



**CITY OF CORNING
AIRPORT COMMISSION MEETING**

**MONDAY, APRIL 1, 2013
CITY COUNCIL CHAMBERS
794 THIRD STREET**

A. CALL TO ORDER: 6:30 p.m.

B. ROLL CALL:

Commissioners:	Danny Salado Tony Miller Louis Davies Vacant
Chairperson	Barbara Boot

C. BUSINESS FROM THE FLOOR: If there is anyone in the audience wishing to speak on items not already set on the Agenda, please come to the podium, give your name and address, and briefly identify the matter you wish to have placed on the Agenda. The Commission will then determine if such matter will be placed on the Agenda for this meeting, scheduled for a subsequent meeting, or recommend other appropriate action. If the matter is placed on tonight's Agenda, you will have the opportunity later in the meeting to return to the podium to discuss the issue. The law prohibits the Commission from taking formal action on the issue, however, unless it is placed on the Agenda for a later meeting so that interested members of the public will have a chance to appear and speak on the subject.

D. REGULAR AGENDA: All items listed below are in the order, which we believe, are of most interest to the public at this meeting. However, if anyone in the audience wishes to have the order of the Agenda changed, please come to the podium, state your name and address, and explain the reason you are asking for the order of the Agenda to be changed.

- 1. Waive the Reading and Approve the Minutes of the October 1, 2012 Airport Commission Meeting with any necessary corrections.**
- 2. Proposal to Operate Glider Training and Flights at Corning Municipal Airport; Rainbow Aviation.**
- 3. Potential Construction of a 10,000 – 12,000 sq. ft. building at the Corning Municipal Airport for Aircraft Assembly Use; Ed Pitman.**

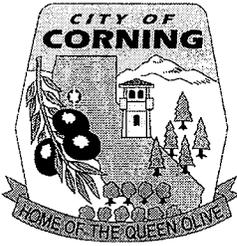
E. ITEMS PLACED ON THE AGENDA FROM THE FLOOR:

F. ADJOURNMENT:

The Corning Airport Commission serves as an advisory body to the Corning City Council on Municipal Airport and Aviation issues including: Use, Master Planning, Land Acquisition and Development, Beautification, and Improvement and Maintenance of the Corning Municipal Airport. The Commission provides a public forum for the proposal and discussion of airport services and amenities that benefit the Community. Ideally the Commission would encourage Pilots, Airport Businesses, Airport Land Leaseholders, Hangar Owners and Tenants to work together in the planning for current and future facility and Airport needs.

POSTED: WEDNESDAY, MARCH 27, 2013

THE CITY OF CORNING IS AN EQUAL OPPORTUNITY PROVIDER AND EMPLOYER



**CITY OF CORNING
AIRPORT COMMISSION MEETING MINUTES
MONDAY, OCTOBER 1, 2012
CITY COUNCIL CHAMBERS
794 THIRD STREET**

A. CALL TO ORDER: 6:30 p.m.

B. ROLL CALL:

Commissioners: Danny Salado
Tony Miller
Louis Davies
Vacant
Chairperson Barbara Boot

All Commissioners were present with one vacancy remaining on the Commission.

C. BUSINESS FROM THE FLOOR: None.

Commissioner Davies complimented the City on the reconstruction of Marguerite Avenue.

D. REGULAR AGENDA:

- 1. Waive the Reading and Approve the Minutes of the April 2, 2012 meeting with any necessary corrections.**

Commissioner Salado moved to approve the Minutes as written and Commissioner Davies seconded the motion. **Ayes: Boot, Salado, Miller and Davies. Opposed/Absent/Abstain: None. Motion was approved by a 4-0 vote with one vacancy remaining on the Commission.**

- 2. Discuss Annual Inspection letter from Caltrans Division of Aeronautics and City response prepared September 27, 2012**

City Manager John Brewer presented the annual inspection report submitted by Caltrans Aeronautics and the City's response letter dated September 27, 2012. There was some discussion regarding the responses, including updated information regarding the 5010 data and Airport Facility Directory. Mr. Brewer will continue to seek resolution of this matter.

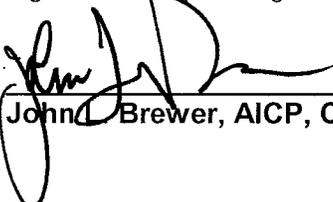
The Commission discussed the row of Cottonwood trees mentioned in the report that lie north and west of the runway and are considered an obstruction. Mr. Brewer informed the Commissioners that Staff is looking into utilizing federal funds to pay for removal of those trees. However, utilizing federal funding would necessitate review of the project via the NEPA (National Environmental Policy Act). Staff may opt to remove the trees without the use of federal funding.

Mr. Brewer also informed the Commissioners that Staff will remove the weeds adjacent to the runway and taxiway. He stated that refreshing the pavement marking is included in the ACIP (Airport Capital Improvement Plan), although the Commission felt much of the paint remains quite bright and didn't need refreshing at this time.

E. ITEMS PLACED ON THE AGENDA FROM THE FLOOR: None.

F. ADJOURNMENT: 6:46 p.m.

The Corning Airport Commission serves as an advisory body to the Corning City Council on Municipal Airport and Aviation issues including: Use, Master Planning, Land Acquisition and Development, Beautification, and Improvement and Maintenance of the Corning Municipal Airport. The Commission provides a public forum for the proposal and discussion of airport services and amenities that benefit the Community. Ideally the Commission would encourage Pilots, Airport Businesses, Airport Land Leaseholders, Hangar Owners and Tenants to work together in the planning for current and future facility and Airport needs.



John Brewer, AICP, City Manager

ITEM NO. : D-2

**PROPOSAL TO OPERATE GLIDER
TRAINING AND FLIGHTS AT CORNING
MUNICIPAL AIRPORT; RAINBOW AVIATION**

APRIL 1, 2013

TO: AIRPORT COMMISSION OF THE CITY OF CORNING

**FROM: JOHN L. BREWER, AICP, CITY MANAGER JB
PATRICK WALKER; PUBLIC WORKS DIRECTOR PW**

SUMMARY:

Staff seeks input from the Airport Commission regarding the uses proposed in the attached letter dated February 28, 2013 (Exhibit "B"). The letter has been forwarded to both the Federal Aviation Administration and the California Dept. of Transportation-Division of Aeronautics (CDoA). We are currently awaiting their responses.

