

# CALVADA ASSOCIATION NEWSLETTER



## **MAY 2016 UPDATE from the Board of Directors:**

We are discussing the option of changing from a private use airport to a privately owned, public use airport. As many of you know a solar plant is being installed approximately 2 miles East of our airport. It is already producing significant glare and is only 10% complete. We have also learned that there are plans for a new set of powerlines (larger and higher than what is currently near our airport). We believe if these get built along Simpkins Road it will affect our airspace and we will possibly lose use of part of our existing runway! It seems we have no say over this because we are a private airpark and our neighbors are able to do as they please on their private property with no regard for our airspace. This is why we are talking to the FAA and Nevada Department of Transportation about how to make our airspace "protected airspace". On Thursday May 26<sup>th</sup>, we will be meeting with the Nevada representative to discuss our predicament. He will tour our airport and answer any questions we might have. Any owner's that have any questions or comments, please submit them by email or voicemail to us or join us at the airport meeting on the Thursday, 26<sup>th</sup> at 11a.m. at our Community Building on Jenny Circle.

### FOR YOUR INFORMATION REGARDING THE NEVADA DIRECTOR OF AVIATION'S COMMENTS ON THIS MATTER:

After repeated calls and letters to the FAA this is the reply we received (in quotes below is the exact letter from the Director of Aviation, Nevada DOT Representative, Kurt Haukoil):

To the Board of Directors at Calvada Meadows Airport (Calvada Aeropark Association):

We found one letter for the powerline project within one-mile of the airport runway that was approved by the FAA. (attached). It looks like everyone has been notifying David Fanning of NYE County about these things and not you or the airport, although the airport's name is on the letter.

The FAA's stance is that you do not have any protected airspace due to the fact that you are a private-use facility. Only public-use facilities are given protected airspace. If you put the airport into the Public-Use category then potentially the FAA would be required to defend your airspace as would the county and other public entities. As it stands anyone could build something on the runway centerlines that might force closure of one end.

I always recommend putting the airport into the Public-Use category so that you get FAR Part 77 airspaces and protections. Anyone ahead of you filing would be grandfathered as possessing the airspace first. When / if you choose to enter Public-Use, you could publish very strict requirements like "prior permission required" for any type of operation.

The other airspace case we find is a side mount antenna probably to an existing structure that is noted as a hazard.

You'll see a small chart of where this project is planned. I cannot find your solar project so if you can give me more details on that would be helpful to see if it is in the system. Collectively we might get lucky and be able to object to the project if I could find it, and they have made some other errors, in their submission. -End of Response letter

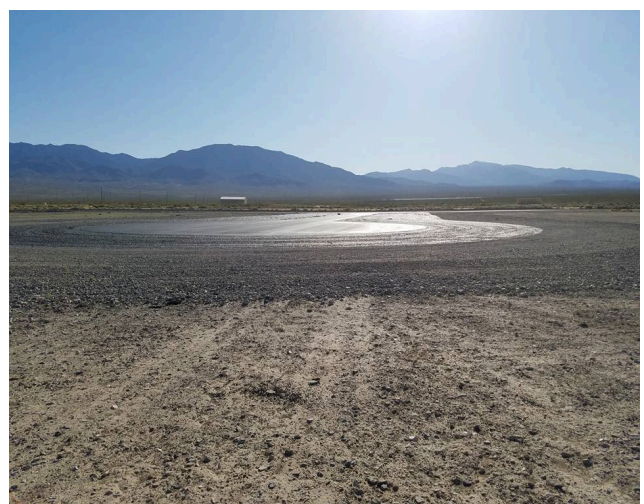
This is an issue we, your Board, were not aware of and indeed came as a complete surprise to us. Because of the gravity of the situation we are extremely concerned. We are investigating this option with the FAA now, because we feel it may be the best way to protect our ability to keep our airport useable and protect the value of our properties on the airpark. We have been assured that we can put all the restrictions in place that we need to. In fact, we expect that there will be no operational changes to our airport at all. The state will do an operational assessment of our airport, and indeed they have already done one informally and the preliminary assessment shows that very few changes are required. We believe any requested changes are ones that we had already been planning for to make us a class A facility. We will not have any charter or air service operations, we would keep the weight restriction we currently have in place and with the help of the state, we could impose common sense restrictions to maintain our lifestyle. No one, least of all us, want a busy facility that conflicts with our life and we will ensure that happens.

