The following is a verbatim transcription of minutes for the work session of the City of Las Cruces – Airport Advisory Board Work Session held on May 23, 2019. The work session was held at the Las Cruces International Airport, Conference Room, 8960 Zia Boulevard, Las Cruces, New Mexico.

Members Present:
Dan Privette, Chairman
Gay Lenzo, Member
Wes Baker, Member
Ross Palmer, Vice-Chairman

Members Absent:
John Darden, Member
William Soules, Member
Yvonne Flores, City Council Liaison

Others Present:
Andy Hume, Airport Administrator
Kent Frier, Molzen-Corbin
Ted Linnert, Public
Brett Hahn, EAA/Brahn Comprehensive Solutions
Lori Romero, Airport Admin. Asst. - Recording Secretary

1. Call to Order: Chairman Privette called the work session to order at approximately 2:11 p.m.

2. Determination of Quorum:
Chairman Privette verified with Mr. Hume that a quorum was present. Mr. Hume: Yes, four members.

3. Discussion Items:
Chairman Privette: And as I understand, we are just going to basically, just take a general, cursory look through this?

Mr. Hume: Yes. Um, Mr. Chair and Board Members. Before you are two items for review today. At your previous Board Meeting, you discussed what would be Article III in the new Chapter 7.5 – that’s the Minimum Standards. Before you are, Articles I and II in the part of 7.5.

Mr. Hume: Article II is the Rules and Regulations. And this is a document that was significantly worked through – I believe it was back in September or October of last year, with the previous Board. There was a lot of detail that was done and gone
through here.

Vice-Chairman Palmer: Well it doesn't matter when. A little later than that I thought, I think.

Andy Hume: Oh, okay.

Vice-Chairman Palmer: It doesn't matter. It was when Joe Dearing was here. One of his last meetings, I think.

Andy Hume: Yes. Yes. That's correct. So - but what staff found is that some of the recommendations we made through the process of the Minimum Standards had sort of a domino impact...

Vice-Chairman Palmer: Yeah.

Andy Hume: ...into the Rules and Regulations. Very few. But there were some. And so, what, what - in working with Mr. Hahn, as do our - our contract with - for technical writing services, we've identified in this document, in yellow, those few items that need a little bit of additional fine tuning. Also, today you have a second document, this will be Article I, which is the general - It's called "In General" in the Ordinance. This is where, through past discussions, we have located the new definitions section, which was pulled out of - if you'll recall, there were actually two sets of definitions in the current one. Some of them conflicted - some of them were in one, but not in in another, so we consolidated that into one definitions section for the whole chapter.

Board Member Palmer: Oh, excuse me.

Andy Hume: And then we...

Chairman Privette:: (Unintelligible).

Andy Hume: ...also went through and identified some other things, and again cleared out a lot of extraneous verbiage that was really not necessary. There were duplicates, redundancies, etc. So, Mr. Chair with that as an introduction, let's - let me know how you want to proceed and we can go through - I -I'm not expecting this, frankly, to take too long. Because things are pretty well buttoned up.

Vice-Chairman Palmer: For some reason I have three "In General's. I'm not sure why, but I don't have the first one that you mentioned.

Board Member Lenzo: The Rules and Regs?

Andy Hume: Rules and Regs?

Vice-Chairman Palmer: No, I have the Rules and Regs, but the other...
Board Member Lenzo: I don’t have any...

Vice-Chairman Palmer: Maybe that’s all I’m supposed to have.

Board Member Lenzo: We just have the Rules and Regs and...

Chairman Privette: No, we just got...

Board Member Lenzo: ...In General.

Andy Hume: Correct.

((CROSSTALK))

Chairman Privette: That’s all we’re looking at.

Andy Hume: Yeah.

Vice-Chairman Palmer: Okay, sorry about that. I have everything else and more.

Board Member Baker: Lots of copies.

Chairman Privette: And still to belabor a point, we’re going to have a complete delivered copy, before we vote on it?

Andy Hume: Yes sir. So, Article III, which is the Minimum Standards, we’ve already gone through and made all the recommended corrections. We will do so with Articles I and II. At least two weeks prior to your Board Meeting coming up in June, you will have the final draft copy. We’ll send it out to all the tenants, as well. And then, what we – what staff would like to see is an action taken at that meeting, to recommend adoption by City Council.

Chairman Privette: All right. Well, we need to see the corrected copy of the Minimum Standards. You know...

Andy Hume: Yes.

Chairman Privette: ...the verbatim thing we had whatever, 45 pages of discussion on that. So, we need to see that as soon as we can.

Vice-Chairman Palmer: Well, what was over there was not the updated version, was it? It was it the – I mean what – the Minimum Standards you provided – that’s not the updated version from the last meeting, is it?

Andy Hume: They’re – we did not provide the Minimum Standards...

Vice-Chairman Palmer: Okay.
Andy Hume: ...as print out.

Vice-Chairman Palmer: Okay. I understand.

Chairman Privette: Okay. We need to see the updated Minimum Standards as soon as possible.

Andy Hume: Yes sir.

Chairman Privette: Just to make sure that all discussion items that we’ve talked about have been corrected and admitted and omitted and all of that stuff.

Andy Hume: Absolutely.

A. Rules and Regulations:

Chairman Privette: All right. I know there's a couple things I need to look at as far as definitions. I think we're pretty much there. And our group sizes of planes. I know that was a discussion.

Andy Hume: We're looking at Article I then?

Chairman Privette: Yeah. Just - I'm just randomly talking. I don't know if anybody has any discussion on Definitions.

Board Member Lenzo: Were there some in particular that were an issue?

Chairman Privette: Well, not necessarily. The Definitions, well I know part of Flying Club was one. But I know there were several comments on FBOs. As far as what group sizes of airplanes that they were required to service.

Board Member Lenzo: Okay.

Chairman Privette: So, the group sizing has been put in there.

Board Member Lenzo: Yeah, I think and maybe that's what you said Dan, and I didn't quite - quite get it. It would be nice to have like, let's just pick out City. Okay, Number 17, City. If that wasn't revised, I don't really care. Okay. I mean. I don't mean that in a bad way. But that's why I asked Dan, well what in particular. Okay, so FBO has been revised. Flying Club has been revised. I mean were they all revised?

Andy Hume: That...

Board Member Lenzo: Like every one of these?

Andy Hume: I'll say this about the Definitions. They were such a mess,
that this would be...

Board Member Lenzo: Okay.

Andy Hume: ...nearly indecipherable

Board Member Lenzo: Okay.

Andy Hume: So, we wanted to start with just a clean copy, period.

Board Member Lenzo: Okay. And make it more succinct and...

Andy Hume: Yes.

Board Member Lenzo: Okay

Andy Hume: Yes.

Board Member Lenzo: Okay

Andy Hume: I mean there were definitions in here that conflicted with each other, in...

Board Member Lenzo: Right.

Andy Hume: ...in our current code, and so – and it would be an almost unintelligible document...

Board Member Lenzo: Gotcha.

Andy Hume: ...if we had done that.

Board Member Lenzo: Okay.

Chairman Privette: To belabor that point again, what Gay is asking for, is well, a red-lined version...

Andy Hume: Mm-hm.

Chairman Privette: ...of all of these documents. And it should be certainly handed to us that we have abandoned this complete document. You know, so we know that this complete document has been abandoned. Just as your saying that...

Andy Hume: Okay.

Chairman Privette: ...it would have been a horrible mess. Well, if we decided – just using this as an example, but if we decided that this is a
horrible mess, we should be handed this as the document saying, we have abandoned this complete document. And if there's only a few items on definitions, we should have the red-lined version that say "We corrected this to say this. We corrected this to say that." Is that fair enough.

Andy Hume: I hear what you're saying. I can send around some of the red-lined that we have. The other part of this conversation is that the current chapter has something like six or seven articles in it, and we've condensed down to three. So, there is no necessarily direct one-to-one correlations between this document and that document. So, I believe I sent to you Mr. Chair, the — a red-lined version that was kind of demonstrated my point. I'll be more than happy to send that out. Not a problem. I'll get that out to you all for your review.

Chairman Privette: Because some of these end up being so large, and if we don't have a red-lined version, then, you know it's hard to see what has been changed and what has not.

Andy Hume: Okay.

Board Member Lenzo: Yeah. I would say on the sections, it might be good to see what was cut out.

Chairman Privette: Right.

Board Member Lenzo: On the Definitions, I would say — I will go through these, and if they seem appropriate, then that's easier — than the sections, for sure.

Andy Hume: Okay.

Board Member Lenzo: I'm sure that a good job has been done to make this whole thing smaller and more friendly. But — yeah. I think that would be good.

Andy Hume: Okay.

Board Member Lenzo: I mean it would be monstrous to go through, but, - yeah.

Chairman Privette: And certainly, repeating what Mr. Hume has said, you know, that the intent here is to make the Minimum Standards, minimum.

Board Member Lenzo: Right.

Chairman Privette: And to try to facilitate business opportunities and opportunities on the airport, but keeping the Minimum Standards, minimum.
Board Member Lenzo: Mm-hm. Okay.

Chairman Privette: So, I had a little bit of look on my side, but I think we can – if anybody has any comments, we could move past the Definitions and into General.

Board Member Lenzo: Mm-hm. Yeah.

Vice-Chairman Palmer: Yeah.

Board Member Lenzo: Yeah.

Chairman Privette: All right. And then, as for me, I mean some of this stuff I need to take time and read through it, but I think if we typically for today, if we just kind of cruise through it. And if anybody has any strong comments on anything they see, we'll – we'll...

Board Member Lenzo: Yeah.

Chairman Privette: ...we'll move on that. And if not, so the things in yellow have been re-written or, discussion items, or how does the things in yellow?

Board Member Lenzo: I don't have anything in yellow.

Chairman Privette: You didn't – you didn't...

Vice Chairman Palmer: What copy do you have? This one's got it.

Board Member Lenzo: Oh, you're all are on Rules and Regs..

Chairman Privette: Yeah. We stepped past the...

Board Member Lenzo: You just skipped over that.

Brett Hahn: We also (unintelligible).

Board Member Lenzo: Oh, there they are. Okay.

Brett Hahn: (Unintelligible).

Board Member Lenzo: I found it. Okay.

Andy Hume: So, Mr. Chair this is the version that went out – I think it was about three weeks ago, in advance of this meeting – for public review. Again, as I mentioned before, it went through a very thorough scrubbing at a previous meeting. But the items in yellow are items that were – we addressed when we discussed the Minimum Standards, but then they came back to the Rules and Regulations. And when we were doing a final look
through – myself and Mr. Hahn, it was kind of “Wait a minute, Minimum Standards said this. This seems to be at odds with that or slightly different. We need to have the internal harmony within the document. So, the items in yellow are the ones that we’ve identified. Several of them we already have answers for. But we want to make sure it’s in the public venue that we talk about those items. But, if we focus on those yellow items, then we will have addressed the – the discrepancies between the two articles and – and we can keep that simple and focused. So, I don’t know if you want me to just pop on to the first one?

Chairman Privette: I’m not sure. Like for where it says – we’re on – I’m on page 5. “Insurance, attach insurance, updated insurance table here.” So, are we going to have an appendices, addendums – how are we going to do that.?

Andy Hume: Yes, Mr. Chair, as part of the Minimum Standards, we went through a process and talked with Risk Management. That table was updated, and it will be included as an appendix to the overall chapter. That’s why it’s identified here, and we will pull this comment out. It will keep the Minimum – we’ll get the insurance requirements to a – to a very minimal paragraph instead of getting into a lot of detail which we don’t need. We’ll also make sure to have the proper reference to whatever that appendix is identifying.

Board Member Lenzo: So, if we go back to the first highlighted section on page 3, 1.6, Enforcement.

Vice-Chairman Palmer: Enforcement.

Board Member Lenzo: I’m sorry?

Vice Chairman Palmer: Go ahead.

Board Member Lenzo: So, I think I’m a little confused. Maybe not. So, what you’re saying is what’s highlighted was in conflict with the Minimum Standard statement as it regards to enforcement?

Andy Hume: There was either a conflict or a question that was raised by the changes in the Minimum Standards.

Board Member Lenzo: So, is this the way it should be then?

Vice Chairman Palmer: Yes.

Andy Hume: No.

Board Member Lenzo: Oh.
Vice-Chairman Palmer: Oh.

Andy Hume: No. So, this – in this particular case it says that the Airport Manager is authorized to make such rules and render such decisions that may be seen proper.

Board Member Lenzo: Yeah.