BACKGROUND:

On February 12, 2013, Carol Carpenter of Rainbow Aviation submitted an email to me regarding the company's desire to supplement their current operations to include glider flights and glider flight training. That email is attached as Exhibit "A". We asked her to meet at our weekly meeting of City Management staff on February 20, 2013.

At the staff meeting we asked the Carpenters to prepare a more detailed narrative description of the intended uses that we could forward to our Airport Consultant, the FAA and the California Dept. of Transportation-Division of Aeronautics.

In their letter of February, 28, 2013 (Exh. "B"), the Carpenters provide additional details about their intended uses.

RESPONSE FROM AIRPORT CONSULTANT:

We forwarded the 2/28/2013 letter to David Heal of Mead & Hunt; the City's Airport Consultant. Mr. Heal responded via email dated March 8, 2013 (copy attached as Exhibit "C").

To summarize, Mr. Heal makes the following points:

1. FAA will be involved. FAA will likely not approve regular use of taxiway for glider launch & recovery.
2. CDoA will likely be involved and may need to amend Airport permit.

3. Glider operations may conflict with powered aircraft activity. Glider operations could conflict with school use to the south. But low airport/glider activity could mitigate some concerns.
4. Development of safe and reasonable operating rules may take considerable time and money, with little resulting new revenue for airport.
5. Additional airport activity would be good for the notoriety of the airport and community.

While Mr. Heal doesn't mention the matter, this change to airport operations will likely require review and approval by the Tehama County Airport Land Use Commission (ALUC).

STAFF RECOMMENDATION:

Due to miscommunication, our written requests for comments to FAA and CDoA were delayed; not sent until March 25th (see attached emails Exhibits "D" & "E"). We've not yet received a response from FAA. However, we did get an email response from Phillip Miller of CDoA (Exhibit "G").

For now, we'd like to provide a forum for the Carpenter's to present their proposal and to have a dialogue with the Commission to gauge their interest and support.

Enc:

Exhibits:

- A Email from Rainbow Aviation dated Feb. 12, 2013
 - B Letter from Rainbow Aviation dated Feb. 28, 2013
 - C Email from David Heal of Mead & Hunt dated March 8, 2013
 - D Email to CDoA
 - E Email to FAA
 - F Airport Layout Plan (ALP)
 - G Email from Phil Miller of Caltrans Div. of Aeronautics
- cc: David Heal-Mead & Hunt
Rainbow Aviation

Hi John,

We would like to request a meeting with the airport commission and the city of Corning to discuss possible glider operations at the airport.

We have briefly talked about our proposal to incorporate a glider flight training component to our business. Although current FAA regulations allow us to operate gliders from the airport, we feel that the ability to make glider flight training a commercially viable enterprise the changes would incorporate several elements regarding usage of the airport property that necessitates the concurrence from all airport users and the city of Corning.

Due to the current state of affairs in general aviation as a whole, the ability to sustain a flight training and service center has been severely compromised by the economy. Corning, in particular, being centrally located in between three other airports within 25 mile radius makes our challenges somewhat unique.

Over the past 5 or 6 years, we, at Rainbow Aviation Services, have compensating by creating a niche market with our Repairman courses and traveling to other states to supplement the FBO. However, we would like to see the local activity grow as well. The ability to operate a flight training facility in a location with a limited population and primarily low income population is an unsustainable business model. In the past, our flight training operations were based primarily around ultralight aircraft, where we were leaders in the industry and the only service provider for this segment of aviation north of the Sacramento area. With the advent of light sport rule and the demise of the ultralight industry - this segment of aviation is no longer a sustainable business model.

We do believe that we have an addition to our business plan that may be feasible. Although our initial investment may show us running in the red for a period of even three to five years, we believe that our plan for incorporating gliders in combination with our other business services may be one of the more likely scenarios for successfully driving the airport activity significantly upwards. The primary method by which we see the business plan being successful is based upon making the Corning airport a more desirable location to to operate light sport and glider operations in conjunction with the eventual resurrection of the ultralight market.

We believe that with proper planning and support from the city and airport users, we have the ability to significantly enhance the usage of the airport within this particular niche market.

Some of the topics for discussion will include:

1. Alternate take off and landing areas.
2. Incorporation of ground launch tow system.
3. Designation of emergency (alternate) landing locations.

EXHIBIT
"A"

We believe that with proper planning and support from the city and airport users, we have the ability to significantly enhance the usage of the airport within this particular niche market.

Some of the topics for discussion will include:

1. Alternate take off and landing areas.
2. Incorporation of ground launch tow system.
3. Designation of emergency (alternate) landing locations.
4. Future storage of glider trailers.
5. Glider operation right-of-way.

--

Warm Regards,

Carol Carpenter

Rainbow Aviation Services
N 930 Marguerite Ave
Corning, CA 96021
530/824-0644



RAINBOW
Aviation Services™
N930 Marguerite Ave Corning, Ca. 96021
(530) 824-0644 (530)824-0250 Fax
info@rainbowaviation.com

RECEIVED

MAR 05 2013

CORNING CITY CLERK

To John Brewer City of Corning
794 Third Street
Corning, CA 96021

February 28, 2013

Subject: Detailed glider operation proposal

We are pursuing the opportunity to set up for a glider operation at the Corning Airport. We currently own two aircraft (Varga kachina 2150 A) which are capable of towing gliders up to 1100 pound gross weight. One of the aircraft already has a tow system installed. The second aircraft will be converted and a tow system installed as the need arises. Initially, we intend to operate a type certificated Schweitzer 233 two place glider. As the demand requires we may purchase additional aircraft – for both towing and training.

Our ideal business plan would include the option to tow light sport and ultralight type aircraft as well as setting up for towing paragliders and hang gliders.

We would like to seek approval for several operational scenarios based on the type aircraft and prevailing meteorological conditions.

