



AGENDA

Airport Subcommittee

Meeting Date: July 19, 2016

Meeting Time: 9:00 a.m.

**Meeting Location: Cloverdale City Hall Conference Room
124 N. Cloverdale Blvd., Cloverdale CA 95425**

Subcommittee Members and City Staff

Councilmember Bob Cox, Chair
Vice Mayor Gus Wolter

City Manager Paul Cayler
Airport Manager Michael Morrissey

1. **Call to Order:**
2. **Communications:** Committee may, at this time, discuss written communications sent to Committee Members since the last Subcommittee meeting.
3. **Public Comment:** Members of the public may, at this time, comment on any item not on this agenda. Please limit comments to three minutes. Members of the public may comment on items on the agenda when the subcommittee considers that item.
4. **Approval of Minutes:** (May 3, 2016)
5. **Current Items for Discussion:**
 - a. Friends of the Airport
 - b. Airport financial information
 - c. NorCal Skydiving proposed facility modifications
 - d. Hangar Lease Agreements
6. **Information Only Memos:**

California Department of Transportation inspection letter
7. **Future Agenda Items (subject to change)**
8. **Pending Items**
9. **Good of the Order**
10. **Adjournment:** *Adjourned to Tuesday, October 4, 2016, at 9:00 a.m., or alternate date if requested.*



DRAFT MINUTES

Airport Subcommittee

Meeting Date: May 3, 2016

Meeting Time: 9:00 a.m.

**Meeting Location: Cloverdale Performing Arts Center
124 N. Cloverdale Blvd., Cloverdale CA 95425**

Subcommittee Members and City Staff

Councilmember Bob Cox, Chair

City Manager Paul Cayler

Vice Mayor Gus Wolter

Airport Manager Michael Morrissey

1. **Call to Order:** Chair Cox called the meeting to order at 9:00 a.m. Present: Chair Cox, Vice Mayor Wolter, Paul Cayler, and Michael Morrissey. Absent: None.

2. **Communications:** None

3. **Public Comment:** Chair Cox opened the public comment period.

Jacqueline Kennedy stated her displeasure with statements made at the last meeting indicating the City has done all it can with regard to noise. Ms. Kennedy submitted a copy of Healdsburg's noise reduction policy and a template for a filming/photography permit application used by the City of Santa Barbara. She also suggested the City consider strongly requesting corporations make donations to the Cloverdale Boys and Girls Club for scholarships if they wish to use the airport for an event.

Chair Cox closed the public comment period.

4. **Approval of Minutes:** The minutes of April 5, 2016, were approved.

5. **Current Items for Discussion:**

a. Friends of the Airport – Chair Cox stated this item will be held for a future agenda.

b. Airport budget discussion – Mr. Cayler stated that Finance Manager, Joanne Cavallari, was invited to this meeting for this discussion and to answer questions regarding the Airport Enterprise Fund five-year profit/loss statement that was distributed at the last meeting. Ms. Cavallari explained she reported the cash basis operating profit or loss, excluding the large capital purchases that are not financed by the airport operation. Ms. Cavallari stated that by looking at the rents, fuel sales, and the basic expenses to keep the airport open, the airport seems to be very close to a breakeven operation, if the large capital expenditures are excluded. Further discussion ensued.

Chair Cox opened the public comment period.

Elissa Morrash, Steve Nurse, and Lisa Brew-Miller commented on this item.

Chair Cox closed the public comment period and Ms. Cavallari was excused.

c. NorCal Skydiving presentation – Jimmy Halliday delivered this presentation (attached).

6. **Information Only Memos:** None

7. **Future Agenda Items (subject to change):**

a. Airport budget discussion

8. **Pending Items:** Friends of the Airport

9. **Good of the Order** – Vice Mayor Wolter asked Mr. Morrissey to say a few words about what is going on at the airport and stated he is interested in the hotline. Mr. Morrissey stated the hotline is a work in progress and spoke of effective complaint tracking. Mr. Morrissey gave a short report, including information about the upcoming Airport Day and the new marquis sign.
10. **Adjournment:** *Adjourned to Tuesday, July 19, 2016, at 9:00 a.m., or alternate date if requested, at the Cloverdale City Hall Conference Room.*

FOR THE PUBLIC RECORD submitted by Jacqueline Kennedy



CITY OF SANTA BARBARA AIRPORT DEPARTMENT Filming/Photography Permit Application

RE: Butterfinger commercial SBA Santa Barbara Airport

Prior to approval of any commercial filming / photography within Airport Property, this application must be filled out and submitted to the Airport Department no later than two weeks before anticipated filming or photography date.

Definitions

For this purpose, the "Airport Property" of Santa Barbara can be defined as all commercial and non-commercial areas of the Airport including the Airline Terminal, Fixed Base Operators, all businesses holding lease or permit agreements with the City of Santa Barbara Airport Department, all undeveloped lands within Airport Property boundaries, observation areas, and all wetlands incorporated in the Airport Property boundaries.

Regulations

- 1. Insurance: Permittee shall furnish proof of General Liability Insurance of \$2 million, combined single limit coverage, naming "the City of Santa Barbara, its Officers, Employees and Agents" as Additional Insured. "City of Santa Barbara, Airport Department" will be the Certificate Holder. If filming causes disruption to a public right of way, the required insurance will be \$5 million, combined single limit coverage.
2. Permittee shall abide by all rules and regulations of the Airport and the City of Santa Barbara, and shall not interfere with any other business or entity permitted to conduct business on Airport Property.
3. Filmmers using film / photos for profit and sales must contact the City of Santa Barbara Business Permit Office to determine if a Business Permit, or fixed fee cost, is required. (805) 564-5341.
4. The fee for filming on Airport Property is \$1,000 per day. Airport Patrol or other Airport-provided escort services are an additional fee, to be determined by filming requirements. All fees and insurance are due before activity commences. The total number of vehicles and persons that are, at any one time, in the area of filming will be determined by the Airport Assistant Director on an individual basis. Vehicles are subject to regular charges in all parking lots. (Fee waived for student filmmakers holding current Student ID card.)

PRINT CLEARLY

Name of Contact / Business _____

Address _____

Phone _____ Cell _____ Email _____

Shoot Location(s) _____

Shoot Date(s) & Time(s) _____

Brief Description--include number of people and vehicles _____

As a Representative / Permittee, I have read and understand the above.

Applicant _____ Date ___/___/___

Print Clearly and Sign

Approved _____ Date ___/___/___

Airport Assistant Director

[] Payment Amount \$ _____ Cash or Check No. _____ [] Insurance Attached [] Add'l Info Attached

FOR THE PUBLIC Record

Jacqueline Kennedy

Noise Reduction - Policy & Reporting

Airport Activity Reporting (Noise or Other Complaints)

The City of Healdsburg has installed a telephone line for citizens to report concerns about airport activity at the Healdsburg Municipal Airport. If this is an emergency to life or property, or suspicious activity, please dial 911 immediately. If it is a non-emergency concern, such as low flying aircraft, noise, etc., please call 707-431-3112.

This was formulated
AFTER a meeting
that Nanjo attended.

When calling, please note that this is a recorded voice mail system that will record your concern.