Andy Hume: It’s – I am not authorized to make rules.

Vice-Chairman Palmer: No, I didn't think so.

Andy Hume: Okay?

Board Member Lenzo: Okay.

Andy Hume: So that was something that we pointed out – that I wanted to verify with Risk Management. I can render decisions that may seem proper, but I cannot issue rules. Rules – rulemaking is done through ordinance, through public policies, those types of things. I don’t have the authority to do that. But we wanted to highlight that, verify that and then discuss it – at the public meeting.

Brett Hahn: Then you’re in the process of Risk Management reviewing that language.

Andy Hume: And Risk Management got...

Brett Hahn: Yeah. Because that was the existing language.

Andy Hume: Correct.

Board Member Lenzo: Okay.

Brett Hahn: And so, it’s under review with Risk Management right now. So, it’s a TBD. It’s a TBD.

Board Member Lenzo: Oh, okay.

Brett Hahn: That why it’s highlighted. To Be Determined.

Board Member Lenzo: Okay.

Brett Hahn: And then the people that are responsible – ultimately responsible for it is the City’s Risk Management Department.

Board Member Lenzo: Okay.
Andy Hume: And Legal will also review.

Brett Hahn: Oh, Legal. Right.

Board Member Lenzo: Yeah, of course. So, was this language in the Minimum Standard too?

Andy Hume: This...

Board Member Lenzo: Or not?

Brett Hahn: This – this language was in the original – what’s the word I’m trying to say - - the original code – it was codified in 2009. And It was in the original code.

Andy Hume: It was...

Brett Hahn: And then the Rules and Regulations original language.

Andy Hume: Okay.

Brett Hahn: And the question was, as you stated was – are you authorized to make such rules.

Andy Hume: Right.

Brett Hahn: And the response was that you're going to have it reviewed by Risk Management and Legal.

Andy Hume: Right.

Brett Hahn: To get their input on it.

Andy Hume: There was - bottom line is there was a question about this.

Board Member Lenzo: Okay. And it's a dual question for this and the other piece of paperwork.

Andy Hume: Well in the Minimum Standards, it's actually very – I think it's rather...

Board Member Lenzo: It's more clear.

Andy Hume: ...clear from our discussions that...

Board Member Lenzo: Okay.

Andy Hume: ...where there is a lack a clarity, then I need to gather all the
information and make decisions.

Board Member Lenzo: Okay.

Andy Hume: It does not say – it does not use the term “making rules”.

Board Member Lenzo: Right. Okay.

Andy Hume: Which is…

Board Member Lenzo: I think I understand it now. Um, sorry for that.

Andy Hume: No, that’s fine.

Chairman Privette: No, you’re fine.

Board Member Lenzo: Just wanted to clarify exactly what…

Brett Hahn: Well it’s ambiguous.

Board Member Lenzo: Yes.

Brett Hahn: Because it says – first of all if you’re giving the Airport Manager authorization to make rules and render decisions as may seem proper.

Board Member Lenzo: Right, very ambiguous.

Brett Hahn: And that’s really not a very concise way to put that. Either he does, or he doesn’t. And you know, yes, it’s a judgement call, but Risk Management has to make these decisions.

Board Member Lenzo: Okay.

Chairman Privette: I think in the discussion, the general question was the power of the Airport Manager versus City Manager and the Chain of Command and all that kind of thing, too, so.

Andy Hume: Yeah, Mr. Chair when I pull back my shirt there’s a big “S”, so.

Board Member Lenzo: Well, I mean it is very confusing, I think.

Andy Hume: That right.

Brett Hahn: That’s what it got flagged.

Board Member Lenzo: I mean you can have the chain of command, but in certain situations that is not going to work.
Andy Hume: Right.

Chairman Privette: Right. And a large of the discussion was Andy has these feelings, and he's gone tomorrow, and the next manager...

Board Member Lenzo: Exactly.

Chairman Privette: And we've already lost our City Manager. And he was Pro-this, and now he's not pro-that.

Board Member Lenzo: Right.

Chairman Privette: And so, he's going to force Andy to do different things. And so, it -- yeah, it leaves it very open as to what -- what that should read.

Board Member Lenzo: Okay.

Chairman Privette: And so, Risk Management's looking at it. Is there a timeline on that? Or are they looking at the complete document, and...

Andy Hume: They're looking at the complete document. They have come back to me and said, "No, you can't -- you're not authorized..."

Chairman Privette: To make rules. Yes.

Andy Hume: But we need to -- we need to make that rendering decisions more clear. Yeah.

Board Member Lenzo: Yeah.

Andy Hume: But I'm definitely not allowed to make rules. Which makes sense.

Chairman Privette: Yep.

Brett Hahn: So, if I may then -- if they had said, "No." to that -- I mean is it appropriate for us to maybe work an alternative language here?

Andy Hume: Oh sure.

Brett Hahn: Or do you have an alternative language that you would propose?

Andy Hume: You know I actually don't have an alternative language. But I believe that -- I'm open for a suggestion on that.

Brett Hahn: The basic tenets of the Airport Manager has the responsibility of maintaining a safe airport.
Board Member Lenzo: I think that’s very good.

Brett Hahn: So, if there’s a crash, if there’s some sort of a bomb threat, you know he has to be able to have the authority to take such actions. So that’s – but it doesn’t say anything about that. You know, about for the safety of the public – the operators and things like that.

Chairman Privette: Well he’s not going to be creating rules in that situation either though.

Board Member Lenzo: Right.

Brett Hahn: Correct. Because the FAA already has – the City already has a rule structure. The FAA has an overriding rule structure. The Fire Department, the emergency responders, I mean that’s all established. He’s just got to put all the pieces of the puzzle together.

Andy Hume: So, perhaps what – we know for instance that Rules is – the word “rules” is stricken. So, if we say the Airport Manager is authorized to make – or to render decisions in the best interest of safety and security at the airport?

Board Member Lenzo: I think that...

Chairman Privette: That’s not bad. Yeah.

Board Member Lenzo: I think Brett’s term of “responsible” is a better term.

Andy Hume: Okay.

Board Member Lenzo: I – is legal involved with this too?

Andy Hume: Yes.

Board Member Lenzo: Okay.

Andy Hume: Legal will make a (unintelligible).

Board Member Lenzo: They can come up with some good words.

Andy Hume: But you would propose “responsible”, rather than “authorized”?

Board Member Lenzo: I think that’s a good word.

Andy Hume: Okay.
Board Member Lenzo: I would have to; you know look up those two words and compare them. But - yeah, is responsible to - it's your responsibility, which seems 100% correct, to maybe...

Brett Hahn: Make decisions.

Board Member Lenzo: ...enforce or...

Brett Hahn: What this - if I may. What this last sentence is doing, is it's saying, "Here's the rules and regulations in this document." If we haven't covered something in this document, he's still responsible for, you know, making a decision to ensure the safety...

Board Member Lenzo: Correct.

Brett Hahn: ...and the security. So, it's kind of a...

Board Member Lenzo: I would agree.

Chairman Privette: Is responsible for making the decision for security and safety...

Board Member Lenzo: Yeah.

Chairman Privette: But not for making rules.

Andy Hume: How about we say "in the best interests..."

Chairman Privette: Yeah.

Andy Hume: "...of the airport."

Chairman Privette: Best interest...

Andy Hume: Because safety and security might not actually be...

Board Member Lenzo: No.

Andy Hume: ...in play. But the best interests allow for flexibility to...

Board Member Baker: I think its...

Andy Hume: Balance and weigh...

Board Member Baker: There needs to be something that says that if there's something that's not covered by the FAA rules, or the things that are in here, that you get to make the call.
Andy Hume: Mm-hm.

Board Member Baker: So that if some trivial thing comes up, you don't get tied down with having to go to City Council...

Board Member Lenzo: Right.

Board Member Baker: ...to argue about postage stamp vendors or something. I mean. You know some totally inconsequential thing. I don't want to see this document force that.

Board Member Lenzo: Micro-manage.

Board Member Baker: Yeah.

Brett Hahn: So, let me read it then. "For any contingencies not specifically covered by these Rules and Regulations, the Airport Manager is responsible for making such decisions that are in the best interest of the..."

Board Member Lenzo: Airport...

Chairman Privette: Airport security, safety and...

Board Member Lenzo: Airport facilities. Or Airport...

Andy Hume: Just airport.

Chairman Privette: Yeah. Best interest in the airport.

Board Member Lenzo: I think, I like that.

Andy Hume: Okay.

Brett Hahn: Because we – you know in the definitions, and through this "airport" means LRU and everything contained within the boundary lines. So that's – that's established.

Board Member Lenzo: Yeah. Oh okay.

Andy Hume: I'm good with that.

Brett Hahn: Okay. Well let me – we'll write that up and it can go to Risk Management again. Or...

Board Member Lenzo: Yes, okay.

Vice-Chairman Palmer: I've got a question though – this is general question for everybody. Andy is responsible for enforcement of rules and
regulations of the Airport, as we discussed the physical plan. If somebody's out there flying his airplane, unsafe—I know that becomes an FAA situation. But say like he's buzzing the terminal building at 20 feet, you know. Doing something really crazy and then he lands. Can you come up and—can you do anything about that? And just say "Can't touch him, gotta call the Feds." I mean do you have some authority there to tell him he can't do that again. and maybe I don't know how you keep him from flying...

Chairman Privette: I think he could...

Vice Chairman Palmer: ...his airplane. Unless you—what?

Chairman Privette: He could start with the police.

Vice-Chairman Palmer: Or would you have to call the FAA and get them involved.

Brett Hahn: The answer to your question is yes. Again, what you're reading through is kind of a preamble. But when you get to Section 3—Aircraft Operations on page 7...

Vice-Chairman Palmer: Okay. All right.

Brett Hahn: ...control of the airfield. "The Airport Manager shall have the right at any time to invoke the actions below when an activity or operation is not in compliance with the FAA regulations, and the Airport Manager considers such an action, necessary to avoid endangering persons or property..."

Vice-Chairman Palmer: Okay.

Brett Hahn: ...and be consistent with the safe operation of the airport:" And then there's A, B, C, D on the next page. And he can close the airport, he can delay or restrict flights, he can deny the use of the airport...

Vice-Chairman Palmer: Okay.

Brett Hahn: ...to any individual or group, no within FAA compliance. So, this is very specific language as to what he can do and what he can't do, in regard to enforcing regulations and such. Yeah.

Vice-Chairman Palmer: Okay.

Board Member Lenzo: Okay.

Vice-Chairman Palmer: Well, I'm just curious, what you would do in a case like that. The guy buzzes the terminal building at 10 feet. And the antennas all wiggle as he goes by, and then he lands and taxis up and gets out to buy
fuel. Can you go out and – what can you do?

Chairman Privette: I’d got park his SUV in front of it and poke holes in his tire.

Andy Hume: Yeah.

Vice-Chairman Palmer: Seems like you should be able to keep him from flying? I mean, can you the police? I mean is that something you can do (unintelligible)?

Andy Hume: Well I think there’s – each situation may have specific things, but for instance, perhaps I could tell the FBO not to refuel them.

Vice-Chairman Palmer: Okay. I certainly would get their tail number. There would be a report made to Albuquerque Center.

Board Member Lenzo: Yeah.

Andy Hume: You know there’s certain – you know if I get his tail number, you know I could say – or issue something that says, “You’re no longer allowed on this airfield.”

Vice-Chairman Palmer: Okay.

Andy Hume: And register that with – ultimately whatever I do, I would certainly contact Albuquerque Center and make sure that it’s within the realms of the FAA Regulations for me to...

Board Member Lenzo: Right.

Vice-Chairman Palmer: Yeah. Once he on the ground again, he’s now on the physical planet.

((Crosstalk))

Vice-Chairman Palmer: He then – seems like then you have more of a...

Chairman Privette: I think like Brett says, I think he could say instantly to the man or the woman – whoever, that “I have closed my airfield to you.” And call the State Police and “I have an emergency here. This guy is…”

Vice-Chairman Palmer: Recklessly endangering...

Board Member Lenzo: Endangering...

Chairman Privette: “…recklessly endangering…”
Vice-Chairman Palmer: ...airport people...

Chairman Privette: ...people beyond himself. And I have closed the airport to him and I need your help." And I think they'd be here pretty instantly, and...

Andy Hume: The bottom line is whatever I would do, would definitely be within the bounds of legal...

Vice-Chairman Palmer: Yeah.

Board Member Lenzo: Of course.

Andy Hume: You know I can't go take his keys.

Board Member Lenzo: Right.