The Corning airport presents some unique opportunities based on its current geography. Although the location is not the best for soaring and thermalling, the Corning airport does offer a geographical layout that provides an extraordinary level of safety with regard to the operation of gliders. We are presented with an abundance of alternate landing sites within the geographical boundaries of the airport that enhance safety in the event of a premature release or tow line failure during the launch of a glider. In addition, the off airport landings sites in the surrounding area provide an added level of safety.

We believe that through a multitiered approach we can reinvigorate the Corning airport as a recreational destination for pilots from around Northern California and beyond. Although there are no current restrictions on operating glider aircraft from the Corning airport, the ability to make the Corning airport a go-to destination for other pilots from outside the local area would be based on having a operational paradigm superior to other airports. This would be primarily accomplished through the ability to provide specialized services including aero tow capability, low cost ground tow capability, flight instruction, flight instruction aircraft, glider rides, maintenance facilities, aircraft and glider trailer storage, aircraft certification and inspection services, aircraft sales, and even aircraft manufacturing.

Phase 1. Invest in the equipment and infrastructure necessary to aero tow conventional gliders.

1.1 approval for alternate take off and landing sites.

1.2 Institute glider flight training.

1.3 Institute glider rides.

1.4 increase the number of conventional glider operations and other glider pilots and aircraft.

Phase 2. Invest in the equipment and infrastructure necessary to aero tow light sport, ultralight and hang glider type aircraft.

2.1 approval for alternate take off and landing sites.

2.2 Institute ultralight glider training.

EXT.
"B"

2.3 increase the number of ultralight glider operations, pilots and aircraft.

Phase 3. Invest in the equipment and infrastructure necessary to ground tow light sport, ultralight and hang glider type aircraft.

3.1 approval for additional alternate take off sites and ground tow procedures and operations.

3.2 develop and operate both vehicle launch systems as well as static tow systems.

3.3 increase the availability of low-cost ground launch systems.

Phase 4. Invest in the equipment and infrastructure necessary to facilitate electric aircraft flight.

4.1 (Disclosure of confidential plans at the appropriate time)

4.2 Turn the Corning airport into a leader in the green flight revolution.

A. Low noise aircraft with clean energy propulsion systems which are reliable and environmentally friendly.

The concept of evolving the Corning airport into a clean energy, environmentally friendly, airport is a bit ahead of its time. However, the airport is particularly well-suited to take a leadership. This solution also addresses the difficult fuel predicament we face. Since the new laws in California no longer allow for truck to truck transfer of aviation fuel, it is unlikely that Corning airport will ever again be able to offer fuel services.

We, at Rainbow Aviation Services, are committing all of the resources at our disposal toward the pursuit of this higher goal. With the urban placement of the runway, it makes our airport an ideal testing ground to take advantage of this niche market while reducing the airports noise and environmental footprint on the local community. Although we recognize the goals are ambitious, we are looking forward to working with the City of Corning and the local community to reinvigorate the airport, provide additional employment opportunity, and draw more business to the community as a whole.

The primary difficulty in providing aero tow operations for a conventional aircraft at the Corning airport currently are the numerous obstructions in the form of lights, signage, and ditches that makes the risk of operation on the main runway acceptable for competent pilots, however, less than favorable for new pilots and training operations. In order to take full advantage of our vision, we recommend identifying some alternative takeoff and landing scenarios primarily in the interest of safety.

Phase 1

In our phase 1 proposal we identified the goals to provide conventional glider operations using aero tow systems. For these larger aircraft we have recommended several possible scenarios.

Configuration 1. Glider aero tow operations would utilizing the taxiway for take off and landing for winds from the South.

Glider staging area would be the main ramp area (new ramp) and a designated area away from and adjacent to the runway 15 run up area.

Emergency landing area for a rope break less than 200 feet would be the main runway overrun and the open area south of the runway.

Emergency landing area for a rope break greater than 200 feet would be a return to the main runway, taxiway, or the emergency landing field on the west side of the airport.

Recovery of the tow aircraft would be utilizing the main runway.

Configuration 2. Glider Aero tow operations utilizing the taxiway for takeoffs to the north.

Glider staging area would be the main ramp area (new ramp) or the old ramp area In Front of Rainbow Aviation.

(B-2)

Emergency landing area for a rope break less than 200 feet would be straight ahead to a designated area within the open field north of the runway or in a no-wind condition the emergency landing field on the west side of the airport.

Emergency landing area for rope break greater than 200 feet would be return to the main runway, taxiway, or the emergency landing field on the west side of the airport.

Recovery of the tow aircraft would be utilizing the main runway.

Configuration 3. Glider aero tow operations would utilizing the overrun area on the main runway with takeoffs to the north.

Glider staging area would be the area adjacent to and just east of the very South end of the main runway overrun area.

Emergency landing area for rope break less than 200 feet would be straight ahead on to the main runway, or straight ahead to the designated area within the open field just north of the runway.

Emergency landing area for rope break greater than 200 feet would be to return to the overrun takeoff area, the taxiway northbound, main runway.

Recovery of the tow aircraft would be utilizing the main runway.

The use of runway 15 for departures to the south poses several problems. Even if we were to mitigate the obstructions on the runway sides, the staging of a glider would be virtually impossible because of the need to push the aircraft up the steep ramp at the end of the runway. Utilizing a midfield departure location to mitigate this staging problem may have some validity. However, this option probably would be reserved for days where the wind is stronger than normal, providing a climb gradient equal to a full-length runway take-off on a calm wind day.

Phase 2

In phase 2 we identified the desire to provide aero tow operations for light sport gliders, ultralight gliders and hang gliders. This becomes a much simpler operation because of the very slow speeds at which both aircraft will be operating both the glider and the tow plane. Typically, 200 feet of ramp space becomes more than sufficient for these type of operations. Typically, any location designated for the larger glider operations could also be utilized by the ultralight type aircraft. However, we have identified a few additional areas that could be easily utilized by the ultralight type aircraft while maintaining a greater separation from the general aviation aircraft that may utilize the main runway or the larger gliders operating within that area.

