



# CITY OF RED BLUFF

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## REGULAR AIRPORT COMMISSION MEETING

**Date of Meeting:** November 9, 2016  
**Time of Meeting:** 5:30 p.m.  
**Place of Meeting:** Council Chambers, City Hall

**Commissioners Present:** Chairman Don Ferreira  
Vice Chairman Robert Moore  
Commissioner Lynn Chamblin  
Commissioner Wanda Schuler

**Commissioners Absent:** None

**Staff Present:** Richard Crabtree, City Manager / City Attorney  
Anita Rice, Administrative Technician

### 1. **Commissioner's Approval of Minutes**

Motion: Moore  
Second: Chamblin

Ayes: Moore, Ferreira, and Chamblin  
Noes: None  
Absent: None  
Abstained: Schuler

### 2. **Citizen's Comments**

Dave Hall, airport hangar owner, alerted City Staff about a high voltage locker hazard just inside the South Gate area.

Mr. Crabtree, commented he would have city staff investigate and come up with a solution.

### 3. **Current Business**

#### 3.1 **Fixed Base Operator (FBO) – Cardan Aircraft Services**

Gary Walker, Cardan Aircraft Services, reported the old upstairs restaurant clean-up has been completed. All of the debris, the old equipment and hazardous waste material, was hauled to the dump.

Walker described some reasons why the Red Bluff Airport doesn't get as many jets landing as he would like. Before, he had thought the reason was because of the length of the runway but his fuel supplier mentioned that there are facility checklists that companies use to influence their decisions of which airports they choose to use.

### **3.2 Airport Capital Improvement Plan (ACIP)**

Mr. Crabtree announced the City awarded the development of the ACIP contract to Mead & Hunt (airport consultant). The ACIP is required by Federal Aviation Association (FAA) and it is very important to have a comprehensive plan in place in order to qualify for grants in future years. The ACIP that Mead & Hunt is developing covers years 2018 through 2022.

### **3.3 Drone Operator/Point of Contact**

Mr. Crabtree stated he would like to establish the FBO as the point of contact for drone operation requests near the airport. The commission discussed the following:

- The difference between commercial and recreational operators
- Airport boundaries
- Language for requests to fly (flying drones near the airport is not recommended)
- Waivers/Liability
- FBO options of recourse
- Federal Aviation Administration rules
- Model airplanes

No action was taken on this item.

## **4. Old Business**

### **4.1 Runway Resurfacing Project**

Mr. Crabtree, reported staff had a conference call with Mead & Hunt and the runway rehab construction contractor, Tullis Construction. The contract and grant is complete; however, everyone agreed that the project should begin in the spring of 2017 when the weather is warmer and the risk of the runway shutting down longer than planned is minimized.

Chairman Ferreira expressed concern of construction starting in the fire season.

Mr. Crabtree stated the City will establish a project start date with the FBO and PJ Helicopters.

Irwin Fust, audience member, inquired how long the project would take.

Mr. Crabtree stated the actual construction is planned for 15-days.

### **4.2 Airport Terminal Upstairs Cleanup**

Mr. Crabtree reported the cleanup project was finished; incidentally, when the contractor applied the sealant upstairs, it caused a bad odor to filter into the downstairs restaurant. If it was known that the sealant would cause an odor, staff would have requested the contractor to lay the sealant down after restaurant hours.

## **5. Closing Comments**

Commissioner Schuler requested the FBO to identify the amenities the Red Bluff Airport offers according to the facility checklist mentioned in the FBO Report (Current Business 3.1).

Commissioner Schuler inquired if the FBO has a plan to bring rental cars to the airport for pilots that fly in and need transportation around Red Bluff.

FBO Walker stated he has a courtesy car that he loans to visiting pilots.

Commissioner Schuler inquired if a rental car service would qualify for placement on the ACIP list.

Mr. Crabtree stated he didn't believe it would.

City Council Member Rob Schmid announced that there are seats available on the Airport Commission.

Chairman Fereira adjourned the meeting at 6:16 p.m.