We will not accept and cannot even be offered any federal or state funds for our airport so that means they have only the guarantee that we will treat all pilots that fit our restrictions are treated the same. We currently do this anyway all we are doing is to formalize it.

The best part about it is at any time we if we are unhappy we can reverse the status with a letter, no restrictions, no liabilities, and we are back to a private use airport.

In closing, we live in an uncertain world, as it stands our airfield could be impacted greatly without us being able to do anything about it and we have 50 years of sweat equity and money invested in something that we could lose the use of. As an association that is to lookout for the best interest of our owners, we see no other alternative to this. Change is always difficult to consider, but the final outcome will be a stronger, protected, and more valuable airport. We hope this change will allow us to build equity and safeguard our freedom and lifestyle, as these are very important to all of us.

We have scheduled to have this FAA representative visit our airport and review the potential problems with the solar farm project and the planned new powerlines that would adversely affect our airport. We are scheduling a special meeting to take advantage of his visit and be able to answer our questions during our General Meeting on May 26<sup>th</sup>. Please look for the Agenda enclosed with this mailing.



## **UPDATE: Getting WATER to the Eastside lots**

In mid-May we met again with Utilities, Inc. (our area water provider) to see if they have been able to make any progress with solving the issue of providing water service the Eastside lots in a manner that is affordable.

We were impressed with Utility, Inc.'s new focus and potential plan for finally making this a reality! They will now go to the state and seek funding assistance to expand their main service line along Highway 160 and up Bell Vista Avenue. We will continue to follow their progress and to push for all of our lot owners to have access to water service. More to follow as they get their project model done later this year. We hope to get pricing and target dates from them within the next year and will share that information with you all as soon as we get it.



## **Additional Comments from the Board:**

We have recently completed the resealing of all the asphalt at our airport (you can see photos on our Facebook Page at [www.facebook.com/Calvada-Aeropark](http://www.facebook.com/Calvada-Aeropark). Luckily we were able to get a reduced price in sealing not only our common areas, but also the taxiways that are to be maintained by each lot owner that have paved taxiways. We needed to move quickly to get this done before the increased oil prices went up again. In the next week or so each owner that is affected will receive a bill to pay their share (\$100 per lot on a paved taxiway) for their taxiway resealing. Thank you in advance for paying this in a timely manner.

*Calvada AeroPark Association Board of Directors:*  
 Roy Mankins - President  
 Steve Hamrick - VP/Secretary  
 Joan Leitner - Treasurer

## **Have you registered on our NEW WEBSITE?:**

[www.CalvadaMeadows.com](http://www.CalvadaMeadows.com)

Sign up to access the restricted owners only area. You'll need to register and wait for an "approval" email in order to view this area.

If you did not receive this Newsletter by Email and would like to in the future, please send us a request:  
 Email: [calvada1@gmail.com](mailto:calvada1@gmail.com)  
 be sure to include your name, and lot number or property address.

For now, you will receive this Newsletter and all meeting Agendas by email and US Post. We hope in the future to have the ability to have you choose to only receive by one method.

**For Billing Questions and HOA  
 Dues Payments contact our  
 Management Company directly**

### **FCCMI Contact Information:**

**Phone: 888-540-0250**

**Fax: 888-540-0080**

**Email: [calvada1@gmail.com](mailto:calvada1@gmail.com)**

**Mail Payments to Calvada Aero  
 Park Association c/o FCCMI:**

**P.O. Box 28759**

**Las Vegas, Nevada 89126**

**(please reference your Lot or  
 property address on all payments)**

### **For Online Payments:**

**Register and pay directly**

**[https://www.paylease.com/  
 registration/user\\_details/1034132/  
 homeowner](https://www.paylease.com/registration/user_details/1034132/homeowner)**