

Mono County Airport Land Use Commission

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DRAFT MINUTES

March 30, 2015

COMMISSIONERS: Tim Fesko & Fred Stump, Mono County; Colin Fernie, Town of Mammoth Lakes; Jeff Walters & Grady Dutton, airport representatives **ABSENT:** Michael Raimondo

STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, C.D. Ritter

GUESTS: Grady Dutton, Brian Picken & Jen Daugherty, Town of Mammoth Lakes; John Urdi, Mammoth Lakes Tourism; Dave Harvey, Mammoth Lakes Planning Commission; Pat Foster, Hot Creek Aviation; Tom Hodges & Eric Clark, MMSA; Angela Evans, *The Sheet*

1. **Call to order:** Scott Burns called the meeting to order at 10:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes.

2. **Membership review & election of officers:** Michael Raimondo was nominated chair in absentia. Chair for today was Fred Stump, who asked Scott Burns to lead pledge of allegiance.

3. **Public comment:** None

4. **Roles/responsibilities of Airport Land Use Commission (ALUC):** Scott Burns noted ALUC goes back to mid-1980s proposal for golf course, condos, etc. at Doe Ridge. An Airport Land Use Plan (ALUP) was required, also for Bryant Field in Bridgeport and Lee Vining airport. The ALUP was more for surrounding lands than airport itself, for concerns such as noise, lighting, glare, height, obstructions, etc. Commission meets as needed, not every third Thursday. Work was delegated to staff so Commission didn't need to meet. Look at ALUP for Mammoth/June Lake Airport. As review all three, pursue funding for an update, last done in 1980s-'90s.

Stump: Time to review ALUP for Mammoth? *Yes, including any adjustments. Intent is to catch up, look at existing and proposed documents, check consistency in plans.*

5. **Mammoth Yosemite Airport Layout Plan:** Grady Dutton, Town Public Works, reported significantly more development since 2000 plan – reconstruction of west general aviation apron; three-gate terminal east of existing; and airport apron expansion. The Federal Aviation Administration (FAA) in August 2014 issued conditional letter of approval for FAA funds (90% of airport funding). All information is posted on Town's website. Narrative goes 10-20 years,. Projected as far out as could, but focused on five years. Planning made finding in keeping with General Plan, direction from Town Council. Request for Qualifications (RFQ) for consultants OK to issue. Environmental Assessment (EA) or Environmental Impact Statement (EIS)? If EA, Town would hire consultant; if EIS, FAA would hire.

Picken: Runway: maybe extend 1,000' in future, but no immediate consideration. Q400 = critical aircraft. Focusing on three aforementioned projects. Terminal is undersized, with one gate and sometimes three to four aircraft on ground. Built auxiliary structure, but disconnected. Terminal holds 60+, planes hold 70+. Could increase if had larger terminal.

Stump: Runway expansion not included? *Correct. How get airlines to fly Q400? Depends on what airline has what plane, subsidize to come in. Dependent on resort draw.*

Dutton: Enplanements last year were 27,000, down from 30,000 a couple years ago. Immediate need based on schedules.

Urdi: Will work with any airline that has CRJ. Alaska has two Q400s in Los Angeles.

Picken: Other types B3 and C3 aircraft (Q400 is C3) which refers to landing speed. C3 starts at 93. The FAA designated Mammoth as B3. However, with waivers or after review can bring in larger (Q400). More physical changes needed to be C3. Accommodate flight schedules from different airlines. Forecast is from 30,000 to 85,000. Need terminal to accommodate markets trying to serve.

Walters: Other airports? Most mountain airports have similar square footage. Gates on one side when done will meet architectural and fire codes.

Stump: Waiver to land Q400 by FAA? *Yes, indefinitely.*

Dutton: Every airport has waivers, very typical. *Approaches limit waiver.*

Stump: Propose more lighting on obstacles? *Looking at obstruction lights on north side (blinking red), light post at Benton Crossing and US 395. Ramp lighting in front of new terminal. No more lights on Doe Ridge. Have 1,300-1,400 operations/year. Busy airports land/take off every 3-6 minutes.*

Stump: Emergency operations? B3 firefighting capacity now. *Dutton: 10-yr-old, new costs \$800,000.* Stump had requested Inyo Supervisors give it back for redundancy in system. Concern with general aviation at Whitmore, with more development. Hosting hundreds of people. Restrict growth of Whitmore?