Andy Hume: You know that's his personal pride.—I can't go...

Vice-Chairman Palmer: But the guy needs to be grounded like immediately.

Andy Hume: Yes.

Vice-Chairman Palmer: ...and not allowed to fly.

Andy Hume: Correct. So...

Vice-Chairman Palmer: Maybe (Unintelligible).

Andy Hume: So, restricting refueling, that's something I can do with the FBO. It's like "No, you are not to refuel. You're not to provide fuel access." I'm not, I'm— I'm not touching his personal property or that, but I'm restricting access to services until State Police get here, until we can notify you know Albuquerque — those types of things.

Vice-Chairman Palmer: Okay. Alright.

Andy Hume: You know, I would — it's actually a very interesting scenario. You know may be that would need a little bit more explorations to maybe some type of general protocols.

Brett Hahn: Every airport has to deal with these kinds of issues sooner or later. You know there could be an issue of you know somebody driving on the airport in excess of the posted speed limits, or in an unauthorized area. You know if you see somebody — you know there's a red pickup truck running down the taxi way.

Vice-Chairman Palmer: Yeah.
Brett Hahn: You know so he turns on his lights, he goes out there to bring the person off to make the area safe, and then you know then the counseling starts, and then you know hopefully it can end without law enforcement and NTSB and FAA and everybody else...

Board Member Lenzo: No. Right.

Brett Hahn: But he has law enforcement resources...

Vice-Chairman Palmer: Yeah.

Brett Hahn: ...because this is a City owned airport with the City police. And then beyond that the FAA’s Regulations apply.

Vice-Chairman Palmer: Okay.

Brett Hahn: And all the kind of stuff. What he doesn’t want to get into is a situation is endangering himself.

Vice-Chairman Palmer: Well yeah, he doesn’t want to get into a physical, major confrontation...

Brett Hahn: Which...

Vice-Chairman Palmer: ...but...

Brett Hahn: Which has happened at other airports.

Vice-Chairman Palmer: Right.

Brett Hahn: You know, there have been Airport Manager’s that have driven their car onto the runways in an attempt to block an airplane from taking off.

Board Member Lenzo: Oh, dear.

Brett Hahn: And then it created a crash. It killed people. So, he doesn’t want to go.

Vice-Chairman Palmer: No. Of course.

Brett Hahn: You know he wants to use the enforcement arms that he has available if he sees something that’s a safety or a legal issue.

Board Member Lenzo: Sure.

Vice-Chairman Palmer: And I wasn’t trying to drag all this out. I was just...
Andy Hume: Yeah.

Vice-Chairman Palmer: ...curious...

Brett Hahn: I mean it's really worth talking about, because you know once in a great while these things do pop up.

Andy Hume: And I'm sure groups like AOPA and others have gathered those experiences from elsewhere and you know have them available for reference.


Andy Hume: Page 4. Page 4 we can remove the highlight and remove the question mark.

Brett Hahn: Okay.

Andy Hume: In any case where there is an event going on, anything accessible to the general public, City Council has to approve the use of – or the ability to serve alcohol. So, when we move forward with special events, if we want to have events that have alcohol involved with them, particularly through sales – alcohol sales – that all actually has to be approved by City Council. This does not impact somebody having a beer in their hangar.

Vice-Chairman Palmer: Okay.

Andy Hume: It does not impact...

Vice-Chairman Palmer: Okay.

Andy Hume: ...you know anything like that. It's when you're bringing the general public together – and that. So that's the key phase there is "General Public".

Brett Hahn: Got it, so, it's okay as is then.

Andy Hume: It's okay as is, yes.

Brett Hahn: Got it. Thank you.

Board Member Lenz: You would mark it out after the first comma "except by written permission..." that whole – that part would be struck. Am I right?

Andy Hume: No, no, no. That needs to remain.

Brett Hahn: Yeah, so the language is okay as is.
Chairman Privette: Except for the question mark.

Board Member Lenzo: Oh, except for the question mark.

Brett Hahn: So, remove the highlight and the question mark.

Andy Hume: Yeah, because the City can give permission.

Board Member Lenzo: Oh, okay.

Andy Hume: Yeah, for alcohol consumption sales on City property.

Board Member Lenzo: Oh other places. Okay.

Chairman Privette: Backing up, Firearms and Weapons needs to be with definitions.

Board Member Lenzo: Where do you find that?

Brett Hahn: What's your thinking on that, that it – that whole section goes to ...

Chairman Privette: Well just that you need to identify firearms and weapons in the definitions.

Board Member Lenzo: What constitutes?

Chairman Privette: Yeah.

Andy Hume: Okay.

Chairman Privette: Because you have it here. You know but it should be in the definitions page, don't you think?

Brett Hahn: So, your recommendation is to take B and C and put it into the Definitions section?

Chairman Privette: Yeah.

Board Member Lenzo: Probably wouldn't be a bad idea. Just to cover all bases.

Brett Hahn: So, are we going to add it to it? Or we can...

Chairman Privette: Add it to it.

Brett Hahn: ...remove it and — remove it from this section and put it in that section.
Board Member Baker: Yeah, I'd take it out of here and put it in definitions.

Brett Hahn: And just have it in one place?

Board Member Lenzo: Yeah, (unintelligible).

Board Member Baker: Put all the definitions in Definitions. And stuff that's not definitions elsewhere.

Board Member Lenzo: Yeah, we can refer to the definition.

Chairman Privette: Yeah, I think you still have Section 2.4 that you're not except...

Brett Hahn: Right. There would be Section 2.4 - it just - you would pull B and C out...

Chairman Privette: Yes, and put in the Definit...

Brett Hahn: ...would go in the definitions.

Chairman Privette: Yes.

Brett Hahn: So, there's one definition of firearms in the Definition Section, and then A and D and E would live in this section.

Chairman Privette: Right.

Brett Hahn: As an extrapolation.

Chairman Privette: Right.

Andy Hume: We already addressed the question on...

Chairman Privette: Insurance...

Andy Hume: ...page 5 of insurance, so the next one is one page 9. I'm going to be honest with you guys on this one, the writing - this particular clause, 3.7c, is frankly, kind of confusing to me. I read it over and over again. I'm not exactly sure what it is promoting or prohibiting. But if somebody could read it and maybe explain to me like I'm 5, because I just - I don't even get what this is saying.

Brett Hahn: Well my interpretation of it is that, if a person has an agreement with the Airport itself, or the FBO to store an airplane, then that's an agreement between either the Airport or the FBO. To store an airplane somewhere. If you don't have that, then there is also Transient Parking and
then sans that, you can’t store airplanes out here for greater than 30 days. So, this is in reference to outside parking and storage and who can park an airplane where, by what agreement. Is there an agreement to park an airplane? Is there not an agreement to park an airplane?

Andy Hume: Okay.

Brett Hahn: So, the City owns some of the ramp, some of the ramp is leased to FBOs, so they would have, you know, parking control over that. And I think it rolls into D, because it’s talking about if there’s no prior written permission, the Airport Manager has the ability to remove and store the airplane. And then 3.8 goes out – goes into abandonment of the airplane. So, it would be – so I guess in my mind it would be you have authorized parking and storage of an airplane by agreement with the airport or the FBO. Or you don’t. And if so, what are the consequences of that.

Andy Hume: Okay. That makes more sense. I tell you – I read that clause so many times I couldn’t put it together. So, here’s my question then. It says, “In no event shall said storage be for a period greater than days. So…

Brett Hahn: And that’s one of the things – that’s why it says, “Andy to review.” If that is reasonable

Andy Hume: Yeah.

Brett Hahn: …or not reasonable.

Andy Hume: I mean given our shortage of hangar space right now, if somebody wants to come in and bring their plane to LRU, we don’t have a hangar space, we’re out of sunshade spaces – we have couple but, let’s say we’re out of sunshade spaces, but they still want to come here, in this particular case, it says “in no event”, that means even with an agreement. In no event, shall the storage be for greater than 30 days. Well if we’re building hangars, and that takes six months, maybe longer, but they still want to be here, they’re coming here, they’re tied down here, they’re based here now, they’re waiting for their hangar to be built, but in no event can they be tied down for greater than 30 days.

Brett Hahn: I think that was in reference to short term storage, versus long term.

Board Member Baker: Yeah.

Brett Hahn: Long term storage is...

Board Member Lenzo: Yeah.

Brett Hahn: …you know you rent something by the month for you know six months, a year, two years, five years, whatever; versus if you had an
overflow, hangars are full, sunshades are full, what would be the next option?

((CROSS TALK))

Brett Hahn: The ramp area, right?

Vice-Chairman Palmer: Yeah.

Brett Hahn: Where the ties downs are. So those ramp areas are controlled by the airport?

Vice-Chairman Palmer: Or FBO's.

Brett Hahn: Or the FBO. And so, at that point then the airplane is sitting out there. So, the question is, is 30-days reasonable, or should it be stricken?

Chairman Privette: I think...

Brett Hahn: Or should it be – go to 60-days? Or you know where you get into the situation where it goes from short term parking to long term parking. I think that's what we're grappling with here perhaps.

Board Member Baker: Yeah, what if you landed here because you blew up an engine on a twin.

Brett Hahn: And it happens.

Board Member Baker: And you can't fit the twin in the sunshades. There's no hangar space for it and it takes you 75 days to get a new engine. That could happen.

Board Member Lenzo: Right.

Andy Hume: We had a Viper sitting here for – it was a little over a month. Technically by this they would be...

Brett Hahn: Right.

Board Member Lenzo: Well...

Brett Hahn: Keeping in mind that you have a language in the front of this that says, you know you can override that.

Andy Hume: Yeah.

Vice Chairman Palmer: Yeah...
Board Member Lenzo: And that is what I was going to say, tack on something at the end of this.

Board Member Baker: This is kind of unclear, but that — I think that’s what it should say. It should say “If you come here and you leave an airplane and it’s not — you haven’t made any arrangements with the FBO, you haven’t got it in a hangar, it’s just out there somewhere, you gotta talk to the Airport Manager and enter into some sort of agreement.” So that you know, you know, okay, “I’m looking for an engine, it’s gonna take me a while to get it.”

Andy Hume: And if it’s, if we want to limit it to 30 days, but we can revisit it after 30 days...

Board Member Lenzo: Yes.

Board Member Baker: Yeah.

Andy Hume: …to see if there’s additional time needed...

Board Member Lenzo: Correct.

Andy Hume: I don’t have a problem with that. I just don’t to make it so restrictive that...

Board Member Lenzo: Right.

Andy Hume: …that — “No I’m sorry 30 days, get out of here. Well I mean what am I gonna do.

Board Member Lenzo: Yeah.

Board Member Baker: Right.

Board Member Lenzo: Yeah, I think you just tack something on to end of that.

Chairman Privette: I think the verbiage was put in there initially for you to have a mechanism to deal with derelict airplanes. Like...

Board Member Lenzo: Yeah, even...

Board Member Baker: But then we have a whole section on that.

Chairman Privette: But it you have — like what Brett said, you either have an agreement or you don’t. And if you have no extended parking agreement, then...
Andy Hume: So maybe...

Chairman Privette: Because I could park in the transient parking up 'till 30 days.

Andy Hume: Let me propose this. If there is the case of an agreement with either the Airport Manager, through the airport, or an FBO; or if there is – if otherwise there's transient parking. Do we even need to have the time restriction? Because shouldn't the agreement have the time restriction built into it?

Board Member Baker: Yeah.

Andy Hume: And then we could agree on that time restriction at that point. Not have it in the ordinance, that ties us to – what about that as an option.

Brett Hahn: That's the simplest solution.

Board Member Lenzo: That is. Just strike the and.

Ted Linnert: Just get rid of that period after ...

Board Member Lenzo: After Airport...

Ted Linnert: ...the word "Manager".

((CROSS TALK))

Andy Hume: Okay, I'm good with that.

Board Member Lenzo: Yeah, that sounds good.

Andy Hume: That just offers much more flexibility for both...

Board Member Lenzo: Yeah.

Andy Hume: ...the Airport Manager, as well as – even the FBO.

Brett Hahn: Right.

Board Member Lenzo: Because then you know the situation.

Andy Hume: Yeah. I – you know to your example...

Board Member Lenzo: Yeah, exactly.

Andy Hume: ...you know upon installation of the new engine, you know,
we – you’re going to be on your way. Okay, we agree to that, we sign that.

Board Member Lenzo: Yeah.

Andy Hume: Okay.

Board Member Lenzo: A good example Wes.

