

**STATEMENT OF THE CARSON VALLEY VANGUARD COALITION**  
**IN OPPOSITION TO THE PROPOSED PPR PROGRAM**

**(12-7-06)**

For the record, my name is Marion Barritt, Vice-President of the Carson Valley Vanguard Coalition (CVVC), a group of local residents interested in the Minden Tahoe airport, its services and environmental impact. I'm a pilot and instructor (44 years), past co-owner of a flight operation at our airport, and resident of Douglas County (23years).

CVVC opposes the proposed Prior Permission Required (PPR) program because its implementation would be in direct violation of the present Airport Weight Ordinance passed by the voters

From pavement capacity studies, we are now told that the major runway at the airport can handle weights up to 110,000 lbs. However, until the citizen's weight ordinance is successfully challenged, the County has no right to override the present weight ordinance by authorizing the PPR program without voter approval. We've been told FAA funds might be in jeopardy if we do not change the weight ordinance, but we should not preclude the possibility that our citizens might prefer the airport the way it is now, even at the cost of losing FAA grant funding in the future.

The data now sought by the County, by way of the PPR proposal, is not essential to the development of the new airport master plan because we all know that the majority of our community won't support large plane infrastructure of any magnitude for the Minden-Tahoe Airport and the FAA has no jurisdiction to tell us to do so. The citizens of this County want to see the airport remain primarily for the benefit of small general aviation and soaring, with only modest accommodation for larger aircraft.

Our view is that any PPR program should be consolidated within the airport master planning process and in conjunction with the resolution of other issues. It's our sense that the voters might be willing to increase current weight restrictions if there is a package in place that limits infrastructure to that which does not encourage large aircraft, and its related attributes such as a control tower, airport terminal with parking, and a precision landing system. We do not want surrounding counties to export their aviation environmental problems to Douglas County.

We should strive to maintain the airport primarily to service Douglas County residents for sports aviation, including soaring as a tourist attraction, small general aviation, small jets, and as a parachute drop zone.

CVVC is committed to working toward a solution and understand that may require compromises. We propose a new "Airport Use Ordinance", including a PPR requirement (no test is needed), that augments the best legal "weight limit" we can muster, with new elements that restrict additional airport infrastructure to only that which is absolutely necessary to serve County aviation needs. For example, it would specifically deny a control tower, precision landing system, airport terminal building, and parking lot and entry improvements. Further, wording would be included in strong support of sport aviation as a top priority, since it is a major tourist attraction for Douglas County, as well as direct support for unmet local needs such as T hangars, reopening runway 21, and space for existing small aviation business growth.

We urge the County Commission to re-take the leadership of our airport and redirect it to where its owners want it to go. Marion Barritt, VP Carson Valley Vanguard Coalition.