Agenda

Lyon County School District
Board of Trustees

A Regular of the Board of Trustees of Lyon County School District will be held Tuesday, September 27, 2016, beginning at 6:30 PM at the Professional Learning Center (PLC), 3800 W. Spruce Ave, Silver Springs, NV 89447.

The subjects to be discussed or considered or upon which any formal action may be taken are listed below. Items do not have to be taken in the order shown on this meeting notice.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. WELCOME OF GUESTS
4. APPROVAL OF AGENDA: Move:____ Second:____ Vote:____
5. APPROVAL OF MINUTES: Move:____Second:____Vote:____ 5
6. BOARD MEMBER REPORTS: Opportunity for Board members to report items of interest.
7. ATTITUDE OF GRATITUDE 58
8. SUPERINTENDENT REPORT: Opportunity for Superintendent to report items of interest. Items to be presented but not limited to:
9. PUBLIC PARTICIPATION: Opportunity for Citizens to Address the Board (no action will be taken on any item until it is properly agendized). Items raised under this portion of the agenda cannot be deliberated or acted upon until the notice procedures of the open meeting law have been met. If you wish to speak on a matter not listed on the agenda, please step up to the front table, be seated, and clearly state your name. In consideration of others please avoid repetition. Your comments must be limited to no more than three minutes. Should you have more comments, you may submit them in writing to the Board Clerk. Comments directed to the Board as a whole, personal attacks, or slanderous remarks shall not be allowed. Any restrictions on comments by the general public: Any such restrictions must be reasonable and may restrict the time, place and manner of the comments, but may not restrict comments based upon viewpoint.
10. ACTION SECTION
11. **(FOR POSSIBLE ACTION)** CONSENT AGENDA: All matters listed under the consent agenda are considered routine, and may be acted upon by the Board of School Trustees with one action and without an extensive hearing. Any member of the Board or any citizen may request that an item be taken from the consent agenda, discussed, and acted upon separately, during this meeting. Move:____Second:___Vote:___
    A. Discussion and Possible Action on Student's Disciplinary Action and/or Behavioral Contracts. Closed session may be held. (confidential)
    B. Request for Exemption from Immunization. (confidential)
    C. Request for Early Graduation/HSE (confidential)

D. Request for additional days from the Sick Leave Bank (confidential)
E. Leave of Absence Request
F. Personnel Reports
1. Certified 65
2. Classified 66
3. Extra Duty Contracts 67
4. Volunteers
G. Financial
H. Reports
1. Annual AB 56 Report 68
2. Enrollment 85
3. IT
4. Grants 94
I. Annual Bids
J. Contract Renewals
K. Travel
1. Out of State Requests 98
2. In-State Travel
3. Student Travel
4. Staff Travel Reports 132
L. Approve claims and financial report as presented by the Director of Finance.
1. Paybill dated 6/30/16 and 07/20/16; includes checks 181133-181544; and vouchers 1392, 1397, 1398, 1400-1402, 1417, 1433, 1000, 1001; total amount of $5,696,631.70. 134

12. **CONSENT AGENDA - DONATIONS**
A. **(FOR POSSIBLE ACTION)** Discussion and Possible Action on Acceptance/Acknowledgement of Donations. Move:____Second:____Vote:____
13. **END OF CONSENT AGENDA**
14. **(FOR POSSIBLE ACTION)** Discussion and Possible Action on a presentation regarding the possible future plans of the Silver Springs Airport and the impact it could have on the Silver Stage schools and students. This item is being presented by Trustee, John Stevens and Partner/Owner of Silver Springs Airport, LLC, Marco Lucich. Move: ____ Second: ____ Vote: ____ **226**
15. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve an overnight trip to Lake Tahoe for Riverview Elementary School 6th grade students to participate in the Great Basin Outdoor School from October 4, 2016 through October 7, 2016. This item is being presented by Deputy Superintendent, Alan Reeder, RES Principal, Barbara Harris and RES 6th Grade Teacher, Donna Anderson. Move: ____ Second: ____ Vote: ____ **452**
16. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve a new LCSD Policy GBBFA: Employee Firearms in Schools as a first reading. This item is being presented by Deputy Superintendent, Alan Reeder and Director of Human Resources, Tim Logan. Move: ____ Second: ____ Vote: ____ **458**
17. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve a new LCSD Policy KM: Firearms in Schools as a first reading. This item is **464**

being presented by Deputy Superintendent, Alan Reeder. Move: ____ Second: ____ Vote: ____

18. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy IKF: Graduation Requirements as a second and final reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Deputy Superintendent, Alan Reeder. Move: ____ Second: ____ Vote: ____ **470**

19. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy IKB: Homework as a second and final reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Deputy Superintendent, Alan Reeder. Move: ____ Second: ____ Vote: ____ **478**

20. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy ING: Coaching as a second and final reading. This item is being presented by Deputy Superintendent, Alan Reeder abd Director of Human Resources, Tim Logan. Move: ____ Second: ____ Vote: ____ **482**

21. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy DHA: Time and Effort as a second and final reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening. Move: ____ Second: ____ Vote: ____ **485**

22. **(FOR POSSIBLE ACTION)** Discussion and Possible Action regarding the annual self-evaluation of the Board of Trustees. This item is being presented by Board President, Jason Sanderson. Move: ____ Second: ____ Vote: ____ **487**

23. PUBLIC PARTICIPATION: Opportunity for Citizens to Address the Board (no action will be taken on any item until it is properly agendized). Items raised under this portion of the agenda cannot be deliberated or acted upon until the notice procedures of the open meeting law have been met. If you wish to speak on a matter not listed on the agenda, please step up to the front table, be seated, and clearly state your name. In consideration of others please avoid repetition. Your comments must be limited to no more than three minutes. Should you have more comments, you may submit them in writing to the Board Clerk. Comments directed to the Board as a whole, personal attacks, or slanderous remarks shall not be allowed. Any restrictions on comments by the general public: Any such restrictions must be reasonable and may restrict the time, place and manner of the comments, but may not restrict comments based upon viewpoint.

The notice for this meeting was posted at the Lyon County School District Administrative Office and posted to the Lyon County School District website (http://lyoncsd.org) and the official website of the State of Nevada (http://notice.nv.gov) in accordance with NRS 241.020 (3) (b).

LYON COUNTY SCHOOL DISTRICT STATEMENT OF NONDISCRIMINATION AND ACCESSIBILITY
The Lyon County School District does not discriminate on the basis of race, color, national origin, gender, disability or age in any of its policies, procedures, or practices, in compliance with Title VI of the Civil Rights Act of 1964 (pertaining to race, color, and national origin), Title IX of the Educational Amendments of 1972, section 504 of the Rehabilitation Act, the Americans with Disabilities Act, and Age Discrimination Act of 1975, and any other pertinent statute or requirement. This Non-Discrimination policy covers admission, access, treatment, and employment in the District's programs and activities, including Occupational Education. For information regarding opportunity policies, or the filing of grievances, contact your school principal.
The Lyon County School District is pleased to provide accommodations for the handicapped or disabled. Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to notify the Administrative Assistant to the Superintendent and Board of Trustees in writing at 25 E. Goldfield Ave., Yerington, NV 89447, email Margaret Heim at mheim@lyoncsd.org, or call (7750463-680 Ext. 10034 at least one week prior to the meeting.

LYON COUNTY BOARD OF SCHOOL TRUSTEES
TUESDAY, JUNE 28, 2016 6:30 P.M.
SILVER STAGE ELEMENTARY SCHOOL
SILVER SPRINGS, NEVADA

MINUTES

A Regular of the Board of Trustees of Lyon County School District was held Tuesday, June 28, 2016, beginning at 6:32 PM in the Professional Learning Center, Silver Stage Elementary School, Silver Springs, NV.

President Jason Sanderson called the meeting to order at 6:30pm and the Pledge of Allegiance followed.

BOARD MEMBERS PRESENT
President Jason Sanderson, Clerk Bridget Peterson, Members John Stevens, Neal E. McIntyre, Donald Parsons, and Charles Shirley.

BOARD MEMBERS ABSENT
Maureen Williss

ADMINISTRATORS PRESENT
Superintendent Wayne Workman. Deputy Superintendent Alan Reeder. Directors Shawn Heusser, Keri Pommerening, Jim Gianotti, Alan Medeiros.

GUESTS PRESENT

Bonita Stevens, Donna Anderson, Nadine Boschert, Gerry Boschert, VaDonna Rivera, Jackie Cox, Sherry Parsons, Kimber L.A. Crabtree, Cindy Darden, Kristen Anders-Garcia, Valerie Clark, Brett Kanwetz, Shani Dues, Lise Coudriet, Keith Trout, Jessica Garcia from MVN, Robert Perea from the Fernley Reporter.

4. APPROVAL OF AGENDA:
   A motion was made by Member John Stevens and seconded by Member Neal E. McIntyre to approve the agenda as presented.

   Upon calling for a vote, the motion passed 6-0.

5. APPROVAL OF MINUTES:
   A motion was made by Member Neal E. McIntyre and seconded by Clerk Bridget Peterson to approve the minutes from the May 18, 2016 board meeting as presented.

   Upon calling for a vote, the motion passed 6-0.

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6. BOARD MEMBER REPORTS: Opportunity for Board members to report items of interest.
   Member Shirley attended the Eagle Ridge graduation. He offered congrats to all graduates.

   Member Parsons attended the State Livestock Judging Contest and Lyon County did a fantastic job.

   Member Stevens attended the Adult Education graduation with Members Shirley and Parsons. He said the stories behind each of the graduates were awesome. Membe Stevens was busy this past weekend with Oodles of Noodles. He noted 2 non-profit organizations also attended, Color of Arts and Stand Tall, and both programs are huge supporters of LCSD students.

   Member McIntyre had nothing to report.

   Clerk Peterson had nothing to report.

   President Sanderson attended a State Board of Regents meeting at TMCC with Superintendent Workman, Principal Kent Jones, and a student to discuss the WNC Jump Start program. He said the student did a phenomenal job sharing their story.

7. ATTITUDE OF GRATITUDE
   Board members each took turns reading Attitudes of Gratitude's written by a few of the LCSD students.

8. SUPERINTENDENT REPORT: Opportunity for Superintendent to report items of interest. Items to be presented but not limited to:

   Superintendent Workman said thanks to all the staff for successful graduations and promotions. He knows it's a lot of work preparing for the ceremonies, and it's rewarding to see the students cross the stage.

   He thanked Alan Reeder, Shani Dues, all law enforcement and first responders for their help in the 2-day training that took place in the beginning of June. There was a lot of planning and coordination, and he appreciated all the efforts put in to this training.

   WNC President, John Kinkilla, invited Superintendent Workman and President Sanderson to present to the Board of Regents on the WNC Jump Start program and the successes in Lyon County. He said the highest success rates of the Jump Start program were in LCSD than any other part of Northern Nevada.

9. PUBLIC PARTICIPATION:
   Donna Anderson, 6th grade teacher at RES, requested to discuss RES students

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attending the Great Basin outdoor school in Lake Tahoe in October, which is all STEM related. The cost is $200/student for a total cost is $10,000. Member Stevens officially requested this be put on the next meeting agenda.

10. ACTION SECTION
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    A. Discussion and Possible Action on Student's Disciplinary Action and/or Behavioral Contracts. Closed session may be held. (confidential)
    B. Request for Exemption from Immunization. (confidential)
    C. Request for Early Graduation/HSE (confidential)
    D. Request for additional days from the Sick Leave Bank (confidential)
    E. Leave of Absence Request
    F. Personnel Reports
        1. Certified
        2. Classified
        3. Extra Duty Contracts
        4. Volunteers
    G. Financial
    H. Reports
        1. Enrollment
        2. IT
        3. Grants
    I. Annual Bids
    J. Contract Renewals
    K. Travel
        1. Out of State Requests
        2. In-State Travel
        3. Student Travel
        4. Staff Travel Reports
    L. Approve claims and financial report as presented by the Director of Finance.
        1. Paybill dated 05/10/16, 05/20/16, 05/26/16, 06/09/16, 06/16/16; includes checks 180366-181332; and vouchers 138, 1342, 1351, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1388; total amount of $1,969,749.57.

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A motion was made by Member John Stevens and seconded by Clerk Bridget Peterson to approve the consent agenda.

Upon calling for a vote, the motion passed 6-0.

12. **CONSENT AGENDA - DONATIONS**

A. **(FOR POSSIBLE ACTION)** Discussion and Possible Action on Acceptance/Acknowledgement of Donations.

A motion was made by Clerk Bridget Peterson and seconded by Member John Stevens to approve the donations to:

To FIS, in honor of Teacher Appreciation:
Atlantis Casino – dinner for 2 ($50) Nugget Casino – dinner for 2 ($50)
Wild Island – 6 attractions tickets ($42)
Anytime Fitness – 50 free one-month memberships
Manuel Martinez - $135
FIS PTSA – lunch and breakfast ($500)
Louie's China Bistro - $25 gift card
Lowe's Fernley – rocking chair ($99)
Subway – 33 free sub certificates ($165)
Koch Elevator – 8 Reno Aces tickets ($112)
Fernley Chiropractic – gift basket ($60)
Silverado Casino – 2 gift cards ($50)
Harrah's Reno – overnight stay and dinner for 2 ($150)
El Dorado Casino – dinner/show packages ($240)

To FIS, for the Olympic Games:
David Stix - $500
WalMart – 500 hot dogs and buns
Girl Scoots, Troop 1101 - $150.
Louie's Home Center – helium Tank
Franco French Bread Co – 20% discount on buns
United Site Services – facilities at cost
Western NV Supply – pallet of water
The Office – raffle tickets
Black Bear Diner – 700 free kids comps and condiments
Scolari's Fernley – meat at cost ($268)
FHS Leadership - $800
Bonanza Produce – cost of produce
Sierra NV Construction - $200
Boys & Girls Club of Mason Valley – bounce house
Boys & Girls Club of Truckee Meadows – bounce house
Cerasola Family – pig for raffle ($500 value, raised over $1800)

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Lyon County Sheriff's Office
Washoe County Sheriff's Office
NV Highway Patrol
NV Department of Transportation
North Lyon County Fire Department

Upon calling for a vote, the motion passed 6-0.

13. **END OF CONSENT AGENDA**
14. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve Cannon Cochran Management Services, Inc. (CCMSI) as the new workers compensation third party administrator for Lyon County School District to begin no later than September 4, 2016. This item is being presented by Deputy Superintendent, Alan Reeder and Benefits, Risk and School Safety Manager, Shani Dues.

    Jackie Cox, from Specialty Healthy, did a presentation on the past workers comp numbers.

    A motion was made by Member Donald Parsons and seconded by Member John Stevens to approve Cannon Cochran Management Services, Inc. (CCMSI) as the new workers compensation third party administrator for Lyon County School District to begin no later than September 4, 2016 to include a yearly evaluation and key performance indicators (KPI's) in place as well.

    Member Shirley asked for our policy to be looked at for conducting drug tests when there is an injury.

    Jackie Cox confirmed an analysis will be done in a year to see where the numbers are at.

    Member Stevens said when he read the data, he realized there is no third-party management and the District made a step by hiring Shani Dues to keep on top of risk management.

    Upon calling for a vote, the motion passed 6-0.

15. **(FOR POSSIBLE ACTION)** Discussion and Possible Action on a Nevada School Trust Lands presentation. This item is being presented by Board Clerk, Bridget Peterson.

    Superintendent Workman said there was concern was that if money was gained it would affect the DSA, and they have confirmed that is not the case here and neighboring states have guaranteed the same thing.

    Member Stevens asked how many states have successfully gotten their land back.

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Clerk Peterson said Utah for sure.

Member Shirley said the history on this is very interesting and asked if the land is going to be taken from BLM. Clerk Peterson said she didn't know that right now and this is really just the first baby step of many.

Member Parsons expressed concern that this would affect farmers who use the land for cattle. Superintendent Workman said that would not be the case.

A motion was made by Member John Stevens and seconded by Member Neal E. McIntyre to accept the report on the Nevada School Trust Lands.

Upon calling for a vote, the motion passed 6-0.

16. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to adopt a Nevada School Trust Lands resolution. This item is being presented by Board Clerk, Bridget Peterson.

    A motion was made by Clerk Bridget Peterson and seconded by Member Charles Shirley to adopt a Nevada School Trust Lands resolution.

    Upon calling for a vote, the motion passed 5-1, with Member Parsons voting nay.

17. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve the final amended budget for fiscal year ending June 30, 2016. This item is being presented by Director of Finance and Facilities, Shawn Heusser.

    Director Heusser said this is the final budget for the Fiscal Year that ends in two days. In the future, these amendments will be presented to the Board in the Consent Agenda.

    A motion was made by Member Charles Shirley and seconded by Member Donald Parsons to approve the final amended budget for fiscal year ending June 30, 2016.

    Member Shirley thanked Director Heusser for all of his hard work and for simplifying the numbers as best as possible.

    Upon calling for a vote, the motion passed 6-0.

18. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve a report on the new District and school websites as recommended in the communication plan. This item is being presented by the Administrative Assistant to the Superintendent and Board, Amanda Ortiz and IT Supervisor, Alan Medeiros.

    A motion was made by Member Donald Parsons and seconded by Member John

Stevens to approve a report on the new District and school websites as recommended in the communication plan.

Upon calling for a vote, the motion passed 6-0.

19. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve a Public Information Officer position. This item is being presented by Deputy Superintendent, Alan Reeder and Superintendent, Wayne Workman.

    A motion was made by Member Donald Parsons and seconded by Member Charles Shirley to approve a Public Information Officer position.

    Member Shirley asked if this is going to take away from the Webmasters at each site. Superintendent Workman said not at this time. After the workload is assessed, that would be a possibility.

    Upon calling for a vote, the motion passed 6-0.

20. **(FOR POSSIBLE ACTION)** Discussion and Possible Action regarding work on the Fernley Elementary School parking lot in conjunction with the Hardie Lane Project with the City of Fernley. This item is being presented by Director of Finance and Facilities, Shawn Heusser and Operations and Maintenance Supervisor, Jim Gleason.

    Director Heusser said the Capital Improvement Plan has money set aside for this project, but with the new developments in the Master Facility Plan, the concern is where to put the money right now. The big question is whether to put the money into the parking lot knowing that the school may or may not be there in 5 years.

    Member McIntyre said that is a great point; why would they want to spend $400K on this right now if this whole area is going to be changed down the road. Jim Gleason said he asked the engineers what is the minimum that can be done with the parking lot. He was told a chip seal, without lighting or anything would cost $91K and would last approximately 5 years. In addition, the City of Fernley will have to do reasonable reimbursement for the easement. Superintendent Workman said whatever agreement is drafted with the City will be required to bring to the Board for approval.

    Member Parsons believes the District will still own and use this building in the years coming and thinks it should be fixed right. Member Stevens said the Master Facility Plan is just a plan and nothing has been committed to yet. He said he agreed with Member Parsons and he doesn't want to put a band aid on this project. Member Shirley was also in agreement with Member Parsons. Member McIntyre hearing the different opinions is what these discussions are all about, and he agreed with the other three board members.

    Member Stevens asked what the life span would be if they did this project

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completely. Jim Gleason said he is guessing at least 20 years and Member McIntyre agreed, especially if it is maintained properly.

Superintendent Workman said there are a couple of options for the Board to take and reminded them this was originally approved 4 years ago.

A motion was made by Member Neal E. McIntyre and seconded by Member Charles Shirley to go forward with original $365K plan which was approved 4 years ago.

Upon calling for a vote, the motion passed 6-0.

21. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve an Interlocal Agreement between Western Nevada Regional Youth Center and Lyon County School District. This item is being presented by Deputy Superintendent, Alan Reeder.

    A motion was made by Member Donald Parsons and seconded by Member Neal E. McIntyre to approve an Interlocal Agreement between Western Nevada Regional Youth Center and Lyon County School District.

    Upon calling for a vote, the motion passed 6-0.

22. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve academic credit for specific Career and Technical Education courses as required by the Nevada Department of Education. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening.

    A motion was made by Member Donald Parsons and seconded by Clerk Bridget Peterson to approve academic credit for specific Career and Technical Education courses as required by the Nevada Department of Education.

    Upon calling for a vote, the motion passed 6-0.

23. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy IKF: Graduation Requirements as a first reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Deputy Superintendent, Alan Reeder.

    A motion was made by Member Donald Parsons and seconded by Member Charles Shirley to approve revisions to LCSD Policy IKF: Graduation Requirements as a first reading.

    Gerry Boschert, teacher at YHS for past 16 years, told the Board he had a 2.5 hour discussion with Mr. Workman last week and it was professional and helpful. He said he was very impressed and grateful for the time that Mr. Workman took to have this

conversation with him.