For phone or email complaints please provide:

1. The nature of the concern, and description (i.e.- type of aircraft, color, twin or single engine plane, if available)
2. The time and date of the occurrence
3. If you would like to be contacted by city staff or Healdsburg Aviation please leave your name, phone number, and physical address
4. city staff or Healdsburg Aviation will log your call and respond on the next business day

We will make a determination whether there is evidence of a violation, and if we can contact the pilot to ask for cooperation in following our airport procedures.

To learn more about noise policies, view or print [Noise Reduction Procedures brochure \(PDF\)](#). Designed to be added to your pilot's flight guide.

The noise complaint log will be posted at the end of each month.

Noise Reduction Procedures

The following noise-reduction procedures are in effect.

Takeoffs

- Turn west 20 degrees as soon as safe after crossing the airport boundary
- No straight-outs

- Please avoid low over flight of sensitive areas
- No intersection takeoffs
- Reduce RPM after takeoff is safe
- Climb at best rate or steeper to 1300 feet MSL
- Do not cross to northeast side of airport below 1500' MSL.
- **Note:** airport is aligned NW-SE

Landings

- No touch and goes; please taxi back
- Limit practice landings to 3 per day
- Do not practice landings at night
- Please make low-power approaches, if safe
- Use right traffic for 13, left for 31
- Avoid straight-in approaches for 31

AWOS

- 122.8
3 mic clicks for weather information
- **Phone:** 617-262-3825
- Website
Airport Id: HES

Frequencies

- **Unicom / CTAF / AWOS:** 122.80
- **OAK FSS:** 122.35
- **OAK Center:** 127.80

General Information

- Pattern Altitude is 1300' MSL
- All pattern traffic is SW of Airport
- Runway 13 PAPI is displaced approximately 700 feet

Healdsburg Airport neighbors are noise sensitive. Please fly quietly!
Thank you for being a quiet neighbor.

Contact Us

Healdsburg Municipal Airport

1580 Lytton Springs Road
Healdsburg, CA 95448

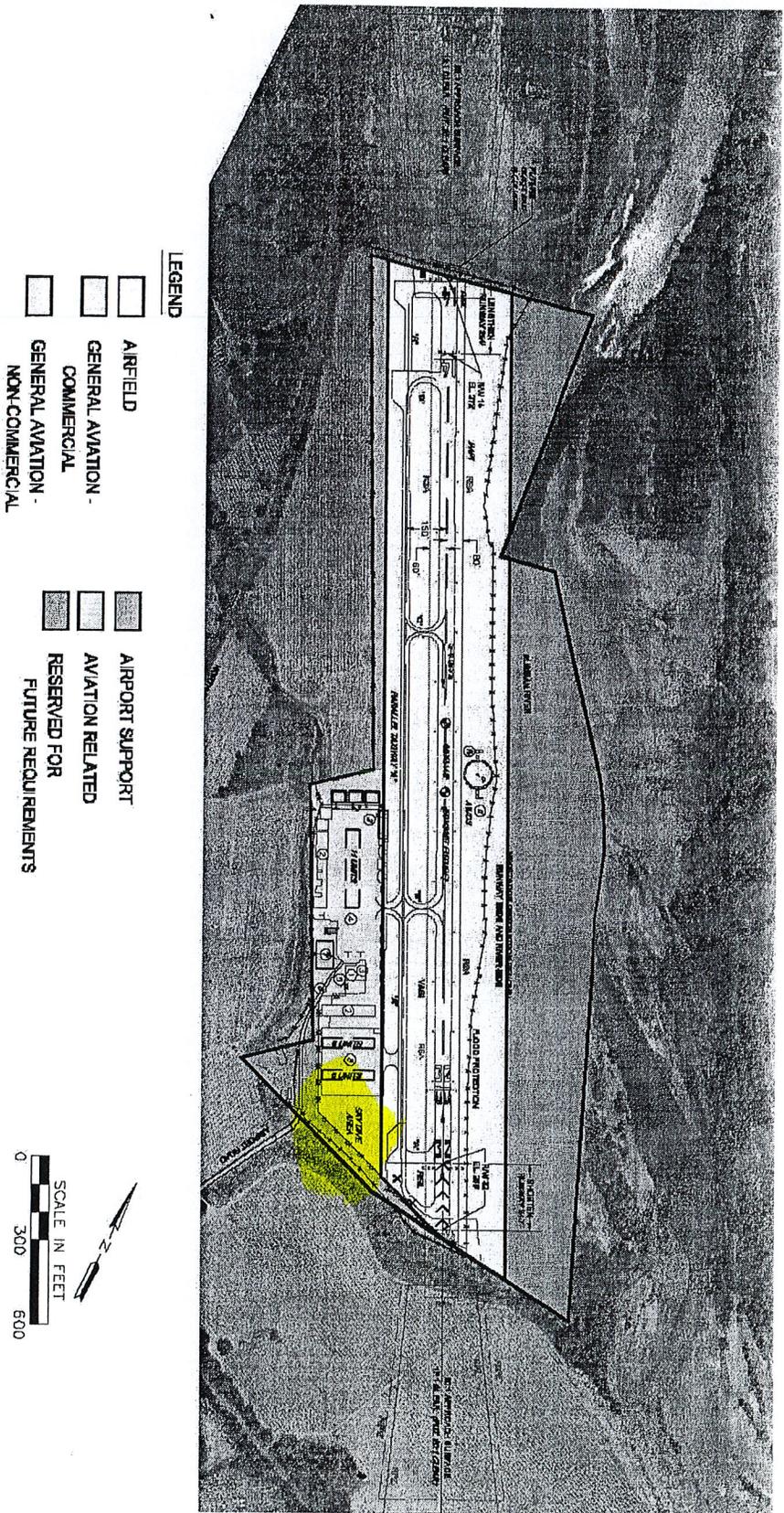
May 3, 2016

NorCal Skydiving Presentation
Cloverdale Airport Subcommittee

- 1) What has changed?
- 2) Are The NorCal Skydiving Pilots “HotDogs”?
- 3) What specifically is NorCal Skydiving doing to mitigate aircraft noise?
- 4) What exactly do we mean when we refer to “safety” pertaining to Skydiving Flight Operations?

What Has Changed?
1996/2013/Present

Exhibit 10
 On-Airport Land Use Plan
 Cloverdale Municipal Airport



Source: Wadell Engineering Corporation.

