CITY OF CORNING
AIRPORT COMMISSION MEETING

MONDAY, APRIL 4, 2011
CITY COUNCIL CHAMBERS
794 THIRD STREET

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

B. **ROLL CALL**:

Commissioners:	Danny Salado
	Tony Miller
	Louis Davies
	Ed Pitman
Chairperson	Barbara Boot

C. **REGULAR AGENDA**:

1. Waive the Reading and Approve the Minutes of the January 3, 2011 meeting with any necessary corrections.
2. Update on the Status of the South Taxiway Improvements - Reports from Commissioner Pitman and Carl Crain
3. Update on Proposed Airport Fencing Installation.
4. Compass Rose Report and Request by Chairperson Boot.

D. **ITEMS PLACED ON THE AGENDA FROM THE FLOOR**:

E. **ADJOURNMENT**:

POSTED: THURSDAY, MARCH 31, 2011

Item No.: C-1

CITY OF CORNING
AIRPORT COMMISSION MINUTES

MONDAY, JANUARY 3, 2011
CITY COUNCIL CHAMBERS
794 THIRD STREET

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

B. ROLL CALL:

Commissioners:	**Danny Salado**
	Tony Miller
	Louis Davies
	Ed Pitman
Chairperson:	**Barbara Boot**

All Commissioners were present except Commissioner Davies.

C. BUSINESS FROM THE FLOOR: None.

D. REGULAR AGENDA:

1. Waive the Reading and Approve the Minutes of the October 7, 2010 meeting with any necessary corrections.

Commissioner Salado moved to approve the Minutes of the October 7, 2010 Airport Commission Meeting as written. Commissioner Miller seconded the motion. **Ayes: Boot, Miller, Salado and Pitman. Opposed: None. Absent: Davies. Abstain: None. Motion was approved by a vote of 4-0 with Davies absent.**

2. Status Report on Repair of Taxiway Cracks.

Public Works Director John Brewer presented a brief report on the cracks within the newly constructed taxiway at the Airport. He stated that he had contacted Teichert Construction (Airport Improvement Project Contractor) and they have agreed to pay for the crack sealing on the new construction. Commissioner Miller asked how long Teichert Construction would be libel for the repairs on the taxiway cracks; Mr. Brewer responded stating he did not know but would find out.

3. Update on the Status of the South Taxiway Improvements.

Public Works Director John Brewer reported on his meeting with the City Airport Engineer Bob Waddell. Mr. Brewer stated that the email sent by Mr. Waddell noted that the changes requested by the Airport Commission to add the new approach for the Crop Dusters would require an Environmental Review and he did not believe it was in the best interest of the City to proceed with this.

Following discussion by the Commission and members of the audience, Commissioner Pitman requested authorization from the Commissioners to go to Burlingame and seek authorization from FAA for the discussed changes. By consensus of the Commission authorization was granted.

4. Pavement Repairs in Front of Hangers – Oral Report by Public Works Director John Brewer.

Public Works Director John Brewer explained that the area of repairs was in front of the Hangars only. He further stated that the City was only going to do the crack sealing at this time because the City did not have the funding needed for a seal coat at this time. Commissioner Miller asked if the City was going to include the old tarmac also; Mr. Brewer responded stating no, not at this time.

5. Airport Master Plan: Future of Airport Use – Discussion and Action.

Public Works Director John Brewer stated that he was not prepared to talk about the Airport Master Plan at this time; however he was prepared to discuss the fencing. Mr. Brewer asked City Manager Kimbrough if he would like to address this; Mr. Kimbrough responded stating he had requested this be agendized in case the Commission wanted to discuss the Capital Improvement Plan.

Chairperson Boot suggested that this item be postponed and placed on the Agenda for discussion at the next meeting. Mr. Kimbrough suggested that the Commission leave the item on the Agenda for discussion. Mr. Brewer stated that following recent discussions with FAA, when the City updates their ACIP for the Capital Improvement Plan for calendar year 2011, it will include the perimeter fence and a survey for the end of the runway which is expected to be costly, upwards of $50,000. **Informational Item only, no action taken.**

6. Update on Proposed Airport Fencing Installation.

Public Works Director John Brewer provided the Commissioners with some drawings of the proposed fence line illustrating the final location of the proposed perimeter fence. Mr. Brewer stated that he had to make some changes from the original plan to compensate for the vernal pools found where the fence line was to be. He stated that we could not set the corner posts in concrete in the vernal pools, but we could install "drive in" posts. John explained that these changes were his suggestion to avoid the vernal pools and that he has sent them back to FAA for their approval. **Informational Item only, no action taken.**