Brett Hahn: So, then that would take us to 3.8. And the discussion of – now this is – I’ll just read it. “No person shall park or store an aircraft in non-flyable condition on airport property, including the leased premises.” So that includes FBOs. Right? Leased premises.

Andy Hume: Correct.

Brett Hahn: “For a period over 90 days without written approval from the Airport Manager.” So basically…

Board Member Lenzo: Same thing.

Brett Hahn: …I think that says, don’t park the crap out there unless you have approval by the airport manager to do so.

Chairman Privette: I think take the 90 days out, and that pretty much covers it. And you’re going to know pretty soon if something derelict and it’s not moving, and then do what’s necessary to find out what the plan is. What is the plan? Are you leaving this? Are you parking it? Do you abandon it? So, I don’t know…

Andy Hume: So, what…

Chairman Privette: …that we need to have the 90 days in there at all.

Andy Hume: …you’re saying is – your saying is regardless of timeframe, you will not park or store a non-flyable aircraft on airport property without the written approval of the Airport Manager? Forget time length.

Chairman Privette: Right.

Andy Hume: It’s, not like you get sit there for 30…

Chairman Privette: Or…

Andy Hume: …for three months…

Chairman Privette: …Well do we…

Andy Hume: …and then come talk to me.
Board Member Baker: Right.

Chairman Privette: Do we put FBO in there?

Andy Hume: Well...

Chairman Privette: Because if I – if I'm controlling ramp space, do I not have the option of allowing somebody to park an airplane on my ramp space?

Andy Hume: It actually says including leased premises, so it includes...

Chairman Privette: Okay. All right.

Andy Hume: ...that. So, what...

Board Member Lenzo: So, strike out the...

Andy Hume: So, strike between the two commas.

Chairman Privette: Yeah – for a period of 90 days, take that out.

Brett Hahn: Can I just ask a question here?

Board Member Lenzo: Mm-hm.

Brett Hahn: So, non-flyable condition could mean a lot of different things. You know I had a fender bender, wing dent, the engine quit, it's leaking oil everywhere. I mean there's a whole lot of things that would make it un-airworthy. You know Andy is not an expert mechanic and he might not know if an airplane is airworthy or un-airworthy. So how would he be able to...

Vice-Chair Palmer: Yeah, how would he know?

Brett Hahn: How would he be able to discriminate. So, if there's an airplane that's sitting out there for – and he drives by an airplane and sees it there month after month after month, after 90 days he would have the opportunity to look at the tail number and ask somebody you know “What's going on with that airplane? Is it being stored with the FBO's agreement and waiting on an engine? Or has somebody dumped this airplane here?”

Andy Hume: So maybe 30 days is more appropriate in this one then. Because at a – the whole point of that then – and I – to your point and I see where you're going with that, do I want to be able to drive by for three months with a plane in a non-flyable condition – I don't know whether - if it is non-flyable or not...
Brett Hahn: Yeah.

Andy Hume: Or, after four weeks of seeing the plane in the same spot over and over again...

Brett Hahn: You can make that...

Andy Hume: ...do I want to figure – do I want to have the authority to...

Chairman Privette: Start finding out why it’s...

Andy Hume: ...start figuring out what’s going on.

Chairman Privette: Yeah.

Brett Hahn: So, the date would be a trigger mechanism for him.

Chairman Privette: Sure.

Brett Hahn: So, the question is, what’s a reasonable amount of time before he starts an investigation into why the airplane’s sitting out there. Same thing is you know, and I guess in a non-aviation setting, you see this all the time. So, a person parks a car out on the highway. Everywhere else but here, you get an orange sticker on that car...

Chairman Privette: 30-day tag, yeah.

Brett Hahn: ...within 24-hours. Right, you tagged.

Chairman Privette: 48-hour tag, yeah..

Brett Hahn: Right, because they want to know is that car abandoned, is it derelict? You know why it is sitting out there – you know, on a highway or on a busy two-lane street or something like that. I think that this is kind of that in a way but applied to possible you know derelict airplanes. And of course, if an airplane is taking up a space, you keep in mind that it’s also – that’s – there – it’s taking up a space that an airworthy airplane might need to park. And especially if there’s a shortage of parking areas outside. We don’t have that right now. But imagine a day when we have the same ramp space, but we have 400 airplanes sitting out here.

Chairman Privette: I think 90-days is really generous. I think 30 is okay. I think typically too – I think I think you’re going to know about for the most part anybody that’s having mechanical problems, and they’re going to go to you or the FBO and say, “Dang it my stuff’s broke and we’re sourcing parts, and we’re doing’ this and I’ll be out of your way as soon as I can.”

Brett Hahn: Right. And then so – in – after that...
Chairman Privette: But after that,

Brett Hahn: ...(Unintelligible), then he can right up a little approval – email approval...

Andy Hume: Yeah.

Brett Hahn: ...Right? And say, “You know you've damaged your landing gear; you're waiting on landing gear, you're sourcing it. It's you know going to have to go to a wrecking yard to find it. And...” but at least he knows the whole picture and knows that eventually the airplane will leave.

Chairman Privette: By the same hand, if you're – if you've stopped in prime parking, you know, you need to have – or somebody, the FBO needs to have the ability to move that plane out of prime parking, if looks like it's going to be six months before it's gone. You know, so “Hey, you can leave it here, but...”

Vice-Chair Palmer: It's going to be moved.

Chairman Privette: ...” we're gonna move you out of prime parking.” Yes sir.

Ted Linnert: Are you talking about people who are having an airplane on the field, but they're not paying for their space?

Chairman Privette: Well, that too. I mean, but basically the line before, we're talking if you haven't made an agreement with the Airport Manager, but you have to...

Ted Linnert: What if their pay (unintelligible)...

Chairman Privette: That was my...

Ted Linnert: ...up to speed with their pay...

Chairman Privette: That was my point. Then there's an agreement, right? There's a leased agreement.

Brett Hahn: And that's the key word. You've got it exactly.

Chairman Privette: Yeah.

Brett Hahn: If there's an agreement...

Chairman Privette: We know of two planes right here, that are on the field that people have been complaining about for a long time, but both of those
planes are paying rent.

Ted Linnert: Yes, and how can you do anything?

Brett Hahn: So, if you have an agreement with the FBO for lease space, or with the Airport, and the cost is $100 a month, or zero, it’s spelled out in the agreement, that’s the agreement.

Chairman Privette: Yeah. I think we’re talking about abandoned planes and...

Brett Hahn: Yeah, that’s why it’s under abandonment and disabled.

Andy Hume: Well let me – I think we deviated just a little bit from it says here though. It says, “No person shall park or store any aircraft…” and the parenthesis say, “including leased premises” So let’s – maybe we need to fine tune this...

Vice-Chair Palmer: Yeah.

Andy Hume: …further. Because it’s the issue of parking or storing it outside. Okay? Because the next one says, “Non-flyable aircraft maybe stored in a hangar.”

Brett Hahn: Right.

Andy Hume: You want to put it in a hangar for 20 years, I don’t care. The issue though is, having it outside and when people come here – and actually this kind of factors into our conversation earlier this morning – people come here and go like, “What is that piece of junk doing down there?” I mean do they actually care about the airport, that they just leave this stuff laying around?” It’s more so that it’s outside – it’s not even under a sunshade. I mean, if it’s under a sunshade, if it’s in a hangar, I don’t care if it stays there for forever. It’s in your hangar. Whatever, that’s not a problem. It’s more so what are we presenting to the people who are coming to our airport. Are we putting our best foot forward, or are we allowing just any derelict plane – the other thing too – and this is something we’re dealing with? Is there is a derelict plane that has been housing a feral cat colony? Well guess what feral cats attract?

Vice-Chairman Palmer: Yeah.

Andy Hume: They attract predators. Well now we’re creating a situation where you know that’s – now we’re impacting – potentially impacting safety. So...

Chairman Privette: We’re creating an ecosystem.
Andy Hume: Exactly. So perhaps what we need to say is “No person shall park or store any aircraft outside...” or “outside of a hangar or sunshade on airport property.” To maybe fine tune that phrasing just a little bit more. Because that’s really the key issue for this one. And I’m sorry Mr. Linnert, I saw your hand there. I just want to make sure my...

Tim Linnert: Right. So, what you’re saying is that it’s really a matter of cosmetics?

Brett Hahn: Well not just cosmetics, but environmental issues as well. So, whether it’s leaking oil or there’s a feral cat colony that’s creating a – you know a subsequent problem.

Andy Hume: I mean...

Brett Hahn: Those are concerns of yours.

Andy Hume: Yeah.

Brett Hahn: And it’s not – it’s not like its long-term parking of a like if it was a Beech 1900 on a Part 135 charter and it’s sitting out there, and they use it once a month. That’s what the airport’s here for.

Andy Hume: Right.

Brett Hahn: But again, 3.8 is about abandonment of disabled airplanes or derelict aircraft. So, people have left them to die. This is a potential problem at every airport. I don’t know if you’ve been around airports, but I’ve been around a lot of airports and this is a big problem. People are just parking them...

Vice-Chairman Palmer: You see them at every airport.

Brett Hahn: Yeah and they’re parking – and it’s become the airport or the City’s problem. It’s like if my – if my Winnebago blew an engine and I said...

Chairman Privette: Depending on where it’s at, yeah. See ya.

Brett Hahn: "...I’m done with that ‘ol 383 man. I am done with that thing.” And I just walk away. Now it becomes the City’s problem and it costs money to...

Chairman Privette: Well...

Brett Hahn: Go head.

Chairman Privette: Well so to the feral cat situation, I mean that particular lease agreement needs to be tuned up to the point of you know if – you
know, we are allowing you to store this old warbird here, or whatever, but the lease agreement needs to say something to the fact that you know, we expect you to keep it in somewhat of a presentable condition and not leaking oil, and not housing rodents and all of that. And if those things aren’t met in the lease agreement, then you have action to go against them and say, “Hey you are not following the lease agreement of what we’ve established here.” Right?

Andy Hume: That’s correct. But this would establish a trigger...

Chairman Privette: And I’m with you on the trigger mechanism. You bet.

Andy Hume: (Unintelligible).

Chairman Privette: And so — so I’m with — I’m on all right with 90- or 30 days even. Because you can start working on it and “What’s your plan here?” And if you have — after 120 days from your first 30 days, and you haven’t gotten contact from anybody, you know, we put this thing on the auction block, and if nobody buys it, then it’s going to the dump or the scrap metal pile, or whatever, I think.

Andy Hume: Okay.

Board Member Lenzo: Well (unintelligible) the feral colony thing, wouldn’t we involve at some point animal control.

Andy Hume: And — yes.

Chairman Privette: They have been in that particular situation now.

Andy Hume: And we have been. But again, that’s a cost that’s born by the taxpayers.

Vice-Chairman Palmer: Yeah.

Andy Hume: For somebody else’s...

Vice-Chairman Palmer: Problem.

Board Member Lenzo: It is true.

Andy Hume: ...leaving — you know abandoning an aircraft.

Board Member Lenzo: Yeah. I don’t know what specific you know laws for — you know, Brett abandoning his Winnebago or someone abandoning a plane.

Chairman Privette: Well they could — yeah depending on the municipality
– but a municipality could go against Brett for towing charges and destruction charges and all that – once they figure out it’s his motorhome.

Brett Hahn: That’s actually all in here too.

Board Member Lenzo: Okay.

Brett Hahn: Yeah, so basically this – if the airplane is derelict and abandoned, he has a mechanism to ask that the airplane...

Chairman Privette: Right.

Brett Hahn: Be removed. If that doesn’t happen, he sends out certified letters to the registered owner, whoever that me be.

Board Member Lenzo: Exactly.

Brett Hahn: To say, “Come get your airplane.” And then sans all those solutions – and the final solution is he actually has the authority to have the airplane towed away, dismantled and figure out what that means, in case. And just talking about the feral cats and those issues and everything – City codes apply here.

Andy Hume: Yes.

Chairman Privette: Sure.

Andy Hume: Chapter 18 Nuisances.

Brett Hahn: Chapter 18 Nuisances.

Board Member Lenzo: Right.

Brett Hahn: And they’re referenced in here as well as on page 3 under 2 – 2.2. Animals. So, there’s a whole...

Board Member Lenzo: Oh, okay. Well then it sounds like this is covered..

Brett Hahn: Yeah, so there’s a whole section in there about you know – about some animals and stuff. On top of the nuisance codes.

Board Member Lenzo: Now as far as a time limit, I don’t know that maybe Andy, you need to – well not you need not “You need to” that sounds bad, but maybe there would be a way to put the orange sticker on something after a certain amount, so that your workers go, “Hey we noticed the orange tag, they write down the date, whatever.

