Attachment 1

ISSUE: Long Term Economic Development Goals for the Airport

What are the County's long term economic development goals for the Airport?

BACKGROUND:

For decades the county has been developing the airport in accordance with the Airport Master Plan, adopted in 1998 and revised in 2001. The Master Plan is "a plan for the orderly development of new facilities and other improvements at the airport to meet the community's air service needs to the year 2015." Actual development is nowhere near the envisioned 128 acres of new development, 145 based aircraft, and 101,000 operations per year. In fact, only 5-6 acres of the 128 acres envisioned have been developed since the Master Plan was created.

- In 2009 the Board of Supervisors adopted its Economic Development Strategy, which includes developing the county's major assets, including the Airport. Yolo County has chosen to remain an agricultural county with most growth and development in the cities, and as such, does not have many economic and tax producing assets. The four airport development goals are focused on encouraging private investment rather than developing it directly, and include:
 - Improving navigation and safety features (underway);
 - Re-asphalting the runway and taxiways(runway completed);
 - Expanding facilities along the flight line, including hangars, aprons, water, sewer and flood protection; and
 - Develop the designated commercial area.
- The County, in its adopted General Plan, seeks a balance between economic development and protecting rural lifestyles, agricultural lands and quality of life. These goals apply to the airport and its surroundings just as much as in the rest of the County.
- Development on the airport is governed by the Airport Master Plan and six other adopted documents, which are the Yolo County Airport Comprehensive Land Use Plan, the Airport Layout Plan (narrative and drawings), the 2005 Airport Drainage Plan Update, the Yolo County General Plan, the Yolo County Economic Development Strategy, and a Market Analysis and Target Industry Identification. If FAA funding is anticipated for a particular facility, it must be included in the Airport Layout Plan.
- Development around the airport is governed by the adopted Comprehensive Land Use Plan, which limits the types of development around the airport, thus keeping noise and other conflicts between aircraft operations and the surrounding community to a minimum. For instance,

schools, prisons, apartments and other concentrations of people are prohibited and/or discouraged close to the airport. The existing agricultural and rural residential uses are considered compatible land uses.

- As noted in the finance and accounting Fact finding paper, sustainable economic development requires enough revenues to adequately and responsibly manage and develop the airport.
- Realistically, growth at the airport has been and will continue to be between 1-3% per year, which corresponds to most forecasts of expected general aviation growth rates over the next decade or more.

POTENTIAL SOLUTION(S):

- Continue seeking a balance between airport growth and compatibility with the surrounding community.
- Create a consistent process for including the community in airport planning and development,
 with a Good Neighbor Program, an updated and refocused Airport Advisory Committee,
 improved Web site and written information, a series of studies and projects such as the ongoing
 airport drainage study, and improved staff-community interaction and outreach on key issues of
 concern.

- 1. Excerpt from Economic Development Strategy
- 2. Airport Master Plan Executive Summary
- 3. The economic impact of the airport

Attachment 2

ISSUE: Airport Finances and Accounting Practices

Isn't the County continuing to lose money on the airport?

Is it true that many of the leases are sweetheart deals and well below market rate?

BACKGROUND:

The county operates the airport as an 'Enterprise fund', in which all revenues are used to support the airport. The airport has operated modestly over the years with either a small budget surplus or deficit, mostly depending on the level of staffing. No significant development occurred between 1993 and 2006. Surpluses have built up during periods of minimal staffing (2000-2006 & 2010-11). Deficits occurred during periods of full-time staffing (2007-9 & 2012-13). In 2009 the Board of Supervisors acknowledged the airport as an underutilized asset with unrealized revenue potential, and directed County staff to continue developing the Airport for both revenue generation and long term sustainability. We have provided a detailed budget showing revenue and costs since 2000, a table showing tax revenue benefits, and a table showing typical lease rates at other airports.