John Stevens said economics is a life-skill and our goal is to have all of our student's career or college ready, but also thinks they should be life ready.

Alan Reeder discussed the process and meetings that have taken place and that brought us here.

Gerry Boschert expressed his concern with making econ an elective course and strongly felt this is doing a disservice to the students.

Member Shirley agreed with Member Stevens that econ is a life-long skill and said he doesn't want to see any of our classes watered down. He stated concern over students transferring in and what this would do to their credits.

Superintendent Workman suggested including a caveat into the policy for students transferring in and being exempt from the econ credit.

Mr. Boschert closed with saying he has the utmost respect for Mr. Workman and the entire District for always doing the right thing for the students.

Member Stevens said he believes this is the beginning of the battle of teaching to test. He feels the end result is data driven and this may be one of the first battles.

Upon calling for a vote, the motion failed 1-5, with Member Parsons being the only member to vote yay.

A motion was made by Member Stevens and seconded by Member Shirley approve revisions to LCSD Policy IKF: Graduation Requirements as a first reading with adding Econ as a required course and including a caveat that if a student transfers to Lyon County School District in the second semester of their senior year, they would be exempt from that credit.

Upon calling for a vote, the motion passed 5-1, with Member Parsons voting nay.

24. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy IKB: Homework as a first reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Deputy Superintendent, Alan Reeder.

    A motion was made by Member Donald Parsons and seconded by Member Bridget Peterson to approve revisions to LCSD Policy IKB: Homework as a first reading.

    Upon calling for a vote, the motion passed 6-0.

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25. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy ING: Coaching as a first reading. This item is being presented by Deputy Superintendent, Alan Reeder.

    A motion was made by Member Donald Parsons and seconded by Member John Stevens to approve revisions to LCSD Policy ING: Coaching as a first reading.

    Upon calling for a vote, the motion passed 6-0.

26. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy DHA: Time and Effort as a first reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Grants Manager, Lise Coudriet.

    A motion was made by Clerk Bridget Peterson and seconded by Member Donald Parsons to approve revisions to LCSD Policy DHA: Time and Effort as a first reading.

    Upon calling for a vote, the motion passed 6-0.

27. **(FOR POSSIBLE ACTION)** Discussion and Possible Action to approve revisions to LCSD Policy IK: Grading, Interventions, Course Exemptions and Class Ranking as a second and final reading. This item is being presented by Secondary Curriculum, Instruction and Assessment Director, Keri Pommerening and Deputy Superintendent, Alan Reeder.

    A motion was made by Member John Stevens and seconded by Member Neal E. McIntyre to approve revisions to LCSD Policy IK: Grading, Interventions, Course Exemptions and Class Ranking as a second and final reading.

    Member Shirley voiced his concern over the lack of parental accountability and the grading curve.

    Upon calling for a vote, the motion passed 6-0.

28. **(FOR POSSIBLE ACTION)** Discussion and Possible Action regarding the annual summative evaluation of the Superintendent. This item is being presented by Board President, Jason Sanderson.

    President Sanderson read each topic and what each member rated Superintendent Workman. It was decided each evaluation will be attached to the minutes for the public to see the ratings and the comments.

    Superintendent Workman said he completely and totally appreciates the Board's patience with him. He is very proud of the Superintendent/Board relationship. He

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also said thanks to the incredible staff that supports him and more importantly, the students of Lyon County. It is all a group effort.

29. PUBLIC PARTICIPATION:
None

Member Parsons said the Fernley FFA cut their first hay using the fields by EVES and will send pictures to post.

FOR NEXT MEETING:

Policies for 2nd readings with suggested changes on one of them
Suggested policy from POOL/PACT on firearms in schools
RES trip to Tahoe
Safety/security work on schools
Finalizing the strategic plan; possible workshop
CTE budget information
SS Airport Representative for update
Board Self-Evaluation how-to
WNC John Kinkilla to discuss transfer credit

Meeting adjourned at 9:20pm

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Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 06/28/2016

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Wayne has provided Data and KPI's at every board meeting informing the Board of Trustees more than enough information to monitor the school districts performance.

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☑ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Collaboration has been the bench mark of the school districts outstanding performance.

Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Currently formulating a plan to make communication with our share holders a priority for the upcoming year.

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

We have had flawless collective bargaining.

Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Policy review and information has been the best I have seen in eight years.

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

The transition to the new budget team and filling all positions has fixed any issues we had.

Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Wayne has done his part in this process the board needs to be more involved and use the information provided to make derisions.

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments:

Wayne has participated in all board training provided and has provided an extreme amount of data on trends and district performance.

Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments:

The School district has partnered with many recourses in development of a safety plan . the schools are continuously performing safety drills.

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments:

The site visits and collaboration between the district office and the sites is the best I have witnessed in the last eight years.

Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments:

The superintend at conducts business in a highly motivational and ethical manner.

John Stevens

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 6-22-16

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☐ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Head start is great. Too much testing. Student appreciate variety of classes.

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: Curriculums have struggled to roll out district wide. Does not give experienced teachers the ability to teach to their potential.	
Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: Community relations are improving, I am happy to see this.	

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: There is too much nepotism in the district to be a coincidence.	
Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: The superintendent does a good job with policy development. Despite the most recent perceived grading policy debacle.	

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☑ Does Not Meet ☐ Meets ☐ Exceeds Standards	
Written comments: The district has had multiple shortcomings in this area the past few years. I understand that some have not been foreseen but others have become a pattern.	
Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: Some schools show a lack of maintenance, repairs and reasonable facility upgrades.	

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

The superintendent does a great job with board communications.

Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Works well with Sheriff, single point of entry is lacking.

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

It is evident the superintendent works hard at keeping everyone informed.

Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

The superintendent has run the district in a ethical manner and leads by example with his personal morals and ethics.

Don Parsons

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 5/23/16

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:
The superintendent has sufficient authority to achieve this standard? ☐ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☑ Exceeds Standards	
Written comments: Excellent job!	

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	
Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	
Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☑ Exceeds Standards	
Written comments:	

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: Some Audit Findings - hope to have resolved those issues.	
Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	
Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☑ Exceeds Standards	
Written comments:	

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	
Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☑ Exceeds Standards	
Written comments:	

Maureen Williss

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Mr. Workman

Evaluator: ☒ Board Member ☐ Board as a whole Date: 2016

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ Meets ☐ Exceeds Standards

Written comments:

Has done a great job meeting and implementing mandates

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ Meets ☐ Exceeds Standards

Written comments:

Has preformed well in this area

Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments:

Plans are in Placed and followed. Not many if any.

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments: No complaints that I've heard of, so this is a great thing.

Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments: Every meeting we're adding to or creating new policies to improve our goals

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ Meets ☒ Exceeds Standards

Written comments: Has done a great job in this area. Especially with the changes made in staffing.

Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments: Our schools are looking great. We still more work to get up to my standards.

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ ~~Meets~~ ☒ Exceeds Standards

Written comments: I feel we have great communication. Keep board well informed.

Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ Meets ☐ Exceeds Standards

Written comments: Great job in this area, and informs board of all actions within realm of schools

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☒ Meets ☐ Exceeds Standards

Written comments: Haven't Heard no complaints

Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☒ Exceeds Standards

Written comments: This is one of Wayne's greatest improvements. He's been very good with board members in every situation

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 06/15/16

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Wayne and the district doing really well with student learning. We have many presentations about how our students are performing. We are very focused and helping students to gain trade skills as well as moving into college.

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☑ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

I think that Wayne and the Cabinet really seek to get the best teachers and encourage teacher development. The goals of the District and each school encourage them to set goals and strive to give all students the highest quality instruction.

Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

I think that community relations are continuing to improve as we get more information out to the public. Some of this responsibility sets on the shoulders of community members themselves. I feel like community relations can always improve. No matter how great it is. Wayne is very willing to interact with the community and meets with anyone that wishes to discuss matters with him.

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

I know that our District has had trainings on how to implement the teacher evaluations. It seems that the relationships with the collective bargaining groups are going well and are positive.

Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

I feel that Wayne does a great job at this. We are constantly updating policy and talking to our legal team.

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

We obviously have ways to improve in this category and are currently addressing issues. Wayne and the Cabinet have been trasparent about these issues and are working diligently to repair and prevent future problems. Don't think we have reached the exceeds standards yet in this category.

Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Doing the best we can with the resources that we have. Definately have been working on setting goals and making plans to improve facilities.

spell check

4

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:
The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☒ Exceeds Standards	
Written comments: **Couldn't fill in the box of yes and exceeds standards but that is what I want. --Wayne is very good at communicating with board members about important issues and spends time to communicate legal concerns. He attends many meetings and trainings to stay afloat on emerging trends.	
Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:
The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☒ Exceeds Standards	
Written comments: ***Want to mark yes and exceeds standards.--We have crisis plans in place. Wayne and administrators meet with Lyon Co Sheriff department and others regularly.	

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.
The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☒ Meets ☐ Exceeds Standards	
Written comments: ** Want to mark yes and meets standards.– We are currently working on a communication plan to give stakeholders more information. Wayne is very good at his communication skills in formal and informal settings. We also have a million surveys to monitor perception of the district.	
Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:
The superintendent has sufficient authority to achieve this standard? ☒ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☐ Meets ☒ Exceeds Standards	
Written comments: ***Want to mark yes and exceeds standards. –Wayne is a very ethical person with high standards. He expects others to perform at a high ethical standard as well. He works very well with difficult issues.	

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 6-24-16

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Good job, not just by Sup. but by entire district.

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☑ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments:	
Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:
The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No The superintendent's rating for this standard is: ☐ Does Not Meet ☑ Meets ☐ Exceeds Standards	
Written comments: I think this area is always a work in progress. Perception is hard to fix all the time. Overall, I think Wayne does a good job with the communities.	

2

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Good trainings, very good relations with bargaining groups

Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Very good! constantly updating and reviewing policy

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

like the transparency, but will be a work in progress.

Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

working on improvement plan. Keeping safety a high priority.

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Wayne does a great job in communicating to the board. Keeping us informed, and up to date with inter-workings of the district.

Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Great job! always could improve, but evident with safety meetings with law enforcement, fire, and all schools!

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.

The superintendent has sufficient authority to achieve this standard? ☐ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

currently working on communication plan, and getting better all the time. Like the direction we are heading.

Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Jason Sanderson

Lyon County School District
Superintendent Evaluation Instrument

Superintendent: Wayne Workman

Evaluator: ☑ Board Member ☐ Board as a whole Date: 6/27/16

Performance Indicators

(Use the indicators below as examples and do not rate each one. These are listed only to help you in thinking about the standard, and are not intended to be a checklist of tasks.)

Indicators	Outcome Statements
Student Learning	Students are making progress toward achieving outcomes identified by the Board. Indicators: 1. Specific progress is evident. 2. Student learning is defined based on the knowledge and skills necessary to be successful. 3. Data and information collected is reliable, valid, and believable. 4. Data is regularly presented and is communicated in understandable forms. 5. Data is used for future planning and improvement. 6. Effective methods of providing, monitoring, evaluating, and reporting student achievement are used. 7. Surveys generally demonstrate student satisfaction with their school program. 8. Preparing students for post-secondary education and/or entrance into the job market. 9. Data is disaggregated, analyzed, and explained. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Instruction	Students receive the highest quality instruction. GOALS: • Implementation of Common Core State Standards • Implementation of Co-Teach Model • Identification of Future Technology Needs Indicators: 1. Curriculum is aligned across the system. 2. Students are engaged in their work. 3. Instructional best practices are described and used. 4. Adopted programs are fully implemented and effectiveness regularly monitored. 5. Faculty and stakeholders are involved in the enhancement, renewal, and alignment of curriculum, instruction, and assessment. 6. Feedback about effective instruction is encouraged. 7. Professional development and teacher evaluation are focused on improving instructional practices. 8. Teachers understand and utilize knowledge about different learning styles and particular student needs. 9. Students and teachers work in an environment of shared respect and open feedback. 10. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:
#5&6) seek and value staff feedback

Community Relations	The community at large is satisfied with performance and supports the school. Indicators: 1. Parents communicate satisfaction with school experiences. 2. A community process exists to develop and implement a shared vision that focuses on improving student achievement. 3. Budgets are consistently supported by the community. 4. Community members are involved in school activities. 5. Students participate in community service learning activities. 6. A process is in place and followed to listen to and resolve complaints 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:
#2&6) value community input and be open to new ideas.

Human Resources	The environment supports the staff performing their best work. GOALS: • Implementation of Teacher and Principal Evaluations Indicators: 1. Staff members are treated fairly. 2. Teachers work effectively within their classroom, throughout the school, across district schools, and with the community. 3. Operations are clearly defined, communicated, and implemented. 4. Personnel contracts are adhered to. 5. Effective collective bargaining strategies advance and promote student learning. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

Policy	Policies are adhered to and administrative procedures are followed. Indicators: 1. The superintendent serves as a resource to the board in developing, adopting, and updating policies. 2. Procedures are developed and available to the board, staff, students, and the public. 3. Procedures are aligned with board policy and comply with all laws, rules, and regulations. 4. Procedures are reviewed and revised periodically. 5. Legal counsel is judiciously used to proactively prevent/respond to civil and criminal liabilities. 6. The superintendent understands the system of public school governance and differentiates between the policy making and administrative roles. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☐ Meets ☑ Exceeds Standards

Written comments:

Continaually up dating/ revising policeys

Finances	The district is an effective steward of financial resources. GOALS: • Budget Awareness Indicators: 1. Budget reflects district goals for student achievement. 2. District expenses do not exceed revenues. If this occurs, a plan is developed and presented to the board for remediation within an acceptable timeline. 3. Finances are managed in accordance with GASBE and GAAP standards. 4. The annual audit shows no material deficiencies and audit recommendations are effectively implemented. 5. Multi-year budget plans are used for planning purposes. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

2,3&4) 2015/2016 audit findings and CTE budgets concern. Corrective action new accountant, accounts reconciliated and saftey measures put in place

Facilities	The district is a good steward of capital resources. Indicators: 1. All buildings meet safety, health, and construction codes. 2. Facilities and equipment are not subject to improper wear or insufficient maintenance. 3. Multi-year plans for maintenance, repairs, and facility upgrades are in place. 4. Ongoing inspection and reporting systems are utilized. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

1,2) saftey priorities # 1 concern

Board Relations	The superintendent fosters a relationship of mutual respect and support. Indicators: 1. The superintendent assists the board in developing clear policies that meet federal and state requirements. 2. The superintendent understands and communicates legal liability to the district. 3. The superintendent supports the board chair to maximize the effectiveness of board operations. 4. The superintendent regularly informs all board members about the business of the district and alerts the board about critical issues and areas that may have impact on the district. 5. The superintendent maintains a future-focus on emerging trends and research. 6. The superintendent follows agreed upon board/superintendent guidelines. 7. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

#7) board/ superintendent assurances. what 1 board member knows all know

Safety	Students, staff, and community members are physically and psychologically safe in the school. Indicators: 1. The superintendent creates and implements practices and procedures that promote safe school environments. 2. A school-based climate of tolerance, acceptance, and civility are in place and continually monitored. 3. Crisis plans exist and are routinely practiced. 4. Parents, staff, and students report feeling physically and emotionally safe and respected in school. 5. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

#1&4) safety issues are addressed ASAP!

Communication	The superintendent promotes two-way communication with students, staff, parents, and the community as a whole, including building effective relationships with the media. GOALS: • Cabinet Site-Visit Support Indicators: 1. Communication systems are in place that effectively keeps all parties informed. 2. Systems are in place to monitor internal and external perceptions of the district. 3. Involvement of all stakeholders is promoted. 4. The superintendent demonstrates effective communication skills in formal and informal settings. 5. Other: 6.

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

#2&4) Again seek and value student, staff, community and parent input!

Ethics	The district operates in an ethical manner. Indicators: 1. The superintendent manifests a professional code of ethics and demonstrates personal integrity. 2. The superintendent models accepted moral and ethical standards in all interactions. 3. The superintendent explores and develops ways to find common ground in dealing with difficult and divisive issues. 4. The superintendent promotes opportunities for growth in the professional competence for staff, administrators, and self. 5. Moral and ethical practices are established and followed in every classroom, school, and throughout the district. 6. Other:

The superintendent has sufficient authority to achieve this standard? ☑ Yes ☐ No

The superintendent's rating for this standard is:

☐ Does Not Meet ☑ Meets ☐ Exceeds Standards

Written comments:

#5) transparency/ fairness

Charles W Shirley

Attitude of Gratitude

My name is MANNY and I am successful at
student name

LES because of Mrs. SABO.
school name teacher/staff member's name

I want to thank him/her for She help us to Read. We Get to See Books. She help me to MAKe Me Get A GooD BooK.

Signed: _____
student signature

Attitude of Gratitude

My name is Mary and I am successful at
(student name)

Dawson Elementary because of Mrs Calvin.
(school name) (teacher/staff member's name)

I want to thank him/her for making me feel like I belong here. Mrs Calvin also helps me a lot.

Signed: Mary Moon
(student signature)

Attitude of Gratitude

My name is Jake Lyon and I am successful at
student name

SSMS because of Mrs Fulton.
school name teacher/staff member's name

I want to thank him/her for I want to thank her because that was the best year of school. Plus I learned alot about subjects, myself, and others.

Signed: Jake Lyon.
student signature

LYON COUNTY SCHOOL DISTRICT
Every Student...Every Classroom...Every Day...

Nighthawk Pride

Attitude of Gratitude

My name is Ian Abelein and I am successful at
student name

SSES because of Ms. Fulton.
school name teacher/staff member's name

I want to thank him/her for making me who I am today She taught me for two years and taught me not to let anybody get you down.

Signed: Ian Abelein
student signature

Nighthawk Pride

Attitude of Gratitude

My name is Jenna Logan and I am successful at
student name

Fernley High because of Deb Talbot.
school name teacher/staff member's name

I want to thank him/her for Ms. Talbot may never had been my teacher but she has taught me things that I could never learn in a classroom. Ms. Talbot has been there to help me through ~~getting~~ high school with her motivational words or wisdom. She always keeps me going when I feel like there is no where else to go.

Signed: Jenna Logan
student signature

Attitude of Gratitude

My name is Christian Perez and I am successful at

student name

Fernley High School because of Mr. Miller.

school name teacher/staff member's name

I want to thank him/her for Helping me understand Biology & allowing us to have fun & learn at the same time. It great to be in your Class!

Signed: Christian Perez

student signature

Attitude of Gratitude

My name is Alhe Martnez and I am successful at
Student Name

FERNLEY ELEMENTARY SCHOOL because of Mrs. Baerwaldt.
teacher/staff member name

I want to thank him/her for helping me know that there is a last day of school or if it is veterans Day. She lets us do Centers. Mrs. Baerwaldt Makes school veny fun and she makes me happy.