E. <u>ITEMS PLACED ON THE AGENDA FROM THE FLOOR</u>: None.

E. <u>ADJOURNMENT</u>: 7:30 p.m.

Carl Crain, Assistant Public Works Director

Item No.: C-3

City of Corning

794 Third St. Corning, CA 96021 (530) 824-7020 Fax (530) 824-2489

Camille Garibaldi
Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region
San Francisco Airports District Office
831 Mitten Road, Suite 210
Burlingame, CA 94010

March 29, 2011

Re: Cultural Resources Investigation supporting NEPA Categorical Exclusion-Corning Airport Perimeter Fence Project and Reduced Perimeter fence.

Dear Ms. Garibaldi,

Attached for your consideration and use is a copy of a Cultural resources Investigation conducted in May of 2005 as part of our airport Expansion project. At this time we request that you add that report to support our previously submitted NEPA Categorical Exclusion and supporting documents.

Additionally, in light of the possible wetland/habitat issues associated with our perimeter fencing project that you've presented, we'd like to reduce our fencing project to eliminate the "livestock fence" component. So, by this letter our fence project now envisions only the "chain-link" and wrought iron components that form the interface between the airport and the adjacent streets and the airport parking area. The total reduced fence length, including five gates, is about 4,000 feet. See the attached copy of the Airport Improvement Plan on which we've drawn the reduced fence perimeter. The purpose of course is to eliminate any potential impacts to wetlands and/or sensitive species, and thereby facilitate FAA approval of our fencing plan, and subsequent funding and construction of the same.

Please feel free to contact me if you have any questions regarding this matter.