Respectfully submitted,



Richard Crabtree  
City Manager / City Attorney

# Fact Sheet – Small Unmanned Aircraft Regulations (Part 107)

## For Immediate Release

June 21, 2016

Contact: Les Dorr or Alison Duquette

Phone: 202-267-3883

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The new rules for non-hobbyist small unmanned aircraft (UAS) operations – [Part 107 of the Federal Aviation Regulations](#) (PDF) – cover a broad spectrum of commercial uses for drones weighing less than 55 pounds. Here are the highlights of the new rule.

### Operating Requirements

The small UAS operator manipulating the controls of a drone should always avoid manned aircraft and never operate in a careless or reckless manner. You must keep your drone within sight. Alternatively, if you use First Person View or similar technology, you must have a visual observer always keep your aircraft within unaided sight (for example, no binoculars). However, even if you use a visual observer, you must still keep your unmanned aircraft close enough to be able to see it if something unexpected happens. Neither you nor a visual observer can be responsible for more than one unmanned aircraft operation at a time.

You can fly during daylight or in twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting. Minimum weather visibility is three miles from your control station. The maximum allowable altitude is 400 feet above the ground, and higher if your drone remains within 400 feet of a structure. The maximum speed is 100 mph (87 knots).

You can't fly a small UAS over anyone who is not directly participating in the operation, not under a covered structure, or not inside a covered stationary vehicle. No operations from a moving vehicle are allowed unless you are flying over a sparsely populated area.

Operations in Class G airspace are allowed without air traffic control permission. Operations in Class B, C, D and E airspace need ATC approval. [See Chapter 14 in the Pilot's Handbook](#) (PDF).

You can carry an external load if it is securely attached and does not adversely affect the flight characteristics or controllability of the aircraft. You also may transport property for compensation or hire within state boundaries provided the drone – including its attached systems, payload and cargo – weighs less than 55 pounds total and you obey the other flight rules. (Some exceptions apply to Hawaii and the District of Columbia. These are spelled out in Part 107.)

You can request a waiver of most operational restrictions if you can show that your proposed operation can be conducted safely under a waiver. The FAA will make an online portal available to apply for such waivers.

### Pilot Certification

To operate the controls of a small UAS under Part 107, you need a remote pilot airman certificate with a small UAS rating, or be under the direct supervision of a person who holds such a certificate

You must be at least 16 years old to qualify for a remote pilot certificate, and you can obtain it in one of

two ways:

- You may pass an initial aeronautical knowledge test at an FAA-approved knowledge testing center.
- If you already have a Part 61 pilot certificate, other than a student pilot certificate, you must have completed a flight review in the previous 24 months and you must take a small UAS online training course provided by the FAA.

If you have a non-student pilot Part 61 certificate, you will immediately receive a temporary remote pilot certificate when you apply for a permanent certificate. Other applicants will obtain a temporary remote pilot certificate upon successful completion of a security background check. We anticipate we will be able to issue temporary certificates within 10 business days after receiving a completed application.

### **UAS Certification**

You are responsible for ensuring a drone is safe before flying, but the FAA does not require small UAS to comply with current agency airworthiness standards or obtain aircraft certification. Instead, the remote pilot will simply have to perform a preflight visual and operational check of the small UAS to ensure that safety-pertinent systems are functioning properly. This includes checking the communications link between the control station and the UAS. The UAS must also be registered.

### **Respecting Privacy**

Although the new rule does not specifically deal with privacy issues in the use of drones, and the FAA does not regulate how UAS gather data on people or property, the FAA is acting to address privacy considerations in this area. The FAA strongly encourages all UAS pilots to check local and state laws before gathering information through remote sensing technology or photography.

As part of a privacy education campaign, the agency will provide all drone users with recommended privacy guidelines as part of the UAS registration process and through the FAA's B4UFLY mobile app. The FAA also will educate all commercial drone pilots on privacy during their pilot certification process; and will issue new guidance to local and state governments on drone privacy issues. The FAA's effort builds on the privacy "best practices" (PDF) the National Telecommunications and Information Administration published last month as the result of a year-long outreach initiative with privacy advocates and industry.

### **Other Requirements**

If you are acting as pilot in command, you have to comply with several other provisions of the rule:

- You must make your drone available to the FAA for inspection or testing on request, and you must provide any associated records required to be kept under the rule.
- You must report to the FAA within 10 days any operation that results in serious injury, loss of consciousness, or property damage (to property other than the UAS) of at least \$500.