Daugherty: Keep the condition, comply.

Burns: Would ALUP affect flight patterns? *Picken: No, general aviation does not have significant growth.*

Night departure? *Picken: Working with FAA, runway 27 off to west, not used at night. Instrument departure off 9 and 27, use 24/7. Voluntary noise restrictions, most pilots comply.*

Stump: Constituent complaints about general aviation overflight. Would appreciate renewed diligence.

Walters: *How is non-aviation use managed (RV, boat storage)? Picken: Parking fee, money stays at airport. FAA prefers aviation uses. Looking for money sources.*

Stump: Hangars were designed to support hangar contractor. Town did not impose stricter zoning.

Fesko: Neither EA nor EIS is cheap. Bring it [runway extension] in now so have document that already talks about it.

Dutton: Did think about it. Brought up at FAA last month; told to stick with aircraft have today.

Stump: Mono looking at STIP funding for Hot Creek and Airport Road (Mono responsibility). If road moved, would be on Town to fund.

Dutton: Coordinated with Mono staff.

Walters: Secondary access to Benton Crossing? Dutton: FAA did not see need except emergency access, not paved. FAA said take care of current need first.

Picken: Significant project ~\$30 million, focusing on what's most needed.

Stump: Mowing brush along highway when winds blowing, not use water truck, spark jumped.

Burns: No significant changes in aircraft operations, flight patterns similar? Yes, more than double existing over next decade.

Dutton: ESCOG and ESTA meetings talked regional emphasis. Need to talk to Bishop, etc. on region's needs. Lots of discussion to be had. Larger community talk about long-term use.

Stump: Competitive or collaborative? Dutton: Corrected claim of 50% cancellations as stated in Bishop to 8% cancellations. However, FAA dollars are competitive.

Fernie: Decision is up to FAA. Critical piece of economic development of both counties. Airports typically 30-40 mi away, lucky to have Mammoth Yosemite so close.

Burns: Need consistency determination at next meeting.

6. Bryant Field and Lee Vining Airport Layout Plans: Garrett Higerd, Mono County Public Works, indicated insufficient staff to monitor enplanements, so guesses only. Both airports recently were reconstructed mostly with FAA funds. Now on long-term maintenance strategy.

Cessna 182 level design aircraft. B1 is small for FAA. Runway extensions, obstruction lights for Bryant Field along SR 182, Starting conditional ALUP.

Fesko: Consider motion detector to come on momentarily. Higerd: Common for runway lights. Same standards as Mammoth Yosemite. Bryant's previous ALUP showed no runway extension into Bridgeport reservoir. Significant concern to add extension at that site: require a lot of fill, cost, and incur environmental issues.

Stump: Lee Vining opposed expansion except emergency operations. Hangar construction? *LADWP land, negotiating 30-yr lease renewal or potential purchase if not need water rights for property. FAA regulations run with land a long time. Occasional calls regarding hangars, but no demand.*

Stump: Premature to consider new ALUP when don't own property? Bishop is in same situation on LADWP land. *Can't finalize till have secured lease or purchase agreement.*

Stump: Extension at Lee Vining airport? *Historically, yes. Conflict was created with fill at end of runway. Community does not want, doesn't make sense. Take off extension on new ALUP. FAA does not give money to fund hangars.*

Stump: Hangars to Planning Commission? *Sublease to Board of Supervisors (BOS).*

Burns: Land use designation is Public Facility. BOS would determine if it wanted Planning Commission review.

Higerd: Updating compatibility plan for Mammoth Yosemite. Approving funding for ALUCP for Orange County. May make sense for countywide package if grant funding covers all three airports.

7. **Airport Land Use Plans:** Scott Burns: Continue to next meeting. Combined policies for Bryant and Lee Vining into General Plan. Have each General Plan consistent with ALUCPs. Review status of dated plans. Update terminology, changes in law.

8. **Informational:** Draft minutes from last meeting, May 5, 2011

9. **Upcoming agenda items:** 1) Mammoth Yosemite Compatibility Review; 2) rules of procedure; 3) review ALUPs.

Stump: Is ALUC a legally mandated commission? Burns: Could opt out. Formed years ago in reaction to land use proposal.

10. **Adjourn** at 10:13 a.m. to April 27.

Prepared by C.D. Ritter, ALUC secretary