Signed: Alfe J O
Student signature

LYON COUNTY SCHOOL DISTRICT
LICENSED
PERSONNEL REPORT
PERSONNEL REPORT LIC0701 – July 26, 2016

That the Board of Trustees approves the following recommendations:

HIRINGS:

SCHOOL/SITE	POSITION	NEW	EST	FUNDED BY and BOARD APPROVAL DATE {if new position}	EFF. DATE	NAME OF RECOMMENDED EMPLOYEE
District Office	Occupational Therapist		X	(E. Wall)	8/8/16	Susan Lingelbach
East Valley Elementary	Teacher		X	(R. Proffit)	8/8/16	Victoria Church
Fernley Elementary	Teacher		X	(T. Vaughn)	8/8/16	Tracy Hoyt
Fernley Elementary	Teacher		X	(N. Ferrel)	8/8/16	Michele Savitz
Fernley High	Teacher – Science		X	(N. Tanner)	8/8/16	David Trujillo
Silver Stage Elementary	Teacher – SPED		X	(L. Hanses)	8/8/16	Mariana Del Giudice
Silver Stage Elementary	Teacher – 7th Math/Science		X	(R. Kuhn)	8/8/16	Ellen Tamol
Yerington Elementary	Teacher – Kindergarten		X	(H. Cooper)	8/8/16	Ashley Matthews

TERMINATIONS/RESIGNATIONS:

SCHOOL/SITE	POSITION	REASON FOR LEAVING	EFF. DATE	EMPLOYEE
Fernley Intermediate	Teacher – SPED	Resignation	7/5/16	Lori Bussard
Fernley High	Teacher – English	Resignation	7/20/16	Emily Castle-Hukill
Fernley High	Teacher – SPED	Resignation	5/26/16	Kristie Calvin
Fernley High	Teacher – Social Studies	Resignation	5/26/16	Pat Christensen
Silver Stage Elementary	Teacher – ECE	Resignation	7/1/16	Elizabeth Jones
Silverland Middle	Teacher – SPED	Resignation	5/26/16	Sheryl Brown
Yerington High	Teacher – English	Resignation	7/15/16	Alexa Clausen

OTHER CONSIDERATIONS:

SCHOOL/SITE	POSITION	REQUEST	REASON	EFF. DATE	EMPLOYEE
Dayton High	Teacher – Social Studies	From FHS	Open position	8/10/16	Stephen McCarthy
Fernley Intermediate	Teacher – SPED	From SSES	Open position	8/10/16	Candala Bigrigg
Smith Valley	Teacher – Read by 3	From YES	Open position	8/10/16	Kristen Paine

LYON COUNTY SCHOOL DISTRICT
CLASSIFIED
PERSONNEL REPORT
PERSONNEL REPORT CL0701 – July 26, 2016

That the Board of Trustees approves the following recommendations:

HIRINGS:

SCHOOL/SITE	POSITION	NEW	EST.	FUNDED BY and BOARD APPROVAL DATE {if new position}	EFF. DATE	NAME OF RECOMMENDED EMPLOYEE
Fernley Elementary/ Intermediate	Custodian		X	(W. Benamati)	7/5/16	Justin Jacobson
Silver Stage Elementary	½-day Secretary Aide		X	(N. Lovelady)	8/8/16	Brandi Phipps

TERMINATIONS:

SCHOOL/SITE	POSITION	REASON FOR LEAVING	EFF. DATE	EMPLOYEE
District Office	Admin Assistant to the Superintendent	Resignation	8/12/16	Amanda Ortiz
District Office	Admin Secretary – Medicaid Billing	Retirement	7/14/16	Cindy Park
Sutro Elementary	Teacher's Aide	1-yr position	5/30/16	Amanda Windsor

OTHER CONSIDERATIONS:

SCHOOL/SITE	POSITION	REQUEST	REASON	EFF. DATE	EMPLOYEE
Dayton Elementary	School Secretary	From DIS Paraprofessional	Open position	8/1/16	Karen Hamlin
Dayton Elementary	Paraprofessional – PreK	From DES and Sutro PreK Parapro	Open position	8/15/16	Amber Vasquez
Food Service	Cashier	From Cashier and FS Assistant	Allotment of positions	8/15/16	Merri Marshall
Silver Stage Elementary	Paraprofessional – PreK	½ day to full day	Open position	8/15/16	Crystal White

	DAC	Description	Name	Years Experience	Salary
1	YERINGTON HIGH SCHOOL	Xduty - Football Assistant	SANTOS, MONTE J	0	2165
2	YERINGTON HIGH SCHOOL	Xduty - Football Assistant	ERIKSEN, TRINITY	0	2165
3	YERINGTON HIGH SCHOOL	Xduty - Soccer Boys Head	SANCHEZ-GUERRERO, MIGUEL	2	2526
4	YERINGTON HIGH SCHOOL	Xduty - Soccer Girls Head	BOLTON, KELLY	0	2526
5	YERINGTON HIGH SCHOOL	Xduty - Softball Assistant	RICHARDSON, HALEY D	1	1804
6	YERINGTON HIGH SCHOOL	Xduty - Softball Head	SMITH-OW-WING, VICKY	3	2887
7	YERINGTON HIGH SCHOOL	Xduty - Track Assistant	HUNT, TODD	7	2526
8	YERINGTON HIGH SCHOOL	Xduty - Track Head	WULFEKUHLE, PATRICK	5	3248
9	YERINGTON HIGH SCHOOL	Xduty - Track Head	SANTOS, KORINA	1	2526
10	YERINGTON HIGH SCHOOL	Xduty - Volleyball Assist	AIAZZI, ANASTASIA	7	2526
11	YERINGTON HIGH SCHOOL	Xduty - Volleyball Head	RIFE, DEBBIE	5	2887
12	YERINGTON HIGH SCHOOL	Xduty - Wrestling Assistant	MILLIGAN, JASON	0	2165
13	YERINGTON HIGH SCHOOL	Xduty - Wrestling Head	ERIKSEN, TRINITY	0	2526
14	YERINGTON INTERMEDIATE SCHOOL	Xduty - A.D. Middle School	TANN, BRIAN	1	2165
15	YERINGTON INTERMEDIATE SCHOOL	Xduty - Activity Director Middle School	ROSS, VICKY	7	2123
16	YERINGTON INTERMEDIATE SCHOOL	Xduty - Basketball Girls 7	SMITH, RONALD B	7	1804
17	YERINGTON INTERMEDIATE SCHOOL	Xduty - Basketball Girls 8	ROSS, VICKY	15	1769
18	YERINGTON INTERMEDIATE SCHOOL	Xduty - Fall Sports 8	NEVILLE, REBECCA	6	1804
19	YERINGTON INTERMEDIATE SCHOOL	Xduty - School Tech	FARGAN, STEVEN	6	2165
20	YERINGTON INTERMEDIATE SCHOOL	Xduty - Webmaster Site	FARGAN, STEVEN	6	2165
21	YERINGTON INTERMEDIATE SCHOOL	Xduty - Yearbook Middle School	DARRINGTON, LARESA	6	1804

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: AB 56 Physical/Mechanical Restraint Report for Students with Disabilities

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Recommendation
That the Board of Trustees approve the 2015-2016 AB 56 Physical/Mechanical Restraint Report for Students with Disabilities.

Background Information
In accordance with N.R.S. § 388.5317, on or before **August 15** of each year, each school district must prepare and submit to the Nevada Department of Education (NDE) a report by school that includes the following information:

1. The number of instances in which ***physical restraint*** was used during the previous school year, which must indicate the number of instances per teacher and per pupil without disclosing personally identifiable information about the teacher or the pupil;

2. The number of instances in which ***mechanical restraint*** was used during the previous school year, which must indicate the number of instances per teacher and per pupil without disclosing personally identifiable information about the teacher or the pupil; and

3. The number of ***violations*** of the statute, by type of violation, which must indicate the number of violations per teacher and per pupil without disclosing personally identifiable information about the teacher or the pupil.

The information gathered from the districts' reports are compiled by the NDE. The NDE then prepares a report (disaggregated by school district) to be submitted by October 1 to the following individuals:

- In even-numbered years, the Director of the Legislative Counsel Bureau
- In odd-numbered years, the Legislative Committee on Education.

Please note that only schools with reports of physical and mechanical restraints are included in this report. If a school is not included, they did not report any instances of such events.

Attachment(s)
2015-2016 AB 56 Physical/Mechanical Restraint Report for Students with Disabilities

Respectfully Submitted,
Wayne Workman, Superintendent

DISTRICT-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District

Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[1]	Non-Permissible Mechanical Restraint[2]	Aversive Intervention
Teacher #1	1				
Teacher #2	3				1
Teacher #3	1				
Teacher #4	5				
Teacher #5	2				
Teacher #6	1				
Teacher #7	1				
Teacher #8	2				
Teacher #9	1				
Teacher #10	1		1		
Teacher #11	1				
Teacher #12	1				
Teacher #13	2				
Teacher #14	5				
Teacher #15					1
Totals	27	0	1	0	2

[1] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[2] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[3]	Non-Permissible Mechanical Restraint[4]	Aversive Intervention
Student #1	3				1
Student #2	1				
Student #3	1				
Student #4	3				
Student #5	3				
Student #6	2				
Student #7	1				
Student #8	1				
Student #9	1				
Student #10	1				
Student #11	2		1		
Student #12	3				
Student #13	1				
Student #14	4				
Student #15					1
Totals	27	0	1	0	2

[3] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[4] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Dayton Elementary
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[1]	Non-Permissible Mechanical Restraint[2]	Aversive Intervention
Teacher 1	1				
Teacher 2	3				1
Teacher 3	1				
(continued)					
Totals	5	0	0	0	1

[1] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[2] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[3]	Non-Permissible Mechanical Restraint[4]	Aversive Intervention
Student 1	3				1
Student 2	1				
Student 3	1				
(continued)					
Totals	5	0	0	0	1

[3] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[4] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Fernley Intermediate
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[5]	Non-Permissible Mechanical Restraint[6]	Aversive Intervention
Teacher 4	5				
Teacher 5	2				
Teacher 6	1				
(continued)					
Totals	8	0	0	0	0

[5] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[6] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[7]	Non-Permissible Mechanical Restraint[8]	Aversive Intervention
Student 4	3				
Student 5	3				
Student 6	2				
(continued)					
Totals	8	0	0	0	0

[7] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[8] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Riverview Elementary
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[9]	Non-Permissible Mechanical Restraint[10]	Aversive Intervention
Teacher 7	1				
Teacher 8	2				
Teacher 9	1				
(continued)					
Totals	4	0	0	0	0

[9] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[10] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[11]	Non-Permissible Mechanical Restraint[12]	Aversive Intervention
Student 7	1				
Student 8	1				
Student 9	1				
Student 10	1				
(continued)					
Totals	4	0	0	0	0

[11] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[12] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Sutro Elementary
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[13]	Non-Permissible Mechanical Restraint[14]	Aversive Intervention
Teacher 10	1		1		
Teacher 11	1				
(continued)					
Totals	2	0	1	0	0

[13] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[14] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[15]	Non-Permissible Mechanical Restraint[16]	Aversive Intervention
Student 11	2		1		
(continued)					
Totals	2	0	1	0	0

[15] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[16] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Silver Stage Elementary
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[17]	Non-Permissible Mechanical Restraint[18]	Aversive Intervention
Teacher 12	1				
Teacher 13	2				
Teacher 14	5				
(continued)					
Totals	8	0	0	0	0

[17] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[18] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[19]	Non-Permissible Mechanical Restraint[20]	Aversive Intervention
Student 12	3				
Student 13	1				
Student 14	4				
(continued)					
Totals	8	0	0	0	0

[19] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[20] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Template #4

The statute requires school-level reporting to the NDE by August 15 each year. This template should be completed by school districts for each school; the collection of school-level reports constitutes the district's report to the NDE.

TEMPLATE FOR SCHOOL-LEVEL REPORT SUBMITTED TO NDE

School District: Lyon County School District
School: Yerington Elementary
Date of Report: July 19, 2016

Person Completing Report: Lisa Shea
Telephone Number: 775.463.6824 ex. 158
Email address: lshea@lyoncsd.org

Number of Instances Per Teacher of Physical and Mechanical Restraint
Number of Violations Per Teacher by Type of Violation

List of Teachers (to include any staff member)	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[21]	Non-Permissible Mechanical Restraint[22]	Aversive Intervention
Teacher 15					1
(continued)					
Totals	0	0	0	0	1

[21] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.

[22] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Number of Instances Per Student of Physical and Mechanical Restraint
Number of Violations Per Student by Type of Violation

List of Students	Number of Instances of Physical Restraint	Number of Instances of Mechanical Restraint	Number of Violations By Type		
			Non-Permissible Physical Restraint[23]	Non-Permissible Mechanical Restraint[24]	Aversive Intervention
Student 15					1
(continued)					
Totals	0	0	0	0	1

[23] Note that each non-permissible use of physical restraint is also counted in the column to the left for instances of physical restraint.
[24] Note that each non-permissible use of mechanical restraint is also counted in the column to the left for instances of mechanical restraint.

Definitions:

Instances of Physical Restraint includes use of physical restraint in an emergency in compliance with the statutes (not a violation), and non-permissible uses of physical restraints (violations). Permissible use of physical restraint in an emergency requires:

(a) An emergency exists that necessitates the use of physical restraint;

(b) The physical restraint is used only for the period that is necessary to contain the behavior of the pupil so that the pupil is no longer an immediate threat of causing physical injury to himself or others or causing severe property damage; and

(c) The use of force in the application of physical restraint does not exceed the force that is reasonable and necessary under the circumstances precipitating the use of physical restraint.

For purposes of this reporting, instances of physical restraint do not include other permissible uses under NRS 388.5275.2: (a) assist the pupil in completing a task or response if the pupil does not resist the application of physical restraint or if his resistance is minimal in intensity and duration; (b) escort or carry the pupil to safety if the pupil is in danger in his present location; or (c) conduct medical examinations or treatments on the pupil that are necessary.

Instances of Mechanical Restraint includes use of mechanical restraint in an emergency in compliance with the statutes (not a violation), and non-permissible uses of mechanical restraints (violations). Permissible use of mechanical restraint in an emergency requires:

(a) An emergency exists that necessitates the use of mechanical restraint;

(b) A medical order authorizing the use of mechanical restraint from the pupil's treating physician is included in the pupil's individualized education program before the application of the mechanical restraint;

(c) The physician who signed the order required pursuant to paragraph (b) or the attending physician examines the pupil as soon as practicable after the application of the mechanical restraint;

(d) The mechanical restraint is applied by a member of the staff of the school who is trained and qualified to apply mechanical restraint;

(e) The pupil is given the opportunity to move and exercise the parts of his body that are restrained at least 10 minutes per every 60 minutes of restraint, unless otherwise prescribed by the physician who signed the order;

(f) A member of the staff of the school lessens or discontinues the restraint every 15 minutes to determine whether the pupil will stop injury to himself without the use of the restraint;

(g) The record of the pupil contains a notation that includes the time of day that the restraint was lessened or discontinued pursuant to paragraph (f), the response of the pupil and the response of the member of the staff of the school who applied the mechanical restraint;

(h) A member of the staff of the school continuously monitors the pupil during the time that mechanical restraint is used on the pupil; and

(i) The mechanical restraint is used only for the period that is necessary to contain the behavior of the pupil so that the pupil is no longer an immediate threat of causing physical injury to himself.

For purposes of this reporting, instances of mechanical restraint do not include other permissible uses under NRS 388.528.2: (a) treat the medical needs of the pupil; (b) protect a pupil who is known to be at risk of injury to himself because he lacks coordination or suffers from frequent loss of consciousness; (c) provide proper body alignment to a pupil; or (d) position a pupil who has physical disabilities in a manner prescribed in the pupil's individualized education program.

Violations – Non-Permissible Physical Restraint includes any physical restraint not described and specified as permissible in the statutes.

Violations – Non-Permissible Mechanical Restraint includes any mechanical restraint not described and specified as permissible in the statutes.

Violations – Aversive Intervention includes use of any aversive intervention. "Aversive intervention" means any of the following actions if the action is used to punish a pupil with a disability or to eliminate, reduce or discourage maladaptive behavior of a pupil with a disability:

1. The use of noxious odors and tastes;
2. The use of water and other mists or sprays;
3. The use of blasts of air;
4. The use of corporal punishment;
5. The use of verbal and mental abuse;
6. The use of electric shock;
7. The administration of chemical restraint to a person;
8. The placement of a person alone in a room where release from the room is prohibited by a mechanism, including, without limitation, a lock, device or object positioned to hold the door closed or otherwise prevent the person from leaving the room;
9. Requiring a person to perform exercise under forced conditions if the:

(a) Person is required to perform the exercise because he exhibited a behavior that is related to his disability;

(b) Exercise is harmful to the health of the person because of his disability; or

(c) Nature of the person's disability prevents him from engaging in the exercise; or

10. The deprivation of necessities needed to sustain the health of a person, regardless of the length of the deprivation, including, without limitation, the denial or unreasonable delay in the provision of:

(a) Food or liquid at a time when it is customarily served; or

(b) Medication.

Alternative Program for Class-size Reduction Part B2 - KINDERGARTEN FY16

Return to: Grades K - 6 Alternative

April 1 - June 30, 2016
Quarter Date Range

4
Quarter for report

First Quarter: July 1 – September 30 **Due: November 1, 2015**
Second Quarter: October 1 – December 31 **Due: February 1, 2016**
Third Quarter: January 1 – March 31 **Due: May 1, 2016**
Fourth Quarter: April 1 – June 30 **Due: August 1, 2016**

Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District
School District

Tim Logan
Contact Person

775 463-6800
Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers*			Number of **CSR-Funded** Teachers**			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Full Day Program	**Half Day Program**	Total	**Full Day Program**	**Half Day Program**	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	58.06	91.35	62	3	0	3	0	0	0	20.67	3	0	
Sutro Elementary	61.36	95.19	44	2	0	2	0	0	0	22.00	2	0	
Riverview Elementary	43.63	94.73	55	2	0	2	0	0	0	27.50	2	0	
Fernley Elementary	68.05	95.26	72	4	0	4	0	0	0	18.00	4	0	
Cottonwood Elementary	52.67	94.91	112	5	0	5	0	0	0	22.40	5	0	
East Valley Elementary	44.04	95.58	84	4	0	4	0	0	0	21.00	4	0	
Silver Stage Elementary	75.00	94.08	68	3	0	3	0	0	0	22.67	3	0	
Smith Valley School	50.00	93.07	10	1	0	1	0	0	0	10.00	1	0	
Yerington Elementary	63.73	94.42	91	4	0	4	0	0	0	22.75	4	0	
TOTALS			598	28	0	28	0	0	0	21.357	28	0	0

*** Revision: The number of Kindergarten teachers reported by full-time equivalent, who teach in full day Kindergarten programs separated from the number of teachers who teach half day Kindergarten programs.**

Alternative Program for Class-size Reduction Part B2 - GRADE ONE FY16

April 1 - June 30, 2016 Quarter: 4

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	55.93	93.09	59	2	0	2	1	0	1	19.67	3	0	
Sutro Elementary	63.46	96.03	52	1	0	1	1	0	1	26.00	2	0	
Riverview Elementary	46.03	94.89	63	2	0	2	1	0	1	21.00	3	0	
Fernley Elementary	63.41	93.77	82	3	0	3	1	0	1	20.50	4	0	
Cottonwood Elementary	59.61	93.89	104	3.75	0	3.75	1.25	0	1.25	20.80	5	0	
East Valley Elementary	55.55	94.89	90	3	0	3	1	0	1	22.50	4	0	
Silver Stage Elementary	67.69	92.99	65	2	0	2	1	0	1	21.67	3	0	
Smith Valley School	27.27	96.03	11	1	0	1	0	0	0	11.00	1	0	
Yerington Elementary	65.16	94.61	89	3	0	3	1	0	1	22.25	4	0	
TOTALS			615	20.75	0	20.75	8.25	0	8.25	21.207	29	0	0

Alternative Program for Class-size Reduction Part B2 - GRADE TWO FY16

April 1 - June 30, 2016 Quarter: 4

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	48.43	92.24	64	2	0	2	1	0	1	21.33	3	0	
Sutro Elementary	52.63	94.96	57	2.5	0	2.5	1	0	1	16.29	3.5	0	
Riverview Elementary	44.06	94.39	59	2	0	2	1	0	1	19.67	3	0	
Fernley Elementary	71.73	95	92	2.5	0	2.5	1.5	0	1.5	23.00	4	0	
Cottonwood Elementary	52.83	95.28	106	3	0	3	2	0	2	21.20	5	0	
East Valley Elementary	44.44	95.77	99	2.5	0	2.5	1.5	0	1.5	24.75	4	0	
Silver Stage Elementary	75.00	93.29	72	4	0	4	0	0	0	18.00	4	0	
Smith Valley School	50.00	95.42	14	1	0	1	0	0	0	14.00	1	0	
Yerington Elementary	66.66	95.95	90	3.5	0	3.5	1	0	1	20.00	4.5	0	
TOTALS			653	23	0	23	9	0	9	20.406	32	0	0

Alternative Program for Class-size Reduction Part B2 - GRADE THREE FY16

April 1 - June 30, 2016 Quarter: 4

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	59.21	93.58	76	2.5	0	2.5	1	0	1	21.71	3.5	0	
Sutro Elementary	60.86	95.47	69	3	0	3	0	0	0	23.00	3	0	
Riverview Elementary	44.87	94.83	78	3	0	3	0	0	0	26.00	3	0	
Fernley Elementary	73.86	96.21	88	3	0	3	1	0	1	22.00	4	0	
Cottonwood Elementary	59.66	95	119	3.5	0	3.5	1.5	0	1.5	23.80	5	0	
East Valley Elementary	43.90	94.54	82	3	0	3	1	0	1	20.50	4	0	
Silver Stage Elementary	75.00	95.05	68	2	0	2	1	0	1	22.67	3	0	
Smith Valley School	35.29	95.79	17	1	0	1	0	0	0	17.00	1	0	
Yerington Elementary	66.00	96.1	100	4.5	0	4.5	1	0	1	18.18	5.5	0	
TOTALS			621	23	0	23	5.5	0	5.5	21.789	28.5	0	0