- The Airport now supports 13 business reporting entities that employ almost 50 people and contributes up to \$10 million per year to the local economy through employee spending, pilot and crew retail spending, hotel rooms, restaurant visits, fuel sales, etc. The airport's 498 acres contain \$14.5 Million worth of private property, including 81 based aircraft. If it were a commercial enterprise, the Airport's assets would be valued at over \$20 million, with an annual economic contribution of \$10 million from employee spending, pilot/crew retail spending, hotel stays, restaurant visits, fuel sales and other spending.
- Annual property taxes from the airport are distributed among various entities. In 2013 Yolo County received \$45,076, the West Plainfield Fire Protection District received \$6,581 and local schools received \$72,817 from airport properties.
- All budgetary and financial information is public, and has been given to community members and is presented here.
- The Airport Enterprise Fund collects revenues from leases, concessions, and Caltrans. Revenues from sales taxes and property taxes generated on the airport accrue to the General Fund. Revenues have grown slowly over the decades.
- Expenditures vary from year to year. Until 2006 the Airport generally operated with minimal staff. This strategy allowed budget reserves to build over time, but those reserves were depleted between 2006 and 2010, during a period of active hangar development and full-time management. There have been no available Airport reserves since 2010.

- Since 2000, the Board of Supervisors has only needed to provide General Fund support to balance the operating budget in 2000 and 2013.
- In 2009 the Board of Supervisors stated its expectation that the airport grow, generate more
 revenues for the County and its citizens, and become completely self-sufficient. The latest
 Tactical Plan reinforces that expectation and sets a 2015 deadline for 10% growth and budget
 self-sufficiency.
- Generating revenue and placing the Airport on the path to a sustainable budget will take several years. It will require new hangars, new based aircraft, new facilities, and catching up on deferred maintenance. The Board of Supervisors will need to fill budget gaps during that time.
- The County has a small number of older leases that are below what they should be today. As these expire they will be re-negotiated at today's higher rates. Ground leases for undeveloped land like at the airport tend to be around \$0.10-0.15 for larger parcels, and around \$0.20 per square foot for individual hangar lots. Our newer leases are all at or near today's higher lease rates, and all include cost-of-living adjustments. Nationwide, airport lease rates are typically less than half of comparable industrial lease rates. Our lease rates are quite comparable to other local airports in the region and the State.

- Continue to develop and operate the airport in a responsible and fiscally sound way so it can sustain itself over the long term and provide a positive revenue stream for the County and other public agencies, while at the same time recognizing and addressing potential impacts to the surrounding community.
- This level of growth and development will not move the airport toward a larger C-II facility, and
 it will not occur quickly based on the market place and on historical County growth and
 development.

AVAILABLE UPON REQUEST:

1. All annual airport budgets since 2000-01¹

2. Sales and property taxes generated at the airport and where they go

¹ These budgets also include a 'depreciation' line item. Though that is included, depreciation does not affect the budget or cash flow, and can be ignored when considering whether there is a budget surplus or deficit.

Attachment 3

ISSUE: Reference Code B-II to C-II

Is it true that the County wants to expand the Airport to a Category C-II Airport?

BACKGROUND:

- The County's B-II reference code refers to the airport's existing layout, size, safety areas, setbacks
 and obstructions, which matches the category of aircraft that can safely land at the Yolo airport on a
 regular basis. Most important to the reference code is the amount of flat unobstructed land beside
 and at the ends of the runway, as a buffer for aircraft that may occasionally miss or overshoot the
 runway.
- The vast majority of aircraft operating at the Yolo airport are propeller-driven, and are A-I, A-II, and B-I aircraft. Most of the business jets that visit Davis Flight Support are B-II aircraft. The "B" refers exclusively to aircraft which have approach speeds between 91 and 120 knots, and the "II" refers to wingspans of 49-78 feet.
- A C-II reference code refers to aircraft landing at 121-140 knots but with the same wingspans as B-II.
 We estimate that a C-II or larger aircraft visits the airport about once per week (about 50 per year).
 Occasionally a Gulfstream IV (D-II, wingspan 78') or Gulfstream 650 (D-III, wingspan 94') aircraft will land
- According to the Airport Master Plan, an ultimate C-II designation was in the adopted alternative, but was considered a long term future development.

- The airport can develop to the full extent envisioned in the Airport Master Plan without becoming a C-II airport. The C-II code has long been described as the "ultimate" condition but not a certainty nor even a "goal." In addition, it would take decades to approach that capacity, and the County is doing very little to move in that direction.
- The county is not interested in attracting large jets, scheduled air service, a control tower, its own fire department, or other facilities typically found at larger airports. Our land, runway size, location, existing facilities, and the surroundings are not suitable for such a goal. The airport is, however, well suited for all types of propeller driven aircraft, and for small and mid-sized business jets, which find it convenient and cost-effective to operate near the University, local farms, the Cache Creek Casino, and other amenities.
- The weight bearing capacity of our runway and taxiways is a much more important limiting factor to
 the types of aircraft that can operate at our airport. The vast majority of aircraft operating at the
 airport are less than 60,000 pounds, our designated weight bearing capacity. Our runway and
 taxiway can accommodate up to two operations per month of aircraft weighing up to 95,000
 pounds. The weight limits dictate that faster and larger aircraft than we see today cannot be
 accommodated.