Andy Hume: Okay.
Brett Hahn: So, what do you think is reasonable? 30 days? 45 days? (Unintelligible)...

Chairman Privette: I think the 30 is good, because that gives you the mechanism to start. Whether or not you choose...

Board Member Lenzo: Right.

Chairman Privette: ...to start...

Board Member Lenzo: I agree.

Chairman Privette: Whether or not you choose to start in 30 days, and like I said, I think you're going to have – the airport guys are going to have a feeling right away...

Board Member Lenzo: Right.

Chairman Privette: Whether or not...

Board Member Lenzo: Never seen this person...

Chairman Privette: Yeah, hey did you see anybody land that plane?

((Cross talk))

Chairman Privette: Did you see anybody land that plane? I didn't see anybody land that plane. And you know so in 30 days you've got the mechanism to start working on it.

Brett Hahn: What's in the plane?

Chairman Privette: Yeah, let's go see what's in the plane. Yeah.

Andy Hume: So...

Brett Hahn: Do you want to go to 30?

Andy Hume: I'm fine with 30. Again, I see it as a trigger. It's not...

Board Member Lenzo: Right.

Andy Hume: ...30 days everything has to be done.

Board Member Lenzo: Exactly.

Andy Hume: It's 30 days that we start and say "Okay, look you didn't come
to me to get an agreement, like it says in the previous one. You didn’t come
to – you didn’t work with the FBO, and everything else. What’s going on?”
Okay, now I’m it’s a start date – not necessarily – in your example Brett it’s
only going to take 120 days to get it resolved. That’s fine as long as we can
move forward with a resolution.

Brett Hahn: And the main – and it says, without written approval. So, the
whole idea, is that at 30 days you go knock on the door, and you say “Andy,
you know I can’t get the landing nose gear for this Barron, you know, can
you give me a grace period?” And you go, “Yeah, I’ll send you an email,
and what do you think, another 90 days?” Because we want to be as flexible
as we possibly can be.

Board Member Lenzo: I mean there are those extenuating circumstances.

Vice-Chairman Palmer: Absolutely.

Brett Hahn: Right.

Andy Hume: And I would still submit on this I would like see, “No person
shall park or store any aircraft outside of a hangar or sunshade.” Because
again, that’s the key part is – is outside of a hangar. Because if you invested
in a hangar or a sunshade, even if you have a non-flyable aircraft, you’re
going to have tie to come back to that – you know if it’s a hangar, it’s going
to be closed. It’s going to be much more difficult for a feral cat colony for
instance to get formed inside of a hangar. You know there’s going to be

Board Member Lenzo: (Un intelligible).

((Cross talk))

Andy Hume: So, I would say...

Brett Hahn: You would...

Andy Hume: ... outside...

Brett Hahn: ... add airport property outside a hangar or sunshade?

Andy Hume: Yes.

Brett Hahn: Okay.

Board Member Baker: Then you wouldn’t need B.

Board Member Lenzo: Yeah.

Brett Hahn: Well that’s true.
Andy Hume: Sure.

Brett Hahn: I think the reason that they put B in there was to cover inside storage of non-flyable aircraft. That was the whole point.

Andy Hume: Or we can, for B, we can say, stored in a hangar or under a sunshade. One or the other. But I think those qualifiers are very important for the aforementioned conversation. One or the other...

Board Member Lenzo: I would just tack it on to B.

Andy Hume: Okay.

Board Member Lenzo: I mean – I don't know. I mean that's just my thought.

Brett Hahn: I think stating it twice makes a lot of sense. Let me work on that language.

Board Member Lenzo: Okay.

Brett Hahn: To just make sure that we're saying – you know...

Chairman Privette: If you're storing it outside, there needs to be a lease agreement and...

Brett Hahn: Some sort of...

Chairman Privette: ...and if there's no ag...

Board Member Palmer: ...(unintelligible) somebody.

Chairman Privette: Yeah. And if there's no agreement, you got the right to start working on it in 30 days, and...

Andy Hume: Yep.

Chairman Privette: And it's going to be known if it's abandoned. You're going to know about it in 30 days and start the process.

Andy Hume: Okay. Thank you. That may have sounded like a very simple thing but going through this discussion – this thought exercise was vital. I thank you for taking the time to do that. The next item is on page 11. And we will be deleting 3.15c. I had a discussion with City Fire about this. It's already covered under building and fire codes. We do not need to be – we do not need to have it here. It's handled elsewhere.

Vice-Chairman Palmer: So, this should be struck out.
Andy Hume: It should be stricken please.

Vice-Chairman Palmer: Could I ask something though, because we talked about this through round 1 of going through these, when Joe Dearing was here. Back under 3.4, Disabled and Derelict Aircraft and Parts. Did they ever decide how you decide if it's disabled and derelict? I mean obviously you kind of go by looks.

Brett Hahn: A disabled aircraft...

Vice-Chairman Palmer: I'm talking about Hal's tail dragger – twin engine tail dragger over there.

Brett Hahn: Yeah, there's...

Vice-Chairman Palmer: I'm not complaining about it. I'm just saying, how is that – is that getting resolved? What are you going to do about that?

Brett Hahn: That disabled aircraft would be not airworthy.

Vice-Chairman Palmer: Well that one certainly, by any stretch is not...

Brett Hahn: So that's...

Vice-Chairman Palmer: ...airworthy at all.

Brett Hahn: ...right. So, that's the simple part of that.

Vice-Chairman Palmer: Right

Brett Hahn: Derelict...

Vice-Chairman Palmer: No, I'm not comparing it to derelict.

Brett Hahn: Yeah, derelict points to basically an abandonment...

Vice-Chairman Palmer: Okay.

Brett Hahn: ...of an airplane. It's not taken care of. It's not being – you know it's one thing to have an airplane that maybe you're fixing up and restoring and you know, you're getting ready to make it flyable and airworthy again. It's another thing to have one that's derelict.

Vice-Chairman Palmer: Okay. So, it's okay to store that airplane there, because it's not derelict, it's just disabled? Is that what you're saying?

Brett Hahn: I'm not going to touch that with a 10-foot pole. I'm not saying...
Vice-Chairman Palmer: I don’t think any of us want to. I mean there’s a big emotional issue about that.

Board Member Lenzo: I think it’s cute.

Vice-Chairman Palmer: I was just curious.

Chairman Privette: That goes back to both directions, you know – Hal controls that property, so he in effect is leasing that property to himself to store that airplane.

Vice-Chairman Palmer: Right.

Chairman Privette: But there are codes issues with the airplane. Which is an entirely different thing. So, he has – you know I think maybe G should be modified and be right at the top of there, where he’s got leased permission to store that airplane there, right? But there’s codes issues with the airplane, which is an entirely different subject.

Vice-Chairman Palmer: Yeah.

Andy Hume: And that’s where the cats live by the way.

Board Member Lenzo: Oh really?

Vice-Chairman Palmer: Not the A26?

Chairman Privette: No, yeah.

Andy Hume: No, the A26 was a completely different issue.

Vice-Chairman Palmer: Yeah. Okay.

Board Member Lenzo: So, what did they do with the cats?

Chairman Privette: Traps.

Andy Hume: Trapped and relocated.

Board Member Lenzo: Okay.

Andy Hume: And that’s all I know.

Chairman Privette: I know nothing.

Andy Hume: The situation was (unintelligible).
Vice-Chairman Palmer: How do you – how do you decide something is an eyesore. I mean that’s – beauty is in the eye of the beholder.

Board Member Lenzo: I know, I just said – I thought it was cute, but.

((Crosstalk))

Vice-Chairman Palmer: I mean the rudder is be- needs to be recovered, it’s flapping in the breeze, and it’s – I mean it’s...

Chairman Privette: But it’s a...

Vice-Chairman Palmer: It’s definitely not flyable.

Brett Hahn: The FAA looks at this from a utility point. Because this a Part 139, and that air side is supposed to be used for operating aircraft.

Vice-Chairman Palmer: Right.

Brett Hahn: Is that same aircraft was parked on the outside of the fence, and brush painted, you know back to its original WWII (unintelligible), then it would be an object d’arte. It would be a museum piece, and it would not be taking up valuable air side space for – where operating aircraft could park.

Vice-Chairman Palmer: Okay, so...

Board Member Lenzo: Yeah, it does block that – those hangars from taxing that way, doesn’t it? Or does it?

Vice-Chairman Palmer: No, not really.

Board Member Lenzo: No really?

Andy Hume: It’s a pretty wide area back there.

Board Member Lenzo: I’ve never.

Vice-Chairman Palmer: So, the bottom line is that plane’s going to stay right where it is and that’s the end of it, pretty much? Out of curiosity. I’m not complaining.

Board Member Lenzo: Wes, what are your thoughts on this?

Andy Hume: We are attempting to work through a resolution of that issue and that is all I can say right now

Vice-Chairman Palmer: All right. I won’t ask any more questions. I’m done
Chairman Privette: But say I want to start a business restoring that particular model of airplane, and tomorrow there's three more of them. And I'm going to build one out of the four, I mean.

Andy Hume: In that scenario, the fact that you started a business, you would enter into a SASO agreement with the airport, or you would lease space from the airport for your business. Therefore, you would be in a written agreement with the City.

Vice-Chairman Palmer: Right.

Andy Hume: So that written agreement would then say, Okay, Dan Privette is going to run this business and so there will be—we understand what he's going to be doing, it's not just simply, I'm putting an airplane here, and...

Chairman Privette: Hal has been buying and selling airplanes for decades.

Vice-Chairman Palmer: Yeah.

Chairman Privette: And some of his airplanes have taken decades to sell. So, and I'm not familiar, what's the one that on the end, that go started?


Chairman Privette: The A26. Before your time, he had an A26 in pieces...

Vice-Chairman Palmer: Right, which he had to remove.

Chairman Privette: It got sold.

Vice-Chairman Palmer: Well, okay. But I think he was prompted to act on it though, that was my understanding.

Chairman Privette: It sat here for decades and then the pieces got sold. And so, who's to say if it takes me 20 years to sell that particular airplane, I'm in the business of buying and selling airplanes.

Brett Hahn: But I think—doesn't the City have a vested interest in this?

Andy Hume: Yeah. And the City...

Brett Hahn: We're not talking—we're—the City is nct responsible for bad business investments.

Chairman Privette: Right.
Brett Hahn: So, you know if you purchase a rental house that you can't rent and then it becomes – the windows broken out, and at what point does it becomes...

Chairman Privette: Then it becomes a codes issue.

Brett Hahn: …an eyesore and a problem for the neighborhood.

Andy Hume: And I – just to build off of what Brett said, if in fact you own the plane, and you're trying to actively sell it, again, you can now enter into a written agreement with the Airport Manager, and say “I realize this is on my leased premises. It is a non-functioning airplane. It is un-airworthy, but I intend on selling it. You know, here's the link to the website that I'm selling it on.” You know, I mean provide some evidence that we're moving forward with this, as opposed to...

Vice-Chairman Palmer: To just there.

Andy Hume: Ad opposed to not, doing anything with it. It's – all it really required in all of this, is some level of communication and effort. That's it. That's all we're asking for.

Vice-Chairman Palmer: Okay. Is that the case? Is he trying to sell it?

Andy Hume: That is what I understand, but I have not been provided with any information...

Vice-Chairman Palmer: A link to the website.

Andy Hume: Yes.

Board Member Lenzo: Okay.

Andy Hume: And this is – and understand for the record, this is not intended to pick on any one person or one group.

Board Member Lenzo: Right.

Vice-Chairman Palmer: I agree.

Board Member Lenzo: No.

Andy Hume: These are issues – there are multiple issues on this airfield that this...

Board Member Lenzo: Right. There's a three tier, or something.

Andy Hume: Right. And I just want to make sure, for the record that that's
clear.

Vice-Chairman Palmer: Yeah, certainly. I’m not trying to stir up a can of worms here.

Andy Hume: Sure. But it’s a prime example of what is going on.

Board Member Lenzo: Okay. Right.

Chairman Privette: For anybody, we can stop and muddle on another day if we need to. Keep going. We’re almost there, I guess.

((Crosstalk))

Andy Hume: We just have a couple more items. Page 13, on item four. This is pulled – we pulled this in from the previous ordinance. Basically, what this is saying, is unless you have a specific reason why, the cross-transit movements on the airfield are prohibited. Actually leaving – you know if you’re going from east to west or west to east, using the surface roads outside, so as to, you know, reduce conflicts with aircraft or vehicles doing fueling, or things like that, is what we’re after here. So that’s what—that’s what I kind of wanted to - I think bring to light on that one.