CSR NRS 388.700 -- Revised 9/04

Alternative Program for Class-size Reduction Part B2 - GRADE FOUR FY16

April 1 - June 30, 2016 Quarter: 4

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	58.06	94.64	62	2.5	0	2.5	0	0	0	24.80	2.5	0	
Sutro Elementary	65.45	93.98	55	2	0	2	0	0	0	27.50	2	0	
Riverview Elementary	34.04	95.36	47	2	0	2	0	0	0	23.50	2	0	
Fernley Elementary	66.35	95.13	107	4	0	4	0	0	0	26.75	4	0	
Cottonwood Elementary	53.27	95.87	107	4	0	4	0	0	0	26.75	4	0	
East Valley Elementary	42.35	95.43	85	4	0	4	0	0	0	21.25	4	0	
Silver Stage Elementary	74.66	94.05	75	3	0	3	0	0	0	25.00	3	0	
Smith Valley School	26.66	94.35	15	1	0	1	0	0	0	15.00	1	0	
Yerington Elementary	68.18	96.64	88	4	0	4	0	0	0	22.00	4	0	
TOTALS			641	26.5	0	26.5	0	0	0	24.189	26.5	0	0

Alternative Program for Class-size Reduction Part B2 - GRADE FIVE FY16

April 1 - June 30, 2016 Quarter: 4

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	55.55	95.04	54	2.5	0	2.5	0	0	0	21.60	2.5	0	
Sutro Elementary	67.18	94.17	64	3	0	3	0	0	0	21.33	3	0	
Riverview Elementary	48.00	95	50	2	0	2	0	0	0	25.00	2	0	
Fernley Intermediate	51.28	95.15	273	11	0	11	0	0	0	24.82	11	0	
Silver Stage Elementary	75.71	94.11	70	3	0	3	0	0	0	23.33	3	0	
Smith Valley School	23.52	93.96	17	1	0	1	0	0	0	17.00	1	0	
Yerington Intermediate	77.64	95.32	85	4	0	4	0	0	0	21.25	4	0	
TOTALS			613	26.5	0	26.5	0	0	0	23.132	26.5	0	0

Alternative Program for Class-size Reduction Part B2 - GRADE Six FY16

CSR NRS 388.700 -- Revised 9/04

April 1 - June 30, 2016 Quarter: 1

Return to: Dana Embro 775-687-9236
bdharwood@doe.nv.gov

Lyon County School District	Tim Logan	775 463-6800 X 137
School District	Contact Person	Phone Number

School Name	Percent Low Income	Average Daily Attendence for Quarter	Enrollment Last Day of Quarter	Number of **General Fund** Teachers			Number of **CSR-Funded** Teachers			Pupil-Teacher Ratio	Classroom Configuration (Number of Classrooms)		
				Classroom	*Reading Recovery	Total	Classroom	*Reading Recovery	Total		Self-Contained	Team Teaching	Other
Dayton Elementary	53.84	94.08	65	2.5	0	2.5	0	0	0	26.00	2.5	0	
Sutro Elementary	60.29	94.7	68	3	0	3	0	0	0	22.67	3	0	
Riverview Elementary	32.65	94.42	49	2	0	2	0	0	0	24.50	2	0	
Fernley Intermediate	51.79	95.67	278	11	0	11	0	0	0	25.27	11	0	
Silver Stage Elementary	68.49	94.72	73	3	0	3	0	0	0	24.33	3	0	
Smith Valley School	31.57	94.87	19	1	0	1	0	0	0	19.00	1	0	
Yerington Intermediate	60.20	95.43	98	4	0	4	0	0	0	24.50	4	0	
TOTALS			650	26.5	0	26.5	0	0	0	24.528	26.5	0	0

REQUEST FOR VARIANCE FROM CLASS-SIZE REQUIREMENTS FY16
Alternative

Lyon County School District requests that the Nevada State Board of Education grant a variance from the limitation of pupils per licensed teacher in school East Valley Elementary School :

	School Ratio	Alternative
Grade One	22.5:1	22:1
Grade Two		22:1
Grade Three		22:1
Grade Four		25:1
Grade Five		25:1
Grade Six		25:1

Star Rating	3 star	ELL %	22.2%
FRL %	63.41%		

Facility Limitations: Yes_X__ No ___

With all day kindergarten and the expansion of pre-k to all day we are having facility limitations in all of our elementary schools including East Valley ES.

Difficulty in Hiring Teacher: Yes_X__ No___

As a district, we are struggling to find qualified teachers for our schools. We have 8 unfilled positions in the district still at the end of Q4. LCSD will continue to attend 5 recruiting fairs and offer a $3,000 sign on bonus to hopefully attract enough teachers to staff all positions in the future.

Funding Limitations: Yes___ No_X__

1st Grade here is slightly above the class size requirement, but we are unable to justify hiring a new teacher as it would great such small classes and would require funding that would make this not cost effective.

Projected Enrollment Growth:

The enrollment numbers are stable and have largely been for our district for years. We are looking at the numbers for next year to try to minimize this issue and stay within the CSR requirements.

Other:

Detailed School Level Plan to Reduce Student-to-Teacher Ratios (Including Timeframes):

We have re-evaluated the numbers for next year and believe that we are in a good spot for staying within the CSR Requirements.

ADD ADDITIONAL LINES IF NEEDED

Signature, District Superintendent of Schools

Date

State Board Approved Yes____ No____ Date_____

SCHOOL DISTRICT REPORT OF PLAN TO COMPLY WITH NRS 388.700-388.725

REDUCTION OF PUPIL-TEACHER RATIO IN CERTAIN CLASSES

Fiscal Year 2016

PART B1

Return to:
Bonnie Harwood bdharwood@doe.nv.gov
Questions:
Dana Embro (775)687-9236

First Quarter: July 1 – September 30 Due: November 1, 2015
Second Quarter: October 1 – December 31 Due: February 1, 2016
Third Quarter: January 1 – March 31 Due: May 1, 2016
Fourth Quarter: April 1 – June 30 Due: August 1, 2016

QUARTER SUBMITTED: 4th Quarter

SCHOOL DISTRICT: Lyon County School District

AUTHORIZED CONTACT PERSON: Tim Logan (Name) HR Director (Title)

TELEPHONE NUMBER: (775) 463-6800

DATE SUBMITTED: July 7, 2016

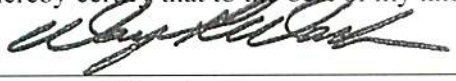
Has the plan changed from the Projected Plan? ( ) Yes (X) No
If Yes, Submit new plan.

Is there a change in the Variances being submitted (more/less)? (X) Yes ( ) No
Please attach additional Variances.
*East Valley Elementary School – 1st Grade

Please list Variances to be removed (School and Grade).
*Sutro Elementary School – Kindergarten

CERTIFICATION

I hereby certify that to the best of my knowledge, the information contained in this is correct.



(Signature) July 7, 2016 (Date), District Superintendent

FY 2017 LCSD GRANT AWARDS
Month Ending June 2016

Funding	Grant Description / Purpose		CFDA #	Allocation of Funds	Ending Date	FY 17 Total Award Amt	Muliple Year Awards
Competitive Grants							
State	21st Century Competitive Grant - SSES	Nevada Dept of Education	84.287	21st Century Grant	06/30/17	100,000.00	2nd year of 3 year award
	Program supports the local Boys & Girls Club after school program in the Silver Springs area						
					Total 21st Century Grant	100,000.00	
State	Career & Technical Education	Nevada Dept of Education	84.048	CTE Competitive	06/30/17		
	High School Business/Technology Career Programs			YHS-Agriculture			
				SVS-Agriculture			
				SSHS-Business			
				FHS-Trades--Electronics			
				DHS-Trades---Furniture & Cabinetmaking			
					Total CTE Competitive	-	Pending approval
State	College & Career Readiness Grant	Nevada Dept of Education		CCR- Dual Enrollment	06/30/17	137,450.00	
	Dual enrollment outreach and increase in course offerings				**Total College & Career Readiness Grant**	137,450.00	
State	Full Day Kinder- Portables	Nevada Dept of Education		Full Day Kinder	06/30/17		
	Portables for Full Day Kinder program				**Total Full Day Kinder-Portables**	-	Pending approval
State	GEAR UP	Nevada Dept of Education		GEAR UP	08/31/17	156,936.00	700,000.00
	GEAR UP program mentors 7th grade students for 7 years to their first year of college				**Total GEAR UP**	156,936.00	(100,000 per year for 7 yrs in yr 4)
State	Great Teachers and Leaders Fund (GTLF)	Nevada Dept of Education		GTLF	06/30/17		Pending approval
	Professional development for science teachers grades 6-12				**Total GTLF**	-	
State	Healthier Eating Habits	Nevada Dept of Agriculture	10.582	SES Fresh Fruit and Vegetable	06/30/17	25,284.35	
	Program introduces students to healthy and exotic fruits and vegetables			FES Fresh Fruit and Vegetable	06/30/17	27,284.87	
				DES Fresh Fruit and Vegetable	06/30/17	26,117.90	
				SSES Fresh Fruit and Vegetable	06/30/17	39,176.85	
				YES Fresh Fruit and Vegetable	06/30/17	29,229.82	
					Total Healthier Eating Habits	147,093.79	
Federal	Job for America's Graduates	Nevada Dept of Education		Job for America's Graduates	06/30/17	70,000.00	
	Program focuses on student college and career readiness (FHS)				**Total Job's for America's Graduates**	70,000.00	
State	Library Book Purchase	State		LEA	06/30/17	-	
	Program to assist school libraries				**Total LEA**	-	Awaiting RFA
	NV Arts	Private		NV Arts	06/30/17	-	
	Program to assist 21st Century after school program for arts to be brought to the students				**Total NV ARTS**	-	Awaiting RFA
	NSLP Equipment Grant	NDE		NSLP Equipment Grant	10/31/16	61,455.00	New 6 month award
	Program allows the district to purchase equipment for food service				**Total NSLP**	61,455.00	

FY 2017 LCSD GRANT AWARDS
Month Ending June 2016

Funding	Grant Description / Purpose		CFDA #	Allocation of Funds	Ending Date	FY 17 Total Award Amt	Muliple Year Awards
State	PreK Development Grant	NDE		Full Day Pre-K	12/31/17	1,705,289.00	
	Pilot program for up to four years for a Full Day Pre-K Program in addition to our current programs				**Total FDPK**	1,705,289.00	
State	Read by Grade 3- Phase 2	NDE		Reade by Grade 3	06/30/17	937,046.40	
	Program to help support literacy in the school and literacy strategists				**Total Read by Grade 3**	937,046.40	
State	Rural Low Income Schools	NDE		Rural Low Income Schools	09/30/17	166,125.00	
	Program to help support PD and teacher recruitement/retention				**Total RLIS**	166,125.00	
State	SB405 Zoom funding	NDE		ZOOM	06/30/17	301,498.00	
	Program to assist identification and instruction for EL students				**Total ZOOM**	301,498.00	
State	SB515 Section 23 "Social Workers at the School S	NDE		SB515 Sec. 23	06/30/17	112,500.00	
	Program to assist students & families by having social workers at the school sites				**Total Social Workers**	112,500.00	
Federal	Striving Readers Comprehensive Literacy Program (SRCL)		84.371C	Striving Reader's Comp Lit.	09/30/16	500,000.00	8,104,390.00
	Funds are "passed through" the state	Nevada Dept of Education					(Final Year)
	Program focuses on At-Risk students to increase their overall literacy achievement.						Based on Congressional Funding
	To include data-driven decisions, alignment to Common Core State Standards, and Early Childhood literacy programs.					-	
					Total Striving Readers Comprehensive Literacy Grant	1,730,110.49	
					Total Competitive Grants:	**5,625,503.68**	

Non-Competitive Grants

State	Career & Technical Education	Nevada Dept of Ed.	84.048	CTE Allocation	06/30/17		
	High School Business/Technology Career Programs			DHS			
				FHS			
				SSHS			
				YHS			
				SVS			
					Total CTE Allocation	-	**Pending approval**
Federal	Career & Technical Education	US Dept of Education	84.048	Perkins Basic	06/30/17		
	High School Industrial/Trades Career Programs			FHS			
				SVS			
				YHS			
				DHS			
				SSHS			
					Total Perkins Basic	-	**Pending approval**
State	Full Day Kinder	Nevada Dept of Education		Full Day Kinder	06/30/17		
	Full Day Kinder Elementary Schools				**Total Full Day Kinder**	-	Awaiting Allocation

FY 2017 LCSD GRANT AWARDS
Month Ending June 2016

Funding	Grant Description / Purpose		CFDA #	Allocation of Funds	Ending Date	FY 17 Total Award Amt	Muliple Year Awards
Federal	Local Plan ECE	Nevada Dept of Education			06/30/17	55,824.00	
	Funds are "passed through" the state				**Total Local Plan ECE**	55,824.00	
	Program focuses on Early Childhood Education as it relates to Special Education						
State	Natl Cert Speech Pathologists 5% Salary Inc	Nevada Dept of Education		Natl Cert Speech Pathologist: 5% Salary	06/30/17		
	Program assists with retaining and recruiting difficult to fill positions with incentive pay			**Total Natl Cert Speech Pathologists 5% Salary Inc**		-	Awaiting Allocation
Federal	Special Education Part B - Local Plan	Nevada Dept of Education			06/30/17	1,320,478.00	
	Funds are "passed through" the state				**Total Local Plan**	1,320,478.00	
	Funding is used for the special education program						
Federal	Special Education - DIG	Nevada Dept of Education			06/30/17	-	
	Funds are "passed through" the state				**Total DIG**	-	Awaiting Allocation
	Program focuses on the Instructional Consultation (IC) program in order to identify and assist special needs and at-risk students						
Federal	Title I A	Nevada Dept of Education	84.389	Title IA (Set Aside)	06/30/17	320,303.65	
	Federal allocated funds for districts who qualify			SSES	06/30/17	263,000.00	
	Funds are "passed through" the state			YES	06/30/17	179,280.00	
	Program focuses on strengthening student achievement for schools who meet			FES	06/30/17	156,240.00	
	Title I requirements			SES	06/30/17	136,838.00	
				DES	06/30/17	128,904.00	
				CES	06/30/17	152,880.00	
				RES	06/30/17	88,328.00	
	Detailed expenditures listed on supplemental form			EVES	06/30/17	103,032.00	
					Total Title IA (Misc. costs)	1,528,805.65	
Federal	Title IC - Migrant Education Program	Nevada Dept of Education	84.011A	Migrant	06/30/17		
	Federal allocated funds for districts who qualify				**Total Migrant**	-	Awaiting Allocation
	Funds are "passed through" the state						
	Program focuses on assisting qualified Migrant students strengthen their academic achievement (via tutoring, supplies, etc.)						
Federal	Title ID - Delinquent & Neglected Students	Nevada Dept of Education	84.013A	WNRYC	06/30/17	22,116.00	
	Federal allocated funds for districts who qua	Federal/NDE			**Total WNRYC**	22,116.00	
	Funds are "passed through" the state						
Federal	Title IIA - Teacher Quality	Nevada Dept of Education	84.367	Title II A Teacher Quality	06/30/17	214,438.00	
	Federal allocated funds for districts who qualify				**Total Title II A Teacher Quality**	214,438.00	
	Funds are "passed through" the state						
	Program focuses on professional development for teachers, administrators, staff, and curriculum development						
Federal	Title III - LEP	Nevada Dept of Education			06/30/17	48,898.00	

Funding	Grant Description Purpose	CFDA #	Allocation of Funds	Ending Date	FY 17 Total Award Amt	Muliple Year Awards
	Funds are "passed through" the state			**Total Title III**	48,898.00	
	Funding is used for the expansion/enhancement of the English as a Second Language program					
				Total Non-Competitive Grants:	**3,190,559.65**	
				Total - All Grant Awards	**8,816,063.33**	

Pending Awards

GTLF	$122,719 for professional development (math & science focus)
FDK-Portables	$753,240 for four portables plus installation costs

Other Awards/Donations

Total Awards/Donations to Schools	**$0.00**

LYON COUNTY SCHOOL DISTRICT
TRAVEL REQUEST

NOTE: All travel MUST have prior approval of the Superintendent or Board of Trustees. All requests must be submitted to the district office a minimum of FOUR (4) WEEKS PRIOR to a Board Meeting. A written report is due to the district office within two weeks of return. See LCSD Board Policy DG: Travel Policy for all requirements.

NAME(S) Of Attendees: Lise Coudriet, District Homeless Liaison, Cathy Turos, Assistant District Homeless Liaison, Director of Elementary Curriculum/Designee, School Site Liaison/Registrar

DATE of request: 7/11/16

Full names on Pass Port or D.L. must be listed if needing flight reservation

NAME OF CONFERENCE: NAEHCY 28th Annual conference

(ATTACH conference program information and provide website address)

CITY/STATE OF CONFERENCE: Orlando, FL

DATE OF DEPARTURE: October 28, 2016 DATE OF RETURN: November 1, 2016

Training/Travel/Conference is (check all that apply): Mandated by the state Mandated by the district Needed for certification/licensing Related to the District Performance Plan Related to our School Performance Plan Related to a specific program/course ✓ Other

Provide a detailed description below of the requested travel and how it will have a positive impact on student learning.

The training is in reference to Title 1 grants and the new ESSA regulations specifically for homeless student populations. The sessions will include laws, maintaining the grant, reporting, school site administration of the homeless programs, and increasing these student's self-esteem and academics through training. The information will be delivered to each site during the 2016-17 school year.

TRAVEL APPROVED: (Yes) No
DATE: 7/13/16

Site administrator or supervisor signature

TRAVEL APPROVED: (Yes) No
DATE: 7.15.16

Superintendent or designee signature

Received by Superintendent's Office

DATE: 7.14.16

Request received at least 4 weeks prior to next board meeting? Yes ( ) No (X) July 26, 2016 Bd Mtg

Board Approved: Yes ( ) No ( ) Date:

**FAILURE TO COMPLETE ANY PART OF THIS FORM WILL RESULT IN THE FORM BEING RETURNED AND/OR TRAVEL DENIED.

ESTIMATED EXPENSES

Please ensure that you read and comply with Lyon County School District Policy DG: Travel Policy when completing this form and submitting for reimbursable items. Properly mark the funding source of the travel.

						District Office	Grant	School Site	Other
BUDGET#	280-633-0000-000-2213-340-10000-00-000				Total				
Registration Fees:	Attendees 4	x 650	Reg. fee	$	2600.00		✓		
BUDGET#	280-633-0000-000-2213-580-10000-00-000								
Travel By:	Airfare 4 round trip tickets at $450 ea			$	1800.00		✓		
(Air, district car, private car for personal convenience, etc.)									
BUDGET#	280-633-0000-000-2213-580-10000-00-000								
Lodging:	Room rate $ $150	x 3*4	nights	$	1800.00		✓		

(Use GSA ratings for lodging and meals www.gsa.gov ATTENDEE WILL OWE DIFFERENCE if applicable) *lodging receipts must be obtained and sent to District Office upon return.*

Meals:	Breakfast	$ 13	x 1*4	days	$ 52.00		✓		
	Lunch	$ 15	x 3*4	days	$ 180.00		✓		
	Dinner	$ 26	x 5*4	days	$ 520.00		✓		
	Incidental	$ 5	x 5*4	days	$ 100.00		✓		
Or	Daily Rate	$	x	days	$				
					$				
Substitutes:	# of Days		X $95/day						
Other transportation fees: (i.e. car rental, taxi, shuttle, parking, mileage to/from airport, etc.)					$ 200 for round trip		✓		
Other Miscellaneous expenses: (attach explanation)					$ 50 for Internet costs		✓		
				TOTAL EXPENSES	$ 7,302.00				

Conference Dates & Times:	Saturday, October 29 - Tuesday, November 1, 2016
Name of where conference/training is being held (i.e. Hotel, School, College, Convention Center):	Hyatt Regency Hotel

Do you need airline reservations? ✓ **Yes** **No**

Note: Conference registration and travel arrangements will only be made after school board approval. Only airfare, lodging, and conference registration are eligible for payment prior to traveling. All other expenses will be reimbursed after travel per LCSD Policy DG: Travel Policy.

Attach your preferred and most economical flight schedule (*i.e. Southwest, Delta, United, etc.*)

Date & Time you wish to **DEPART:**	October 28, 2016 (Please see attached airline flights)
Date & Time you wish to **RETURN:**	November 1, 2016 (Please see attached airline flights)
List any special notes here:	

Are you renting a car? **Yes** ✓ **No** How many Days? _____ **Note: Car insurance should be declined as the district insurance provides adequate coverage.**

Do you need lodging reservations? ✓ **Yes** **No**	Single	Double ✓	Triple
(Circle Preferences) **Note: Lodging must be made by Attendee or Site for purchase order payments only. "No" district office credit card charges.**	Smoking		Non-Smoking ✓
GSA (Per Diem Rate) : $127	All travelers agree to share lodging as appropriate?		✓ **Yes** **No**
Register under what name(s)?	Lise Coudriet, Cathy Turos		
Name, Address, Phone number of lodging establishment:	Hyatt Regency, 9801 International Drive, Orlar		

If this activity is sponsored by a large group, does the group have a block of rooms/code reservation name or number reserved in a particular hotel? ✓ Yes No

DEADLINE DATE: _____ **Code Information:** _____

NOTE: Please furnish a copy of any information you have on the conference, workshop, training, etc. Please email ORIGINAL travel form with SIGNATURES to Cheryl Veil at the district office for approval. Keep copies at your site, as this paperwork will not be returned to you.

