPAC Committee questioned if these areas were added would it increase traffic at the airport? Mead and Hunt responded it was to do with safety and “you want to have a safe airport.” They further explained this was a minimal and simple modification of removing current crops and putting gravel down and it was not a good idea for aircraft that may have overrun the end of the runway to go through furrows in the ground from farming. Another key point made was the gravel runoff areas provide a solid surface for emergency responders to drive upon to reach an aircraft if required. Public questions if pilots check this in advance and would addition of these safety runoff areas create more aircraft traffic by making the airport safer? Response from Mead and Hunt was no there was an expectation the airport was safe and gave the example of someone checking in advance before travelling to see how wide the safety margins on the side of a road would be before you traveled by car on them. Comment from pilot in Public who described his aircraft, as through smaller, his safety was critical and he wanted to see the gravel safety runoff areas installed.

End of presentation reached by Mead and Hunt and no further questions by either Committee. WPAC Committee asked for time to discuss language of potential motions and Public informed.

Meeting called back to order.

AAC Committee attempted to make a motion but was interrupted by Public who disagreed with how motion was being presented.

- a. Motion to continue support of the Draft ALP update and provide resources as requested for the AAC by Larsen seconded by Scribner; Motion passed.

AYES	3
NOES	0

ABSENT 1
ABSTAIN 0

Public interrupts wanting explanation of Motion, what it means and how it was placed.

b. Multiple and lengthy Motions by WPAC Committee that were moved and seconded; Motions passed.

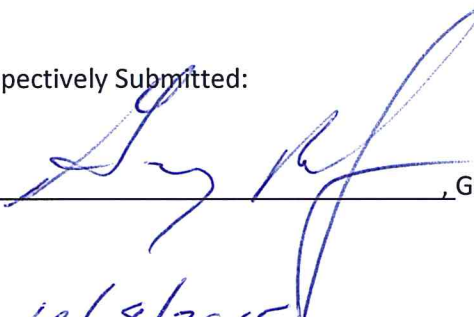
8. **Adjourn.**

Meeting was moved to be adjourned at 10:10 pm by Chairs Defty and Pelfrey.

9. **Next Meeting.**

Not scheduled at this time.

Respectively Submitted:


_____, Gary Pelfrey, Chair AAC

10/8/2015 _____ Date

End of *Minutes*