Board Member Lenzo: I think that looks good.

Brett Hahn: My suggestion is that’s the safe protocol.

Board Member Lenzo: Absolutely, yeah.

Brett Hahn: You know we have east – we have east to west access via the gates. We’re getting new gates, get in faster. And going and driving up and down – it’s caused problems in the past. It will probably cause problems in the future unless it’s prohibited.

Andy Hume: I just wanted to make sure and verify with everybody that we’re still in agree... I know that there – you know whether it’s business related issues or what have you. Or, you have the hangar on one side, and your buddy has a hangar on the other side. I get that. But from the standpoint of better safe travel and reducing surface incursions and all those types of things...

Board Member Lenzo: Right.

Andy Hume: You know, this is – this will hopefully go a long way.

Board Member Lenzo: Now, will this include, you know the golf carts from the FBOs and stuff. I mean that won’t include those.
Andy Hume: No.

Board Member Lenzo: Like running somebody to their hangar.

Andy Hume: Yeah, no. It’s not going to impact that.

Board Member Lenzo: It’s more cars.

Andy Hume: Yes. I mean.

Board Member Lenzo: Yeah.

Andy Hume: If the FBOs are conducting – you know somebody flies in and they need to take them to their hangar or something. It’s not going to impact that. It’s going to impact…

Chairman Privette: What if I have a golf cart with a checkered flag on it, and my friends are on the other side of the field?

Andy Hume: Well, I would have to say in that particular case, you actually are properly outfitted for travel on the airfield, where most vehicles are not.

Chairman Privette: Okay.

Brett Hahn: Yeah, the protocol at airfields is that you have a flashing amber light…

Vice-Chairman Palmer: Right. And a radio.

Brett Hahn: …and – right, you have communications.

Vice-Chairman Palmer: At least monitor what’s going on.

Brett Hahn: So that you have the ability to be seen and know what the ground operations are.

Board Member Lenzo: Right.

Brett Hahn: And that’s at any airport that I’ve been to.

Chairman Privette: Registered to be operated inside of the airfield.

Board Member Lenzo: Yep. Okay.

Chairman Privette: Inside the fence.

Brett Hahn: So, okay as is?
Board Member Lenzo: I like it.

Andy Hume: So, the next one is on 14, under “Airport Users Training Safety.” First of all, I would like to strike the term, “no cost”, and just – let’s just say, “participate in a City sponsored Airport Operations Orientation”. I’m not looking at charging anybody, but I just want to remove that.

Brett Hahn: Okay.

Board Member Lenzo: I would agree.

Andy Hume: Yeah, it’s not necessary.

Vice-Chairman Palmer: Okay.

Andy Hume: And then on, item number 2, first of all I would propose reordering this. B becomes A, C becomes B and A becomes C. Because, the airport driver safety - everybody’s going through that.

Vice-Chairman Palmer: Yeah.

Andy Hume: Most people will go through emergency procedures. Not necessarily everybody, but most will. But only a very select few will be going through the Part 139 Operations. So, I’d like that re-ordered.

Vice-Chairman Palmer: Certainly.

Board Member Lenzo: Yeah.

Andy Hume: And the phraseology in parenthesis, I think – did I send an updated – I’ll send you an updated, because I wanted to specifically say, rather than “employees generally” it’s “LRU staff and commercial operators and employees.” So, I’ll send that to you.

Board Member Lenzo: Does that even need to be in there, Andy? I’m not sure you even need that parenthesis. I mean just FAA Part 139 Operations.

Chairman Privette: Operations.

Board Member Lenzo: Because above we say, “May include, but aren’t limited to.”

Andy Hume: Okay.

Board Member Lenzo: I mean.

Andy Hume: I’m fine with...
Brett Hahn: I think the whole idea is that the Rules and Regulations apply to everybody.

Andy Hume: Oh, yeah.

Brett Hahn: Which means it applies to Oscar and Francis Aviation, but it applies to me.

Board Member Lenzo: Yeah.

Brett Hahn: And I'm not a commercial operator, I'm not an employee, so that's why that (unintelligible) you know is specific.

Board Member Lenzo: But you wouldn't...

Brett Hahn: Applicable.

Board Member Lenzo: But it wouldn't even be...

Brett Hahn: But I wouldn't have to go...

Board Member Lenzo: ...covered.

Brett Hahn: I wouldn't – yeah. It...

Board Member Lenzo: So that's what I'm saying.

Brett Hahn: Yeah, because it says, "topics covered may include, but aren't limited Part 139 Operations." If I was to read this, I would think, well why do I have to go through Part 139 Operations.

Board Member Lenzo: Well, but I don't think you would read this.

Brett Hahn: As a tenant, I would.

Board Member Lenzo: Oh, oh, oh. Well okay.

Brett Hahn: Because...

Board Member Lenzo: I guess I would look at it and go, I guess that didn't apply to me.

Brett Hahn: Oh.

Board Member Lenzo: So. Yeah.

Brett Hahn: I would assume that it would apply to me, unless – I mean it
shouldn't apply to me, but — I mean that's the only reason is for clarification.

Board Member Lenzo: Okay.

Brett Hahn: But you have some language.

Andy Hume: I'll send you the...

Brett Hahn: Okay.

Andy Hume: I tinkered with that a little bit. On 15, 4.7. I put — I asked for this to be highlighted because I wanted to make sure — we are moving forward with an update to the security system. Okay? I talked with Kent. The drawings are just about completed. We've already actually been looking at around at opportunities or businesses that would install the new fences and the security system. So, I want to just make sure, because this is a very crucial point, that people are not allowed to share their codes, share their card, share anything — and that's across the board. So, what that means is, if you're spouse needs access to the airfield — we're not restricting access — we're saying you can't slip them your card to go on there. They need to come through and go through the process. They need to go through the driver training, because they're going to be on the airfield.

Board Member Lenzo: Okay.

Andy Hume: They need to get their own card issued to them, or their own passcode. Because if we start making exceptions for this group of people or that group of people, then we have to expand exceptions beyond that. So, I just wanted to be very clear. We're not excluding people who need to be on airfield, we're just saying that your code or your keycard is your own. If we need to issue another one, we will. But I just wanted to talk about that and bring that up. If there's any questions, concerns, discussion? It's a very different way than we've been operating up to this point.

Board Member Lenzo: Right.

Vice-Chairman Palmer: Yeah, there's no control at all. I mean none — absolutely zero.

Board Member Lenzo: Well so, are you stipulating how many people I can have that come and get the training and a code.

Chairman Privette: Not at all.

Andy Hume: No.

Board Member Lenzo: Okay.
Andy Hume: Now if you send me 20 people, I’m going to call up and – “Ms. Lenzo, is there a reason why 20 people need access to your hangar?”

Board Member Lenzo: Yeah.

Andy Hume: I can ask the question. But you know if you need – if you members of your immediate family for some reason – because one of the issues that came, that was brought...

Board Member Lenzo: Right.

Andy Hume: …up was, what if I expected my wife to be home from her flight three hours ago.

Board Member Lenzo: Exactly.

Andy Hume: It’s after hours. You know obviously – certainly they can call – you know you guys have my contact and whatever – but I want to go to the hangar and find out what’s going on. Maybe she’s just lost track of time.

Brett Hahn: Or maybe – or maybe there’s a flat tire on the 182, and you know, you’re having to deal with that by yourself.

Andy Hume: Right.

Brett Hahn: And your significant other doesn’t have a card and can’t get on. You know you could call ‘em, but legally, I mean by the new rules, he couldn’t come on the airport to help you.

Andy Hume: But we an issue – yeah, but we can issue a card for circumstances like that. I don’t have a problem with that. It’s just – you know I mean, I’ve said this before, I’m probably not too far off, half of Las Cruces has a code to get on this airfield, and it’s been shared and shared and shared and shared. And we’re actually finding that out, when we delete, what we’re calling common codes. All of a sudden, we have some people say, well you deleted my code. It’s like, you shouldn’t have this code.

Vice-Chairman Palmer: That’s right.

Andy Hume: You know and so that’s the issue that were trying to get a handle on. Not that there aren’t people other than the pilots who need access to the airfield.

Board Member Lenzo: Okay.

Vice-Chairman Palmer: You’re not referring though, to people that are in the car with her. Say she only has a code; she can bring her husband out – he’s a passenger in the car.
Andy Hume: Oh, sure. Yes.

Vice-Chairman Palmer: You know, you can bring friends out that way – maybe you’re going to take them for a ride.

Andy Hume: Absolutely.

Vice-Chairman Palmer: So that’s – obviously that’s not what you are going to do.

Andy Hume: Yeah.

Vice-Chairman Palmer: Also, is there going to be any consequences for violating this? You know, if there’s no consequences, people – well, I’ll violate it, no problem.

Andy Hume: Well that’s...

Vice-Chairman Palmer: What would you do about that if they do start...

Chairman Privette: I’ll turn your card off.

Vice-Chairman Palmer: ...passing...

Andy Hume: There are...

Vice-Chairman Palmer: Yeah, but I think you should state that. Violators risk losing entrance privileges.

Brett Hahn: Well airport access...

Andy Hume: Page 18.

Vice-Chairman Palmer: Okay, we haven’t got there yet.

Brett Hahn: (Unintelligible).

Andy Hume: We haven’t gotten there yet.

Vice-Chairman Palmer: Okay, I’m sorry.

Chairman Privette: So, in the perfect world, so somebody comes to my building and wants to know where Francis Aviation is, or they come to my building and want – the freight guys want to go to Air Method. So, I send them directly to you?

Andy Hume: Yes. And, what we’re going to do, in advance of this
deployment, is we are contacting UPS, FedEx, Snap-On Tools, Matco - all of the possible – as much as we can – in advance and say, this is the system we’re going to. If you need access to the airfield for going to visit Oscar’s shop to sell him tools, come to the office, here’s the driver training. We will issue you either a card or a keypad code, whichever is most appropriate. But you need to go through the same training. Because we had – I’m sure probably some of you heard about it, we had a surface incursion last week – late last week, where the postal driver, just sped right in front of Chris Frost’s plane. The pilot – he was training a pilot. The pilot had to slam on the brakes. Okay? That just ruined our last 12 months of having – being relatively problem free.

Brett Hahn: Yeah.

Andy Hume: But we have got to continue to get a handle. We’ve done a lot more to improve that. We need to continue to address those issues. And so, this is the direction. We’re not saying you can’t get the access…

Board Member Lenzo: Okay.

Andy Hume: We’re saying you need to go through the proper channels to get it.

Vice-Chairman Palmer: Right.

Brett Hahn: And it’s really a training issue…

Andy Hume: Yes.

Brett Hahn: …more than anything else. You know that the National Guard guys – until they put signs up, didn’t know you couldn’t go 60 on the ramp. And they did. In their BMW’s and their 4-wheel drive pickups. I mean they were just blazing up and down the ramp and everything. But nobody had told them, that you know airplanes have right of way. Nobody knows that unless you’ve been trained that airplanes have right of way. Also, things like rolling your window down, turning the stereo off, put you cell phone down. Because you can come around – as you all know – you know, come around the end of the ramp and there’s Ross taxiing out his 182.

Board Member Lenzo: Yeah.

Brett Hahn: It happens all the time. And if you’re going 10 and listening, it’s not a problem. If you’re going 40 miles an hour and talking, making a date – it can result in an accident.

Chairman Privette: So how is that to be dealt with. you know, I know I myself have complained about the postal lady many times. She’s been bombing around here forever. And I have complained to him.
Brett Hahn: Incident Report.

Chairman Privette: Okay, do we have any kind of incident report – any kind of anonymous safety violation – any kind of program on that?

Andy Hume: I don't know about anonymous, but we have – we are improving a current reporting mechanism we have for incident reporting. I'm – the complaints that have already been registered with me have not gone unheard. It's just a matter of we need to have a different system, and sometimes getting that in place...

Chairman Privette: Thanks Wes.

Board Member Baker left the meeting at approximately 3:30 p.m.

Andy Hume: …takes time.

Brett Hahn: I mean, in all fairness, I almost got run over by the City of Las Cruces trash truck. They were out emptying dumpsters...

Chairman Privette: Well, sure. They...

