

Present: Lowman, F. Young, Kean, Howard, Ashworth,  
Prince and Valentine

Chairman Lowman convened the meeting of the Transportation Committee with representatives of various companies and organization present to testify on Aviation Commission bill, A.B. 723, at 11:15 a.m. in Room 240.

A.B. 723 -- Creates State Aviation Board and Nevada Aviation Department and requires registration of aircraft.

Chairman Lowman called for proponents of the bill.

Robert J. McNutt, Chairman, Aviation Safety Committee, and in behalf of the Nevada Safety Council, summarized the attached statement.

Chairman Lowman then called for opponents of the bill.

Patrick McHenry, President, Nevada Pilots Association, wanted to clarify some of Mr. McNutt's statements. He advised that the airways are equipped with VOR's (homing devices). These facilities can be used throughout the state. He said that search and rescue is a problem and will always be in Nevada. The Civil Air Patrol has a good system of finding people despite what Mr. McNutt said. He advised that an Aviation Director and seven people would make up the Aviation Board to coordinate this activity. He then advised the members of the committee on registration fees and the different taxes charged to aircraft owners, the number of aircraft in Nevada and the amount of money it would take to have an Aviation Director and a seven-man board. He further stated that the Nevada Pilots Association does not feel it is needed. He said that the Association has 1,000 pilots and has been in operation a year and three months.

Norman Sahn, President & General Manager, Aviation Services, Inc., and Reno Flying Service, Inc., discussed scheduled trips made for banks and the approach facilities to airports. He felt that the navigation facilities in the State were quite adequate. He said that the State could never have 100% success in search and rescue. He then discussed funding with additional charges added per gallon to jet fuel with Federal fees on top of this. This would cost about \$15,000 for Lear Jet owners in one year just for these additional taxes.

A. W. Bayer and E. R. Hinz presented each of the members of the committee with a brochure on the State of Nevada, Intrastate Commuter Air Service, Western Region Short Haul Air Transportation Program, The Aerospace Corporation, which they also presented through charts and maps.

The meeting was adjourned at 12:40 p.m.

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ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

Date MARCH 16, 1971 Time 10:00 a.m. Room 240

Bills or Resolutions  
to be considered

Subject

Counsel  
requested\*

(A.B. 723)

AVIATION COMMISSION.

\*Please do not ask for counsel unless necessary.

HEARINGS PENDING

Date \_\_\_\_\_ Time \_\_\_\_\_ Room \_\_\_\_\_

Subject \_\_\_\_\_

Date \_\_\_\_\_ Time \_\_\_\_\_ Room \_\_\_\_\_

Subject \_\_\_\_\_

STATEMENT of ROBERT J. MCNUTT

Chairman, Aviation Safety Committee

NEVADA SAFETY COUNCIL

before the Assembly Committee

on

Transportation

March 16, 1971

### Why Do We Need an Aviation Commission in Nevada ???

Not for the reason that we are the only state in the union without an Aviation Commission, but for the basic reason that general aviation in Nevada is the simplest, easiest, most efficient method of transportation from one part of the state to the other. As such that transportation should be safe. It should have available to it navigational aids. It should be able to utilize airports which meet a standard criteria. In the event an airplane is forced down, either thru mechanical difficulties or bad weather, the search and eventual rescue operation should be properly co-ordinated by an agency of the state.

As a focal point for providing such services to the general aviation public in Nevada an Aviation Commission seems the most logical body available. We do not see the necessity for creating a large bureaucracy. We do not see at this time the need for full time salaried personnel. The commission could be funded out of existing revenues presently returned to the counties and certainly could contract for specific services as needed. A budget established by the legislature would provide the guide lines necessary and would give sufficient control in the budgeting process.

Let us consider separately the major fields of influence within which the commission would operate. As we view them they are 1) safety 2) navigational aids 3) airport facilities 4) search and rescue 5) tourism.

1) Safety. The publication of a bi-monthly newsletter mailed to all pilots in the State of Nevada and available at fixed base operators throughout the state for free distribution to visiting pilots would be a great aid in pointing out the hazards of mountain flying, the turbulence involved in summer desert flying and the problems of winter in Northern Nevada as well as the "Sierra Wave" phenomena which creates exceptionally unusual wind conditions such as the "Washoe Zephyrs." Other items of interest in the newsletter would be safety tips on how to improve flying abilities, how to keep from getting lost, emergency landings in the desert and a multitude of similar comments.

2) Navigation Aids. Within the limits of the State of Nevada at the present time there are only 17 high frequency radio navigation aids. These are called "VOR" for Very high frequency Omni-directional Radio range. They

tell a pilot his direction to or from the station and provide him with the ability to navigate over unfamiliar terrain. The normal range for such a facility is 40 miles. Attached is a map of the State of Nevada showing the location of these VOR facilities together with a circle of 40 mile radius around each facility. As you can see there are large areas within the state where the availability of a radio navigational aid is non-existent. Several states, notably Nebraska and New Hampshire, have utilized their funds for purchase of such radio facilities. For example in the State of Nebraska with 13 VOR operated by FAA and 6 VOR owned by the state no point is more than 25 miles from a radio navigation aid. A similar situation exists in Minnesota where 10 VOR are state owned and FAA operated with an additional 18 owned and operated by FAA.