- Realistically, based on past development, growth at the airport will be between 1-3% per year, which corresponds to most forecasts of expected general aviation growth rates over the next decade or more.
- At current growth rates of 1-3%, it will be more than 20 years before the airport approaches 500 flights per year of C-II and larger aircraft.
- It is much more relevant to see our airport as one of California's 69 'local airports', as designated by the FAA. This designation considers airport location, the percentage of operations that are general aviation vs. commercial, where flights tend to originate and end, how many based jet aircraft are present, and local spending by operators.

- Revise the Airport Master Plan to remove any reference to a C-II airport or indicate the C-II alternative is not preferred now or in the future. While this would clarify the County's essential policy and activities, revising the Master Plan would require substantial costs in staff and consultant time.
- Request that the Board of Supervisors declare in a written statement at a Board meeting their intent
 not to develop into a C-II airport, and to confirm the County's on-going policy to work toward an
 economically sustainable airport, but one that remains a "local" facility with predominantly B-II level
 operations.
- Take no action; recognizing that the County is not intending to develop into a C-II airport, and is not
 making plans or taking actions in that direction. This could be "monitored" through the Airport
 Advisory Committee.

- 4. About Airport Reference Codes
- 5. Excerpt from 2009 adopted Airport Layout Plan
- 6. Yolo County Airport as rated by the FAA

Attachment 4

ISSUE: Areawide Drainage

How can existing flooding problems in and around the Airport best be solved, including in Rolling Acres?

Has the airport been a leading cause of flooding problems in Rolling Acres?

BACKGROUND:

- Construction of the elevated Prairie Creek canal in 1946 blocked the natural northeasterly drainage
 flow from the Airport. It rerouted all overland drainage from the Airport's 500 acres (plus 238 acres
 to the west) through a single drainage ditch at the SE corner of the airport property. This runoff joins
 Airport Slough and eventually Willow Slough.
- The Airport in 1998 had 52.8 acres of impermeable surface area, and 445.2 acres of permeable surface area (farmland and undeveloped grasslands). Now the airport has about 58 acres of impermeable surface area an increase of about 5 acres during the past 15 years².
- The building of the Rolling Acres subdivision in the late1960's created 50 new homes, most in low-lying areas susceptible to occasional flooding following major storm events.
- Storm runoff from 47.3 square miles upstream acres converges just SE of the Airport at the confluence of Airport and Dry Sloughs. A portion of the stream bank overflows at this convergence, flowing through Rolling Acres. Runoff from the airport into Airport Slough contributes 1.4% of this volume. According to the Airport Master Plan Drainage Evaluation, "Runoff from the Airport in either its current or buildout conditions contributes relatively little to the areawide drainage regime.³"
- Water emanating from the airport and West Plainfield area tends to run off earlier during storm events, prior to floodwaters from the much larger 47.3 square miles of drainage basin. "It is this larger, delayed volume of floodwater that typically produces the slough overflows and widespread shallow flooding.⁴"

INFORMATION:

• Even though the impact is relatively minor, the County has a phased stormwater plan that ensures all airport-generated stormwater will not impact areawide drainage. An update of that plan is now underway. Construction of the first phase of on-airport drainage facilities will occur as soon as project funding can be amassed so that contributions from the airport during storm events is essentially eliminated.

² Includes Yolo Aircraft Storage (2 separate projects), and the four Button Transportation hangars (2separate phases).

³ Yolo County Airport Master Plan Drainage Evaluation, April 27, 1998. Page 2

⁴ Yolo County Drainage Plan Update, December 2005, Page 24, paragraph E.