Previous Thuders

JUMP NO. 2	DATE 10/12/96	Location		Aircraft	Equipment
	Exit Altitude 135	Surface Wind 0	Distance To Target 1/2	Delay 60	Total F/F Time 2:30
JUMP PLAN: Thuders Level I					
JUMP OUTCOME					
Exit: CD Climbout CO EXIT					
Maneuvers: 3X Pict's on way. Vortex Altitude in good body awareness					
Canopy Control: Good					
Landing: Standard up					
Add. Comments: Good Skydive No Parachute II					
Signature: <i>[Signature]</i> Thuders I 96					

JUMP NO. 5	DATE	Location		Aircraft	Equipment
	Exit Altitude	Surface Wind	Distance To Target	Delay	Total F/F Time
JUMP PLAN: AF Level 4 1st solo w/ instruction					
JUMP OUTCOME					
Exit: Good climbout keep head down EXIT					
Maneuvers: can do legs out alt table. Relaxed arms were keep eye on altimeter pulled 2 LK					
Canopy Control: Good					
Landing: Side in					
Add. Comments: Good no next level					
Signature: <i>[Signature]</i>					

Aircraft Used for skydiving since 1996

Previous operation:

Variety of Cessna 182's

-182 with P-Ponk Conversion

Variety of Cessna 206's

-Modified 206 with Cherokee 350

King Air B90

-Twin Engine Turbine

NorCal Skydiving:

Variety of Cessna 182's

-Modified with 206 engine O-550,
MTPropeller, extended wing tips.

Variety of Cessna 206's

Engines ranges IO-520/O-540/O-550

Pacific AeroSpace (PAC) 750 XL

Single Engine Turbine

Flight Patterns

Previous Company:

Used a variety of flight patterns, mostly tight box patterns above airport and Eastern Ridge: Emphasis on quick flights and maximum lift.

NorCal Skydiving:

Used a variety of flight patterns, mostly wide box patterns far behind Eastern Ridge: Emphasis on safety, efficient lift, and noise sensitive areas.

Are NorCal Skydiving Pilots HotDogs?

Aircraft Maintenance:

1. Annual
2. 100hr.
3. 50hr.
4. 30hr

Courteous Pilotage

Safe Pilotage

Oakland Center (Air Traffic Control)

Flight Following

Pilot BFR

What specifically is NorCal
Skydiving doing to mitigate aircraft
noise?

Noise Mitigation

Power settings

Flight Patterns

Don't raise wing flaps with airspeed below "off-flaps" stalling speed. (See stalling speed chart, figure 3-1.)

Do slowly release the wing flaps as soon as you reasonably can after take-off, preferably 50 feet or more over terrain or obstacles.

CLIMB.

Normal climbs are conducted at 100-120 MPH with wing flaps up, 23 inches manifold pressure and 2450 RPM. For maximum climb performance use full throttle and 2600 RPM. The sea level best rate-of-climb speed is 90 MPH, IAS at sea level, and is reduced 1/2 MPH for every 1,000 feet of altitude above sea level.

If an obstruction dictates using a steep climb angle, the best angle-of-climb speed should be used with wing flaps up, full throttle and 2600 RPM. This best angle-of-climb speed is 70 MPH, IAS.

NOTE

Steep climbs at low speeds should be of short duration due to reduced engine cooling.

If twenty degrees wing flaps are used for take-off, they should be left down until all obstacles are cleared. To clear an obstacle with wing flaps 20 degrees, the best angle-of-climb speed (60 MPH, IAS) should be used. If no obstructions are ahead, a best "flaps up" rate-of-climb speed (90 MPH, IAS) would be most efficient. These speeds vary slightly with altitude, but they are close enough for average field elevations.

Upon reaching a safe altitude and

airspeed, the wing flaps should be retracted slowly, and power adjusted for climb.

In normal cross-country flying, "cruising climb" procedure is generally the most efficient in respect to overall trip speed and fuel consumption. This type of climb (100-120 MPH) provides good engine cooling, better visibility, and less engine wear than maximum performance operation.

For detailed climb performance, see climb performance charts in Section VI.

CRUISE.

Cruising charts are presented in Section VI. It can be seen that the speeds for maximum range are much lower than normal cruise speed. Since the main advantage of the airplane over ground transportation is speed, one should utilize the high cruising speeds obtainable. However, if a destination is slightly out of reach in one hop at normal cruising speed, it would save time and money to make the trip non-stop at some lower speed. An inspection of these cruising charts shows the long ranges obtainable at lower cruising speeds.

These charts, as well as the data shown in the table below, are based on flight tests with lean mixture and 55 gallons of fuel for cruising. Allowances for fuel reserve, headwinds, take-offs and climb or variations in mixture leaning technique should be made and are in addition to those shown in the charts.

Normal cruising is done at 60% to 70% power. A maximum cruising power of approximately 75% is allowable with 23 inches of manifold pressure and 2450 RPM. Various percent powers can be obtained with an infinite number of combinations of manifold pressures, engine speeds, altitudes, and outside air temperatures. However, at full throttle and a constant engine speed and a standard air temperature, a specific power may be obtained at only one altitude. For example, with the Skyplane at full throttle and 2450 RPM, the following are the speed and range figures for various powers and optimum altitudes:

% BHP	ALTITUDE	TRUE AIRSPEED	RANGE
75	6400	162	640
70	8000	160	675
65	10,000	158	720

This table shows that cruising can be done most efficiently at higher altitudes because very nearly the same cruising speed can be maintained at much less power. This means savings in fuel consumption and engine wear.

STALLS

The stalling speeds shown in figure 3-1, are for aft C.G. and full gross weight conditions. Speeds are given as true indicated airspeeds because indicated airspeeds are inaccurate in the

Gross Weight 2650 lbs.	STALLING SPEEDS POWER OFF, MPH T.I.A.S.		
	ANGLE OF BANK		
CONDITION	0°	30°	60°
Flaps Up	62	67	88
Flaps Down 20°	57	61	81
Flaps Down 40°	56	60	79

Figure 3-1. Stall Chart

TAKE - OFF DATA

TAKE-OFF DISTANCE WITH 20° FLAPS FROM HARD SURFACE RUNWAY.

GROSS WEIGHT LBS.	HEAD WIND MPH	AT SEA LEVEL & 59 F.		AT 2500 FT. & 50 F.		AT 5000 FT. & 41 F.		AT 7500 FT. & 32 F.	
		GROUND RUN	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE
2100	0	335	715	390	810	465	935	560	1100
	15	185	465	225	540	270	625	330	745
	30	75	260	95	305	125	365	160	450
2400	0	440	895	525	1040	630	1210	770	1465
	15	255	600	310	700	380	835	475	1020
	30	115	350	150	420	190	510	245	640
2650	0	555	1080	665	1260	790	1500	965	1835
	15	330	735	405	865	490	1050	655	1345
	30	160	445	205	535	255	665	335	845

Note: Increase distances 10% for each 25 F above standard temperature for particular altitude.

CLIMB DATA

GROSS WEIGHT LBS.	AT SEA LEVEL & 59 F.			AT 5000 FT. & 41 F.			AT 10000 FT. & 23 F.			AT 15000 FT. & 5 F.			AT 20000 FT. & -12 F.		
	BEST CLIMB IAS MPH	RATE OF CLIMB FT. MIN	GAL. OF FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT. MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT. MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT. MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT. MIN	From SL FUEL USED
2100	87	1470	1.5	82	1200	2.8	78	925	4.3	73	655	6.2	68	385	9.0
2400	88	1210	1.5	84	960	3.1	80	710	5.0	76	460	7.6	71	210	12.0
2650	90	1030	1.5	86	795	3.5	83	560	5.9	78	325	9.3	74	90	17.1

Note: Flaps up, full throttle and 2600 RPM. Mixture leaned for smooth operation above 5000 ft. Fuel used includes warm-up and take-off allowance.