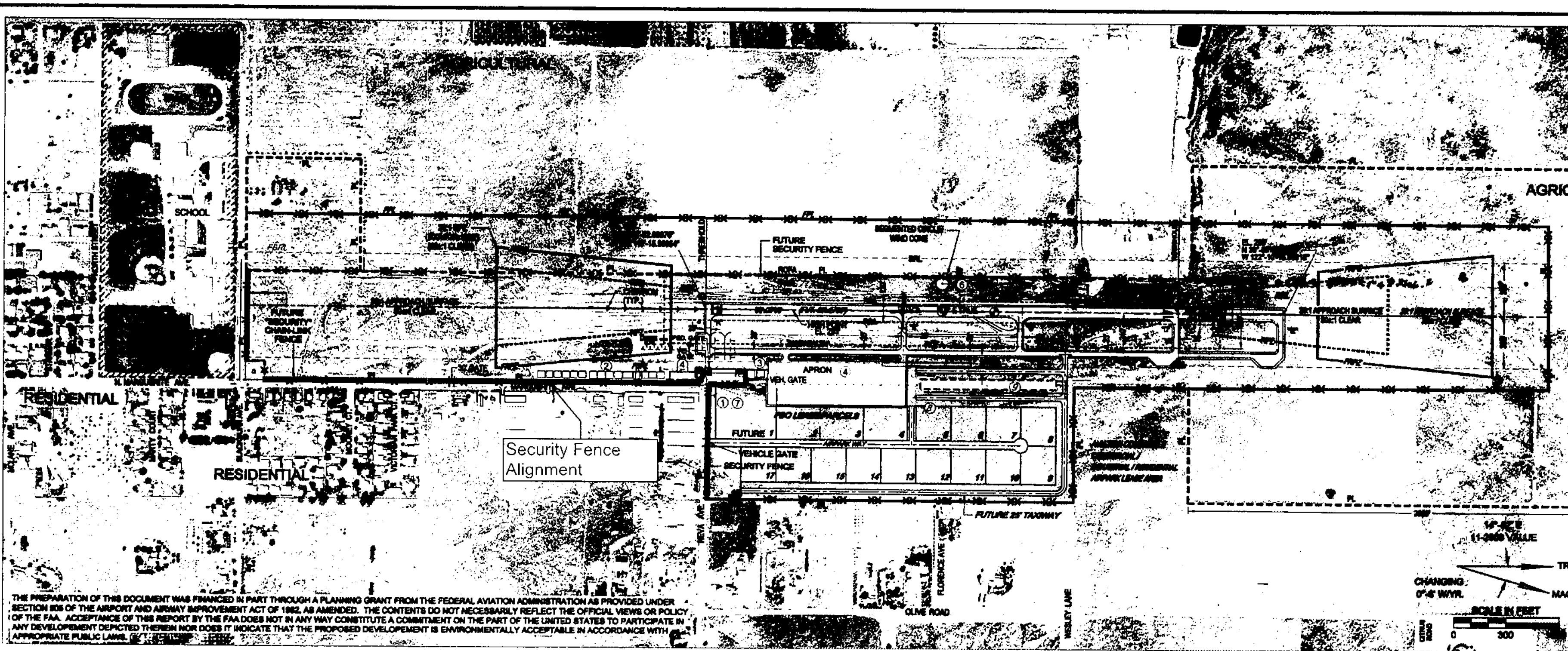
Sincerely,

John L. Brewer, AICP
Public Works Director

cc: Bob Wadell

Main Security Fence

Section	Type	Length	Height	Gate Width	Removal length	Notes:
Blackburn Ave.	Chain-link	510	6		510	From SW Cor. of Airport to SW Cor. Blackburn Wellsite
Marguerite Ave. 1	Chain-link	1050	6		1050	From NE Corner Blackburn Well to vehicle gate
South Vehicle Gate	Chain-link		6	30	30	
Marguerite Ave. 2	Chain-link	1190	6		1190	From south gate to angle point near large hangar
Marguerite Ave. 3	Chain link	45			45	From angle point to SE corner hangar
Hangar					0	Use Hangar east wall for this section
North of Hangar to Gate	Wrought Iron	60	5		60	
Card Lock Gate	Wrought Iron		5	20	20	
Admin-Pedestrian Sections	Wrought Iron	75	5		20	
Pedestrian Gate	Wrought Iron		5	4	0	
Admin to Hangar	Chain-link	60	6		0	
North Hangar-East	Chain-link	15	6		15	
North Vehicle Gate	Chain-link		6	20	20	
Northeast Section	Chain-link	200	6		200	
Neva Avenue	Chain-link	110	6		110	Corner to Neva gate
Neva Vehicle Gate	Chain-link		6	20	20	
Neva Avenue	Chain-link	530	6		530	Neva Gate to livestock fence at wetland edge
		3845	Total	94	3820	
		3710	Chain Link			
		135	Wrought Iron			



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LEGEND

	EXISTING	FUTURE
AIRPORT REFERENCE POINT		
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
BUILDING SETBACK LINE	BSL	BSL
RUNWAY SAFETY AREA	RSA	FRSA
RUNWAY PROTECTION ZONES	RPZ	[illegible]
RUNWAY OBJECT FREE AREA	ROFA	[illegible]
BUILDINGS		
FACILITIES		
FACILITY TO BE REMOVED	N/A	X
FENCE		
LIGHTING		
WIND CONE		

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE CATEGORY		B - I SMALL	SAME
ELEVATION (MSL)		293'	SAME
TEMPERATURE (MEAN MAX. OF HOTTEST MONTH)		97°F (E)	SAME
REFERENCE POINT COORDINATES (NAD 83)	LATITUDE	N 39°56'45.98068"	[illegible]
	LONGITUDE	W 122°-10'-15.99219"	[illegible]
NAVIGATIONAL AIDS		NONE	GPS
ACREAGE	FEE TITLE	150±	17±
		0	47±
BASED AIRCRAFT PARKING DEMAND	TIEDOWNS	10	10
	HANGARS	15	27
	TOTAL	25	37
TRANSIENT AIRCRAFT TIEDOWN DEMAND		5	8
AIRPORT RESCUE & FIRE FIGHTING INDEX (ARFF)		N/A	N/A

FACILITY DATA

①	AIRPORT BEACON
②	HANGARS
③	FBO
④	APRON
⑤	AUTO PARKING
⑥	AUTOMATED WEATHER OBSERVATION SYSTEM
⑦	TERMINAL / FBO
⑧	FUTURE CARD ACCESS GATE
⑨	FUTURE HANGARS

TAXIWAY DATA

T/W	TYPE	PAVEMENT SURFACE	PAVEMENT WIDTH		STRENGTH (1000#) SINGLE GEAR		SIGNING/ LIGHTING	
			EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
A	PARALLEL	ASPHALT	25'	SAME	12.5	SAME	REFLECTORS	SAME
A	EXIT	ASPHALT	25'	SAME	12.5	SAME	MITL	SAME
B	EXIT	ASPHALT	25'	SAME	12.5	SAME	MITL	SAME
C	EXIT	ASPHALT	25'	SAME	12.5	SAME	MITL	SAME
D	EXIT	ASPHALT	25'	SAME	12.5	SAME	MITL	SAME