- The limited development at the Airport does not materially affected stormwater flows I or
 downstream flood problems compared to runoff from the larger watershed. Changes to
 farmland and drainage channels off the airport have had a much greater influence on
 floodwaters than changes at the airport. In fact, when stormwater in Airport Slough reaches 87
 feet elevation, it flows backwards onto the Airport, acting as temporary flood relief.
- Other improvement projects, such as clearing vegetation from ditches and sloughs, and creating
 a local flood management assessment district, have been and continue to be under
 consideration as well.
- References to a statement in the 1984 Airport Drainage Plan, not repeated in either of the two later plan updates, requires clarification. The statement (#4) reads "Drainage from the Airport constitutes approximately one half the flow in Airport Slough just prior to its entering the residential development to the east." This statement, when taken in isolation, has been incorrectly interpreted to infer that the airport contributes half the floodwaters that flow through Rolling Acres. This statement may be true during the early stages of a storm when water levels are below flood stage and before runoff from farther upstream reaches the area. Rather, statements #2, 5 & 10 state that the elevation of the ditch entering Airport Slough is flat and low enough so that when the water level in Airport Slough is at high levels, water flows backwards onto the airport from Airport Slough, and the Airport actually holds up to 20% of Airport Slough's capacity, thus helping to alleviate flooding in Rolling Acres. ⁵

- Explore a collaborative regional drainage solution. Flooding in and around Rolling Acres might be alleviated by creating a regional flood solution involving the West Plainfield Flood Protection Association, the County, Flood Control District, farmers, and local residents.
- Continue with plans for on-airport drainage facilities, to eliminate runoff during storm events, as funding allows. Consider instituting an airport drainage fee so that future development can cover drainage development costs.

- 7. Watersheds of Yolo County
- 8. 2010 FEMA flood map
- 9. Willow Slough Watershed Flood Prone Areas
- 10. Selected drainage statements from the 2005 Airport Drainage Master Plan Update
- 11. Selected drainage statements from the 1998 Airport Master Plan

⁵ Yolo County Airport Drainage Plan, October 1984

Attachment 5

ISSUE: Non-aviation Activities at the Airport

Are camping and other non-aviation related activities at the airport allowable?

BACKGROUND:

Staff has recently reviewed county code for non-aviation activities at the airport and has determined
that overnight camping, restaurants and living quarters must be specifically authorized in a lease
and/or a use permit if they are to be allowed. Many of these uses have been occurring for decades
and predate the establishment of relevant county code or FAA policy.

INFORMATION:

- County staff recently inspected all 75 hangars on the airport, and are confident there are no nonaviation uses on the airport with the following exceptions:
 - 1. The West Plainfield Fire Station is a long term lease on airport property, with free rent. The Fire Department provides a critical service to local residents and to the airport.
 - 2. Overnight camping, exclusively on the skydiving leasehold and in conjunction with the skydiving business, has been continuous at the airport for decades. This activity has never been specifically authorized in the lease or via a permit -- an inconsistency for which a permit is now being processed.
 - 3. Prestar operates an occasional food-service kiosk for skydiving customers. The facility is permitted through Environmental Health, and is included in the proposed use permit.
 - 4. Davis Flight Support has a bedroom with a twin bed that is occasionally used by pilots for naps during layovers. This particular type of facility can be found at every FBO facility in the nation, and is deemed acceptable in Paragraph 20.5b of the FAA order.
 - 5. The Yolo Sportsmen's Association has a non-aviation lease dating back to 1999 and before. The 1999 lease authorizes several shooting ranges, a clubhouse with snack bar and lounge, supervised youth camping, fishing, picnicking, and a caretaker residence. There is little interaction between the gun club and aviation activities.
 - 6. A separate mobile home on the airport has been used as housing for decades, having been previously used as flight crew quarters, and which is now used by Prestar as a combined office and night duty/caretaker residence.
 - 7. Other non-aviation uses are bicycling, walking and running along Aviation Avenue. These activities do not require permits and are welcome as long as they are confined to the roadway.

FAA Order 5190-6b (Airport Compliance Manual) – in which residential uses at airports is discussed.

• The FAA is interested in limiting residential development in and around airports, and Order 5190-6b speaks to the issues.

