

Gentlemen,

Per your request, here is the statement that I was unable to complete on behalf of the Carson Valley Vanguard Coalition at yesterday's Airport Master Plan Working Group meeting, due to the fact that public comment was limited to only 3 minutes per person.

I appreciate your willingness to accept this written input. The airport is a very complicated subject and this phase of the Master Plan process is the one that sets our course for the future – it will be irreversible. It is important that issues are carefully considered as the airport will have a huge impact on the tranquility of this valley. Everything hence forth in the update process, now that you have an activity forecast and a layout plan, is effectively crossing t's and dotting i's.

Yesterday, you, the Airport Master Plan working Group (AMPWG), effectively accepted Working Paper #3 and the proposed Conceptual Development Plan (CDP). This is because you gave direction to the Airport Master Plan consultants to proceed on to the environmental review stage of the update process. This is a serious mistake and one I would have advised against had I been able to finish my public comment. Why?

It was clearly and publicly stated in the workshop that preceded yesterday's AMPWG meeting (recorded if you care to view), that the Airport Manager directed the Airport Master Plan consultants to NOT include Pinon Aero's development plans for 87 acres on the west side of the airport in the assumptions, and to also not show them on the airport layout plan. It was only after significant prodding from the Carson Valley Vanguard Coalition that phases 1 and 2 of the Pinon plans were recently shown on the CDP "for information only". When asked yesterday, only two of you on the AMPWG indicated that you had any familiarity with Pinon Aero's plans!

Without comprehension of Pinon Aero's development plans for over 100 new jet-sized hangars (58 of which are large enough to house a 737!), and scrutiny of the Airport Master Plan Update assumptions, especially the activity forecast:

- o the CDP and further steps in this Airport Master Plan update process will be based on inadequate and fallacious assumptions,
- o the public will have been denied a proper review, and
- o there can not be a real evaluation of environmental impacts.

Such failings simply cannot lead to a valid Airport Master Plan and CVVC suggests that it is your job to call a halt!

Do any of you truly believe that there will only be 2 more jets based on the field in 20 years for a total of 11 when Pinon Aero has submitted plans with over 100 jet sized hangars? Do you believe that annual jet operations will only increase by 622 (11%) over 20 years? Can you explain how the forecast growth of only 9,000 more total annual operations in 2026 (11%) jives with Pinon Aero plans? And remember, Pinon Aero is just one developer on the west side. What about all the hangars that are proposed for the east side? And let's put that in context -- AOPA recently announced that 64% of its members will be buying an LSA within the next 5 years. This is the essence of the real demand for aviation growth at KMEV, especially since the profile of our residents is a perfect match for the expected buyers of LSAs. Why does this new category of aviation that is already growing wildly not feature in the forecast demand? And look at the current multi-year wait for a County T hangar and how many small aircraft are forced to rent an expensive commercial box hangar because they have no choice. Don't you see that the activity forecast simply does not pass the smell test? It makes one wonder who we are really attempting to serve at our airport. Certainly not the local aviators, despite the rhetoric.

Do you think it is correct to ignore this huge 87 acre development? Do you think it is fair to the citizens of this valley and the people you represent in your duties as community representatives on the Master Plan Working Group? Mr. Nielon, you commented that you want to be able to stand tall when confronted by a citizen while you are shopping in Raley's supermarket. How will you defend your personal endorsement of such a fatally flawed piece of work? What is your job as members of the working group?

Pinon Aero has paid around \$10,000 a month since 1/1/2001 for its 87 acre lease. Their intentions have been on record since the lease was approved. Their plans for phase 1 and phase 2 are currently in review in the County planning department. About a half million dollars on Heyborne Road improvements are currently under way, the cost of which, we have been told by the Airport Manager, is being shared by Pinon Aero and the County. Pinon has publicly stated in the Record Courier that they have 23 letters of intent from prospective tenants. Pinon's general contractor, Valley Construction, states that future phases have already been negotiated on the project. This development cannot be ignored!

At yesterday's working group meeting, we were told by the Airport Master Plan consultants and many of you on the working group "not to worry" - Pinon Aero's plans are baseless and they will not come to fruition. This is either disingenuous to Pinon Aero, or disingenuous to the citizen-owners of the airport. Which is it? And, if you don't believe that Pinon Aero will be able to deliver, isn't this effectively endorsing land speculation on County property to the detriment of others who would like to build on the West side? Whatever the case, something is just not right here and the victims are the local aviators and residents!

Contrary to what some of you expressed yesterday, neither Planning Commission nor Board of County Commissioner review of the Pinon Aero development is required prior to construction. The current phase 1 and phase 2 submissions has seen no public review. They only need Planning Department and the Airport Management approval. So there is no public review of this huge development of public land that will forever change the character of our airport and our valley. If not via this Master Plan update, when will the public have any opportunity for review? The ongoing defiance against government transparency is alarming and very disappointing. Our county residents deserve better.

Legal counsel has advised CVVC that all known development plans must be comprehended in the master plan update – you cannot understate your activity forecast or piece-meal it to get around a proper environmental review.

Can you see why there is tremendous public distrust in this process and widespread outrage at the plan that is being delivered? The public is being told that expansion to the east side of the airport is being made only in the name of safety and to support soaring, and “not to worry” about the vacuum being created on the west side. What we are hearing is this: “The forecast is for only modest growth, and Pinon Aero’s Plans will never mount to anything. In 20 years there will only be 2 more jets based on the field and only 622 more jet operations per year. Trust us!” Does this sound as ludicrous to you as it does to us?

The fact is that none of us can trust an Airport Master Plan with fallacious forecast assumptions because it ignores the largest land lease on the field!

You are prudent to ask to hear from Pinon Aero, and I hope you are able to properly vet their plans in a public environment. Sunlight is the best sanitizer. Whether or not you are able to get them to talk, you as the Airport Master Plan Working Group will have to conclude one of the following:

1. All or some of Pinon’s plans are real. If so, then:
  - a. the Airport Master Plan update operations forecast assumptions must be corrected (e.g., +2 jets in 20 years?),
  - b. the complete development plans must be included on the CDP and the Airport Layout Plan to be submitted to the FAA, along with a corrected operations forecast, and
  - c. you need to go back to restart the Master Plan update with a proper assumption set, and proper public and environmental reviews.

Or,

2. Pinon’s plans are not real. If so, then:
  - a. the County is being disingenuous to Pinon Aero by omitting their development project,
  - b. the County is allowing speculation on public property, and
  - c. the Pinon lease is blocking the bona fide needs of local aviators for space on the west side. (By the way, it has already caused one nationally-renowned soaring business to relocate to Texas.)

Until you decide to include or purposely ignore Pinon Aero’s development plans, you must not proceed to the environmental phase of this update! If you do, you may well end up with an Airport Master Plan that is wrong from day one. That would be a waste of FAA/County money and people’s time and effort! Plus, you may open the County to litigation. The Airport Manager’s comments about running out of FAA funding for the master plan project and needing to complete the update per schedule because of this funding issue must not force you to continue down an erroneous path. We need a new Master Plan, but it must be correct!

Thank you for the opportunity to submit these comments.

Jennifer Ware  
Vice President, Carson Valley Vanguard Coalition

Below is a summary of what is depicted on the Pinon Aero Plans that are currently in planning review at the County:

Over 100 new hangars or hangar/buildings!  
39 hangars approx. {50-60’} wide x {50 – 100’} deep  
6 hangars approx. {75-85’} wide x {60-150’} deep  
45 hangars approx. {100-150’} wide x {70-160’} deep  
13 hangars approx. {150-300’} wide x {150-300’} deep