Figure 6-2. Take-Off and Climb Chart

SKYLANE CRUISE AND RANGE PERFORMANCE

Altitude	RPM	M.P.H.	RHP	CRHP	IAS	Fuel In	Fuel Out	Fuel	Miles	Hours	Miles	Hours	Miles	Hours	
															MPH
2500	2450	23	172	76	130	14.7	4.0	11.2	645	4.5	14.8	6.0	810	6.5	
		22	166	77	134	13.4	4.1	11.5	645	4.6	15.0	6.2	820	6.7	
		21	157	68	131	12.7	4.3	11.9	640	4.7	15.3	6.4	830	6.9	
		20	148	63	130	12.0	4.6	12.2	635	4.8	15.6	6.6	840	7.1	
		2300	23	164	71	134	13.1	4.2	11.7	645	4.5	14.8	6.0	810	6.5
		22	153	67	135	12.2	4.5	12.0	640	4.6	15.0	6.2	820	6.7	
	2200	22	144	63	135	11.4	4.8	12.7	630	4.9	15.3	6.4	830	6.9	
		21	135	59	138	10.8	5.1	13.0	625	5.0	15.6	6.6	840	7.1	
		20	126	55	142	10.2	5.4	13.2	620	5.1	15.9	6.7	850	7.2	
		2300	23	153	67	138	12.1	4.6	12.4	640	4.7	15.1	6.3	830	6.8
		22	144	63	142	11.4	4.9	12.7	635	4.8	15.4	6.4	840	6.9	
		21	135	59	146	10.8	5.2	13.0	630	4.9	15.7	6.5	850	7.0	
5000	2450	23	179	78	153	14.5	3.8	11.2	615	4.0	14.8	5.8	800	6.3	
		22	169	73	156	13.6	4.0	11.7	610	4.1	15.1	5.9	810	6.4	
		21	161	70	157	13.0	4.2	12.0	605	4.2	15.4	6.0	820	6.5	
		20	150	65	157	12.2	4.5	12.2	600	4.3	15.7	6.1	830	6.6	
		2300	23	167	73	158	13.4	4.1	11.8	615	3.9	15.0	6.0	820	6.4
		22	158	69	161	12.6	4.4	12.1	610	4.0	15.3	6.1	830	6.5	
	2200	22	148	64	164	11.7	4.7	12.4	605	4.1	15.6	6.2	840	6.6	
		21	138	60	166	11.0	5.0	12.6	600	4.2	15.9	6.3	850	6.7	
		20	131	57	169	10.5	5.2	12.8	595	4.3	16.2	6.4	860	6.8	
		2300	23	157	68	168	12.4	4.4	12.5	610	4.0	15.4	6.1	830	6.5
		22	148	64	171	11.7	4.7	12.7	605	4.1	15.7	6.2	840	6.6	
		21	138	60	173	11.0	5.0	13.0	600	4.2	16.0	6.3	850	6.7	
7500	2450	23	197	86	176	15.1	3.5	11.2	585	3.8	14.8	5.7	780	6.2	
		22	188	81	179	14.2	3.7	11.7	580	3.9	15.1	5.8	790	6.3	
		21	179	76	181	13.4	4.0	12.0	575	4.0	15.4	5.9	800	6.4	
		20	169	71	183	12.6	4.3	12.2	570	4.1	15.7	6.0	810	6.5	
		2300	23	184	80	180	14.0	3.6	11.8	590	3.9	15.1	5.9	790	6.3
		22	175	75	183	13.1	3.9	12.1	585	4.0	15.4	6.0	800	6.4	
	2200	22	165	71	186	12.4	4.4	12.4	580	4.1	15.7	6.1	810	6.5	
		21	155	67	188	11.7	4.7	12.6	575	4.2	16.0	6.2	820	6.6	
		20	145	62	191	11.0	5.0	12.8	570	4.3	16.3	6.3	830	6.7	
		2300	23	181	79	187	13.8	3.7	12.0	595	3.8	15.4	5.9	790	6.3
		22	172	74	190	12.9	4.0	12.3	590	3.9	15.7	6.0	800	6.4	
		21	162	69	193	12.0	4.3	12.5	585	4.0	16.0	6.1	810	6.5	

Figure 6-3. Range Chart (Sheet 1)

Cruise performance shown is based on standard conditions, zero wind, lean mixture, 55 gallons of fuel, no fuel reserve, and 2650 pounds gross weight. For 182 performance, subtract approximately 3 miles per hour from the maximum cruise speeds shown.

and very cold weather (-20° F.) may require three or more strokes.

Prime the engine as follows:

1. First, unlock the primer plunger by rotating the knob in either direction until the knob pops part way out.

2. Slowly pull the plunger all the way out, then push it all the way in. This action is termed "one stroke of the primer."

3. Prime the necessary number of strokes, then push the plunger full in and rotate the knob to lock it.

Normally, the engine is started immediately after priming. In very cold weather turn engine over while priming, and if necessary, continue priming until the engine runs smoothly.

MANIFOLD PRESSURE GAGE.

A manifold pressure gage (figure 1-1) indicates the pressure of the fuel-air mixture entering the engine cylinders and is calibrated in inches of mercury. By observing the manifold pressure gage and adjusting the propeller and throttle controls, the power output of the engine can be adjusted to any power setting recommended in the operating procedures of Section 11 or the performance charts in Section VI.

CYLINDER HEAD TEMPERATURE GAGE

The cylinder head temperature gage (figure 1-1) is calibrated in degrees Fahrenheit. By observing the gage, cowl flaps and power settings may be

adjusted to keep the cylinder head temperatures within limits. The gage is self-powered, operated by a thermocouple mounted under the lower spark plug on the left rear engine cylinder, which normally will operate at the highest temperature.

COWL FLAPS.

Satisfactory engine performance depends upon operation within temperature limitations, indicated by the green arc on the cylinder head temperature and oil temperature gages. Since engine temperatures depend upon the flow of air passing over the cylinders and through the oil cooler, the control of this air is important. Cowl flaps, adjusted to the need, will meter enough air for the adequate cooling and maximum efficiency of the engine under varying conditions. Opening the cowl flaps, while on the ground, steps up the volume of air necessary for engine cooling. In flight, closing the cowl flaps, as required, restricts the flow of air, thereby reducing the cooling and cowl flap drag to a minimum.

COWL FLAP CONTROL LEVER.

The cowl flaps are controlled by a lever on the instrument panel. The lever (figure 1-2) has four detent positions; full open, half open, one-quarter open, and full closed. To change the position of the cowl flaps, move the lever to the left, out of the detent notch, then reposition. Make sure the lever moves into the detent notch at the new position.

PROPELLER.

A constant speed propeller is standard equipment on your Cessna Sky-lane or 182, and provides your airplane with maximum performance at take-off, during climb, and while cruising.

PROPELLER CONTROL KNOB.

The propeller control knob (figure 1-2) changes the setting of the propeller governor to control engine speed. The knob incorporates a lock and a vernier screw for close adjustments. With the control knob full in, the propeller is in the high rpm position; pulling the control out places the propeller in low rpm. The control may be moved through its full range by depressing the locking button in the center of the knob, while close adjustments are made by rotating the knob, clockwise to increase rpm or counterclockwise to decrease it. The knob may be rotated without depressing the locking button.