- The FAA order instructs FAA personnel who are reviewing airport plans and operations to prohibit new residential uses on public airports that accept FAA funding.
- The FAA order ... "is not regulatory and is not controlling with regard to airport sponsor conduct; rather, it establishes the policies and procedures for FAA personnel to follow in carrying out the FAA's responsibilities for ensuring airport compliance."
- In addition to discussing the types of residences that occur on airports, the order encourages sponsors to remove over time existing residential development, and focuses on ensuring that new residential developments are not approved, stating:
 - o "There is no justification for the introduction of residential development inside a federally obligated airport."
 - o "Therefore, airport sponsors are encouraged to:
 - (1). Explicitly prohibit the development of residential living quarters on the airport in all tenant leases and subleases.
 - (2). Develop minimum standards that require the explicit advanced approval of all tenant subleases by the airport sponsor.
 - (3). Include clauses in all tenant leases stating that unauthorized development of residential living quarters may be declared an event of default under the lease and that the airport sponsor may declare any noncomplying subleases null and void.
 - (4.) Convert any existing living quarters into nonresidential use at the earliest opportunity, especially if the airport sponsor holds title to the living quarters."
- The FAA order is also cognizant that certain residential uses can be justified including temporary crew quarters, and that there may be specific circumstances when an airport or FBO duty manager may have living quarters assigned as part of his or her official duties. Living quarters in these cases would be airport-compatible.⁹
- In general, FAA and Caltrans also distinguish between the air-side and land-side. Current and future aircraft and support operations occur on the air-side. Non-aviation uses here often interfere. Non-aviation uses that include uses such as parking lots, offices, viewing areas, restaurants, etc. can take place where there are no conflicts with current or future aircraft operations.
- A separate complaint to FAA triggered a review by FAA staff for consistency with their order against
 residential development on public airports. Processing of the county camping and food service use
 permit is suspended until that review is complete. If FAA advises that the camping can continue,
 staff will re-activate the permit process.
- In light of the FAA's new interpretation about establishing new residences and phasing out existing residences, the County's future leases will prohibit new residential uses, including caretaker residences or campgrounds unless shown to be justified. The County will also actively encourage existing uses of this type to phase out.

⁷ FAA Order 5190.6b, Page 20-8, Paragraph 20.5a

⁶ FAA Order 5190.6b, Page 1-1, Paragraph 1.1

⁸ FAA Order 5190.6b, Page 20-10, paragraph 20.5c

⁹ FAA Order 5190.6b, Page 20-8, paragraph 20.5b

- Ensure that all existing non-aviation uses are either allowed in existing leases, through use permits, or discontinued.
- Phase out all unjustified residential uses over time in a lawful manner.
- Ensure all new leases comply with FAA Order 5190-6b, and do not include unjustified residential use.

- 12. Selected sections of FAA Order 5190-6b
- 13. Yolo County Airport (AV) Zoning code

Attachment 6

ISSUE: Airport impacts on the surrounding community

What more can the county do to address the concerns of airport operations and their impact on the surrounding community?

BACKGROUND:

A number of concerns about airport impacts have been expressed by neighbors of the airport. These include:

- Aircraft noise
- Traffic impacts
- Non-aviation uses
- Drainage and flooding see separate factfinding paper
- Transforming the airport into a large commercial airport see separate factfinding paper

INFORMATION:

Noise

- The FAA requires new aircraft to be quieter, so noise from individual takeoffs and landings is more likely to decrease over time rather than increase. Today's jets are quieter than the propeller planes of the past. All aircraft manufactured after the year 2000 must meet "Stage 3" noise standards, and all aircraft manufactured after 2006 must meet even more stringent "Stage 4" noise standards.
- Woodland Aviation specializes in the repair of newer aircraft, including Cirrus, Beechcraft,
 Cessna and Bonanza. Over time the number of operations will likely increase incrementally, but
 the mix of aircraft will also become quieter.
- The noise analysis completed in 1998 as part of the Master Plan EIR/EIS is based on an existing level of 60,000 operations per year (165 per day) and an anticipated future level of 101,000 operations (255 per day). Current airport operations are estimated at or below 60,000 and it will be many years before the airport approaches 101,000 operations. The 65 decibel (dB) threshold (below which all land uses are deemed compatible, including residential operations remains within airport boundaries.
- The noise analysis also considered noise from the Yolo Sportsmen's shooting range, but did not specifically consider truck traffic on Road 95 or helicopter noise.