The very east side of the new ramp area and the dirt area extended out to the north would provide an operational area for the ultralight type aircraft that could be functional primarily for north winds. However, this configuration would be ill-advised for south departures. Due to the power lines on the east side and the buildings on the south side the "outs" available for the tug pilot or the glider pilot would not be acceptable. The very west side of the ramp area could provide adequate safety for south departures.

Additional acceptable location for South departures would be the old ramp area and taxiway that was removed on the south end. This area actually could be used for both north and south departures, however, it does not provide any separation from the primary runway. And as a result, I would think that utilizing the overrun area for both north and south departures may make more sense. Both of these locations still provide lots of "outs" for both glider and tug pilot, while still retaining our normal operating distance from both the school and the housing area south of the airport.

Phase 3. In phase 3 we identified our desire to provide ground tow operations. The ability to provide ground tow for conventional gliders may be workable, however, we are primarily interested in developing a system for towing light sport, ultralight and hang glider type aircraft. The amount of distance we have for providing ground tow, either a fixed winch system or a vehicle tow system, could provide tows to altitudes that would make this airport extremely attractive for recreational flyers.

(B-3)

The areas involved with ground tow operations simply are used for take off operations (no noise) and are towed towards the center of the airport property never away from the airport. Typically, these would be 1 to 200 foot patches of dirt utilizing launch dollies. We have identified several different routes of travel for the tow vehicle. Including for shorter flights down the main runway launching from one of the previously identified sites or for the high-altitude tows a launch site located at either extreme of the airport property on the north or south and depending on the direction of wind.

The landing sites would remain the same as for aero tow.

It is our recommendation to seek approval for as many possible scenarios as possible and let us adapt to the scenario that will take into account all of the different operational parameters in the interest of providing the safest operating environment. Perhaps on some days we would operate out of one location and other days a different location. As our main goal is to provide the maximum amount of safety to both the pilot of the glider, the pilot of the tow aircraft, and the general public, this will allow us to implement procedures and change if we find situations to be less than ideal. I can't emphasize enough our desire to control the situation and ensure that no operations take place that could jeopardize safety and the investment we will be putting in place to make this happen.

All of these operations that we are proposing to undertake are currently being accomplished in many other venues around the United States. There is a plethora of information available from both the FAA and other aviation organizations on how to conduct these operations safely and successfully. We would propose that Rainbow Aviation undertake the responsibility for ensuring that every pilot utilizing the Corning airport under these nonstandard operations be trained and signed off before participating in any of the activities under which we propose to operate, establishing rules and procedures. For example, suspending ultralight aero towing in winds greater than 15 mph. etc. We would not be able to dictate rules for operations for use of the runway in a standard configuration; however for the approval to operate utilizing these additional options would allow us to enhance safety and mitigate risk.

We wish to operate in all phases within the rules and regulations established by the FAA. We intend to use all available FAA guidance and work closely with the FAA and the Department of Aeronautics to ensure that all of our operating plans are done in accordance with current regulations. This will probably involve pursuing a waiver that will need to be renewed every year by the FAA. We recognize the city's desire to ensure that whatever we do at the airport is in fact done safely and appropriately. And we welcome the cities input and participation in our endeavors. However, we are not asking for the expenditure of any public funds in the pursuit of these endeavors. Additionally, our desire is to promote professionalism and safety and discourage inappropriate, unsafe, or unprofessional behavior on the airport grounds.

Working together, with the City's support, we believe that our goals that are achievable and realistic. We further believe that these goals are in the interest of the city and the community.

Sincerely,



Carol Carpenter



Brian Carpenter

(b-1)

From: David Heal [mailto:david.heal@meadhunt.com]
Sent: Friday, March 08, 2013 1:55 PM
To: John Brewer
Subject: RE: Airport Glider Operations letter

John --

My initial thoughts are as follows:

1. The FAA will likely get involved since there may be necessary revisions to your FAA-approved Airport Layout Plan to accommodate the glider operations and/or associated facility changes. I suggest that you contact your FAA ADO representative to hear, first-hand, their requirements. For example, I doubt that the FAA or California Division of Aeronautics (CDOA) would approve the use of the parallel taxiway for glider launch/recovery operations on a regular basis.
2. The CDOA will likely want to review your proposed glider operational plan as to its impact on the continuing safe operation of the airport. They may require a modification to your State Airport Operating Permit. I suggest that you contact your CDOA representative to hear, first-hand, their requirements.
3. I am concerned that anything other than occasional, highly orchestrated, glider operations may prove problematic for your normal powered aircraft activity. Corning Municipal Airport's property is long, but relatively narrow. There appears to be little lateral room to accommodate the glider activity in a manner that does not share the same operational surfaces (e.g., runway, taxiways, aprons, safety areas, etc.) as the Airport's powered aircraft operations. Further, the proximity of the school to the south maybe somewhat problematic for "land short" and a "broken tow rope" scenarios. On the positive side, the Airport's low light aircraft activity levels somewhat reduce the operational complexity of such shared use and the flat, open agricultural surroundings enhance the safety of off-Airport landings.
4. You may find that the FAA requires you to accommodate such an aeronautical use as "gliders" provided that such use can be safely and reasonably accommodated at your facility.
5. My experience suggests that it may take a lot of time and energy (\$\$) on the part of the City and glider proponents to establish a safe and reasonable set of operating rules, requirements, and procedures and facility modifications to accommodate such shared use operations. Revenue accruing to the Airport is likely to be minimal.

Having said this, airports such as Corning need all of the aeronautical activity and user support that they can muster. Rainbow Aviation Services has a somewhat unique, national reputation for its involvement in Light Sport aircraft and electric aircraft activity. Their continued active presence at Corning could be viewed as beneficial for the Airport and the local community.

Feel free to call me if you would like to discuss this matter further.

-- David

From: John Brewer [mailto:jbrewer@corning.org]
Sent: Friday, March 08, 2013 1:08 PM
To: David Heal
Subject: Airport Glider Operatiosn letter

David,

EXH.
"C"

Received this letter this week from the FBO; Brian & Carol Carpenter. Please review and let us know what you think about the proposal(s). I'd like to present this to the Airport Commission at their April meeting, so I'm looking for advice. The following questions come immediately to mind:

1. Will the proposed glider operations require any type of entitlement from the FAA?
2. What about Caltrans/Aeronautics-since I think they actually license airports?
3. How would the proposal conflict with regular airport operations-given the various scenarios presented?
4. Do we, as the owner of the airport, have any discretion regarding these operations?
5. What are the pitfalls that should be disclosed prior to any decisions we make relative to the proposals?