For all ground operations, and for take-off, the control should be full in (high rpm). After take-off, reduce throttle first, then reduce rpm. Since

a small control movement will produce a considerable rpm change, you should set up climb and cruise rpm by screwing the knob in or out.

NOTE

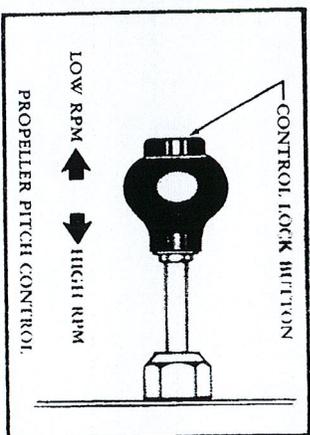
When increasing power, increase rpm, then open the throttle. When decreasing power, close the throttle, then reduce rpm. High manifold pressure and low rpm combinations may produce excessive cylinder pressures. This technique will avoid such harmful combinations.

Propeller surging (rpm variation up and down several times before engine smooths out and becomes steady) can be prevented by smooth throttle and propeller control operation. Do not change throttle and propeller control settings with jerky and rapid motions.

OIL SYSTEM.

The Continental O-470-L engine has a wet sump oil system which uses the engine sump as an oil tank. Other major components of the system are an engine-driven oil pump and an oil cooler integrally mounted on the engine.

Oil temperature is regulated automatically in this system by a thermostatically-controlled oil cooler. The thermostat shuts off the passage of oil through the cooler whenever the oil temperatures are below 170° F. Ordinarily, the oil cooler is adequate to keep oil temperatures well within the



SECTION 3 EMERGENCY PROCEDURES

No Change, See Airplane Flight Manual

SECTION 4 NORMAL PROCEDURES

Normal operating procedures remain the same except as follows:

STARTING ENGINE:	No Change
TAKE OFF:	Power: 26.0 Inches Hg. Maximum manifold pressure and 2700 RPM.
ENROUTE CLIMB:	No Change
NORMAL CLIMB:	Power: 23 Inches Hg. Maximum manifold pressure and 2700 RPM.
MAX. PERFORMANCE CLIMB:	Power: 26.0 Inches Hg. Maximum manifold pressure and 2700 RPM
LANDING:	No Change
BALKED LANDING:	Power: 26.0 inches Hg. Maximum manifold pressure and 2700 RPM

Maximum Continuous Power RPM Reduction : None for the Cessna Model 182

PROPELLER

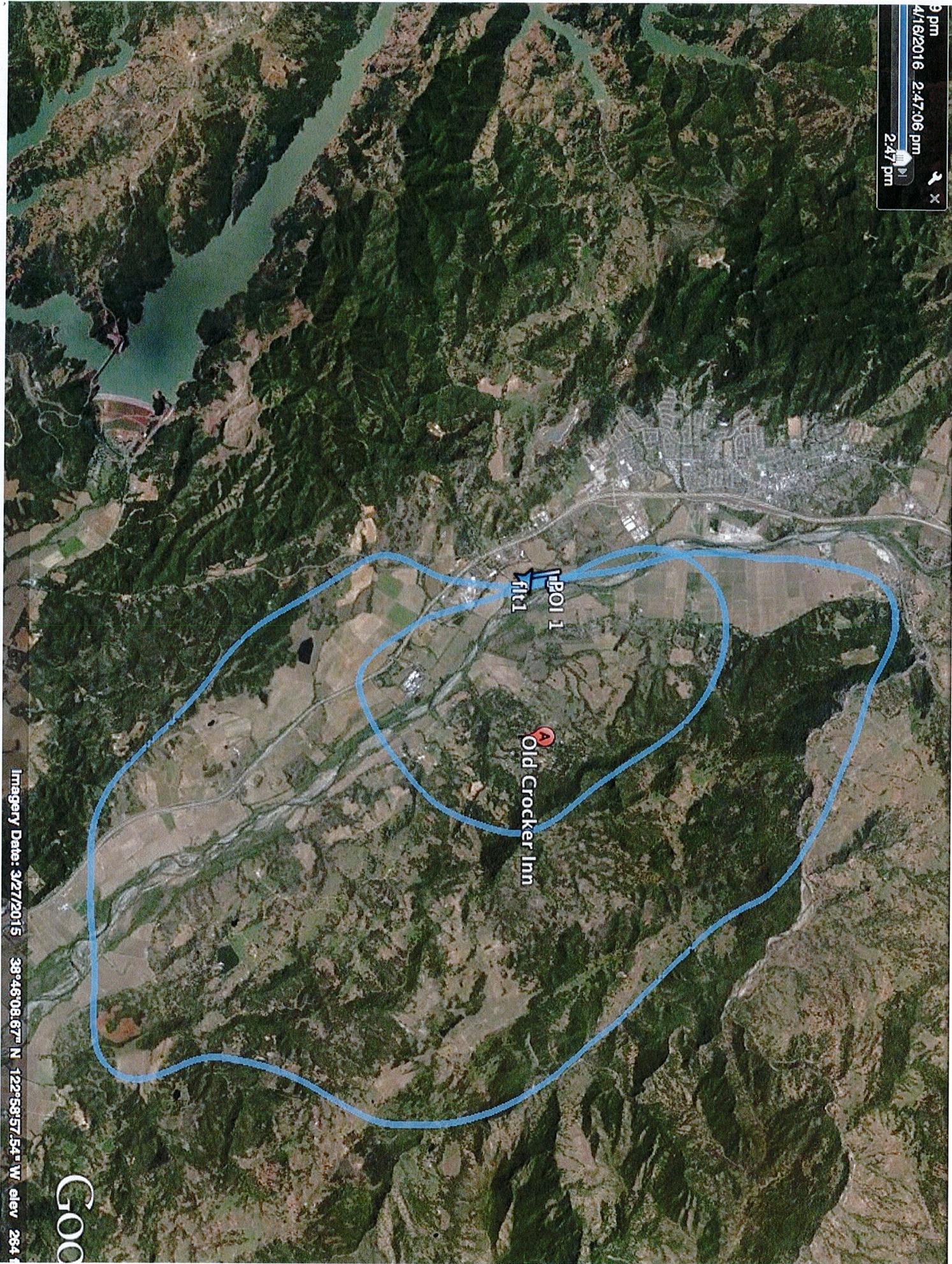
PROPELLER MANUFACTURER	MT-Propeller
PROPELLER MODEL NUMBER	MTV-15-D/210-58 or MTV-9-D/210-58
PROPELLER LIMITS	Maximum diameter, 210 CM (82.7 inches) Minimum diameter, 205 CM (80.7 inches) <u>Maximum Propeller RPM: 2700</u>
	MTV-15-D/205-58 or MTV-9-D/205-58
	Maximum diameter, 205 CM (80.7 inches) Minimum diameter, 200 CM (78.7 inches) <u>Maximum Propeller RPM: 2700</u>