NAEHCY NATIONAL ASSOCIATION FOR THE EDUCATION OF HOMELESS CHILDREN AND YOUTH

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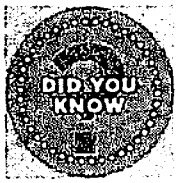

The only national event of its kind, NAEHCY's annual conference provides professional development and networking opportunities for over 1,000 attendees.

About the 2016 Conference

EDUCATING ALL OUR CHILDREN AND YOUTH

NATIONAL ASSOCIATION FOR THE EDUCATION OF HOMELESS CHILDREN AND YOUTH

The NAEHCY conference is the only conference of its kind, bringing together education, housing, and service sectors with a focus on children and youth from birth through college.

This year's conference will be history in the making: the first NAEHCY conference of the ESSA era! We'll provide comprehensive, high quality professional development to prepare communities for the Every Student Succeeds Act, including McKinney-Vento and Title I Part A amendments, along with diverse content on early childhood education, higher education, housing partnerships, and access to services. We emphasize programs and practices that are replicable, so you return home with plenty of specific strategies to put into action.

REGISTER NOW

When:
October 29 (Pre Conference Institutes)
October 30 – November 1 (full conference)

Where:
Hyatt Regency 9801 International Drive, Orlando FL (407) 284-1234
Hotel Information
Orlando and Central Florida Information

Conference Information:

NAEHCY 2016 Conference

Orlando, FL
October 29-November 1

Learn more

The Every Student Succeeds Act of 2015

Homeless Students in ESEA Reauthorization

Learn more

Sign Up to Receive Email Updates

Receive updates from NAEHCY about homeless education issues

Sign up

- Draft Conference Agenda (Concurrent session descriptions will be available in June)
- Early registration $495
- Full price (after September 30, 2016) $525

- Full conference is Sunday, 10/30, through Tuesday, 11/1
- Full conference registration includes breakfast daily, lunch Sunday and Monday, and am / pm breaks
- When registering, please use the attendee's email address to assure that they receive upcoming conference-related communications

PreConference Institutes **$155** (must be registered for full conference)
Download 2016 PreConference Descriptions Here

- PreCon attendees must choose TWO sessions upon registering, one morning session and one afternoon session.
- Lunch is on your own during the PreCon sessions.

Student Registration $275 Sunday - Tuesday

Single Day Registration $275

Refunds/Cancellation of Conference Registration
Cancellation prior to September 30 will incur a $50 processing charge per registrant, regardless of payment status. **Telephone cancellation is not accepted;** certified mail is recommended. When submitting a refund request, please include the name and Registration ID of each registrant, the name of the organization or person receiving the refund, and the mailing address for receiving the refund. Refund requests must be mailed to:

NAEHCY Conference Refunds, PO Box 26274, Minneapolis MN 55426.
Refund requests are processed **after the Conference** using the same method of payment used for Registration.

Fees are nonrefundable after September 30, 2016.

Conference Payment Information

The following are acceptable forms of payment (FOP) for the conference: Check, Credit Card, and Purchase Order.

You will be asked to indicate which FOP you prefer upon check out. If paying by Check or Purchase Order, you will need to print your invoice (as prompted upon check out) to provide to your purchasing department for payment. A copy of the PO does not need to be provided to our office, we just need your payment and registration information.

All payments should be mailed to:
NAEHCY
PO Box 26274
Minneapolis MN 55426

Our W9 can be found HERE, and payments are also received at the address on the W9.

Hotel Rate is $105 (note, this is the GOVERNMENT PER DIEM RATE, this adjusts in October every year and could fluctuate slightly)

What is Included in the Hotel Rate?
Resort Fee ($24 value, waived for conference attendees!) gets you the following:

- WiFi for up to 6 devices
- 2 I-Ride Trolley passes daily (check out the Trolley route here)
- Daily Access to the Spa
- Daily Access to the 24 hour Fitness Center
- Complimentary Group Fitness Classes
- Bike Rental
- Pool Activities (floatees, rafts, noodles, basketball, volleyball)

>> HOTEL RESERVATIONS HERE <<
or
attendees may call 1-800-233-1234 to book a room

The Hyatt also offers onsite parking, we have a reduced rate with them of just $10/day for those driving or renting cars.

What else does the hotel offer? Three restaurants, plenty of small seating areas throughout the hotel for informal meetings and brainstorming

sessions, there is shopping and restaurants galore just a short walk away. The hotel concierge can hook you up with last minute tickets for attractions and shows. They will even help you find a babysitter if you want one!

Check out the micro-site put together for NAEHCY by the Orlando Convention and Visitors Bureau. They are putting together special offers for our attendees for all of the amazing attractions in the Orlando area! From Mickey Mouse to Harry Potter, gators to gorillas, you can do and see almost anything you want in Central Florida.

REGISTER NOW

NAEHCY W9

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NAEHCY 28TH ANNUAL CONFERENCE

OCTOBER 29 - NOVEMBER 1, 2016

ORLANDO HYATT (INTERNATIONAL DRIVE); ORLANDO, FL

DRAFT CONFERENCE SCHEDULE AT-A-GLANCE

Time	Event	Location
Saturday, October 29, 2016		
7:30 a.m. - 1:00 p.m.	Preconference Registration	*Florida Ballroom Foyer*
7:30 a.m. - 8:30 a.m.	Continental Breakfast (Preconference Participants)	*Florida Ballroom Foyer*
9:00 a.m. - 12:00 p.m.	Preconference Institutes I	*Florida Ballroom A,B,C; Plaza D,E,F*
12:00 p.m. - 1:00 p.m.	Lunch On Your Own	
1:30 p.m. - 4:30 p.m.	Preconference Institutes II	*Florida Ballroom A,B,C; Plaza D,E,F*
Sunday, October 30, 2016		
7:00 a.m. - 4:00 p.m.	Conference Registration / Vendors and Exhibits	*Registration Desk / Regency Foyer*
7:00 a.m. - 7:45 a.m.	Continental Breakfast	*Regency Ballroom R and S*
	State Networking Tables	
8:15 a.m. - 9:45 a.m.	Opening General Session	*Regency Ballroom R and S*
	Keynote	
9:45 a.m. - 10:00 a.m.	Comfort Break	
10:00 a.m. - 11:15 a.m.	Concurrent Sessions 1	*Regency Tower Rooms*
11:30 a.m. - 1:45 p.m.	General Session Luncheon	*Regency Ballroom R and S*
	NAEHCY Scholarship Awards Ceremony	
2:00 p.m. - 3:15 p.m.	Concurrent Sessions 2	*Regency Tower Rooms*
3:15 p.m. - 3:45 p.m.	Comfort and Refreshment Break	
3:45 p.m. - 5:00 p.m.	Concurrent Sessions 3	*Regency Tower Rooms*
Monday, October 31, 2016		
7:00 a.m. - 4:00 p.m.	Conference Registration / Vendors and Exhibits	*Registration Desk / Regency Foyer*
7:00 a.m. - 3:30 p.m.	Silent Auction	*Regency Q*
7:00 a.m. - 7:45 a.m.	Continental Breakfast	*Regency Ballroom R and S*
8:00 a.m. - 10:15 a.m.	General Session / Selected NAEHCY Awards	*Regency Ballroom R and S*
	Keynote	
10:15 a.m. - 10:30 a.m.	Comfort Break	
10:30 a.m. - 11:45 a.m.	Concurrent Sessions 4	*Regency Tower Rooms*
12:00 p.m. - 1:30 p.m.	General Session Luncheon / Selected NAEHCY Awards	*Regency Ballroom R and S*
1:45 p.m. - 3:00 p.m.	Concurrent Sessions 5	*Regency Tower Rooms*
3:00 p.m. - 3:30 p.m.	Comfort and Refreshment Break	
3:30 p.m. - 4:45 p.m.	Concurrent Sessions 6	*Regency Tower Rooms*
5:00 p.m. - 6:00 p.m.	NAEHCY Annual Meeting	*To Be Determined*
Tuesday, November 1, 2016		
7:00 a.m. - 8:00 a.m.	Full Breakfast	*Regency Ballroom R and S*
8:15 a.m. - 9:45 a.m.	General Session	*Regency Ballroom R and S*
	Interactive Workshop	
9:45 a.m. - 10:15 a.m.	Closing General Session	*Regency Ballroom R and S*
10:15 a.m. - 10:30 a.m.	Comfort Break	
10:30 a.m. - 11:45 a.m.	Concurrent Sessions 7	*Regency Tower Rooms*
11:45 a.m.	Adjournment *(lunch on your own)*	

Morning Pre-Conferences

1. **McKinney-Vento 101 in the ESSA Era: Educating Children and Youth in Homeless Situations**

Barbara Duffield, NAEHCY Director of Policy and Programs; Washington, DC
Patricia Julianelle, NAEHCY Director of State Projects and Legal Affairs; Washington, DC

This preconference is designed for people who are new to homeless education (fewer than two years); it does not assume any prior knowledge of the McKinney-Vento Act, or the homelessness provisions of Title I Part A. We will provide an in-depth explanation of Subtitle VII-B of the McKinney-Vento Homeless Assistance Act, as amended by the "Every Student Succeeds Act of 2015" (ESSA). Topics will cover eligibility, the role of liaisons, school selection, transportation, immediate enrollment, disputes, preschool, unaccompanied youth, and how Title I supports students experiencing homelessness. Other laws, such as IDEA, Higher Education, and Head Start also will be reviewed briefly. Then, we will use this information to walk through real-life problems, step-by-step. Presenters will offer concrete strategies for implementing the law in school districts.

2. **Young Homeless Children: Key Strategies to Promote Early Learning and School Success**

Carie Bires, Policy Specialist, Ounce of Prevention, Chicago, IL;
Vicki Hodges, Principal Consultant, Illinois State Board of Education, Springfield, IL;
Kresta Horn, Director of Children and Youth Services, UMOM New Day Centers, Phoenix, AZ;
Grace Whitney, Head Start Collaboration Director, CT Office of Early Childhood Hartford, CT

This session will describe the various programs and services that provide early education and family support to homeless infants, toddlers, and preschoolers and their families. Participants will learn about the laws and regulations that govern these various programs and services and how they are aligned with the McKinney-Vento Act to help meet the developmental and educational needs of young children experiencing homelessness. Participants will develop a local directory of programs in their community, learn about strategies for creating partnerships to increase service access and support for children and families, and create an action plan they can use to guide their work. New ESSA requirement related to preschool and early intervention will be described and strategies offered for meeting these new McKinney-Vento provisions.

3. <u>Polices and Best Practices to Successfully Transition Homeless Youth into Postsecondary Programs</u>

Cyekeia Lee, Director of Higher Education Initiatives, NAEHCY; MI
Jennifer Martin, Director, University Financial Aid Compliance, Johns Hopkins University, Baltimore, MD
Kerri Mosely-Hobbs, Program Specialist, Policy Liaison and Implementation, Federal Student Aid, Washington D.C. (Invited)
Aaron Washington, Management and Program Analyst, U.S. Department of Education's Office of Postsecondary Education, Washington, D.C. (Invited)

This session will provide important information about supports available to homeless youth as they seek opportunities for education beyond high school. Participants will gain a better understanding of: finding a good campus fit with support services, Free Application for Federal Student Aid (FAFSA) completion and financial aid polices, practices that have been successful in helping youth who are homeless gain access to higher education, higher education resources available to undocumented homeless youth, and additional resources that can be used to support homeless students in accessing higher education.

4. <u>Strategies for Helping Unaccompanied Homeless Youth Access School and Services</u>

Barb Dexter, Secondary Teacher Specialist, Child in Transition/Homeless Project; AK
Larissa Dickinson, Social Worker, Homeless Education Program; AL
Brandy Sincyr, Homeless Youth Advocate; WA

Unaccompanied homeless youth have unique needs and present challenging questions for schools and service providers. We will review the legal requirements for educating unaccompanied homeless youth, and for providing support services outside of school so that youth can succeed in school. Topics include identification, school enrollment, credit accrual and recovery, applying for federal financial aid, food stamps, TANF, SSI, and child support. The session will provide practical strategies to implement the unaccompanied homeless youth amendments to the McKinney-Vento Act made by the Every Student Succeeds Act, and to welcome, engage, and support unaccompanied homeless youth in school.

5. **Building School-Housing Partnerships for Families Experiencing Homelessness**

Abra Lyons, Senior Program & Policy Manager, Council of Large Public Housing Agencies; Washingon, DC
Jeff Kositksy, Executive Director, Hamilton Family Center; San Francisco, CA
Mattie Lord, Chief Program Officer, UMOM New Day Centers; Phoenix, AZ
Kerry Wrenick, Mckinney-Vento Liaison, Kansas City Kansas Public Schools

Public schools are uniquely situated to identify homeless families, make connections to housing and services, and provide the education that is the ultimate path out of poverty. Meanwhile, housing and homelessness agencies hold the key to the housing stability that allows children and youth to focus on their education and improve their life outcomes. The Every Student Succeeds Act adds a new requirement for McKinney-Vento liaisons to make referrals to housing, in addition to other services. This session will help schools, and McKinney-Vento liaisons in particular, understand and build community housing partnerships for families experiencing homelessness. We will review various kinds of housing assistance, including emergency housing, supportive housing, rental assistance, and public housing, as well as the services that are necessary to keep families housed. Specific examples of successful, replicable partnerships will be provided, as well as the education and advocacy strategies that may be necessary to begin local conversations. Participants will leave with an action plan to return to their communities.

6. **New Federal School Stability Protections for Children in Foster Care: What Educators Need to Know About the ESSA Provisions**

Children in foster care are among the most educationally disadvantaged. Frequent school moves - triggered by initial placement in foster care and subsequent placement changes - significantly undermine their academic success, leading to poor life outcomes. Since 2008, federal child welfare laws have required child welfare agencies to collaborate with education agencies to ensure school stability or immediate enrollment in a new school for children in foster care. The newly enacted Every Student Succeeds Act (ESSA) for the first time requires education agencies to ensure school stability and immediate enrollment protections for all children and youth in foster care. The new law requires collaboration between education and child welfare agencies at both the state and local level, development and implementation of local transportation plans, specific state plan requirements, reciprocal designation of points of contact, and the reporting of disaggregated data regarding academic outcomes of children and youth in care. Learn about these important new rules and requirements and how many states are implementing the new law.

Maura McInerney, Esq., Legal Center for Foster Care & Education, Philadelphia, PA

Afternoon Pre-Conferences

1. **McKinney-Vento in the ESSA Era: Educating Children and Youth in Homeless Situations**

Barbara Duffield, NAEHCY Director of Policy and Programs; Washington, DC
Patricia Julianelle, NAEHCY Director of State Projects and Legal Affairs; Washington, DC

This preconference is designed for people who have experience with the McKinney-Vento Act (more than two years). It assumes basic working knowledge of the McKinney-Vento Act, and the homelessness provisions of Title I Part A. We will provide an in-depth explanation of the amendments made to Subtitle VII-B of the McKinney-Vento Homeless Assistance Act by the "Every Student Succeeds Act of 2015" (ESSA). Topics will cover amendments to eligibility, the role of liaisons, state coordinator responsibilities, school selection, transportation, immediate enrollment, disputes, preschool, unaccompanied youth, and Title I Part A. We will allow ample time for questions before walking through real-life problems, step-by-step. Presenters will offer concrete strategies for implementing the amended law in school districts.

2. **IMMIGRANT STUDENTS: Education Rights and Legal Status**

Jaime R. Del Castillo, Staff Attorney, Legal Aid of Manasota; Venice, FL
Melissa Schoonmaker, McKinney-Vento Liaison, LA County Office of Education; Los Angeles, CA

Many homeless children
n and youth do not have legal immigration status. Some enter the U.S. alone, others with family; some have left their parents due to abuse or neglect or have been left behind by family who returned to their home country due to deportation or other reasons. This session will provide legal information and practical strategies to help immigrant students access K-12 education and college, including how to apply the McKinney-Vento Act to immigrant students and recent federal guidance on education access. Information will be provided about how undocumented youth can legalize their immigration status (including information about Deferred Action for Childhood Arrivals, asylum, Special Immigrant Juvenile Status, and T and U visas). We will discuss available services and legal resources.

3. **Moving from Access to Success: Exploring Strategies to Support the Academic Success of Homeless and Highly Mobile Students**

Jani Koester, TEP Resource Teacher, Madison Schools; Madison, WI
Patricia A. Popp, Ph.D., State Coordinator, Project HOPE-Virginia, The College of William and Mary; Williamsburg, VA

Through the years, the McKinney-Vento Act has become more explicit about providing children and youth access to education. We have seen much improvement in our students' ability to enroll and remain in school. Now that we have our students in the schools and classrooms, the conversation is shifting. What do we need to do to make sure they are successful in those schools and classrooms? Is access and stability enough? What else needs to be considered as we work to improve our students' academic outcomes? This changing focus is clear in the Every Student Succeeds Act. This session will explore strategies that can support the academic achievement of homeless students and discuss ways to implement the new requirements to increase success for our students.

4. **Housing + High School = Success: Communities and Schools Working Together to Provide Housing Options for Young People**

Darla Bardine, Executive Director, National Network for Youth
Courtney Smith, Mercy Education Project, Detroit MI
Judith Dittman, Executive Director, Alternative House, Fairfax, VA
Kathi Sheffel, McKinney-Vento Liaison, Fairfax County Public Schools, VA
Michael Absher, President/CEO, Only Hope Wnc, Inc, Hendersonville NC

With access to appropriate housing and educational supports, young people can end their homelessness and find success. Come learn from a panel of experts on how to build school-housing partnerships that respond to young people's needs and preferences, while ensuring access to education and continuation to higher education and employment. We'll discuss housing options that meet youth where they are, including emergency housing, host homes, independent living, and youth homes. Panelists will talk about how to replicate these programs, including raising awareness, finding funding, and avoiding pitfalls. Our focus will include how to build partnerships among young people, schools, service providers, and the wider community to provide housing.

5. **New Federal School Stability Protections for Children in Foster Care: What Educators Need to Know About the ESSA Provisions**

Children in foster care are among the most educationally disadvantaged. Frequent school moves - triggered by initial placement in foster care and subsequent placement changes - significantly undermine their academic success, leading to poor life outcomes. Since 2008, federal child welfare laws have required child welfare agencies to collaborate with education agencies to ensure school stability or immediate enrollment in a new school for children in foster care. The newly enacted Every Student Succeeds Act (ESSA) for the first time requires education agencies to ensure school stability and immediate enrollment protections for all children and youth in foster care. The new law requires collaboration between education and child welfare agencies at both the state and local level, development and implementation of local transportation plans, specific state plan requirements, reciprocal designation of points of contact, and the reporting of disaggregated data regarding academic outcomes of children and youth in care. Learn about these important new rules and requirements and how many states are implementing the new law.

Maura McInerney, Esq., Legal Center for Foster Care & Education, Philadelphia, PA

6. Social Work *placeholder*

Air

Total Price: $434.96

ITINERARY

Travel Date		Flight Segments		Flight Summary
DEPART OCT 28 FRI	07:15 AM	Depart Reno/Tahoe, NV (RNO) on Southwest Airlines	Flight #1921 Southwest	
	08:30 AM	Arrive in Las Vegas, NV (LAS)	WiFi available	Friday, October 28, 2016
	10:50 AM	Change to Southwest Airlines in Las Vegas, NV (LAS)	Flight #1682 Southwest	Travel Time 8 h 00 m (1 stop, includes 1 plane change) Wanna Get Away
	06:15 PM	Arrive in Orlando, FL (MCO)	WiFi available	
RETURN NOV 1 TUE	01:05 PM	Depart Orlando, FL (MCO) on Southwest Airlines	Flight #135 Southwest	
	02:35 PM	Arrive in Atlanta, GA (ATL)	WiFi available	Tuesday, November 1, 2016
	03:10 PM	Change to Southwest Airlines in Atlanta, GA (ATL) *Stops: Oakland, CA*	Flight #264 Southwest	Travel Time 8 h 35 m (2 stops, includes 1 plane change) Wanna Get Away
	06:40 PM	Arrive in Reno/Tahoe, NV (RNO)	WiFi available	

What you need to know to travel:

Check-in: Be sure to arrive at the departure gate with your boarding pass at least 10 minutes before your scheduled departure time. Otherwise, your reserved space may be cancelled and you won't be eligible for denied boarding compensation.