Were we in Nevada to meet a 40 mile criteria (excluding the AEC Test Site and Nellis Air Force range) we would have to add 16 navigational aids. A by-product of the installation of a VOR is the ability to make an instrument landing at an airport located nearby. The VOR gives an aircraft the potential of penetrating through a layer of clouds, breaking out beneath an overcast of approximately 1,000 feet, and being in a direct line to the airport, sometimes even being lined up exactly on an approach to a specific runway. Having personally flown around this great State of Nevada for several years I feel quite strongly that the installation of added navigational facilities would greatly aid the novice pilot as well as the "old timer" in his travels.

3) Airport Facilities. Frankly there are only two (2) airports in the State of Nevada that do not have major deficiencies for both general aviation and commercial jet traffic. These are, of course, McCarran International at Las Vegas and Reno Municipal at Reno. Reno Municipal is limited, due to runway length, for the larger aircraft now in use.

We could go into detail about the requirements for improvements at the various airports throughout the whole State of Nevada. We believe that it is sufficient to say that virtually every airport except the previously mentioned McCarran International and Reno Municipal need additional improvements. These improvements may consist of runway extensions, runway pavement, runway lighting, rotating beacon, even such simple improvements as a telephone pay station at the airport to permit the traveler to phone for assistance when he lands. Every County Seat should have an airport located conveniently close to the Court House. Every Sheriff should have access to an airport and an airplane both for search and rescue and for apprehension of law breakers. The local county officials should be able to have ready

access to other parts of the state by means of private aircraft. Such access is presently denied to many public officials in Nevada due to the lack of airport facilities in the vicinity of the county seat.

Some specific examples may be of interest. Goldfield is the county seat of Esmeralda County. The nearest usable airport is a dirt strip, approximately 2,000 feet in length, 2 miles northwest of the city, privately owned, privately maintained, no lighting and no facilities. In the event of over-cast weather, it is necessary that one land at Tonopah, a lighted field with instrument flight regulation procedures for landing.

Carson City has a fine lighted paved airport with fueling facilities but without any instrument facilities for landing. Furthermore the ability to utilize the radio facilities of the Federal Aid Aviation Agency are proscribed by terrain when flying below the 8,000 foot elevation.

Eureka has a fine paved strip about 4 miles North of the city with no lights, no navigational facilities and no means of communication with the Federal Aviation Agency. It is in essence, a strip available solely for landing and take-off without any other facilities.

4) Search and Rescue. Every year we read of and hear of pilots lost in Nevada. They may be lost for any number of reasons, but they are lost. They must be found. The people that go looking for them come in a variety of names and organizations. They may be a part of a Sheriff's Aero Squadron. They may be the United State Air Force from Hamilton Air Force Base in California. They may be the Civil Air Patrol. They may be just well intentioned individuals who read about the lost and decided to go looking. Unless all of these people are coordinated there will be a tremendous waste of ability, manpower and money. No one agency in the State of Nevada has the authority and the prerogative of search and rescue. It is for this reason that we feel a state wide agency should be created to perform the function of search and rescue and to be responsible for the overall co-ordination of search and rescue. One of the major problems in our current search and rescue operations is the lack of a single command post and a single authority for the direction of search and rescue operations. The State Aviation Commission could logically establish criteria, name persons responsible, and spell out direct lines of authority for all search and rescue within the State of Nevada. By doing this the operation would be conducted more rapidly and much more efficiently as well as with a higher degree of safety than is presently had.

5) Tourism. Nevada lives on tourists. 50% of our economy is based upon people from outside our state. Many of these people arrive here via their own private airplane. The majority of these people are from California and have little, if any,


knowledge (initially, at any rate) of mountain flying and high altitude flying. Because of this, they get themselves into hazardous places and operate in an unsafe manner. This creates a bad impression of Nevada and loses the tourist for us. If we are able to properly instruct the visiting pilot, he will enjoy his flights in Nevada. If we can give him a chart of Nevada with all of the navigational aids and the special little airports that are available, he will remember that and he will return. If we can give him a newsletter pointing out safety features and telling him how to safely fly in Nevada, he will tell others about how nice it is and how easy it is. He will come back and will urge his friends to come back.

NRS 494.041 et seq. provides for the disbursement of funds left over from the gasoline tax levied on aviation fuel but refundable under certain conditions as spelled out in the Act. As an interim solution to the funding needs of the Aviation Commission we suggest that the legislature revise the portion of the law which reallocates the funds back to the counties and makes the monies available strictly for the Aviation Commission and their needs.