P/N: ES1027-182

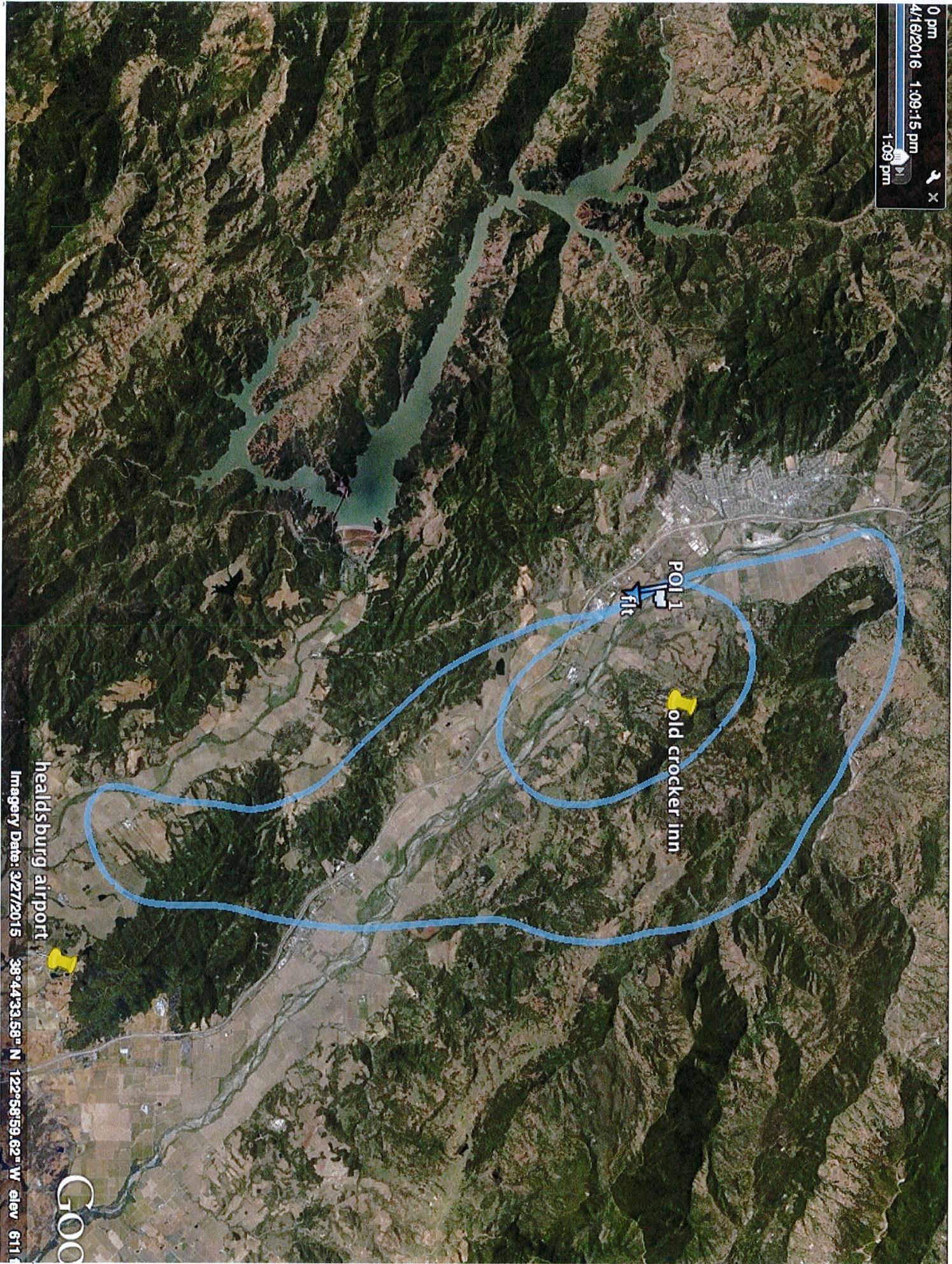
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Rev. A

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healdsburg airport

POI 1

old crocker inn

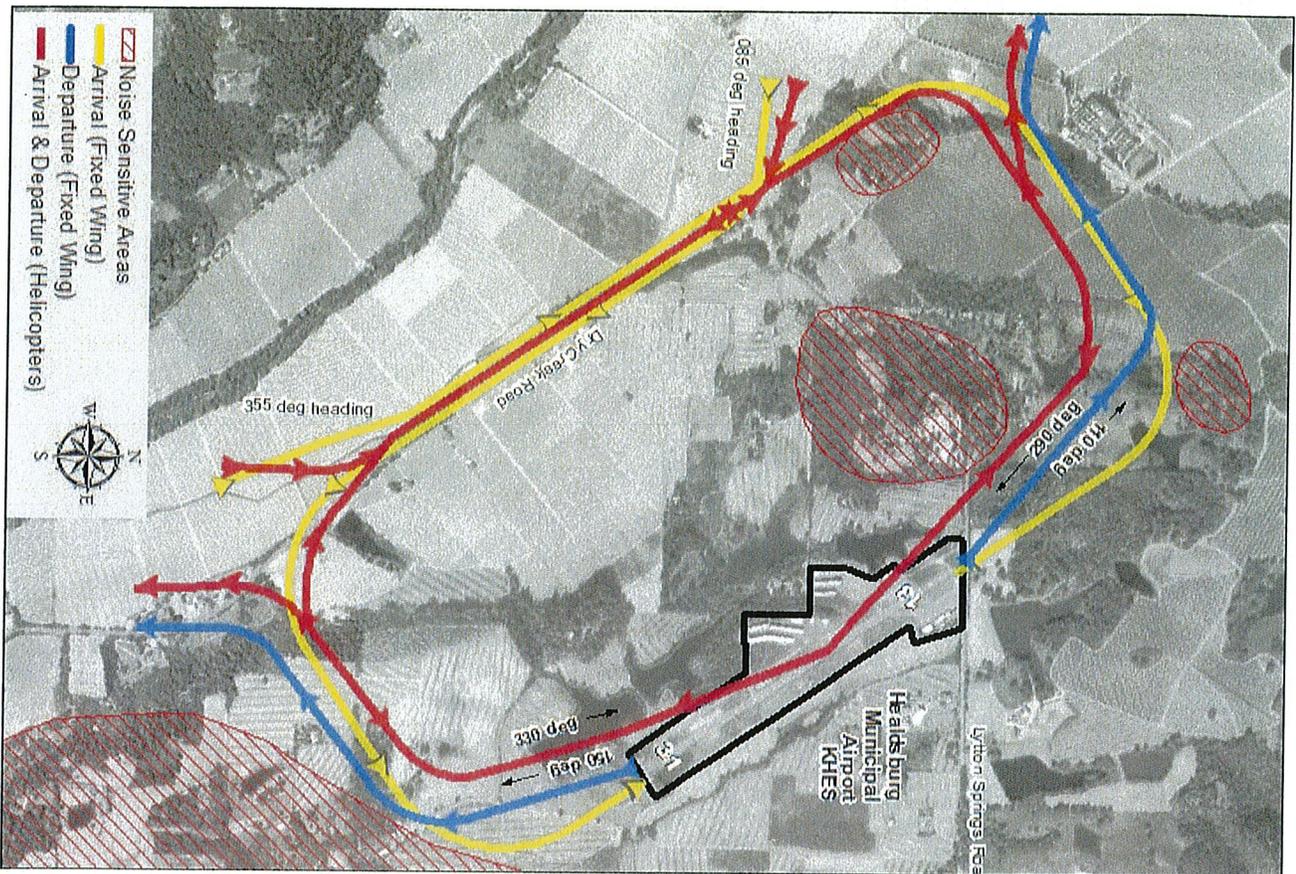
Imagery Date: 3/27/2015 38°44'33.58" N 122°58'59.62" W elev 611

GOO

What exactly is NorCal Skydiving saying when they refer to SAFETY as it pertains to skydiving flights at The Cloverdale Airport?