No Show Policy: If you are not planning to travel on any portion of this itinerary, please cancel your reservation at least 10 minutes prior to scheduled departure of the flight. Customers who fail to cancel reservations for a Wanna Get Away fare segment at least ten (10) minutes prior to travel and who do not board the flight will be considered a no show, and all remaining, unused funds on this reservation will be forfeited, including Business Select and Anytime funds.

PRICE: ADULT

Trip	Routing	Fare Type | View Fare Rules	Fare Details	Quantity
Depart	RNO-LAS-MCO	Wanna Get Away Bookint Value	• No Change Fees (applicable fare difference applies) • Reusable Funds (nontransferable - no name changes allowed) • Nonrefundable unless purchased with Points	1
Return	MCO-ATL-RNO	Wanna Get Away Bookint Value	• No Change Fees (applicable fare difference applies) • Reusable Funds (nontransferable - no name changes allowed) • Nonrefundable unless purchased with Points	1

Enroll in Rapid Rewards and earn at least 2153 Points for this trip. Already a Member? Log in to ensure you are getting the points you deserve.

Subtotal $434.96

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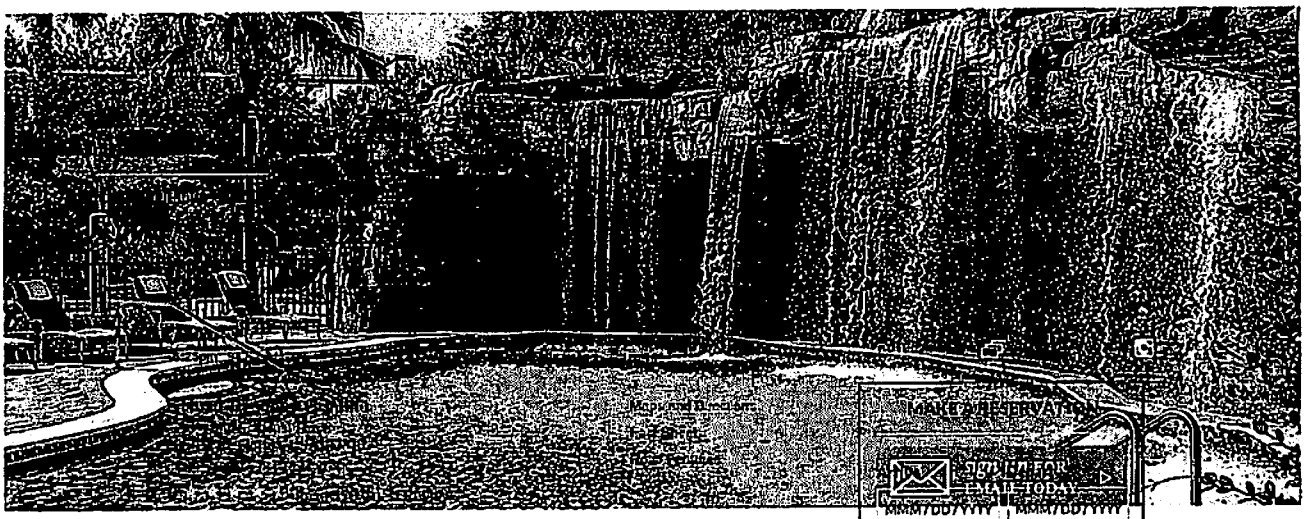

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FY 2016 Per Diem Rates for Orlando Florida

(October 2015 - September 2016)

Cities not appearing below may be located within a county for which rates are listed.
To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

The following rates apply for **Orlando Florida**

Primary Destination (1, 2)	County (3, 4)	Max lodging by Month (excluding taxes)												M&IE (5)
		2015			2016									
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Orlando	Orange	$127	$127	$127	$127	$127	$127	$110	$110	$110	$110	$110	$110	$59

Footnotes

1. Traveler reimbursement is based on the location of the work activities and not the accommodations, unless lodging is not available at the work activity, then the agency may authorize the rate where lodging is obtained.
2. Unless otherwise specified, the per diem locality is defined as"all locations within, or entirely surrounded by, the corporate limits of the key city, including independent entities located within those boundaries."
3. Per diem localities with county definitions shall include"all locations within, or entirely surrounded by, the corporate limits of the key city as well as the boundaries of the listed counties, including independent entities located within the boundaries of the key city and the listed counties (unless otherwise listed separately)."
4. When a military installation or Government-related facility (whether or not specifically named) is located partially within more than one city or county boundary, the applicable per diem rate for the entire installation or facility is the higher of the rates which apply to the cities and/or counties, even though part(s) of such activities may be located outside the defined per diem locality.
5. *Meals and Incidental Expenses*, see Breakdown of M&IE Expenses for important information on first and last days of travel.

FY 2016 Meals and Incidental Expenses (M&IE) Breakdown

The separate amounts for breakfast, lunch and dinner listed in the chart are provided should you need to deduct any of those meals from your trip voucher. For example, if your trip includes meals that are already paid for by the government (such as through a registration fee for a conference), you will need to deduct those meals from your voucher. Refer to Section 301-11.18 of the Federal Travel Regulation for specific guidance on deducting these amounts from your per diem reimbursement claims for meals furnished to you by the government. Other organizations may have different rules that apply for their employees; please check with your organization for more assistance.

The table lists the six M&IE tiers in the lower 48 continental United States (currently ranging from $51 to $74). If you need to deduct a meal amount, first determine the location where you will be working while on official travel. You can look up the location-specific information at www.gsa.gov/perdiem. The M&IE rate for your location will be one of the six tiers listed on this table. Find the corresponding amount on the first line of the table (M&IE Total) and then look below for each specific meal deduction amount.

The table also lists the portion of the M&IE rate that is provided for incidental expenses (currently $5 for all tiers).

Total	Continental Breakfast/ Breakfast	Lunch	Dinner	IE
$51	$11	$12	$23	$5
$54	$12	$13	$24	$5
$59	$13	$15	$26	$5
$64	$15	$16	$28	$5
$69	$16	$17	$31	$5
$74	$17	$18	$34	$5

This table lists the amount federal employees receive for the first and last calendar day of travel. The first and last calendar day of travel is calculated at 75 percent.

Total	First & Last Day of Travel

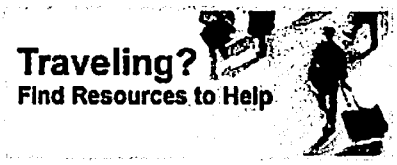
Total	First & Last Day of Travel
$51	$38.25
$54	$40.50
$59	$44.25
$64	$48.00
$69	$51.75
$74	$55.50

Looking for the foreign and outside the continental United States (OCONUS) breakdown chart? Visit FTR Appendix B. (**Note:** Appendix B breakdowns do not apply to any locations in the continental United States; use the table listed above.)

The shortcut to this page is www.gsa.gov/mie.

QUESTIONS:

For all travel policy questions, email travelpolicy@gsa.gov.



RELATED GSA TOPICS

- FedRooms®
- Travel E-mail Notification
- POV Mileage Reimbursement Rates

GOVERNMENT LINKS

- Fire Safety Information

RATE THIS PA

LYON COUNTY SCHOOL DISTRICT
TRAVEL REQUEST

NOTE: All travel MUST have prior approval of the Superintendent or Board of Trustees. All requests must be submitted to the district office a minimum of FOUR (4) WEEKS PRIOR to a Board Meeting. A written report is due to the district office within two weeks of return. See LCSD Board Policy DG: Travel Policy for all requirements.

NAME(S) Of Attendees: Wayne Workman, Jim Gianotti, and Alan Medeiros

Full names on Pass Port or D.L. must be listed if needing flight reservation

DATE of request: 07/19/16

NAME OF CONFERENCE: 2016 RTM Fall Education Congress

(ATTACH conference program information and provide website address)

CITY/STATE OF CONFERENCE: Orlando, FL

DATE OF DEPARTURE: 10/15/16 DATE OF RETURN: 10/19/16

Training/Travel/Conference is (check all that apply): Mandated by the state Mandated by the district Needed for certification/licensing Related to the District Performance Plan ✓ Related to our School Performance Plan Related to a specific program/course Other ✓

Provide a detailed description below of the requested travel and how it will have a positive impact on student learning.

The Curriculum, Instruction and Assessment department and the Instructional Technology department recently created a committee to help determine the best direction to go in regards to technology and learning. With our bandwidth increasing from 200 mbps to 1 full gbps, it is imperative that we have a strategic plan for the acquisition of technology that matches the needs of our students and teachers. Fortunately, we were invited to this conference as VIP guests which means that the conference, two days of lodging and meals are all covered. We must simply pay for travel and the other nights of lodging due to the flight schedule. This conference is specific to superintendents, curriculum directors and IT directors. Because of the format, they request information in advance from us to ensure that we are matched up with the most appropriate sessions that fit our goals and needs. The knowledge and information acquired at this conference will help guide the committee in the next steps we must take to ensure a positive marriage of technology and learning in our District. Thank you for the opportunity.

TRAVEL APPROVED: Yes No
DATE:

Site administrator or supervisor signature

TRAVEL APPROVED: (Yes) No
DATE: 7-20-16

Superintendent or designee signature

Received by Superintendent's Office

DATE: 7-20-16

Request received at least 4 weeks prior to next board meeting? Yes ( ) No ( )

Board Approved: Yes ( ) No ( ) Date:

**FAILURE TO COMPLETE ANY PART OF THIS FORM WILL RESULT IN THE FORM BEING RETURNED AND/OR TRAVEL DENIED.

ESTIMATED EXPENSES

Please ensure that you read and comply with Lyon County School District Policy DG: Travel Policy when completing this form and submitting for reimbursable items. Properly mark the funding source of the travel.

					District Office	Grant	School Site	Other
BUDGET#				Total				
Registration Fees:	Attendees	X	Reg. fee	$ 0				
BUDGET#	100-101-0000-000-2320-580-10000-00-000							
Travel By:	Air ($400.20 x 3)			$ 1200.60	✓			
(Air, district car, private car for personal convenience, etc.)								
BUDGET#	100-101-0000-000-2320-580-10000-00-000							
Lodging:	Room rate	$ 492.76	x (x3) 2 nights	$ 1478.28	✓			

(Use GSA ratings for lodging and meals www.gsa.gov ATTENDEE WILL OWE DIFFERENCE if applicable) *lodging receipts must be obtained and sent to District Office upon return.*

Meals:	Breakfast	$ 13	x (x3) 2 days	$ 78.	✓			
	Lunch	$ 15	x (x3) 1 days	$ 45.	✓			
	Dinner	$ 26	x (x3) 2 days	$ 156.	✓			
	Incidental	$ 5	x (x3) 5 days	$ 75.	✓			
Or	Daily Rate	$	x days	$				
				$				
Substitutes:	# of Days		X $95/day					
Other transportation fees: (i.e. car rental, taxi, shuttle, parking, mileage to/from airport, etc.)				$ 56.				
Other Miscellaneous expenses: (attach explanation)				$				
			TOTAL EXPENSES	$ 3088.88				

Conference Dates & Times:	October 16-18, 2016
Name of where conference/training is being held (i.e. Hotel, School, College, Convention Center):	Hyatt Regency Grand Cypress

Do you need airline reservations? **Yes** **No**

Note: Conference registration and travel arrangements will only be made after school board approval. Only airfare, lodging, and conference registration are eligible for payment prior to traveling. All other expenses will be reimbursed after travel per LCSD Policy DG: Travel Policy.

Attach your preferred and most economical flight schedule (*i.e. Southwest, Delta, United, etc.*)

Date & Time you wish to **DEPART:**	10/15/16 7:40am
Date & Time you wish to **RETURN:**	10/19/16 7:20am
List any special notes here:	

Are you renting a car? **Yes** ✓ **No** How many Days? _____ **Note: Car insurance should be declined as the district insurance provides adequate coverage.**

Do you need lodging reservations? ✓ **Yes** **No**	Single ✓	Double	Triple
(Circle Preferences) **Note: Lodging must be made by Attendee or Site for purchase order payments only. "No" district office credit card charges.**	Smoking		Non-Smoking ✓
GSA (Per Diem Rate) : _____	All travelers agree to share lodging as appropriate?		**Yes** **No**
Register under what name(s)?			
Name, Address, Phone number of lodging establishment:			

If this activity is sponsored by a large group, does the group have a block of rooms/code reservation name or number reserved in a particular hotel? Yes No

DEADLINE DATE : _____ **Code Information:** _____

NOTE: Please furnish a copy of any information you have on the conference, workshop, training, etc. ***Please email ORIGINAL travel form with SIGNATURES to Cheryl Veil at the district office for approval. Keep copies at your site, as this paperwork will not be returned to you.***

AmericanAirlines'

AA RECORD LOCATOR: EXXJFE

Get your boarding pass faster! Scan this barcode at any American Airlines Self-Service Machine.

Reno to Orlando

3 Adults
Saturday October 15, 2016 – Wednesday October 19, 2016

AA Record Locator	Reservation Name
EXXJFE	**RNO/ORD**
Your record locator is your reservation confirmation number and will be needed to retrieve or reference your reservation.	Status: **Ticketed Jul 14, 2016**

Total Paid:
$1,200.60 USD

Flight Information

Flight	Depart	Arrive
American Airlines 1361	**Reno (RNO)** October 15, 2016 07:38 AM Travel Time : 3 h 52 m Cabin Class : Economy Seat : 24A , 24C , 24D	**Chicago (ORD)** October 15, 2016 01:30 PM Booking Code : O Plane Type : 738
American Airlines 2351	**Chicago (ORD)** October 15, 2016 03:00 PM Travel Time : 2 h 38 m Cabin Class : Economy Seat : 26A , 26C , 26D	**Orlando (MCO)** October 15, 2016 06:38 PM Booking Code : O Plane Type : 738

Flight	Depart	Arrive
American Airlines 507	**Orlando (MCO)** October 19, 2016 07:19 AM Travel Time : 4 h 42 m Cabin Class : Economy Seat : 28F , 28D , 28C	**Phoenix (PHX)** October 19, 2016 09:01 AM Booking Code : O Plane Type : 321
American Airlines 531	**Phoenix (PHX)** October 19, 2016 09:54 AM Travel Time : 1 h 51 m Cabin Class : Economy Seat : 18F , 18D , 18C	**Reno (RNO)** October 19, 2016 11:45 AM Booking Code : O Plane Type : 320

Fare Amount

Adult
3 × $330.23 USD $990.69 USD

Taxes & Carrier-Imposed Fees

Taxes $209.91 USD

Carrier-Imposed Fees $0.00 USD

Flight Subtotal

$1,200.60 USD

Receipt

PASSENGER	TICKET NUMBER	FREQUENT FLYER NUMBER	FARE	Tax/Fee/Charge	TICKET TOTAL
WORKMAN,WAYNE	0017846382750				
GIANOTTI,JAMES	0017846382751				
MEDEIROS,PATRICK ALAN	0017846382752				
Payment Type:	VISA **********7827			Total	

Endorsements/Restrictions

NONREF/SVCCHGPLUSFAREDIF/CXLBY FLT TIME OR NOVALUE

Terms and conditions:

If you've already begun travel, this receipt may only show portions of your trip not flown.

If your ticket involves travel outside the U.S., Canada, U.S. Virgin Islands or Puerto Rico and has been reissued, your ticket total may not include all taxes. Please contact Reservations for the correct total.

A summary of all the terms and conditions that apply to your travel are available on aa.com/conditionsofcarriage.

Amanda Ortiz

From: Briana Wertalik <briana@rtmbusinessgroup.com>
Sent: Friday, July 15, 2016 6:36 AM
To: Wayne Workman
Cc: Amanda Ortiz
Subject: 2016 RTM Fall Education Congress - Welcome & Updates

Hi Wayne,

Welcome (officially) to the **2016 RTM Fall Education Congress**! We are looking forward to seeing you in October in Orlando, FL!

As I'm sure you are probably starting to look into travel, I wanted to make sure that you had the necessary event dates/times and venue information to start booking flights and additional nights at the hotel if you plan on arriving earlier.

Once you have made the travel arrangements, if you could please forward me the itinerary it would be much appreciated.

VENUE:

The **RTM Fall Education Congress** will be held at the **Hyatt Regency Grand Cypress** in Orlando, FL. As a VIP Honorary Delegate, RTM will be covering and making the hotel reservations for Sunday 10/16 and Monday 10/17, checking out Tuesday 10/18. *If you are only planning on staying for these 2 nights, there is no action required regarding your reservation.*

If you plan to arrive earlier or leave later than the end of the event, I will be sending a link shortly to access the discounted group rate (**$219/night, plus tax**) at the Hyatt Grand Cypress.

GENERAL EVENT TIMES:

- Sunday 10/16
  - Registration will open at 10:00 AM
  - Opening Session will begin at 1:00 PM
- Tuesday 10/18
  - Closing Keynote will end no later than 3:00 PM
  - Additional district networking until 4:30 PM

ADDITIONAL:

Please continue to check back to our website using the below link and password for updated program and speaker information:

RTM Fall Education Congress
Password: **edu789**

As always, please do not hesitate to reach out with any other questions you may have, looking forward to working with you!

Kind Regards,

Briana Wertalik

Senior Event Operations Manager, RTM Business Group

144 West 37th Street, Suite 6B
New York, NY 10018
Direct: (646) 927-1794 | Main: (212) 257-5656 | Fax: (646) 205-2236

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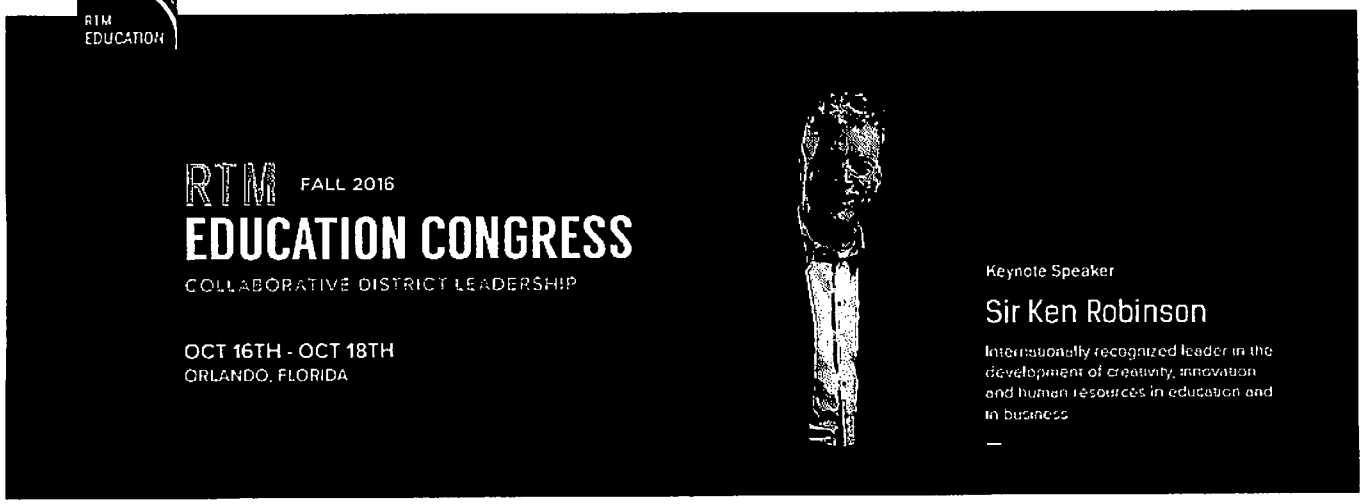

Click here to Submit Abstracts and Topics for Speaking Opportunities

Program & Draft Agenda

2016 FALL RTM Education Congress

Click to log-out

Past Program

Leadership Strategies for Success

- Best practices for creatively funding and sustaining a comprehensive district
- Strategies to cope with depleting budgets and federal funds
- Authentic engagement – community messaging and getting parental support
- Getting and keeping the right people on the bus – creating a culture and eco-system that breeds success and innovation
- Applying a private sector mentality at your district – focusing on the future
- Navigating policy and legislation on the path to transformation/innovation

Successful Integration of Technology

- Maximizing device usage beyond the testing
- BYOD vs. 1:1 – Affordability, content delivery, PD and Support
- 21st century skills competency
- Digital tools & game-based learning
- Benefits and concerns of a flipped learning environment

Enhanced Learning Environments

- What does the "Classroom of Tomorrow" look like?
- Effective usage of maker spaces & CTE
- The value of flexible design and discovery learning
- School safety and integrated security solutions

Assessment & Evaluation

- "Evaluating the Evaluation" – the current state of TES and pay for performance
- Adapting your current system to accurately assess teacher effectiveness
- Dissecting the national testing landscape and increasing anti-test sentiment
- Coping with new standards and constant changes to accountability systems
- Maximizing formative assessment for improved student learning

Next Steps in Professional Learning

- Taking professional learning away from the app back to the pedagogy – from tools back to teaching
- Building capacity in your educators and administrators
- Next generation PD and training – personalized teacher learning
- Using technology effectively for professional learning
- Leveraging MOOCs for professional development

Tc RTM EDUCATION tructure

- Creating and funding connectivity both in and out of school – equity and low access areas
- Planning for future demands and enhancing your current infrastructure
- Embracing the digital environment – a design to prioritize and maximize bandwidths
- Evaluating platform and infrastructure as a service

Information Security & Data Utilization

- Benefits and challenges of new cloud and mobile technologies being used for applications, content, data analytics and online assessment
- Protecting student data in a complex and shifting policy landscape
- Improving transparency and engaging parents on the value and use of student data
- Creating systems and tools to produce usable and meaningful data

Personalized Learning

- Educational transformation – leveraging technology to personalize learning
- Collaborative learning environments and competency-based learning
- Creating a foundation to build personal learning at scale
- How to incorporate personalized learning into curriculum development

Transforming Teaching & Learning

- The role of coding in the new classroom
- Using your LMS to engage your students and increase subject matter retention
- Evolving pedagogy for 'Next-Gen' Students
- STEM & STEAM – the importance of preparation and alignment
- Social 3.0 utilization – how much is too much?