The needs of general aviation in this state could best be met by eliminating the personal property tax on aircraft within the State and charging a state registration fee on aircraft similar to that charged on our automobiles. The personal property tax is administered in a multitude of different fashions from county to county and creates many inequities as a result.

We also feel that the aviation fuel should be taxed separately for aviation purposes. At the present time the consumer pays the regular state gasoline taxes plus all of the county taxes including in many instances the add-on one or two cents for Regional Street and Highways. This again is unfair. We feel that the gas tax for aircraft should be utilized on aircraft and because of the tremendous increase in the federal gas tax recently approved we envision a nominal state tax of 4 cents per gallon which would provide more than sufficient funds for operation of the Aviation Commission matching funds for Federal Aid and other requirements.

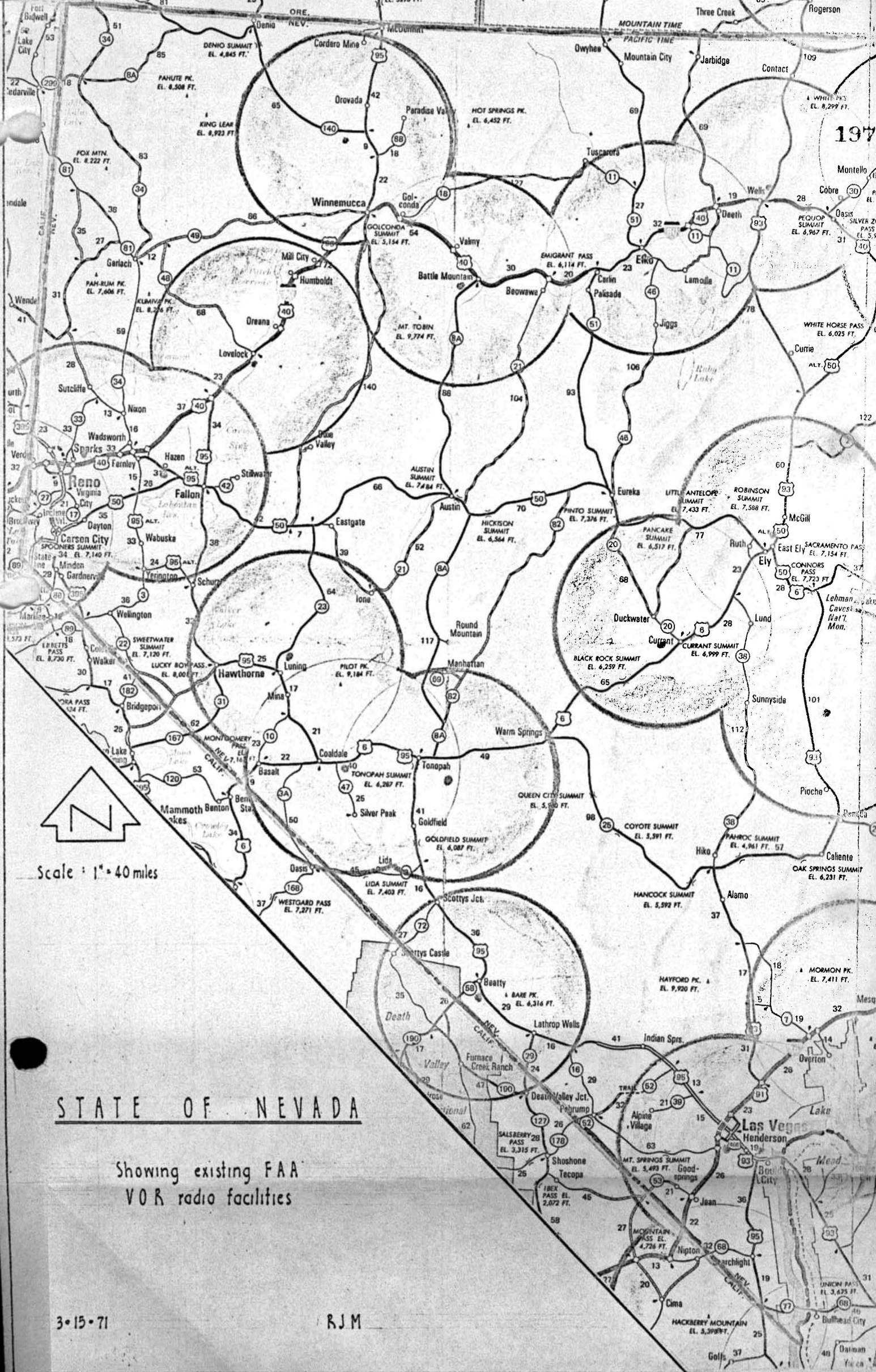
Respectfully submitted,



Robert J. McNutt, P. E.  
Chairman, Aviation Safety Committee

RJM:bc

3/16/71



Scale: 1" = 40 miles

# STATE OF NEVADA

Showing existing FAA  
VOR radio facilities