Appendix:
Healdsburg Airport Noise Mitigation
Procedures

Healdsburg Municipal Airport Noise Reduction Procedures



Departure Routes and Traffic Pattern

Healdsburg Municipal Airport Noise Reduction Procedures

*Healdsburg Airport neighbors are noise sensitive.
Please fly quietly!*

The following noise-reduction procedures are in effect:

TAKEOFFS

- Turn west 20 degrees as soon as safe after crossing airport boundary. No straight-outs!
- Please avoid low over-flight of sensitive areas
- No intersection takeoffs
- Reduce RPM after takeoff if safe
- Climb at best rate or steeper: Fixed Wing 1300' MSL / Helicopters 1000' MSL
- Do not cross to northeast side of airport below: Fixed Wing 1500' MSL / Helicopters 1000' MSL
- (Note: Airport is aligned NW-SE)

LANDINGS

- No touch and goes; please taxi back
- Limit practice landings to 3 per day
- Do not practice landings at night
- Please make low-power approaches if safe
- Use right traffic for 13, left for 31
- Avoid straight-in approaches for 31
- Helicopters turn inbound final with 20° offset
- Helicopters target midfield landing

AWOS

- 122.8 – 3 mic clicks for weather information
- Telephone 617-262-3825
- Website: www.superawos.com Airport Id: HES

FREQUENCIES

- Unicom/CTAF/SuperAwos 122.80
- OAK FSS 122.35
- OAK Center 127.80

GENERAL

- Pattern Altitude: Fixed Wing 1300' MSL / Helicopters 1000' MSL
- All pattern traffic is SW of Airport
- Runway 13 PAPI is displaced approximately 700 feet

Thank you for being a quiet neighbor

July 2015

AIRPORT ENTERPRISE FUND
 5 YEAR PROFIT/LOSS STATEMENTS
 March 31, 2016

	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
REVENUES					
Operating Revenues					
Fuel Sales	\$ 85,651	\$ 125,229	\$ 58,927	\$ 105,053	\$ 92,272
Rents	32,785	42,118	38,251	34,029	50,803
Miscellaneous	1,287	2,199	2,198	1,969	114
Total Operating Revenues	\$ 119,723	\$ 169,546	\$ 99,376	\$ 141,051	\$ 143,189
EXPENSES					
Operating Expenses					
Salaries & Benefits <i>(Wages, Health Insurance, Retirement, Workers Comp)</i>	\$ 16,004	\$ 16,952	\$ 15,691	\$ 22,439	41,018
Services & Supplies <i>(Contracts, Permits, Facility Insurance, Supplies, Fuel)</i>	90,254	146,305	58,066	89,395	118,235
Utilities <i>(Gas, Electric, Telephone, Water)</i>	6,209	4,918	7,224	8,155	7,120
Total Operating Expenses	\$ 112,467	\$ 168,175	\$ 80,981	\$ 119,989	\$ 166,373
Net Operating Income (Loss)	\$ 7,256	\$ 1,371	\$ 18,395	\$ 21,062	\$ (23,184)
NON-OPERATING REVENUES (EXPENSES)					
Grants	\$ 10,000	\$ 10,000	\$ 15,000	\$ 10,000	63,743
Transfers In	11,253	3,394	4,046	3,574	5,931
Debt Service	(2,434)	(2,112)	(1,774)	(1,419)	(1,048)
Transfers Out	-	(9,975)	(38,127)	(19,477)	(24,711)
Loss on Disposal of Assets	(12,289)	-	-	-	-
Capital Contributions	900,490	188,844	-	-	-
Depreciation	(20,319)	(43,802)	(39,509)	(42,515)	(42,512)
Total Non-Operating Revenues (Expenses)	\$ 886,701	\$ 146,349	\$ (60,364)	\$ (49,837)	\$ 1,403
NET INCOME (LOSS)	\$ 893,957	\$ 147,720	\$ (41,969)	\$ (28,775)	\$ (21,781)
FUND BALANCE					
Beginning Fund Balance July 1	\$ 9,562,992	\$ 10,456,949	\$ 10,604,669	\$ 10,562,700	\$ 10,533,925
Adjustment to Fund Balance (Pension)					(73,682)
Net Income (Loss)	893,957	147,720	(41,969)	(28,775)	(21,781)
Ending Fund Balance June 30	\$ 10,456,949	\$ 10,604,669	\$ 10,562,700	\$ 10,533,925	\$ 10,438,462

CLOVERDALE AIRPORT FUND
BALANCE SHEETS
June 28, 2016

	6/30/2011	6/30/2012	6/30/2013	6/30/2014	6/30/2015
ASSETS					
Accounts Receivable	344,254.40	15,068.66	20,009.96	22,504.93	27,611.83
Fuel Inventory	7,511.00	7,511.00	7,511.00	7,511.00	7,511.00
Prepaid Expenses	-	-	-	481.32	204.98
Deferred Outflow of Resources	-	-	-	-	2,873.00
Land	9,321,137.00	9,321,137.00	9,321,137.00	9,321,137.00	9,321,137.00
Buildings	208,125.70	208,125.70	208,125.70	208,125.70	208,125.70
Improvements	671,544.00	1,877,937.19	1,877,937.19	1,877,937.19	1,877,937.19
Machinery & Equipment	9,675.00	9,675.00	9,675.00	9,675.00	9,675.00
Construction in Progress	1,003,840.00	-	-	21,101.33	58,599.33
Accumulated Depreciation	(699,570.00)	(743,372.00)	(782,881.00)	(825,393.00)	(867,905.00)
Total Assets	10,866,517.10	10,696,082.55	10,661,514.85	10,643,080.47	10,645,770.03
LIABILITIES					
Accounts Payable	(857,468.21)	(15,442.35)	(2,336.39)	30,280.32	(35,575.20)
Due to Other Funds	(8,673.63)	(145,103.84)	(60,410.47)	(103,260.04)	(113,987.40)
Compensated Absences	(1,018.24)	(1,974.24)	(832.58)	(602.67)	(830.91)
Accrued Wages Payable	(604.61)	(199.08)	(301.76)	(464.28)	(357.04)
Accrued PERS Payable	(164.50)	(52.71)	(69.97)	(148.37)	-
Accrued Benefits Payable	(11.12)	(3.50)	(5.13)	(481.32)	(0.03)
Deferred Revenue	(180.00)	(180.00)	(180.00)	(180.00)	(180.00)
Deferred Inflow of Resources	-	-	-	-	(6,313.00)
Customer Deposits	(2,263.50)	(2,263.50)	(3,557.50)	(9,498.50)	(6,459.50)
Notes Payable	(42,888.00)	(37,153.00)	(31,124.00)	(24,800.00)	(18,182.00)
Net Pension Liability	-	-	-	-	(25,422.00)
Total Liabilities	(913,271.81)	(202,372.22)	(98,817.80)	(109,154.86)	(207,307.08)
FUND BALANCE					
Fund Balance	\$ (9,476,440.89)	(9,953,245.29)	(10,493,710.33)	\$ (10,562,697.05)	(10,533,925.61)
Fund Balance Adjustment	-	(118,677.00)	(110,959.00)	-	73,682.00
Net Revenue/Expenditures	(476,804.40)	(421,788.04)	41,972.28	28,771.44	21,780.36
Total Fund Balance	\$ (9,953,245.29)	\$ (10,493,710.33)	\$ (10,562,697.05)	\$ (10,533,925.61)	\$ (10,438,463.25)
Total Liabilities & Fund Balance	(10,866,517.10)	(10,696,082.55)	(10,661,514.85)	(10,643,080.47)	(10,645,770.33)