Effective Digital Curriculum & Instruction

- Teaching digital citizenship and responsibility
- Device agnostic digital curriculum and tools
- Balancing gamification of learning with project-based initiatives
- Enabling staff to have access, manipulate and publish digital materials and apps to support teaching and learning
- Aligning your digital content with college and career readiness standards
- Realizing the value of OER's

Timetable of Events

Select agenda date to view

Sunday, October 16,2016

10:00 AM - 6:00 PM	CONGRESS REGISTRATION	
1:00 PM - 2:00 PM	OPENING KEYNOTE GENERAL SESSION	
2:15 PM - 3:15 PM	STRATEGY SESSION	BUSINESS MEETINGS
3:20 PM - 3:40 PM	PM BREAK AND REFRESHMENTS	
3:45 PM - 4:30 PM	COLLABORATIVE BREAKOUTS	
4:45 PM - 5:45 PM	KEYNOTE GENERAL SESSION	
5:45 PM - 6:15 PM	BREAK/FREE TIME (End of Sunday Program)	

6:[illegible]	NETWORKING COCKTAIL RECEPTION
7:00 PM - 10:00 PM	FORMAL NETWORKING KEYNOTE DINNER

Monday, October 17,2016

7:00 AM - 8:00 AM	NETWORKING BREAKFAST / LATE REGISTRATION	
8:15 AM - 9:15 AM	KEYNOTE GENERAL SESSION	
9:30 AM - 10:30 AM	STRATEGY SESSION	BUSINESS MEETINGS
10:40 AM - 11:40 AM	STRATEGY SESSION	BUSINESS MEETINGS
11:45 AM - 12:15 PM	AM BREAK AND REFRESHMENTS	
12:15 PM - 1:00 PM	EXECUTIVE MINDSHARE - BREAKOUTS	
1:15 PM - 2:15 PM	NETWORKING LUNCH	
2:30 PM - 3:30 PM	KEYNOTE GENERAL SESSION	
3:45 PM - 4:45 PM	STRATEGY SESSION	BUSINESS MEETINGS
4:50 PM - 5:00 PM	PM BREAK AND REFRESHMENTS	
5:00 PM - 6:00 PM	STRATEGY SESSION	BUSINESS MEETINGS
6:00 PM - 6:30 PM	DISTRICT DEBRIEF ROUNDTABLES Communicate, collaborate and think critically with your team as you debrief about what you are learning at this Congress	
6:30 PM - 7:30 PM	BREAK/FREE TIME (End of Monday Program)	
7:30 PM - 10:30 PM	NETWORKING RECEPTION & THEME NIGHT DINNER	

Tuesday, October 18,2016

7:00 AM - 8:00 AM	NETWORKING BREAKFAST
8:15 AM - 9:15 AM	COLLABORATIVE ROUNDTABLES
9:30 AM - 10:30 AM	BUSINESS MEETINGS
10:30 AM - 11:00 AM	AM BREAK AND REFRESHMENTS

11	**COLLABORATIVE BREAKOUTS**
12:10 PM - 1:00 PM	**KEYNOTE GENERAL SESSION**
1:00 PM - 1:15 PM	**BOXED LUNCHES**
1:15 PM - 2:15 PM	**CLOSING COLLABORATIVE WORKSHOPS**

Click to view last year's program details.

Advisory Committee Districts Include

DeKalb County School District
(Georgia)

District of Columbia Public Schools
(District of Columbia)

Douglas County School District
(Colorado)

El Paso Independent School District
(Texas)

Federal Way Public Schools
(Washington)

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FY 2016 Per Diem Rates for Orlando Florida

(October 2015 - September 2016)

Cities not appearing below may be located within a county for which rates are listed.
To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

The following rates apply for **Orlando Florida**

Primary Destination (1, 2)	County (3, 4)	Max lodging by Month (excluding taxes)												M&IE (5)
		2015			2016									
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Orlando	Orange	$127	$127	$127	$127	$127	$127	$110	$110	$110	$110	$110	$110	$59

Footnotes

1. Traveler reimbursement is based on the location of the work activities and not the accommodations, unless lodging is not available at the work activity, then the agency may authorize the rate where lodging is obtained.
2. Unless otherwise specified, the per diem locality is defined as "all locations within, or entirely surrounded by, the corporate limits of the key city, including independent entities located within those boundaries."
3. Per diem localities with county definitions shall include "all locations within, or entirely surrounded by, the corporate limits of the key city as well as the boundaries of the listed counties, including independent entities located within the boundaries of the key city and the listed counties (unless otherwise listed separately)."
4. When a military installation or Government-related facility (whether or not specifically named) is located partially within more than one city or county boundary, the applicable per diem rate for the entire installation or facility is the higher of the rates which apply to the cities and/or counties, even though part(s) of such activities may be located outside the defined per diem locality.
5. *Meals and Incidental Expenses*, see Breakdown of M&IE Expenses for important information on first and last days of travel.

FY 2016 Meals and Incidental Expenses (M&IE) Breakdown

The separate amounts for breakfast, lunch and dinner listed in the chart are provided should you need to deduct any of those meals from your trip voucher. For example, if your trip includes meals that are already paid for by the government (such as through a registration fee for a conference), you will need to deduct those meals from your voucher. Refer to Section 301-11.18 of the Federal Travel Regulation for specific guidance on deducting these amounts from your per diem reimbursement claims for meals furnished to you by the government. Other organizations may have different rules that apply for their employees; please check with your organization for more assistance.

The table lists the six M&IE tiers in the lower 48 continental United States (currently ranging from $51 to $74). If you need to deduct a meal amount, first determine the location where you will be working while on official travel. You can look up the location-specific information at www.gsa.gov/perdiem. The M&IE rate for your location will be one of the six tiers listed on this table. Find the corresponding amount on the first line of the table (M&IE Total) and then look below for each specific meal deduction amount.

The table also lists the portion of the M&IE rate that is provided for incidental expenses (currently $5 for all tiers).

Total	Continental Breakfast/ Breakfast	Lunch	Dinner	IE
$51	$11	$12	$23	$5
$54	$12	$13	$24	$5
$59	$13	$15	$26	$5
$64	$15	$16	$28	$5
$69	$16	$17	$31	$5
$74	$17	$18	$34	$5

This table lists the amount federal employees receive for the first and last calendar day of travel. The first and last calendar day of travel is calculated at 75 percent.

Total	First & Last Day of Travel

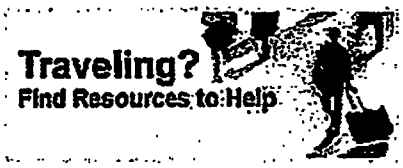
Total	First & Last Day of Travel
$51	$38.25
$54	$40.50
$59	$44.25
$64	$48.00
$69	$51.75
$74	$55.50

Looking for the foreign and outside the continental United States (OCONUS) breakdown chart? Visit FTR Appendix B. **(Note:** Appendix B breakdowns do not apply to any locations in the continental United States; use the table listed above.)

The shortcut to this page is www.gsa.gov/mie.

QUESTIONS:

For all travel policy questions, email travelpolicy@gsa.gov.



RELATED GSA TOPICS

- FedRooms®
- Travel E-mail Notification
- POV Mileage Reimbursement Rates

GOVERNMENT LINKS

- Fire Safety Information

RATE THIS PA

LYON COUNTY SCHOOL DISTRICT

Staff Travel Report
to
School Board of Trustees

Your recent request to travel has been approved. Within two weeks of the date of the conference you attended the following report is due in the office of the Deputy Superintendent.

Please TYPE in the information.

Staff Member: *Crystal Mattice* *School:* *YHS*

Assignment: *HOSA Advisor* Conference Attended: *HOSA Nationals*

Location of Conference: *Nashville, Tennessee* Dates Attended: *6/21/16-6/26/16*

Rev. 12/15

General Overview:

In March, YHS HOSA attended the state leadership conference, in which students competed in several different Health Science competitive events. Two of the students, Jakeline Guerrero and Sydne Reige placed 2nd and 3rd in the Certified Nursing Assistant knowledge and skills test, and a third student, Jodi Towne placed in the top 30 of the Healthcare Issues Exam. By placing at the state conference, these students qualified to compete at the International HOSA conference in Nashville, Tennessee. Not only was this the 4oth anniversary of HOSA, it was also the 1st annual International HOSA Leadership Conference. Over 9000 students attended this conference and competed in numerous health sciences competitive events. The National Leadership Conference is the highlight of every year for HOSA members. Students were able to attend exhibits presented by professional healthcare associations and colleges, as well as attend workshops presented by professional partners that provide information about current Healthcare issues. They also had an opportunity to meet people from across the United States, Canada and Puerto Rico with similar career goals.

How will this positively impact student Learning?:
HOSA provides a set of standards for team building, knowledge, to learn new competencies, be able to perform skills and become masters in a specific subject. HOSA opens doorways to see new places, helps students build self-confidence, and to take pride in one's work. YHS students had the opportunity to develop leadership skills and network with students who have the same values, interests, and career goals as them.

How will I implement what I learned and how will I share this information with my colleagues:

Each time I attend a HOSA function or professional development I become a better advisor. I attended a 4 hour symposium workshop for new advisors. In this workshop, I was able to network with other new advisors and acquire many valuable resources to having a successful HOSA program. I also attended several health science curriculum workshops that align directly to my health science 1 class. I learned how to incorporate HOSA lessons such as extemporaneous writing and speaking, medical spelling, biomedical debates, and medical decisions into my curriculum.

Other Comments:

Site Principal Approval and Date

6/28/16
Deputy Superintendent Approval and Date

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1392 Voucher Date: 06/23/2016 Prepared By:

Printed: 07/20/2016 02:12:41 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $247,136.24 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$181,425.07
240	State Grants	$16,786.87
250	Special Education	$1,379.13
260	Gifts and Donations	$11,188.48
280	Federal Funds	$13,852.50
285	Medicaid Funds	$442.54
290	Food Service Funds	$21,228.84
310	Residential Construction Tax	$832.81
		$247,136.24

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
4M PROMOTIONS INC	97139			
		280.633.0000.000.2100.610.10205.10.00 Check #: 181133	General Supplies	$336.00
			Vendor Total:	$336.00
A T & T MONTHLY STATEMENT	99712			
		100.101.0000.000.2320.533.10000.00.00 Check #: 181134	Telephone - Land Line phone services	$268.74
		100.125.0000.000.2410.533.10205.10.00 Check #: 181134	Telephone - Land Line phone services	$692.47
		100.127.0000.000.2410.533.10210.10.00 Check #: 181134	Telephone - Land Line phone services	$191.15
		100.161.0000.000.2410.533.10601.32.00 Check #: 181134	Telephone - Land Line phone services	$205.02
		100.165.0000.000.2410.533.10605.32.00 Check #: 181134	Telephone - Land Line phone services	$12.87
			Vendor Total:	$1,370.25
ABC FIRE & CYLINDER SERVICE	98558			
		100.108.0000.000.2620.430.10305.31.00 Check #: 181135	Repairs and Maintenance Services	$368.50
		100.108.0000.000.2620.430.10601.32.00 Check #: 181135	Repairs and Maintenance Services	$368.50
		100.108.0000.000.2620.610.10305.31.00 Check #: 181135	General Supplies	$85.80
			Vendor Total:	$822.80
ACCUTRAIN				
		100.121.0000.000.2213.331.10201.10.00 Check #: 181136	Training & Development-Instruct Licensed Personnel	$545.00
			Vendor Total:	$545.00
ACE EDUCATIONAL SUPPLIES				
		100.127.0000.100.1000.610.10210.10.00 Check #: 181137	General Supplies	$66.99
			Vendor Total:	$66.99

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
ACE HARDWARE	200			
		100.170.0000.000.2730.610.10000.00.00 Check #: 181138	General Supplies	$92.37
			Vendor Total:	$92.37
ACT, INCORPORATED	101628			
		100.101.0000.000.2320.340.10000.00.00 Check #: 181139	Other Professional Services	$335.00
			Vendor Total:	$335.00
AIR FILTER SALES AND SERVICE	98789			
		100.164.0000.000.2620.610.10604.32.00 Check #: 181140	General Supplies	$3,440.52
			Vendor Total:	$3,440.52
ALBERT W VACEK	7050			
		100.170.0000.000.2730.430.10000.00.00 Check #: 181141	Repairs and Maintenance Services	$40.00
			Vendor Total:	$40.00
ALL OCCASION RENTALS INC				
		100.161.0000.000.2410.442.10601.32.00 Check #: 181142	Rental of Equipment and Vehicles	$1,540.00
			Vendor Total:	$1,540.00
AMAZON---FIS				
		100.133.0000.000.2220.640.10303.10.00 Check #: 181143	Books and Periodicals	$49.11
		250.133.0000.200.1000.650.10303.10.00 Check #: 181143	Supplies-Information Technology-related	$396.00
			Vendor Total:	$445.11
AMAZON.COM	99456			
		100.107.0000.000.2580.610.10000.00.00 Check #: 181144	General Supplies	$1,842.54
		100.107.0000.000.2580.650.10000.00.00 Check #: 181144	Supplies-Information Technology-related	$750.92

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Vendor Remit Name	Vendor #	Account	Description	Amount
		100.163.0000.000.2620.610.10603.32.00 Check #: 181144	General Supplies	$28.53
			Vendor Total:	$2,621.99
ANGLE, JESSICA				
		240.610.0000.000.2120.610.10000.00.00 Check #: 181145	General Supplies	$51.91
			Vendor Total:	$51.91
APGAR, JENNIFER				
		100.103.0000.300.2213.580.10000.00.00 Check #: 181146	Staff Travel	$276.00
			Vendor Total:	$276.00
APPLE COMPUTER_1112	1112			
		100.101.0000.000.2320.652.10000.00.00 Check #: 181147	Inventoried Supplies/Equipment - IT Related <$5000	$2,538.00
		100.107.0000.000.2580.650.10000.00.00 Check #: 181147	Supplies-Information Technology-related	$85.90
		100.107.0000.000.2580.652.10201.10.00 Check #: 181147	Inventoried Supplies/Equipment - IT Related <$5000	$1,361.00
			Vendor Total:	$3,984.90
ARAMARK UNIFORM SERVICES				
		100.170.0000.000.2730.619.10000.00.00 Check #: 181148	Uniforms	$311.95
			Vendor Total:	$311.95
ASSOCIATION FOR MIDDLE LEVEL EDUCATORS				
		280.633.0000.000.2100.331.10205.10.00 Check #: 181149	Training & Development-Instruct Licensed Personnel	$2,190.00
		280.633.0000.000.2100.810.10205.10.00 Check #: 181149	Dues and Fees	$99.98
			Vendor Total:	$2,289.98
B & H PHOTO-VIDEO	98900			

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Vendor Remit Name	Vendor #	Account	Description	Amount
		100.164.0000.100.1000.610.10604.32.00 Check #: 181150	General Supplies	$1,296.00
		100.164.0000.100.1000.612.10604.32.00 Check #: 181150	Inventoried Supplies/Equipment <$5000	$1,494.00
			Vendor Total:	$2,790.00
B M I EDUCATIONAL SERVICE	1428			
		260.082.0000.100.1000.640.10210.10.00 Check #: 181151	Books and Periodicals	$466.26
			Vendor Total:	$466.26
BACKYARD BRAINS INC				
		100.164.0000.192.1000.610.10604.32.00 Check #: 181152	General Supplies	$715.95
			Vendor Total:	$715.95
BAKEMARK	94511			
		290.184.0000.000.3100.630.10000.00.00 Check #: 181153	Food	$1,057.20
			Vendor Total:	$1,057.20
BELSON OUTDOORS				
		100.161.0000.000.2410.610.10601.32.00 Check #: 181154	General Supplies	$2,474.00
			Vendor Total:	$2,474.00
BENAMATI, APRIL				
		100.125.0000.100.1000.610.10205.10.00 Check #: 181155	General Supplies	$174.50
			Vendor Total:	$174.50
BERRYMAN-SHAFER, JIM				
		100.125.0000.000.2410.531.10205.10.00 Check #: 181156	Postage	$9.80
			Vendor Total:	$9.80
BLICK ART MATERIALS	5590			
		100.161.0000.100.1000.610.10601.32.00 Check #: 181157	General Supplies	$2,482.57

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Vendor Remit Name	Vendor #	Account	Description	Amount
			Vendor Total:	$2,482.57
BOARD OF REGENTS UNR	102018			
		280.633.0000.000.2213.331.10205.10.00 Check #: 181158	Training & Development-Instruct Licensed Personnel	$1,625.00
			Vendor Total:	$1,625.00
BOOKSOURCE				
		100.121.0000.100.1000.640.10201.10.00 Check #: 181159	Books and Periodicals	$596.36
		260.082.0000.100.1000.640.10210.10.00 Check #: 181159	Books and Periodicals	$847.27
			Vendor Total:	$1,443.63
BORREMANS, TAMMY				
		240.325.0000.100.1000.610.10205.10.00 Check #: 181160	General Supplies	$100.38
			Vendor Total:	$100.38
BRADY INDUSTRIES				
		100.121.0000.000.2620.610.10201.10.00 Check #: 181161	General Supplies	$92.44
		100.127.0000.000.2620.610.10210.10.00 Check #: 181161	General Supplies	$126.42
		100.128.0000.000.2620.610.10211.10.00 Check #: 181161	General Supplies	$138.20
		100.136.0000.000.2620.610.10208.31.00 Check #: 181161	General Supplies	$181.44
		100.161.0000.000.2620.610.10601.32.00 Check #: 181161	General Supplies	$1,495.49
			Vendor Total:	$2,033.99
BURNS, MARGARET				
		100.125.0000.100.1000.610.10205.10.00 Check #: 181162	General Supplies	$376.89
		100.125.0000.100.1000.640.10205.10.00 Check #: 181162	Books and Periodicals	$109.78

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Vendor Remit Name	Vendor #	Account	Description		Amount
		100.125.0000.100.1000.653.10205.10.00 Check #: 181162	Web-based and similar programs		$70.00
				Vendor Total:	$556.67
BUS PARTS WAREHOUSE	2534				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181163	Parts		$659.61
				Vendor Total:	$659.61
C & L COATINGS, INC	2652				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181164	General Supplies		$19,019.80
				Vendor Total:	$19,019.80
CARROT-TOP INDUSTRIES	3077				
		100.164.0000.000.2410.610.10604.32.00 Check #: 181165	General Supplies		$269.70
				Vendor Total:	$269.70
CASHMAN EQUIPMENT CO.	99650				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181166	Parts		$68.14
				Vendor Total:	$68.14
CED - PHOENIX	4240				
		100.164.0000.000.2620.610.10604.32.00 Check #: 181167	General Supplies		$272.00
				Vendor Total:	$272.00
CITY OF YERINGTON	23080				
		100.108.0000.000.2620.411.10000.00.00 Check #: 181168	Water / Sewer		$130.85
		100.108.0000.000.2620.411.10202.10.00 Check #: 181168	Water / Sewer		$1,987.15
		100.108.0000.000.2620.411.10302.20.00 Check #: 181168	Water / Sewer		$572.10
		100.108.0000.000.2620.411.10603.32.00 Check #: 181168	Water / Sewer		$3,293.10