What are your thoughts, David?

John L. Brewer, AICP

City Manager

794 Third Street

Corning, CA 96021

530-824-7034

fax 530-824-2489

C-1

John Brewer

From: John Brewer [jbrewer@corning.org]
Sent: Monday, March 25, 2013 11:02 AM
To: 'Phillip Miller'
Subject: FW: Airport Glider Operatiosn letter
Attachments: SCANSTATION1_SCANTODESKTOP_03082013-104343.PDF

Mr. Miller,

This is a proposal we received from our FBO; Brian & Carol Carpenter, dba Rainbow Aviation. In it they propose to start and conduct glider operations at Corning Municipal Airport. I'd like to get your thoughts on the matter, relative to your agency's requirements of course.

I've attached the questions we posed to our Airport Consultant (Mead & Hunt in Santa Rosa) for background.

Thanks.

John L. Brewer, AICP

City Manager
794 Third Street
Corning, CA 96021
530-824-7034
fax 530-824-2489

CALTRANS

From: John Brewer [mailto:jbrewer@corning.org]
Sent: Friday, March 08, 2013 1:08 PM
To: 'David Heal'
Subject: Airport Glider Operatiosn letter

David,

Received this letter this week from the FBO; Brian & Carol Carpenter. Please review and let us know what you think about the proposal(s). I'd like to present this to the Airport Commission at their April meeting, so I'm looking for advice. The following questions come immediately to mind:

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EXH.
"D"

John Brewer

From: John Brewer [jbrewer@corning.org]
Sent: Monday, March 25, 2013 11:22 AM
To: 'Ron.Biaoco@faa.gov'
Subject: FW: Airport Glider Operations letter
Attachments: SCANSTATION1_SCANTODESKTOP_03082013-104343.PDF

Ron,

I thought I'd forwarded this prior, but don't see the record of it. Can you review this proposal and give me your agency's thoughts? Also forwarding our initial questions we posed to our airport consultant for background.

Thanks,

John L. Brewer, AICP

City Manager
794 Third Street
Corning, CA 96021
530-824-7034
fax 530-824-2489

FAA

From: John Brewer [mailto:jbrewer@corning.org]
Sent: Friday, March 08, 2013 1:08 PM
To: 'David Heal'
Subject: Airport Glider Operatiosn letter

David,

Received this letter this week from the FBO; Brian & Carol Carpenter. Please review and let us know what you think about the proposal(s). I'd like to present this to the Airport Commission at their April meeting, so I'm looking for advice. The following questions come immediately to mind:

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4. Do we, as the owner of the airport, have any discretions regarding these operations?
5. What are the pitfalls that should be disclosed prior to any decisions we make relative to the proposals?

Now, it occurs to me that If we have the ability to deny-and do; the relationship with the FBO will be forever changed-and likely not in a good way. What are your thoughts, David?

EXH.
"E"

John Brewer

From: Phillip Miller [phillip.miller@dot.ca.gov]
Sent: Wednesday, March 27, 2013 1:46 PM
To: John Brewer
Subject: Re: FW: Airport Glider Operatiosn letter
Attachments: SCANSTATION1_SCANTODESKTOP_03082013-104343.PDF

Mr. Brewer,

Let me give this some consideration. But basically, unless you have presented a compelling case to the FAA to restrict glider operations they are allowed. In-fact restricting them from using the airport may be in violation of your grant assurances. That being said the gliders or light-sport aircraft operating at the airport should have registration (or "N") numbers issued by the FAA. Also, the use of the taxiway, the blast-pad (overrun), or off runway location would generally not be allowed by either Caltrans or the FAA. Of course in an emergency all bets are off. But takeoff and landing ops should be on a permitted runway. If you have the land to do it you might consider building a glider runway. This would need to meet FAA standards and not impede the safety standards of your existing runway.

I hope this helps,

Phillip Miller, C.M.
Aviation Safety Officer
California Department of Transportation
Division of Aeronautics, MS#40
P.O. Box 942874, Sacramento, CA 94274-0001
Office: (916) 654-5507 Fax: (916) 653-9531
E-mail: phillip.miller@dot.ca.gov

Website: www.dot.ca.gov/aeronautics

John Brewer <jbrewer@corning.org>

To 'Phillip Miller' <phillip.miller@dot.ca.gov>

cc

Subject FW: Airport Glider Operatiosn letter

03/25/2013 11:02 AM

Mr. Miller,

This is a proposal we received from our FBO; Brian & Carol Carpenter, dba Rainbow Aviation. In it they propose to start and conduct glider operations at Corning Municipal Airport. I'd like to get your thoughts on the matter, relative to your agency's requirements of course.

I've attached the questions we posed to our Airport Consultant (Mead & Hunt in Santa Rosa) for background.

Thanks.

John L. Brewer, AICP
City Manager

EXH.
"G"

794 Third Street
Corning, CA 96021
530-824-7034
fax 530-824-2489

From: John Brewer [<mailto:jbrewer@corning.org>]
Sent: Friday, March 08, 2013 1:08 PM
To: 'David Heal'
Subject: Airport Glider Operatiosn letter

David,

Received this letter this week from the FBO; Brian & Carol Carpenter. Please review and let us know what you think about the proposal(s). I'd like to present this to the Airport Commission at their April meeting, so I'm looking for advice. The following questions come immediately to mind:

1. Will the proposed glider operations require any type of entitlement from the FAA?
2. What about Caltrans/Aeronautics-since I think they actually license airports?
3. How would the proposal conflict with regular airport operations-given the various scenarios presented?
4. Do we, as the owner of the airport, have any discretions regarding these operations?
5. What are the pitfalls that should be disclosed prior to any decisions we make relative to the proposals?

Now, it occurs to me that If we have the ability to deny-and do; the relationship with the FBO will be forever changed-and likely not in a good way. What are your thoughts, David?