Brett Hahn: …and the guy came around the corner, wound up in first gear, and the engine RPM never let off. He went around the west side hangar there, and to line – and lined up and picked up the trash in record time. But he liked to run over me on the way over – around there. Guess what I did? I took a picture of the truck, as it was leaving and got the license plate number and I sent you a thing and I said this guy just – you know, he needs to – going to have an accident, and blah, blah, blah I was upset. I was really upset. And to Andy's credit, he called whoever he needed to call, and the next time they came on, they idled around. And they were very respectful of pedestrians and stuff like that. So, it worked in my case. But I know it happens a lot.

Andy Hume: I also know – I also know that person's boss. I'm trying to wind my way through the – the interesting names that is the postal service.

Chairman Privette: Also, is UPS going to get a universal pass? Or is it going to be...

Andy Hume: I'm...

Chairman Privette: …per driver, per truck?

Andy Hume: I'm contacting their supervisor to find out how they want to address that. We typically have the same...
Chairman Privette: For the most part, I know...

Andy Hume: ...delivery person so.

Chairman Privette: Yeah.

Andy Hume: And I’ve actually talked directly with him about it.

Vice-Chairman Palmer: But there are times, when they don’t. I mean...

Chairman Privette: Right, vacation, sick, whatever.

Vice-Chairman Palmer: UPS – when I had my business for six years, usually we had the same guy, but the guys on vacation for a week.

Andy Hume: Sure.

Chairman Privette: Well and there’s the – there’s the UPS Red guy, which is a different guy, than the UPS freight guy.

Andy Hume: Correct.

Vice-Chairman Palmer: Right.

Chairman Privette: And the UPS standard air guy. So, there’s like three different guys right there.

Andy Hume: Well the other airports...

Board Member Lenzo: Turnover...

Brett Hahn: I’m sorry – go ahead.

Board Member Lenzo: No, I’m...

Chairman Privette: Turnover what?

Board Member Lenzo: Turnover.

Vice-Chairman Palmer: Would that be a situation where you give them a punch code, instead of a card?

Andy Hume: Yes.

Vice-Chairman Palmer: Yes.

Andy Hume: And the same is true with New Mexico State Police.
Vice-Chairman Palmer: Yeah.

Andy Hume: I can’t be issuing a card for every single police officer who might possibly respond to an incident on the airfield. So, we’re addressing that through different means.

Board Member Lenzo: Well wouldn’t there be an emergency code for them?

Vice-Chairman Palmer: Of course, there is.

Board Member Lenzo: Yeah.

Vice-Chairman Palmer: Ask me, I can tell you what it is. But I won’t

Andy Hume: And actually we’re...

Board Member Lenzo: I know what it is.

Andy Hume: ...we’re actually working our way to get a where they run their siren, and that triggers...

Vice-Chairman Palmer: I have that in my community. I ordered those modules and installed them myself. If you need help with that.

Brett Hahn: Really.

Vice-Chairman Palmer: I can tell you all about that. They’re cheap.

Brett Hahn: I never knew about those.

Chairman Privette: And they have codes that you can send from your phone, and they expire in an hour or in a day, or whatever.

Board Member Lenzo: Oh, yeah.

Andy Hume: There’s a – the bottom the line is there are a lot of ways to handle...

Chairman Privette: Yeah. (Unintelligible).

Andy Hume: …the situation. What we’re doing is we have to contact each company – and I’m sure we’ll miss some, we’ll contact each company and figure out how they want to handle it within the bounds of our system set up. And that’s really the point of what we want to get across, here on this particular section, is – we are now setting the parameters. We’re not just letting it go willy-nilly anymore.

Vice-Chairman Palmer: Yeah.
Andy Hume: We need to set those – they should have been set a while ago – that’s fine. We’re not going in the past.

Vice-Chairman Palmer: Yeah.

Andy Hume: We’re moving forward. So that’s – but we need to set those parameters and we need to – we need to apply them equitably.

Brett Hahn: And this is not something that we’re unique. I mean other airports have already addressed this issue.

Vice-Chairman Palmer: Oh, yeah.

Brett Hahn: And they have protocols in place, and military bases. You know FedEx just doesn’t show up at White Sands Missile...

Chairman Privette: I know that.

Brett Hahn: They have to go through the same magic process that I do.

Chairman Privette: Do we need to put in the Airport User Safety Training - that you have to go through safety training, before you get an access code?

Andy Hume: That is addressed in the section we were just looking at. Where we were looking at – it says “All airport users are required to participate...” so if we need to clarify that airport users include...

Vice-Chairman Palmer: This says within 15 days. Should it be prior to use.

Andy Hume: Not necessarily. I wanted to give a grace period. I mean...

Vice-Chairman Palmer: Okay.

Andy Hume: Yeah.

Vice-Chairman Palmer: That’s fine.

Andy Hume: Because I mean if your moving, if you are relocating, or something like that. But...

Chairman Privette: Right.

Andy Hume: If all airport users – if we feel comfortable with that – includes Snap-On Tools, UPS, all those folks, then I would like to leave it general like that. But that would apply that they’re going to – they will go through this training. It’s not a – it’s not a you go through this training to get this-no, no, you go through the training. Period.
Vice-Chairman Palmer: Right. But, but it says, okay, so, you have to do it within 15 days to get any use of the airport. Does that mean they walk in on day one, here's your card, come back in sometime in 15 days and get trained. That's kind of what that implies.

Brett Hahn: Well it is – this is a sticky wicket, I call it. Because it – you know like say you have a new hire at Southwest Aviation, and they come in on and start working on Saturday, work on Sunday, Monday's a holiday. So really the soonest that they can get to you know to the training lady and the video and everything, get their card might be Tuesday. That's 3 days later.

Vice-Chairman Palmer: That's true. But their sponsored by Southwest Aviation and other...

Brett Hahn: True.

Vice-Chairman Palmer: ...people who are...

Brett Hahn: They're really in training mode...

Vice-Chairman Palmer: ...training...

Brett Hahn: ...I guess you might say. And so then actually being chaperoned, mentored.

Vice-Chairman Palmer: But this is a guy that lands here. I'm buying a house here. I'm going to be looking for a home in the next seven days, where's my card. In a situation like that, I mean, by the time you've given them the card, you could let him watch the training for however long that is. Instead of giving him a card and say okay, "Welcome to Las Cruces. But be sure you come back before 15 days or we're going to shut you off." I mean...

Andy Hume: Well, so – first of all the training is going to be delivered online from now on.

Vice-Chairman Palmer: Oh, it's not going to be watching over the shoulder of Lori.

Andy Hume: Correct.

Vice-Chairman Palmer: Like we used to do.

Andy Hume: That's correct. So, we're going to be deploying it online. And we'll set a time limit. And if need to do 7 days, we can do 7 days. If you feel that is most appropriate. I'm fine...
Vice-Chairman Palmer: No, I'm not trying to be a hard...

Andy Hume: No. But at the same time, if they don't complete it, then I do shut their code off. I do shut their card off.

Vice-Chairman Palmer: Right.

Andy Hume: And they – but they're notified in enough time.

Vice-Chairman Palmer: I guess if you tell them, "If you don't do this in 7 or 15 days, your card won't work."

Andy Hume: Correct.

Vice-Chairman Palmer: "So you've got that amount of time. No offense but that's how it works." Okay. I just wasn't clear about how you were going to handle that.

Andy Hume: Okay. So, we are on 16, 6.4. The reason why this was highlighted is, unfortunately we had a situation here on the airfield, about a year ago, where Station 7 was on site, because a charter came in. So, they were providing the service for the charter. And we had a very serious health emergency. 9-1-1 was called, but because Station 7 was otherwise occupied, based on 9-1-1, Station 3 was dispatched. In that length of time the – unfortunately the health situation got a lot worse, and that gentleman passed away. And I think we all know Carl. And that was a very, very, very sad situation. Since that time, I have been able to communicate very clearly with Fire, as to how we initiate certain protocols now with Station 7, even if they are taking care of a charter, and how they are dis-how that is communicated to 9-1-1 dispatch. But the question here is, is there – we reported – certainly - obviously first 9-1-1. Definitely contacting me if there's something that serious going on. But is – then who would take care of contacting Station 7. In most cases, 9-1-1 will do that, because Station 7 is there ready to respond. There's probably not a charter going on. Those are incredibly infrequent. Their number of service calls, over all are the lowest across the city. That's probably going to be fine. But then, is it something – is it something where my next move should be calling Airport – or Station 7 to make sure they got the call? This is not necessarily something that has to go into the ordinance. But from the standpoint of procedure, protocol, how this works in – we're actually working through some of these very same scenarios in another project that we're working on. What are your thoughts on that? How should that proceed?

Board Member Lenzo: I'm confused.

Andy Hume: Okay.

Board Member Lenzo: You're talking about a medical emergency, and this
is about Fire.

Andy Hume: It could be – I gave medical emergency as an example of calling 9-1-1.

Board Member Lenzo: Okay.

Andy Hume: And notification of Station 7. In this case it’s a fire. It’s – we’ll just say in an emergency.

Board Member Lenzo: Okay. So – do we have any medical area? Is there a medical section? Or just a fire – open flames.

Brett Hahn: Well this – particular area, just addresses open flames and fires and getting somebody to respond to that.

Chairman Privette: So, you’re saying that the Fire Department was dispatched to a charter plane, and a medical emergency was called into 9-1-1 and the Fire crew was not requested to pull off of the charter plane. And a charter plane was in fact – not here. Is that what you said?

Andy Hume: No, the charter plane was here. The – for charter planes, we’re generally requested to provide what’s called “index B” fire support. And so, for the Index B – the way the Fire Department deploys that has changed. But in this example, the charter was here...

Brett Hahn: Was that the Sun...

Andy Hume: It was the Sun Country yeah, for the

Brett Hahn: Basketball team? Or...

Andy Hume: I believe it was.

Brett Hahn: It was in March. Was it in March? It was in March. Yeah, they were loading the NMSU basketball team.

Andy Hume: Right. But in that scenario, had Station 7 been notified, they could have very easily in 30 seconds, driven the engine around...

Board Member Lenzo: Across the ramp.

Andy Hume: Across the ramp, left the crash truck there in – just in case something happens with the charter and gone and addressed that – that situation. That’s the protocol now. Okay? We’ve addressed that, and Station 7 and all of the crew and every- all the lieutenants are all very clear on that. That did not happen that time.
Board Member Lenzo: And so that was a SNAFU with 9-1-1.

Chairman Privette: Right.

Andy Hume: It was...

Board Member Lenzo: In my opinion.

Andy Hume: Yes, but it was – but Fire's protocol was Station 7 is on a call, so the next fire station...

Board Member Lenzo: Right.

Andy Hume: ...to be dispatched was – it was not – it was not even necessarily 9-1-1, because they were doing what they were told. What we needed to do is change the protocol, and we’ve done that.

Chairman Privette: The entire manpower of the fire station was involved...

Board Member Lenzo: Yeah, I’m just ...

Chairman Privette: …over here on the charter?

Board Member Lenzo: I am just stunned.

Andy Hume: Yeah, there’s – they only have like, at max four. But usually they have three.

Chairman Privette: They don’t have a smaller, quick response truck?

Andy Hume: They do now.

Board Member Lenzo: Yeah, I mean coming from a medical background, I’m stunned at what you’re telling me. To me it was one of those very odd circumstances, unfortunate for the victim.

Andy Hume: Yes.

Board Member Lenzo: Okay. So, I’m not sure that the protocol isn’t correct.

Andy Hume: Okay.

Board Member Lenzo: Call 9-1-1. I – you know, do you call them? I mean – this is horrible. I mean, if they were there and not one of those EMTs went...

Chairman Privette: Yeah, could break off – message...
Board Member Lenzo: ...and I’m just stunned.

Andy Hume: But the other part is though, even if they had – even if I had been called...

Board Member Lenzo: Right.

Andy Hume: ...they were standing – I was standing right next to them. I could have said, we’ve got somebody, you know the Lieutenant was standing right next to me.

Board Member Lenzo: Yeah.

Andy Hume: And we could have done it – in fact it was very odd, because am I hearing a siren all the way out here? And then we saw the ambulance go by and say... wait a minute did you guys get dispatched for anything?

Brett Hahn: And Station 3 came from...

Andy Hume: Valley Drive.

Brett Hahn: From Valley Drive. I actually drove – I got here about 20 minutes after he had the stroke. And I was driving, and I saw the Sun Country Airplane here. And I drove past it. And I saw the ARFF truck out there, and I said, oh, look, you know, there’s that. Right? Then as I drove around to the EAA Hangar, I saw another fire engine there. And I thought, oh, this can’t be good. And I walked in and there was a gentleman there, Dave. Dave was the one that actually – he’s a retired NET jets pilot. But he was actually with Carl when Carl had the stroke. And he’s the one that called 9-1-1. And then so he you know verified the time – about 20 minutes response time.

