

General: The TCPA annual meeting took place in front of the Library/Museum on Airport Road in Trinity Center (next to the Lions annual BBQ) at 1:00pm September 6, 2015 to discuss TCPA status, airport issues at the five Trinity County airports, Trinity County Airport Advisory Committee (TCAAC) activities, comments and questions from pilots/members, update addresses/e-mails and solicit new TCPA officer volunteers/ newsletter editor.

Background: Historically, TCPA has been supported by as many as 200 members. TCPA and individual pilots have helped the County fund ongoing airport projects. Hangar development over the past 30 years was financed 100% by local pilots and now, as planned, the leases for the first phase at Trinity Center at the SW end has expired and the County is receiving rental income that must be used solely for airport maintenance/improvements. Hangars that are or coming into County possession are rented at reasonable rates; about \$170/month for a T hangar. If you need a hangar contact Rick Tippett, TCDOT Director, at 530-623-1365; assisted by VaLynn Crafford who did the inspections/new leases for the TC hangars that reverted to county ownership on January 1, 2015. There is room to build new hangars at TC but it could be a long term project as the sites need a substantial amount of fill dirt. I requested a status report on the hangars the county has for rent (2?) but have not received any input yet.

Meeting Minutes and TCPA Status, Secretary George Loegering: TCPA as an organization is still in limbo since our "charitable 501c3" status was cancelled by the IRS about 2013 and I have been unable to cancel our corporate status (can no longer be a member of CPA) with the State of California - suffice to say that this is in process and simply takes time dealing with government. We are seeking assistance from anyone interested in being an officer, a newsletter editor or doing the IRS/state paperwork. One of the main issues with our 501c3 organization is that we as a group can't get a tax deduction for donators to the Trinity Scholarship Foundation but I have advised our primary contributor to donate directly and earmark it "on behalf of the TCPA"; also there is some unused amounts from prior years so "we" continue to contribute to local high school grads who are going into aviation careers. There is no apparent hurry to act as most problems/projects related to our airports are happening at a very slow pace due to changing regulations at all levels; see the attached report from the TCAAC Chairman Jim Weddell.

There were eight attendees at the annual meeting and Dennis Harmon provided an input on some needs at the Weaverville airport via email including entry gate access paving /hangar C door repaving issues and rebuilding the old plywood PAPI on the East side. It was generally agreed that even though there is little apparent pilot interest compared to past years that we should continue to try to revitalize our group. Most importantly we should use the TCPA website to publish any significant local airport activities/projects. Since the TC Airport Advisory Committee is active and working with our local government reps we had agreed last year to post the quarterly meetings/agenda but this was not done - the TCAAC members will try to do it this coming year.

Treasurer's Report, Robert Mazzei : The TCPA charges no dues nor has other income; the bank balance is \$10,700 including the "Wolf Grant" of \$4,010 for picnic tables/rest facilities at our local airports. Kelli Gant reported earlier in the year that the various approvals are still in process - another example of the extreme delays in getting anything done (4years so far). Secretary George visited Umpqua Bank and determined that we do in fact have the current federal & state account "numbers" which means that we may have to file reinstate forms/ pay IRS fees.

TC Airport Advisory Committee Reports, Jim Weddell Chairman: Jim gave a detailed report on TCAAC annual activities and indicated slow progress on all issues which include some large major repaving projects, master plans and cutting the trees NW of the Trinity Center airport; see the attached summary on page 2.

TCAAC began the year by prioritizing \$8m in projects for all Trinity County Airports. The projects focused on pavement rehab and planning documents needed to qualify for future funding. The planning documents are Airport Layout Plans for Weaverville, Hayfork, Ruth, and Hyampom. Trinity Center will need a new Master Plan. The Master Plan will allow the County to address and acquire funding for off airport issues such as the trees to the north and acquisition of funding to facilitate land exchanges to ensure that in the future, Trinity County owns the entire (*Trinity Center airport*) facility. The plan would have programmed airport spending over a 5 year period.

The next issue addressed was the budget process and funding the needed projects. It became clear that some increase in fees would be needed. The Committee recommended a temporary (5 year) across the board fee increase. However, before any of this could be implemented, our planning/funding plan began to unravel.

An aviation funding bill, SB747, was introduced in the California legislature. This bill was initiated to address a Federal requirement that tax money collected through fuel sales at California airports be directed to States Aeronautics funding rather than the State General Fund. As introduced, the bill would have significantly increased the funding available to Trinity County and possibly precluded the need for fee increases.

However, before the bill even went to committee, major commercial airports (SFO, LAX, SMF, OAK, SAN) were able to introduce a rewrite that could have made local airport funding even more difficult and ensured that the majority of the new money was directed to the large commercial airports. The bill has been tabled until the next legislative session.

Another issue that has stymied our efforts was a significant change in the way the FAA classifies airports. Under the new system, many small airports have been moved into the "unclassified" category. This system has resulted in Weaverville and Hayfork being moved into this category. The FAA will provide for pavement funding on unclassified airports, however, Catch 22 applies. The FAA will not provide this funding unless the airport has a current Airport Layout Plan and, by-the-way, the FAA requires that the airport operator (Trinity County) pay for the ALP without any grant funds. Generally \$50,000 is budgeted for and ALP (\$40,000 FAA, \$5,000 State, \$5,000 County).

At this juncture, the 2015/16 budget pretty much mirrors last year's budget. The good news is that this year's fire season has injected enough money into the County's aviation coffers to ensure that we have no shortfalls in the operations portion of the budget. The bad news is that U.S. Forestry has occupied the Hyampom Airport for 45 days and appear to be unwilling to repair the pavement they have trashed (which is pretty much the entire runway).

The availability of resources continues to be an ongoing issue in Trinity County. In the past, users worked together to do minor maintenance on their airports. Somewhere, along the line, a requirement for an insurance certificate reared its ugly head. This has changed under the current administration, with certain qualifications. In Hyampom, we have partnered with our local volunteer fire department to accomplish needed mowing and minor maintenance. This not only allows us to accomplish the needed work, but also garners \$2500/year for the HyVFD. Local user should revisit their past efforts to keep their airports viable and attractive on a self-help basis by working with their local volunteer fire department and service district.

Your Trinity County Airport Advisory Committee members are: Jim Weddell , Chairman (Hyampom,H47), Lyn Scott (TC, O86), Anthony Edwards (Weaver, O54), John Kizziar (Hayfork,F62), Mike McHugh, Member-at-Large (O86), John Finley Trinity County BOS. *Note that Dennis Harmon (O54) is willing to serve on the TCAAC. THANKS!*