John L. Brewer, AICP
City Manager
794 Third Street
Corning, CA 96021
530-824-7034
fax 530-824-2489

ITEM NO. : D-3

POTENTIAL CONSTRUCTION OF 10,000-12,000 SQ. FT. BUILDING AND USE FOR AIRCRAFT ASSEMBLY AT AIRPORT; ED PITMAN

APRIL 1, 2013

TO: AIRPORT COMMISSION OF THE CITY OF CORNING, CALIFORNIA

FROM: JOHN L. BREWER, AICP; CITY MANAGER

PATRICK WALKER, PUBLIC WORKS DIRECTOR 

SUMMARY:

Mr. Ed Pitman currently operates an aircraft assembly business adjacent to the Red Bluff Municipal Airport. He has inquired about relocating to Corning Municipal Airport if a developable site that could accommodate a 10,000-12,000 sq. ft. building was available. Mr. Pitman spoke with me (John) last month regarding this issue. This is a preliminary inquiry at this point, no written description has been provided. He did indicate that he'd like to commence construction as soon as possible and be in the building some time this summer.

The purpose of tonight's meeting is three-fold: first, to provide Mr. Pitman the opportunity to describe his intended use in detail to the Airport Commission, and second, for staff to present the entitlement and infrastructure issues that we've identified to this point. Thirdly, our desire is that the Commission has a useful discussion regarding Mr. Pitman's proposal and whether the use can be readily accommodated.

AIRPORT DEVELOPMENT HEIRARCHY:

AIRPORT MASTER PLAN:

Municipal Airports in California must have "Master Plans" for their ultimate development. The Master Plan is akin to the City's "General Plan", but naturally affects only airport property. Our Master Plan was approved in 2003. The Master Plan must include a document called an Airport Layout Plan (ALP).

AIRPORT LAYOUT PLAN:

The ALP describes in graphic form, the various existing and future runways, taxiways, safety zones, lease areas, buildings, aircraft and vehicle parking areas, etc. Our ALP was last approved by the Federal Aviation Administration in 2009. A copy is attached as Exhibit "A".

All subsequent development must be consistent with the ALP. If development inconsistent with the ALP is proposed, it must be denied. Alternatively, in a procedure akin to modifying a City's General Plan, the ALP can be amended to incorporate and then enable previously inconsistent development proposals. Amendments to the ALP must be approved by the FAA.

AIRPORT CAPITAL IMPROVEMENT PLAN:

Now, to be eligible for FAA sponsorship (funding), public improvements must also be included in a document called the Airport Capital Improvement Plan (ACIP). Our ACIP currently includes the perimeter fence project, a project expected to be funded this calendar year, and subsequent resealing of the runway/taxiways, and repainting the markings.

SITE ALTERNATIVES:

NEW APRON SITE:

We have no vacant airport lease areas available at this time. Our ALP envisions lease areas positioned around the east and north sides of the apron. We took the liberty of preparing a quick sketch (Exhibit "B") showing where a building could be positioned to accommodate the use. But, the fact is, those lease areas won't be created and available for some time. We'll also need to extend water, sewer and street infrastructure before those sites are developable. We're told by the FAA that utility and street extensions to serve airport related services are low priority for federal funding. The extent and cost of the utility and street extensions, and the FAA entitlement process, makes this alternative impractical in the short term.

"CONTINUED HANGAR-ROW" SITE:

Another, probably more realistic option is a variation of the "hangar pair" concept plan we'd compiled a couple of years ago (Exhibits "C" & "D"). However, that plan envisioned a continuance of the 1800 sq. ft. hangars, not the single 10,000-12,000 sq. ft. building that Mr. Pitman desires.

So, to address Mr. Pitman's request, we quickly prepared a new plan (Exhibit "E") that would provide a lease area immediately south of the southernmost hangar. The perimeter of a potential 12,000 sq. ft. building is plotted on Exhibit "E". Now, note the "diagonal" line that bifurcates the building perimeter. That line represents the eastern boundary of the Future Runway Protection Zone (FRPZ). Buildings are typically not permitted to encroach within RPZ's. So, the building would need to be shifted or reduced in area to accommodate the Safety Zone. That change is certainly doable.

The aircraft assembly use would have a few employees. The employees would need a place to park. The parking arrangement shown on Exhibit "D" could be made to fit at either the north or south side of the building. The employees will need access to

restrooms. At this time, there is no Sanitary Sewer serving the airport. The restrooms there utilize individual septic tanks and leach fields for sewage treatment. The nearest sewer line is at the intersection of Marguerite Avenue and Victorian Park Court, probably 550' south of the southeast corner of the proposed building. That sewer line is at an elevation that makes gravity flow from the site impractical. So, the extension would likely require the installation of a sewage pump station to pressurize the effluent in order to move it to the City's sewer collection system. Our earliest estimate for that cost is in the range of \$75,000 to \$100,000. The design and construction would take months to complete. That is simply too costly to be justified for this single use. So, it may be possible to install another septic system and leach field to serve this proposed use.

The new building would need access to domestic water. It'd also need to be fitted with fire suppression sprinklers. The current City Water line aligned between the hangar row and Marguerite Avenue is insufficiently sized (4") to satisfy the fire flow requirements of the proposed building. So, that would need replaced with an 8" waterline. See the drawing marked Exhibit "E". Note that we'd propose to increase the pipe size outside the roadway, to avoid trenching the roadway that we recently reconstructed. We estimate the cost to provide the larger diameter water line at about \$35,000. There are no airport funds available for the water line extension at this time.

In addition to the utility extensions, we'd still need to amend our ALP as described above. Though they've not yet weighed in on this matter, we're certain that'd require FAA action. If they approved, we'd need to quickly compile a lease area description and agreement acceptable to both the applicant and the City. The new use would also require consideration and approval by the County Airport Land Use Commission. Construction plans would need to be prepared, reviewed and processed and permits issued. The driveway/parking lot would need to be graded, and constructed. The perimeter fence would need redesigned to fit the new parking area. These "entitlement-related" issues will take time to work out.