RUNWAY DATA

			RUNWAY 17-35	
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)			EXISTING	FUTURE
RUNWAY CATEGORY			B - I SMALL	SAME
RUNWAY CLASSIFICATION			BASIC	SAME
PHYSICAL LENGTH, WIDTH, AND SURFACE			2700'x60', ASPHALT	[illegible], ASPHALT
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)			NONE	SAME
EFFECTIVE GRADIENT (%)			0.139	SAME
PAVEMENT STRENGTH (1000#) SINGLE GEAR			12.5	SAME
LIGHTING AND VISUAL AIDS			PAPI/REIL/SIGNS	SAME
MARKING			BASIC	NON PREC.
CRITICAL DESIGN AIRCRAFT	RUNWAY LENGTH		58TC	SAME
	PAVEMENT STRENGTH		AC690	SAME
	WINGSPAN		AC690	SAME
INSTRUMENT APPROACH TYPE/ RUNWAY FAR PART 77 CATEGORY	17		VISUAL	NON-PRECISION
	35		VISUAL	NON-PRECISION
APPROACH SLOPE: REQUIRED/CLEAR	17		20:1/50:1+	SAME
	35		20:1/50:1+	SAME
APPROACH & LANDING AIDS	17		NONE	GPS
	35		NONE	GPS
RUNWAY END COORDINATES (NAD 83)	17	LAT.	N 39°56'59.32159"	[illegible]
		LONG.	W 122°10'15.99484"	[illegible]
	35	LAT.	N 39°56'32.63976"	SAME
		LONG.	W 122°10'15.98954"	SAME
RUNWAY SAFETY AREA DIMENSIONS:	WIDTH		120'	SAME
	LENGTH BEYOND END		240'	SAME
RUNWAY PROTECTION ZONE DIMENSIONS: (INNER/OUTER/LENGTH)	17		250/450/1000	500/700/1000
	35		250/450/1000	500/700/1000
RUNWAY OBSTACLE FREE ZONE AIRCRAFT			SMALL	SAME
WIND COVERAGE (%)	12 MPH ALL WEATHER		N/A	SAME
	15 MPH ALL WEATHER		N/A	SAME

FAA APPROVAL

CITY OF CORNING

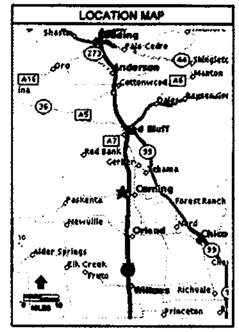
By: __________ Date: ________

Title: __________

NOTES

1. ALL AIRFIELD PAVEMENTS ARE ASPHALTIC CONCRETE.
2. SITING OF NAVAIDS AND LIGHTING AIDS SUBJECT TO FAA REVIEW AND DESIGN.
3. TOPOGRAPHY SOURCE 1999 PHOTOMAPPING & PROJECTS.
4. THE AIRPORT IS NOT SUBJECT TO FLOODING.
5. AN AIRPORT HEIGHT ZONING ORDINANCE IS IN EFFECT.
6. CLEAR SLOPES ARE BASED ON ANALYSIS OF USGS TOPOGRAPHY.
7. NO SITE SPECIFIC WIND DATA IS AVAILABLE.
8. THERE ARE NO SECTION CORNERS WITHIN THE MAP COVERAGE.
9. THIS SET OF DRAWINGS IS FOR FACILITY PLANNING PURPOSES ONLY, AND SHALL NOT BE USED FOR FLIGHT PLANNING, FLIGHT OBSTRUCTION ANALYSIS, FLIGHT OPERATIONS (TAKEOFF OR LANDING) OR FOR NAVIGATION.

LOCATION MAP



WADELL ENGINEERING CORPORATION

AIRPORT PLANNING · ENGINEERING · MANAGEMENT   san francisco bay area

CORNING MUNICIPAL AIRPORT

A CITY OF CORNING AVIATION FACILITY

CORNING   CALIFORNIA

AIRPORT LAYOUT PLAN

SHEET 1 / 4 SHEETS

SCALE AS SHOWN

DATE JUNE 2010

NO.	DATE	BY	REVISIONS
DRAWN DLH	CHECKED	DESIGNED RPW	JOB NUMBER 1422	DRAWING NUMBER 1422-1ALP

1422-1ALD 06-16-10 (1-1) REF: CORNING-HIGH-RES.TIF, CORN-LOC.BMP

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