Andy Hume: In short it is a highly unlikely series of events that took place.

Board Member Lenzo: Yes. I agree.

Andy Hume: ...to ever happen again. However, it did happen. We have addressed it with the Fire Department. We’ve changed the protocol.

Board Member Lenzo: Okay.

Andy Hume: And in all fairness, it’s long past March. I was only on the job for less than three months; people probably didn’t even know who I was to call me. So...

Board Member Lenzo: Well it didn’t have to do with you, though. Necessarily.
Andy Hume: True.

Board Member Lenzo: So, I guess I'm confused as to what the question is here.

Brett Hahn: Well the question is – is simply this, if you land long and flip your 182 upside down, who's going to respond?

Board Member Lenzo: Right. Okay. So...

Brett Hahn: The assumption has always been, now that we have Station 7, it would be Station 7.

Board Member Lenzo: Of course.

Brett Hahn: However, under certain circumstances, that's not the case. That wasn't the case. So, I mean I wouldn't want to wait 20 minutes if I was in burning airplane, because Ron – what's his name, the Lieutenant here.

Andy Hume: Schulmeister.

Brett Hahn: Yeah...

Andy Hume: Oh, no, no, the Lieutenant is Mike Conner.

Brett Hahn: No, but the he was talking about the response time. There's a three minutes response time.

Andy Hume: Yes.

Brett Hahn: Yeah, I mean Station 7 can get anywhere on the airport property...

Board Member Lenzo: Sure.

Brett Hahn: ...in three minutes.

Vice-Chairman Palmer: Three minutes

Board Member Lenzo: Well if they've changed their protocol, okay, so that this doesn't happen again. Let's say somebody does have a stroke, and we got Sun Country here, one of those guys breaks off.

Brett Hahn: Yes. Yes. They are trained to respond. And the Lieutenant said the other day – there's a very high turnover in MVRDA – Mesilla Valley Regional Dispatch.

Andy Hume: Yeah, MVRDA.
Brett Hahn: A very high turnover there. So, this is a belt and suspenders question really for me, personally, as pilot. You know, gravity feed and fuel pump. Right? I mean we have two ways of getting fuel to the engine, right? There's a redundancy or a backup way. And we know in the past calling 9-1-1 didn't result in a 3-minute response time. It resulted in a 30, in a 20-minute response time. Could that ever happen again. I think it could. I think it's possible if it could happen once, it could happen again.

Board Member Lenzo: Yeah.

Brett Hahn: Is there any way that we could confirm that Station 7's rolling on a...

Board Member Lenzo: I see where this is...

Brett Hahn: Yeah.

Board Member Lenzo: Yeah. Okay. I get this part.

Brett Hahn: You know I mean, how do we, how do we ensure the safety of the people here at the airport, whether you got run over by a trash truck or you turned your airplane over at the end of the runway.

Board Member Lenzo: Yeah, but let's say you know me or Ross or somebody's in their plane, they've taken somebody for a ride, and suddenly, you know they're in this airplane and he's slumped over.

Brett Hahn: Yeah...

Board Member Lenzo: They don't know to call Station 7. They're going to call 9-1-1. So, you know I don't know what the answer to this is.

Andy Hume: Let me approach it from this perspective too. This is ordinance. This is telling people do two things if - in this situation. Call 9-1-1, call the Airport Manager. So perhaps for this, we strike Station 7, we remove the highlight, because those are the two things that you need to do. And we follow that up through our explanation in the Airport Emergency Plan, we can go into a little bit more detail on protocols and figure out a way to get those protocols. Because we - I have - I did reach out to the director of MVRDA to be involved in our discussion on the Airport Emergency Plan. So, maybe that's really what we need to do, rather than worry about it in the ordinance.

Brett Hahn: I think that's correct. And if you go back to page 14, just really quick, the safety training for the airport users, which would be tenants and commercial - you know, so we have emergency procedures. So, if we were to incorporate the belt and suspenders: Call 9-1-1 and call you know the
Airport Manager. You know, just make sure Station 7 is rolling...

Board Member Lenzo: I think.

Brett Hahn: ...somehow, someway.

Board Member Lenzo: Yeah.

Brett Hahn: So that it’s — you know because if you think about the difference between an airplane on fire, a 3-minute response versus a 20-minutes response...

Chairman Privette: No.

Brett Hahn: You’ve got a pile of molten aluminum and a fatality, versus maybe you can save the person.

Board Member Lenzo: Well and I would say...

Brett Hahn: And get them out of the airplane.

Board Member Lenzo: ...and no offense to you Andy, but I would say call 9-1-1 and Station 7.

Brett Hahn: Call Station 7 directly?

Board Member Lenzo: Absolutely.

Vice-Chairman Palmer: Yeah.

Chairman Privette: We should...

Board Member Lenzo: Because you’re wasting time. You’re calling him, he’s got to answer, then he’s got a make a call. I mean...

Andy Hume: Okay.

Board Member Lenzo: ...you could be third.

Vice-Chairman Palmer: Call the first two, and when you have time, call the Airport Manager.

Board Member Lenzo: Yeah.

Vice-Chairman Palmer: Not trying to deprioritize you – like she said.

Andy Hume: Let me, let do this.
Brett Hahn: Because I'm going to ride my bicycle over there and knock on their door.

Board Member Lenzo: Exactly.

Andy Hume: True.

Brett Hahn: You know, whatever it takes, you know, to get some help as soon as possible. And they've got EMTs, got first responders, they've got oxygen over there. They have some – they have more capability than just spraying foam and water.

Andy Hume: Sure.

Brett Hahn: you know and that might make the difference, you know, in an accident in the future.

Board Member Lenzo: Now if you're trained as an EMT, we'll call you.

Andy Hume: Why don't – well actually, you know what, let me do – let's do this. Let take even in a – so would it be better for us to say – and shall immediately report it following the Airport Emergency Protocols. Because those could change. The protocols – phone numbers change. All of a sudden instead of Station 7 it gets renumbered to Station 15 because – for whatever reason. And it's something that – you know airport emergency protocols maybe would provide us with the opportunity to have a better more flexible and distributed method of doing this.

Chairman Privette: We should have an emergency response list. And that emergency response list should be on the front page of the Rules and Regulations; it should be on the front page of the Minimum Standards; and it should be on the front page of your Emergency Response Situation. And just as you said, you have an emergency response and 9-1-1 should absolutely be called first, always.

Brett Hahn: Absolutely.

Chairman Privette: Because it might be a whole lot bigger than you think it is. And so, if we need the whole world responding, the whole world could initially already know about it.

Brett Hahn: And that's their call and they'll figure all that out.

Chairman Privette: Exactly. Do we know – is there a number that Station 7 answers that is monitored by somebody all the time?

Andy Hume: Yes. I have that number.
Board Member Lenzo: Okay.

Chairman Privette: And what about our neighbors right here? Do they only respond to situations in helicopters? Or...

Andy Hume: That I don't know.

Chairman Privette: ...you know. I mean we need to query our neighbors and see what's going on.

Board Member Lenzo: Yeah, that's not a bad idea.

Andy Hume: I mean even they could have...

Board Member Lenzo: Right.

Andy Hume: ...sprinted over there and...

Brett Hahn: Yeah, had Dave known...

Chairman Privette: And Ken and...

Brett Hahn: ...He may have just gone over and grabbed somebody from Air Methods.

Chairman Privette: Can we put Air Methods on our Emergency Response list?

Andy Hume: We can do that. And I...

Vice-Chairman Palmer: That's a good idea.

Andy Hume: ...like the idea because if we say here, report it according to the Airport Emergency Protocols, we just thought of a protocol that had not been included before. If we start delineating each individual group in the ordinance, and we think of one we missed, we've got to go back and fix the ordinance.

Chairman Privette: Right. No.

Andy Hume: So, I'd rather point to a...

Chairman Privette: The Emergency Protocols...

Andy Hume: ...(unintelligible) a procedure rather than...

((Cross talk))
Chairman Privette: Exactly right because that can change.

((Cross talk))

Chairman Privette: Numbers can change.

Andy Hume: And we can bring that back for vetting to the Board.

Brett Hahn: Right. And then you know for instance at the front door here, Southwest Aviation...

Andy Hume: Yeah.

Brett Hahn: You know, literally on inside of the front doors, you could have an ICE card.

Board Member Lenzo: Yeah.

Brett Hahn: You know an In Case of Emergency. 9-1-1, x1212 for Station 7, Air Methods and you can have at least three — you know if you can get three deep on emergency responders, man you’ve got a chance to help somebody.

Chairman Privette: Right.

Andy Hume: Okay. Let’s work in that regard.

Chairman Privette: That’s an excellent point. Is there—is there like a 1212 number for Station 7. Is there a 3-digit number for Station 7?

Andy Hume: No. No, it’s a regular phone number.

Brett Hahn: Regular phone number.

Andy Hume: But it’s the phone that the Lieutenant keeps with him at all time.

Board Member Lenzo: Okay.

Andy Hume: And it’s passed — every shift they pass it to the other lieutenants.

Chairman Privette: And so, when they go to dinner in the other big red truck, is the whole company going to dinner? Or are they leaving and adequate staff here?

Board Member Lenzo: I can’t imagine they do.
Andy Hume: That, I don’t have the answer to that question.

Vice-Chairman Palmer: Good questions.

Andy Hume: But I would doubt that that would be the case.

Board Member Lenzo: I would doubt it too.

Andy Hume: They have a full kitchen and everything over here.

Chairman Privette: Well, they go to dinner in the big red truck too.

Andy Hume: They also have much bigger contin-they also have much bigger crews than they do. They’ll have 7, 8, 9 people on – in each. They have like 4, 3 or 4. So the last thing that I wanted to go over – it’s not highlighted, but I do want to touch on it. Because, Ross you brought it up – you and I have talked about this a couple of times, too. And that is, what do we do when people aren’t following the rules.

Vice-Chairman Palmer: I’m sorry, when people what?

Andy Hume: Aren’t following the rules.

((CROSS Talk))

Vice-Chairman Palmer: Oh.

Andy Hume: And so, on page 18, 17-18, is the...

Board Member Lenzo: Penalty.

Andy Hume: Is the penalty.

Vice-Chairman Palmer: (Unintelligible). Yes, oh, okay.

Brett Hahn: And this is the same language as was previously codified.

Andy Hume: Yes. But it was not originally in the previous version of the Rules and Regs.

Brett Hahn: Rules and Regs.

Board Member Lenzo: Okay.

Andy Hume: And you know this does not preclude anything from the standpoint as it reads in there. It doesn’t preclude me from saying – you know calling Codes Enforcement to check on weeds, or anything like that. It’s just saying if you violate here, I can go up to and including removing you
from the airfield, and you're no longer allowed.

Vice-Chairman Palmer: Good.

Chairman Privette: And I see nothing wrong with that. That certainly should be an appeals process to that, but – I mean you and I might be butting heads and you've decided that I shouldn't be here. And you know so there should be some kind of appeals process to that. But you certainly should have the right to remove anybody you deem necessary.

Brett Hahn: And the appeals process is you know the legal process.

Andy Hume: Mm-hm.

Brett Hahn: You know, he's denied you access, you get your lawyer and say, I was unfairly treated, and you know, it probably wouldn't escalate to that, but you know, it could.

Andy Hume: I definitely hope not. That is not what I want.

Board Member Lenzo: Okay.

Andy Hume: So, that ends the comments and items that we wanted to cover in the Rules and Regs. As you can see, we didn't just want to, when we found these items, we didn't just want to blow through them and say “Oh, well we can figure the answers to them.” I mean some of these are – I mean we spent a lot of time talking and digging down into some of these. Because they – and as Brett and I have gone this exercise, the words that are written down have meaning to them. And we've got to make sure that there in the right order, and they say what it is that we need them to say, in order to effectively...

Board Member Lenzo: Right.

Andy Hume: ...operate and govern the airport so. Thank you very much for...

Board Member Lenzo: Thank you all.

Andy Hume: ...going through this.

Chairman Privette: Sweating it out.

Board Member Lenzo: It's tedious for sure.

Vice-Chair Palmer: Yeah, the time to do it.

Chairman Privette: This meeting is adjourned.
4. **Adjournment:** Meeting adjourned at approximately 4:00 p.m.

[Signature]

Dari Privette, Chairman

Approved: 7/18/2019