RESPONSE FROM AIRPORT CONSULTANT, FAA & CALTRANS:

We provided an email summary (Exhibit "G") of Mr. Pitman's proposal to our Consultant Airport Engineer; Mead & Hunt of Santa Rosa. Mr. David Heal responded. A summary of his response is attached as Exhibit "H".

We've not yet received a response from the FAA. But we did get a response from Caltrans Div. of Aeronautics on March 27th. It's attached as Exhibit "I"-and includes our inquiry email.

SUMMARY:

We'd like to accommodate Mr. Pitman's proposed use, for the positive effects it could

have on the airport and the local economy. However, in light of the many issues noted above, we're simply unable to readily accommodate it within the schedule that Mr. Pitman desires. Now, if he had a more flexible schedule, perhaps we could we would certainly be willing to pursue the matter.

We expect Mr. Pitman will be in attendance to provide additional details regarding his proposal.

STAFF RECOMMENDATION:

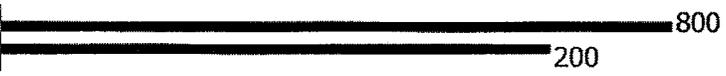
That the Airport Commission

- 1. Consider Mr. Pitman's proposed use and the information contained within this staff report, and**
- 2. Discuss the infrastructure and entitlement needs at the airport and the steps necessary to accommodate other similar aviation related uses in the future.**



Google earth

feet
meters



Pitman EXH.
"B"



MARGUERITE AVENUE

VICTORIAN PARK COURT

MOONEY COURT

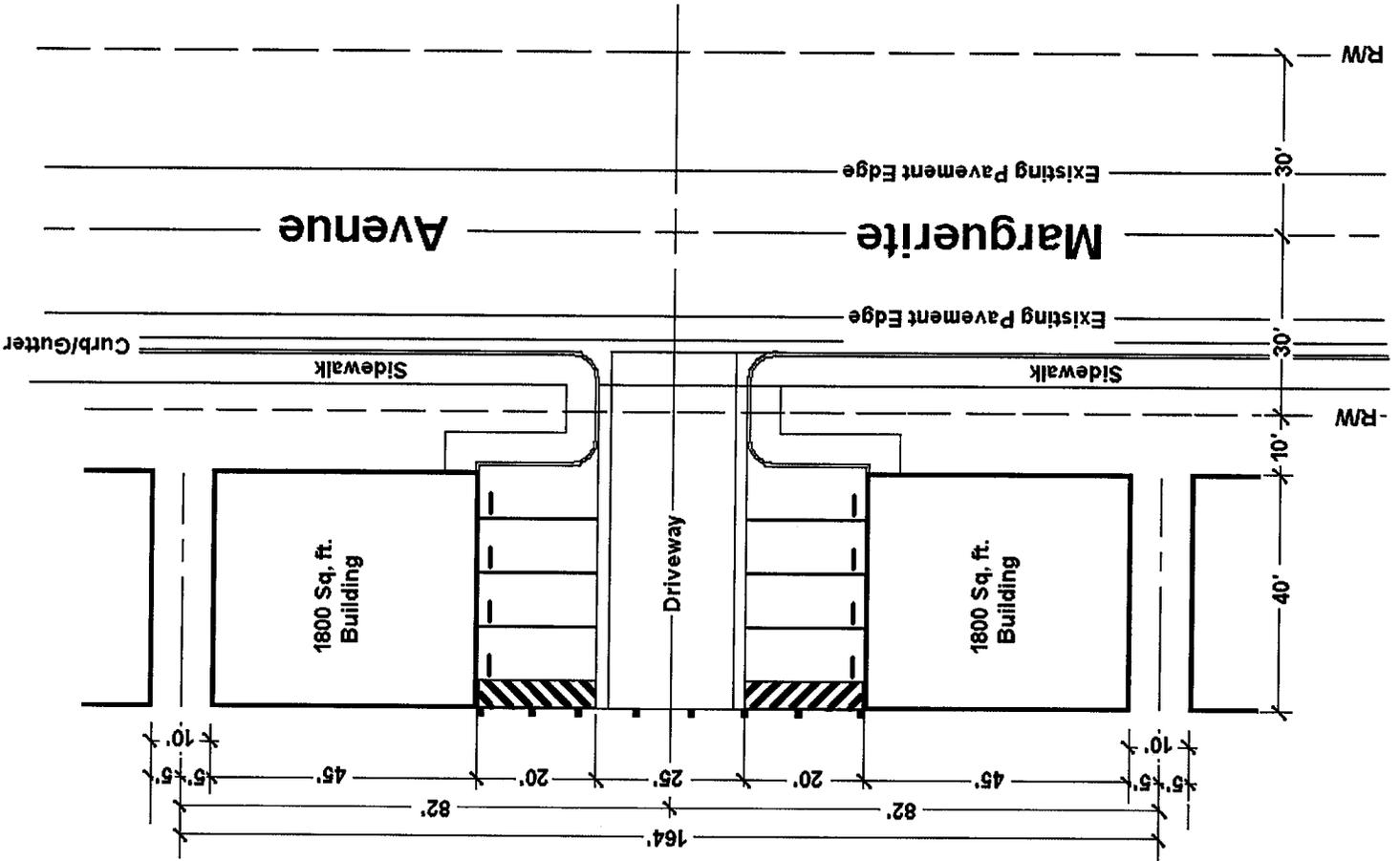
ALLENWAY

BLACKBURN AVENUE

34

EXH.
"C"

<p>Typical Light Manufacturing Hangar Pair</p>	<p>Corning Municipal Airport April, 2011 City of Corning Dept. of Public Works</p>
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**EXT.
"D"**

Future Runway
Protection Zone
(FRPZ) Boundary

Potential 12,000
sq. ft. Aircraft
Assembly Building

60' 20'

MARGUERITE AVE.
MARGUERITE AVENUE

AV

Map Features

- City Limit
- City Street
- Future Airport Zone
- Zone District

N

1 inch = 40 feet

City of Corning

EXH.
"E"



Existing 4" Water

MARGUERITE AVENUE

VICTORIAN PARK COURT

Proposed Building^A

34

EXH.
"F"

From: John Brewer [<mailto:jbrewer@corning.org>]
Sent: Tuesday, March 05, 2013 1:08 PM
To: David Heal
Subject: Potential Aircraft assembler

David,

I was contacted this morning by a fellow who used to have a hangar at Corning Airport. He left it about a year ago and currently assembles aircraft (that he purchases as kits/parts from eastern Europe) at the Red Bluff Airport. He has outgrown his current Red Bluff location. He wants to construct a 10,000-12,000 sq. ft. building in which he'd assemble the aircraft. He likes Corning and would prefer to bring his business here. I'd like to help him do that if we can. The use would be another facet that might attract interest in our airport and ultimately pay dividends in terms of image and attitude. Trouble is, we don't have a suitable building for him, so he'd need to build one. We also don't really have a site for him to lease.