¹⁰ Yolo County Airport Master Plan EIR, Figure 3-1

- The Integrated Noise Model (INM) procedure used in the EIR that defines the 65 dB threshold
 was the standard FAA methodology in 1998. This methodology quantifies cumulative noise
 exposure from multiple events, accounts for time of day (nighttime events have greater impact),
 and correlates with annoyance. The noise analysis also included the expectation that a greater
 percentage of turboprop and jet aircraft would be using the airport over time, which is now
 occurring.
- The noise analysis in the EIR anticipates occasional noise from jet and helicopter takeoffs that occur for a short duration, causing annoyance, which is directly proportional to the intensity and duration of the noise event. "However, the duration and intensity of existing and proposed aircraft operations at Yolo County Airport are significantly below the threshold levels identified as having any long lasting or harmful effects. Such effects are typically associated with residents living close-in to major air carrier and military airports." The largest jet aircraft likely to use our airport have an actual measured short duration SEL (Sound Exposure Level) of less than 100 dB at 450m from the runway centerline. 12

Traffic

 Impacts on local roadways from airport-generated vehicular traffic were determined in the EIR/EIS to be minimal and insignificant under existing and future conditions. "Existing roadway and intersection capacities are more than adequate to accommodate airport growth and development, and mitigation is not required."¹³

Non-aviation Uses

 Under current zoning, activities on airport property not directly linked to aviation require a use permit from the County; all existing non-aviation activities are currently being evaluated for compliance.

POTENTIAL SOLUTION(S):

• Update the noise analysis for the airport at the time of the next Airport Master Plan update, incorporating helicopter noise and highway traffic along Road 95.

- 14. Noise contours at DWA, at 60,000 operations and 101,000 operations
- 15. Noise health effects overview
- 16. Stage 3 noise requirements

¹¹ Final Environmental Assessment/Environmental Impact Report, Yolo County Airport Master Plan, May 2, 1998, Page 3-4.

¹² From "Relationship between Aircraft Noise Contour Area and Noise Levels at Certification Points", NASA/TM-2003-212649, by Clemans A. Powell.

¹³Final Environmental Assessment/Environmental Impact Report, Yolo County Airport Master Plan, May 2, 1998, Page 3-90.

Attachment 7

ISSUE: Airport Safety and Security

What can/should be done about safety and security concerns associated with unauthorized trucks, cars, motorcycles, bicycles and pedestrians entering hangar, taxiway and runway areas?

BACKGROUND:

- Aircraft have the right of way at airports. Driving or walking in unauthorized areas violates County
 code, is unsafe and is a potential security risk. These forms of trespass are called "incursions" and
 are discouraged by FAA.
- The TSA issued a 2004 document that offers an extensive list of options, ideas, and suggestions for the airport operator, sponsor, tenant and/or user to choose from when considering security enhancements at general aviation airports.

- County code prohibits unauthorized vehicles in hangar areas, on taxiways, and on the runway. It also
 prohibits people recreationally walking on taxiways and the runway. Specifically, people who are not
 conducting business on the airport should not be there. Tenants should not be driving on the
 taxiway between hangars unless there is no other way to get to the hangar. Walking on the taxiway
 or runway is also prohibited unless in an emergency.
- Applicable County Code Sections:
 - 4-5.402 <u>Crossing runways and taxiways</u> "No motor vehicle shall be driven across or upon any active runway, except emergency vehicles, as defined in the Vehicle Code of the state, performing emergency operations."
 - "Active runway" includes runway, taxiways, aprons and hangar areas anywhere where aircraft actively operate. Only vehicles belonging to tenants and invited guests should be in hangar areas. Only emergency vehicles and those on official business should be on runway or taxiway areas.
 - 4-5.404 <u>Areas of operation</u> "No person shall operate any vehicle or travel on the airport in any manner except on the roads, walks, paths, and areas designated for the particular means of travel....."
- We have recently posted more prominent red "No Trespassing" signage at all entrances to airport facilities.
- The Aviation Advisory committee has discussed airport security at a recent meeting, and intends to
 discuss further. Options to enhance security include a neighborhood watch program, fencing, gates,
 and other features.
- Any tenant who suspects the County code, or basic safety and security, is being violated should contact the County, and the County sheriff can be contacted at their non-emergency number 530-666-8282.

- Plan and implement selected recommendations of the TSA's "Security Guidelines for General Aviation Airports."
- As part of the reorganization of Advisory Committees, establish an ad-hoc Airport Security Committee to help identify, recommend and mitigate security issues.
- The Airport Security Committee can also discuss establishing specific walking and bicycle paths, and perhaps connections directly between hangar areas.

- 17. Flyer -- Airport Information for Pilots
- 18. Flyer -- Airport Rules for Tenants and Visitors
- 19. TSA Report -- Security Guidelines for General Aviation Airports