CLOVERDALE AIRPORT FUND
5-YEAR DETAIL PROFIT/LOSS STATEMENT
June 28, 2016

	6/30/2011	6/30/2012	6/30/2013	6/30/2014	6/30/2015
REVENUES					
Operating Revenues					
FUEL SALES	85,651.08	125,229.75	58,927.19	105,053.78	92,272.28
RENTS & ROYALTIES	32,785.31	42,117.60	38,250.50	37,224.00	50,803.00
BAD DEBT EXPENSE	-	-	-	(3,194.80)	-
MISCELLANEOUS	-	50.00	50.00	-	-
REFUNDS & REIMBURSEMENTS	1,287.30	2,149.20	2,148.00	1,969.00	113.89
Operating Revenue	119,723.69	169,546.55	99,375.69	141,051.98	143,189.17
EXPENSES					
Operating Expenses					
Salaries & Benefits					
REGULAR FULL-TIME WAGES	11,124.69	10,733.52	10,256.63	14,713.81	30,834.32
4850 & IOD WAGES	-	137.88	347.68	-	-
OVERTIME WAGES	228.20	260.05	-	799.24	272.85
STANDBY WAGES	-	-	-	10.05	59.37
UNIFORM ALLOWANCES	-	79.27	66.50	65.00	(72.11)
CONTRA ACCT/OTHER	(731.76)	1,390.78	(1,141.66)	(229.91)	228.24
INSURANCE BENEFITS	2,015.29	156.41	1,719.92	3,069.77	3,892.75
SOCIAL SECURITY	164.33	3,123.68	152.84	223.68	448.94
RETIREMENT - PERS	3,027.21	44.90	3,025.69	3,777.42	5,171.40
WORKERS COMPENSATION INS	-	69.54	-	-	707.35
OTHER EMPLOYEE BENEFITS	176.01	-	122.11	99.71	(524.35)
Total Salaries & Benefits	16,003.97	15,996.03	14,549.71	22,528.77	41,018.76
Services & Supplies					
ENGINEERING SVCS	-	13,645.00	721.25	-	752.25
MISC CONTRACTUAL SVCS	27,681.37	-	1,400.00	341.00	37,224.61
OTHER GOVERNMENT SVCS	1,784.00	1,784.00	1,706.00	1,869.00	1,913.00
VEHICLE REPAIRS	-	-	-	-	218.60
GENERAL REPAIR & MAINT	-	3,400.00	654.21	516.08	679.64
INSURANCE	5,950.00	5,800.00	7,500.00	7,500.00	5,475.00
CONF,TRVL EXP,MEALS,ETC.	-	-	-	-	5.88
POSTAGE & SHIPPING	-	-	-	30.00	-
OPERATING SUPPLIES	521.67	3,758.90	1,878.68	1,869.82	2,094.80
SMALL TOOLS & EQUIPMENT	469.81	-	281.34	-	-
FUEL	66,136.63	117,917.32	39,769.15	77,178.16	67,540.01
PLANNING	-	-	-	-	2,329.97
AIRPORT LAYOUT PLAN	-	-	5,300.00	-	-
Total Services & Supplies	102,543.48	146,305.22	59,210.63	89,304.06	118,233.76
Utilities					
UTILITIES-GAS & ELECTRIC	5,040.81	3,236.66	5,700.88	6,362.04	5,466.89
UTILITIES-TELE,PGRS,CELL	193.01	1,264.83	317.25	202.63	211.82
UTILITIES-WATER	974.83	416.94	1,205.52	1,592.74	1,441.29
Total Utilities	6,208.65	4,918.43	7,223.65	8,157.41	7,120.00
Net Operating Income (Loss)	(5,032.41)	2,326.87	18,391.70	21,061.74	(23,183.35)

CLOVERDALE AIRPORT FUND
5-YEAR DETAIL PROFIT/LOSS STATEMENT
June 28, 2016

	6/30/2011	6/30/2012	6/30/2013	6/30/2014	6/30/2015
NON-OPERATING REVENUES (EXPENSES)					
GRANTS	10,000.00	10,000.00	15,000.00	10,000.00	63,742.54
CA ST ARPRT GRNT MATCH		9,035.00	-	-	-
AP-004 ARPRT RNWY REHAB	482,011.00	452,921.00	-	-	-
INTERFUND TRANSFERS IN	2,578.75	3,394.25	4,045.78	3,574.52	5,931.36
LOAN CA ARPRT FUEL TANKS	(2,433.74)	(2,112.08)	(1,773.87)	(1,419.07)	(1,047.72)
INTERFUND TRANSFERS OUT	-	(9,975.00)	(38,126.89)	(19,476.63)	(24,711.19)
ENGINEERING ARPRT RNWY REHAB	(70,416.14)	(28,620.96)	-	-	-
CONSTRUCTION ARPRT RNWY REHAB	(852,844.06)	(173,932.23)	-	-	-
CIP ARPRT RNWY REHAB	923,260.00	202,553.19	-	-	-
DEPRECIATION	(20,319.00)	(43,802.00)	(39,509.00)	(42,512.00)	(42,512.00)
Total Non-Operating Revenue (Expenses)	471,836.81	419,461.17	(60,363.98)	(49,833.18)	1,402.99
NET REV & EXPENDITURES	466,804.40	421,788.04	(41,972.28)	(28,771.44)	(21,780.36)
FUND BALANCE					
BEGINNING FUND BALANCE	9,476,440.89	9,953,245.29	10,493,710.33	10,562,697.05	10,533,925.61
FUND BAL ADJUSTMENT	10,000.00	118,677.00	110,959.00		(73,682.00)
NET REV & EXPENDITURES	466,804.40	421,788.04	(41,972.28)	(28,771.44)	(21,780.36)
ENDING FUND BALANCE	9,953,245.29	10,493,710.33	10,562,697.05	10,533,925.61	10,438,463.25