Our ALP envisions creation of a subdivision with parcels around the east & north sides of the new tarmac that'd be served by a road constructed from Neva Avenue northward, as well as a taxiway that'd provide aircraft access from the eastern parcel row back to the main taxiway. However, that's probably a long way out in terms of timing. For now, he'd like us to consider allowing him to construct near the southeast corner of the new tarmac on a section of what will eventually be the subdivision noted above, but he wants to move rather quickly-sometime this spring or summer. There is no water or sewer to the property at this time. There is a 4" City water line that provides irrigation water for the "park" area at the airport that could conceivably be extended for potable water. Sewer would have to be accomplished by septic tank/leach field for now.

I'm not sure if I ever gave you a copy of a prelim plan that I'd developed for an extension of the current hangar row southerly. If I haven't, there's one attached-plus an aerial photomap. That plan could be modified to accommodate a building large enough to meet his needs, but we haven't presented the concept to the FAA for their consideration.

Please give this idea a quick "once over". Is it something we could accomplish-or would we ultimately be better off suggesting he find another airport location?

Thanks.

John L. Brewer, AICP
City Manager
794 Third Street
Corning, CA 96021
530-824-7034
fax 530-824-2489

Exh. "G"

From: David Heal [mailto:david.heal@meadhunt.com]
Sent: Tuesday, March 05, 2013 2:00 PM
To: John Brewer
Subject: RE: Potential Aircraft assembler

My initial reaction is to find a site in the SE corner of the recently-constructed north tiedown apron. Utilities could be a problem, however. I would suggest that this site/use be run past the FAA ADO to see if they have any problem with using a “public-use tiedown apron” that AIP paid for used as a “private hangar apron”. In the past, they might have a problem with this. Now, they seem to understand that having hangar revenue is superior to having no revenue from a vacant tiedown apron.

Development of a long/thin hangar along Marguerite might be OK if that long/thin hangar(s) configuration is OK with the developer/user. An access taxiway to the site would need to be developed. Does the developer/user need public access/parking for UPS/FedEx and customers?

My skeptical nature suggests that you proceed cautiously – don’t front a lot of money. Although it sounds like this developer/user has an established track-record and may be well known to your community, there remains the basic question as to the economic viability, stability, and longevity of an entity that assembles aircraft from kits/parts from eastern Europe (Light Sport aircraft?). This market appears to be quite saturated at the moment with little in the way of optimistic future demand. In such cases I try to ensure that the developed hangar facility will have some residual aviation value to the airport in the event that the developer/user ceases to function.

Having said all that, one does need to encourage and facilitate reasonable/legitimate aviation development on-airport.

-- David

David B. Heal, AAE | Senior Aviation Consultant

Mead & Hunt, Inc | M & H Architecture, Inc | 133 Aviation Boulevard, Suite 100 | Santa Rosa, CA 95403

Main: 707-526-5010 | Mobile: 707-953-5021 | Direct: 707-526-0840 x214

david.heal@meadhunt.com | www.meadhunt.com

Exh. “H”

John Brewer

From: Phillip Miller [phillip.miller@dot.ca.gov]
Sent: Wednesday, March 27, 2013 12:06 PM
To: John Brewer
Cc: pwalker@corning.org
Subject: Re: FW: Potential Aircraft assembler
Attachments: Typical hangar Pair.bmp; PhotoMap.bmp

Mr. Brewer,

I don't see a safety issue with the hangers going in the southeast corner of the new tarmac. It would be necessary to consider their height in relationship to the FAR Part 77, Transitional Surface. It looks to me if the hangers were to be aligned with the existing hangers they couldn't be more than about 30 feet tall. The farther they are set back from the existing line the taller they can be. You will also probably need to file an FAA Form 7460-1 to evaluate any airspace concerns.

As far as who is to pay for what I would recommend having the investor/operator paying for the hangers and improvements with a favorable (to the lessee) ground lease. Perhaps a 20 or 30 year lease with a reversion clause after the expiration of the lease. The City could then assess a fair market value on the property and structures and lease it back to them. Just a thought. But I would hate to see the City get stuck with a major investment with the unpredictability in the aircraft manufacturing industry.

Let me know if I can be of further assistance,

Phillip Miller, C.M.
Aviation Safety Officer
California Department of Transportation
Division of Aeronautics, MS#40
P.O. Box 942874, Sacramento, CA 94274-0001
Office: (916) 654-5507 Fax: (916) 653-9531
E-mail: phillip.miller@dot.ca.gov

Website: www.dot.ca.gov/aeronautics

John Brewer <jbrewer@corning.org>

03/25/2013 02:55 PM

To 'Phillip Miller' <phillip.miller@dot.ca.gov>
cc <pwalker@corning.org>
Subject FW: Potential Aircraft assembler

Mr. Miller,

This is a message we recently sent to our Airport Consultant (Mead & Hunt). In it we describe a potential aircraft assembly use. Would you please review the message and attachments and provide a response from your agency's perspective?

If you have any other questions, please give me a call.

Thanks.

CALTRANS DIV. AERO

EXT.
I

John L. Brewer, AICP

City Manager

794 Third Street

Corning, CA 96021

530-824-7034

fax 530-824-2489

From: John Brewer [<mailto:jbrewer@corning.org>]

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To: 'David Heal (david.heal@meadhunt.com)'

Subject: Potential Aircraft assembler

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John L. Brewer, AICP

City Manager

"I-2"