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Vendor Remit Name	Vendor #	Account	Description	Amount
		100.170.0000.000.2730.411.10000.00.00 Check #: 181168	Water / Sewer	$327.45
			Vendor Total:	$6,310.65
CLARK & ASSOCIATES OF NEVADA, INC.				
		100.102.0000.000.2570.340.10000.00.00 Check #: 181169	Other Professional Services	$3,166.66
			Vendor Total:	$3,166.66
COLE, DAVE				
		100.165.0000.000.2620.610.10605.32.00 Check #: 181170	General Supplies	$69.99
			Vendor Total:	$69.99
CONCENTRA				
		100.170.0000.000.2710.340.10000.00.00 Check #: 181171	Other Professional Services	$169.50
			Vendor Total:	$169.50
COOK, STEPHANIE				
		240.248.0000.000.2213.610.10000.00.00 Check #: 181172	General Supplies	$31.84
			Vendor Total:	$31.84
COSTCO #25 RENO	4490			
		240.610.0000.000.2120.615.10000.00.00 Check #: 181173	Snacks, Food & Beverages	$545.56
			Vendor Total:	$545.56
CRIMSON IMAGING SUPPLIES	102995			
		100.164.0000.100.1000.650.10604.32.00 Check #: 181174	Supplies-Information Technology-related	$500.00
			Vendor Total:	$500.00
CROSS, RYAN				
		100.135.0000.000.2410.532.10305.31.00 Check #: 181175	Voice/Voicemail	$285.48
			Vendor Total:	$285.48

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Vendor Remit Name	Vendor #	Account	Description	Amount
CTECS				
		100.165.0000.371.1000.610.10605.32.00 Check #: 181176	General Supplies	$42.00
			Vendor Total:	$42.00
CVC				
		100.161.0000.000.4600.450.10601.32.00 Check #: 181177	Construction Services	$3,064.00
		100.161.0000.920.1000.612.10601.32.00 Check #: 181177	Inventoried Supplies/Equipment <$5000	$3,895.00
			Vendor Total:	$6,959.00
DAYTON HIGH SCHOOL_97533	97533			
		100.102.0000.000.2570.340.10000.00.00 Check #: 181178	Other Professional Services	$200.00
			Vendor Total:	$200.00
DECKER, INC.	5403			
		100.161.0000.000.2410.610.10601.32.00 Check #: 181179	General Supplies	$2,337.32
			Vendor Total:	$2,337.32
DELTA EDUCATION				
		100.136.0000.100.1000.610.10208.31.00 Check #: 181180	General Supplies	$124.06
			Vendor Total:	$124.06
ENERGY PRODUCT OF NEVADA INC	102675			
		100.164.0000.000.2620.610.10604.32.00 Check #: 181181	General Supplies	$459.09
			Vendor Total:	$459.09
ERIC ARMIN INC	99059			
		100.125.0000.100.1000.610.10205.10.00 Check #: 181182	General Supplies	$19.58
			Vendor Total:	$19.58
FERNLEY HIGH SCHOOL				

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Vendor Remit Name	Vendor #	Account	Description	Amount
		240.300.0000.330.1000.610.10601.32.00 Check #: 181183	General Supplies	$1,201.22
		240.300.0000.380.1000.612.10601.32.00 Check #: 181183	Inventoried Supplies/Equipment <$5000	$6,221.98
			Vendor Total:	$7,423.20
FERNLEY HIGH SCHOOL_7280	7280			
		100.101.0000.920.1000.519.10601.32.00 Check #: 181184	Student Transportation Purchased From Other Source	$272.50
			Vendor Total:	$272.50
FIRST CHOICE SERVICES	19205			
		100.170.0000.000.2710.411.10000.00.00 Check #: 181185	Water / Sewer	$133.45
			Vendor Total:	$133.45
FITNESS GIANT				
		100.164.0000.194.1000.610.10604.32.00 Check #: 181186	General Supplies	$1,999.00
			Vendor Total:	$1,999.00
FLINN SCIENTIFIC	7765			
		100.164.0000.192.1000.610.10604.32.00 Check #: 181187	General Supplies	$602.21
			Vendor Total:	$602.21
FLYERS ENERGY, LLC	102216			
		100.108.0000.000.2620.624.10602.50.00 Check #: 181188	Oil	$13,060.50
			Vendor Total:	$13,060.50
FOLLETT SCHOOL SOLUTIONS, INC				
		100.127.0000.000.2220.640.10210.10.00 Check #: 181189	Books and Periodicals	$1,187.14
			Vendor Total:	$1,187.14
FRONTIER	21702			
		100.101.0000.000.2320.533.10000.00.00 Check #: 181190	Telephone - Land Line phone services	$1,075.43

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Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$1,075.43
GRACE, JOHN					
		100.161.0000.000.2410.580.10601.32.00 Check #: 181191	Staff Travel		$634.35
				Vendor Total:	$634.35
HANNEMAN'S SERVICE	9080				
		100.135.0000.000.2620.610.10305.31.00 Check #: 181192	General Supplies		$16.58
				Vendor Total:	$16.58
HARRIS, BARBARA					
		100.128.0000.000.2410.533.10211.10.00 Check #: 181193	Telephone - Land Line phone services		$237.90
				Vendor Total:	$237.90
HERBST STATION REPAIR, INC	9383				
		100.170.0000.000.2730.430.10000.00.00 Check #: 181194	Repairs and Maintenance Services		$298.82
				Vendor Total:	$298.82
HERMITAGE ART					
		100.164.0000.100.1000.610.10604.32.00 Check #: 181195	General Supplies		$156.75
				Vendor Total:	$156.75
HOUGHTON MIFFLIN HARCOURT PUBLISHING CO					
		240.289.0000.420.1000.610.10202.10.00 Check #: 181196	General Supplies		$7,450.37
				Vendor Total:	$7,450.37
HYPERTEC USA, INC					
		100.132.0000.100.1000.652.10302.20.00 Check #: 181197	Inventoried Supplies/Equipment - IT Related <$5000		$9,874.95
		100.162.0000.000.2410.652.10602.50.00 Check #: 181197	Inventoried Supplies/Equipment - IT Related <$5000		$15.00

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Vendor Remit Name	Vendor #	Account	Description	Amount
		260.077.0000.000.2230.652.10302.20.00 Check #: 181197	Inventoried Supplies/Equipment - IT Related <$5000	$9,874.95
			Vendor Total:	$19,764.90
INLAND SUPPLY CO., INC.	10000			
		100.163.0000.000.2620.610.10603.32.00 Check #: 181198	General Supplies	$628.62
			Vendor Total:	$628.62
JOSTENS_10600	10600			
		100.164.0000.100.1000.610.10604.32.00 Check #: 181199	General Supplies	$278.42
			Vendor Total:	$278.42
JOSTENS_97170	97170			
		100.161.0000.000.2410.610.10601.32.00 Check #: 181200	General Supplies	$55.00
			Vendor Total:	$55.00
KARGES, INGRID				
		100.125.0000.100.1000.610.10205.10.00 Check #: 181201	General Supplies	$89.47
			Vendor Total:	$89.47
KLOG, INC.	98875			
		100.161.0000.000.2410.612.10601.32.00 Check #: 181202	Inventoried Supplies/Equipment <$5000	$3,067.49
			Vendor Total:	$3,067.49
LAKESHORE LEARNING MATERIALS	11240			
		280.633.0000.000.2100.610.10210.10.00 Check #: 181203	General Supplies	$458.85
			Vendor Total:	$458.85
LASURE-REECE, RETA				
		240.325.0000.100.1000.610.10205.10.00 Check #: 181204	General Supplies	$92.59
			Vendor Total:	$92.59

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Vendor Remit Name	Vendor #	Account	Description		Amount
LEACH, RACHEL	94836				
		240.325.0000.100.1000.610.10205.10.00 Check #: 181227	General Supplies		$102.73
				Vendor Total:	$102.73
LOWE'S BUSINESS ACCOUNT	11835				
		100.161.0000.920.1000.610.10601.32.00 Check #: 181205	General Supplies		$73.36
				Vendor Total:	$73.36
LUMOS AND ASSOCIATES, INC	11860				
		310.034.0000.000.4500.340.10209.10.00 Check #: 181206	Other Professional Services		$787.50
				Vendor Total:	$787.50
LYON COUNTY SCHOOL DIST._99346	99346				
		100.101.0000.000.2320.615.10000.00.00 Check #: 181207	Snacks, Food & Beverages		$700.00
				Vendor Total:	$700.00
M S C INDUSTRIAL SUPPLY_98633	98633				
		100.164.0000.000.2620.610.10604.32.00 Check #: 181208	General Supplies		$214.81
				Vendor Total:	$214.81
M.F. BARCELLOS, INC	1560				
		100.170.0000.000.2730.613.10000.00.00 Check #: 181209	Oil & Lubricants		$2,297.00
				Vendor Total:	$2,297.00
MANPOWER	102781				
		100.102.0000.000.2570.340.10000.00.00 Check #: 181210	Other Professional Services		$374.47
				Vendor Total:	$374.47
MCKILLICAN	12227				
		100.161.0000.383.1000.610.10601.32.00 Check #: 181211	General Supplies		$1,995.00

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Vendor Remit Name	Vendor #	Account	Description	Amount
			Vendor Total:	$1,995.00
MIXON, CRISTIE				
		240.325.0000.100.1000.610.10205.10.00 Check #: 181212	General Supplies	$102.71
			Vendor Total:	$102.71
MODEL DAIRY, LLC	13190			
		290.182.0000.000.3100.630.10000.00.00 Check #: 181213	Food	$866.55
		290.183.0000.000.3100.630.10000.00.00 Check #: 181213	Food	$1,788.87
		290.185.0000.000.3100.630.10000.00.00 Check #: 181213	Food	$1,432.60
			Vendor Total:	$4,088.02
MOUND HOUSE HARDWARE & STORAGE	96223			
		100.108.0000.000.2630.610.10000.00.00 Check #: 181214	General Supplies	$30.95
		100.127.0000.000.2620.610.10210.10.00 Check #: 181214	General Supplies	$75.06
			Vendor Total:	$106.01
N A S A	103265			
		280.633.0000.000.2213.331.10205.10.00 Check #: 181215	Training & Development-Instruct Licensed Personnel	$351.00
			Vendor Total:	$351.00
NAPA AUTO & TRUCK PARTS_99614	99614			
		100.161.0000.000.2620.610.10601.32.00 Check #: 181216	General Supplies	$14.18
		100.170.0000.000.2730.614.10000.00.00 Check #: 181216	Parts	$712.70
			Vendor Total:	$726.88
NASCO MODESTO	13660			
		100.161.0000.100.1000.610.10601.32.00 Check #: 181217	General Supplies	$259.94

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Vendor Remit Name	Vendor #	Account	Description	Amount
			Vendor Total:	$259.94
NEVADA BLUE LTD	14682			
		310.034.0000.000.4500.550.10601.32.00 Check #: 181218	Printing and Binding	$45.31
			Vendor Total:	$45.31
OFFICE DEPOT	15366			
		100.126.0000.100.1000.610.10206.10.00 Check #: 181219	General Supplies	$191.66
		100.129.0000.100.1000.610.10209.10.00 Check #: 181219	General Supplies	$760.67
		100.133.0000.100.1000.610.10303.10.00 Check #: 181219	General Supplies	$64.59
		100.135.0000.100.1000.610.10305.31.00 Check #: 181219	General Supplies	$174.94
		100.161.0000.000.2410.610.10601.32.00 Check #: 181219	General Supplies	$444.97
		100.162.0000.000.2410.610.10602.50.00 Check #: 181219	General Supplies	$146.07
		100.162.0000.103.1000.610.10602.50.00 Check #: 181219	General Supplies	$35.25
		100.164.0000.100.1000.610.10604.32.00 Check #: 181219	General Supplies	$359.73
			Vendor Total:	$2,177.88
OLIVER WORLDCLASS LABS, INC	97162			
		100.133.0000.100.1000.650.10303.10.00 Check #: 181220	Supplies-Information Technology-related	$323.92
		100.133.0000.100.1000.652.10303.10.00 Check #: 181220	Inventoried Supplies/Equipment - IT Related <$5000	$4,179.55
			Vendor Total:	$4,503.47
PEARSON CLINICAL				
		280.639.0000.200.2140.610.10000.00.00 Check #: 181221	General Supplies	$2,641.59

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Vendor Remit Name	Vendor #	Account	Description		Amount
		285.781.0000.200.2150.610.10000.00.00 Check #: 181221	General Supplies		$245.13
				Vendor Total:	$2,886.72
PEEK BROTHERS CONSTRUCTION					
		100.109.0000.000.2620.430.10305.31.00 Check #: 181222	Repairs and Maintenance Services		$3,884.99
				Vendor Total:	$3,884.99
PESI INC					
		280.633.0000.000.3300.610.10205.10.00 Check #: 181223	General Supplies		$999.60
				Vendor Total:	$999.60
PETERBILT TRUCK PARTS & EQUIPMENT LLC	21060				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181224	Parts		$3,927.92
				Vendor Total:	$3,927.92
PITNEY BOWES GLOBAL FINANCIAL SERVICES	101970				
		100.127.0000.000.2410.442.10210.10.00 Check #: 181225	Rental of Equipment and Vehicles		$163.32
		100.132.0000.000.2410.442.10302.20.00 Check #: 181225	Rental of Equipment and Vehicles		$266.68
				Vendor Total:	$430.00
PRO ED	100494				
		250.164.0000.200.1000.610.10604.32.00 Check #: 181226	General Supplies		$116.55
		280.639.0000.200.2140.610.10000.00.00 Check #: 181226	General Supplies		$61.60
				Vendor Total:	$178.15
REFRIGERATION SUPPLIES DISTRIBUTOR	96586				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181228	General Supplies		$1,115.72

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Vendor Remit Name	Vendor #	Account	Description		Amount
		100.108.0000.000.2620.610.10201.10.00 Check #: 181228	General Supplies		$75.72
		100.108.0000.000.2620.610.10303.10.00 Check #: 181228	General Supplies		$693.97
				Vendor Total:	$1,885.41
RENNER EQUIPMENT COMPANY	17400				
		100.108.0000.000.2630.731.10000.00.00 Check #: 181229	Machinery		$22,661.50
		100.170.0000.000.2730.810.10000.00.00 Check #: 181229	Dues and Fees		$10.62
				Vendor Total:	$22,672.12
RENO IPHONE & IPOD REPAIR					
		280.639.0000.200.1000.430.10000.00.00 Check #: 181230	Repairs and Maintenance Services		$452.97
				Vendor Total:	$452.97
RICOH AMERICAS CORP	102825				
		100.125.0000.100.1000.430.10205.10.00 Check #: 181231	Repairs and Maintenance Services		$383.04
				Vendor Total:	$383.04
RICOH USA, INC					
		100.126.0000.000.2410.442.10206.10.00 Check #: 181232	Rental of Equipment and Vehicles		$488.56
				Vendor Total:	$488.56
RIDDELL					
		100.101.0000.920.1000.430.10603.32.00 Check #: 181233	Repairs and Maintenance Services		$4,734.08
				Vendor Total:	$4,734.08
SAFETY-KLEEN SYSTEMS, INC	18119				
		100.170.0000.000.2730.430.10000.00.00 Check #: 181234	Repairs and Maintenance Services		$442.24
				Vendor Total:	$442.24
SCHOLASTIC TEACHER					

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.121.0000.100.1000.640.10201.10.00 Check #: 181235	Books and Periodicals		$110.25
				Vendor Total:	$110.25
SCHOOL HEALTH CORP.	18440				
		250.164.0000.200.1000.610.10604.32.00 Check #: 181236	General Supplies		$175.15
				Vendor Total:	$175.15
SCHOOL SPECIALTY_103213	103213				
		100.127.0000.100.1000.610.10210.10.00 Check #: 181237	General Supplies		$54.99
				Vendor Total:	$54.99
SCOLARI'S FOOD CO.	18530				
		100.161.0000.000.2410.610.10601.32.00 Check #: 181238	General Supplies		$194.70
		250.135.0000.200.1000.615.10305.31.00 Check #: 181238	Snacks, Food & Beverages		$12.98
				Vendor Total:	$207.68
SHRED-IT RENO	101369				
		100.121.0000.000.2410.421.10201.10.00 Check #: 181239	Garbage / Disposal		$37.00
		100.127.0000.000.2410.421.10210.10.00 Check #: 181239	Garbage / Disposal		$40.00
		100.163.0000.000.2410.421.10603.32.00 Check #: 181239	Garbage / Disposal		$25.00
				Vendor Total:	$102.00
SIKES, ELIZABETH					
		280.633.0000.000.2100.340.10205.10.00 Check #: 181240	Other Professional Services		$261.64
				Vendor Total:	$261.64
SILVER STAGE HIGH SCHOOL	97696				
		100.102.0000.000.2570.610.10000.00.00 Check #: 181241	General Supplies		$1,500.00

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$1,500.00
SILVER STAGE MIDDLE SCH_19186	19186				
		280.633.0000.000.3300.610.10205.10.00 Check #: 181242	General Supplies		$55.93
				Vendor Total:	$55.93
SINCLAIR, MICHELLE					
		100.102.0000.000.2570.340.10000.00.00 Check #: 181243	Other Professional Services		$12.45
		100.102.0000.000.2570.580.10000.00.00 Check #: 181243	Staff Travel		$192.00
				Vendor Total:	$204.45
SMITH VALLEY SCHOOLS_102336	102336				
		100.102.0000.000.2570.340.10000.00.00 Check #: 181244	Other Professional Services		$360.00
				Vendor Total:	$360.00
SMITHS CUSTOMER CHARGES	19520				
		100.127.0000.000.2410.615.10210.10.00 Check #: 181245	Snacks, Food & Beverages		$4.10
		100.164.0000.192.1000.610.10604.32.00 Check #: 181245	General Supplies		$45.54
				Vendor Total:	$49.64
STANISLAUS FARM SUPPLY	20031				
		100.163.0000.000.2620.610.10603.32.00 Check #: 181246	General Supplies		$23.10
				Vendor Total:	$23.10
STAPLES ADVANTAGE	99736				
		100.101.0000.000.2320.610.10000.00.00 Check #: 181247	General Supplies		$146.61
		100.122.0000.000.2620.610.10202.10.00 Check #: 181247	General Supplies		$57.84
		100.122.0000.100.1000.610.10202.10.00 Check #: 181247	General Supplies		$70.80

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.123.0000.100.1000.610.10203.10.00 Check #: 181247	General Supplies	$1,667.54
		100.129.0000.100.1000.610.10209.10.00 Check #: 181247	General Supplies	$1,306.86
		100.161.0000.000.2410.610.10601.32.00 Check #: 181247	General Supplies	$423.90
		100.165.0000.000.2620.610.10605.32.00 Check #: 181247	General Supplies	$716.36
		240.610.0000.000.2120.610.10000.00.00 Check #: 181247	General Supplies	$784.67
		250.105.0000.000.2321.610.10000.00.00 Check #: 181247	General Supplies	$678.45
		280.633.0000.000.2195.610.10000.00.00 Check #: 181247	General Supplies	$604.35
		280.633.0000.000.3300.610.10209.10.00 Check #: 181247	General Supplies	$244.76
		280.643.0000.000.2100.610.10000.00.00 Check #: 181247	General Supplies	$510.31
		280.644.0000.000.2100.610.10000.00.00 Check #: 181247	General Supplies	$1,623.44
		280.645.0000.000.2100.610.10000.00.00 Check #: 181247	General Supplies	$669.78
		280.646.0000.000.2100.610.10000.00.00 Check #: 181247	General Supplies	$531.74
		285.781.0000.200.2150.610.10000.00.00 Check #: 181247	General Supplies	$174.03
			Vendor Total:	$10,211.44
SYSCO-SACRAMENTO	20395			
		290.180.0000.000.3100.630.10000.00.00 Check #: 181248	Food	($0.17)
		290.182.0000.000.3100.610.10000.00.00 Check #: 181248	General Supplies	$256.39
		290.182.0000.000.3100.630.10000.00.00 Check #: 181248	Food	$2,372.65

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		290.183.0000.000.3100.610.10000.00.00 Check #: 181248	General Supplies	$396.08
		290.183.0000.000.3100.630.10000.00.00 Check #: 181248	Food	$4,637.74
		290.184.0000.000.3100.610.10000.00.00 Check #: 181248	General Supplies	$547.30
		290.184.0000.000.3100.630.10000.00.00 Check #: 181248	Food	$4,996.35
		290.185.0000.000.3100.610.10000.00.00 Check #: 181248	General Supplies	$312.22
		290.185.0000.000.3100.630.10000.00.00 Check #: 181248	Food	$2,565.06
			Vendor Total:	$16,083.62
TAHOE SUPPLY CO.	11238			
		100.125.0000.000.2220.610.10205.10.00 Check #: 181249	General Supplies	$373.20
		100.125.0000.000.2620.610.10205.10.00 Check #: 181249	General Supplies	$3,687.70
		100.127.0000.000.2620.610.10210.10.00 Check #: 181249	General Supplies	$78.85
		100.132.0000.000.2620.610.10302.20.00 Check #: 181249	General Supplies	$3,073.60
		100.132.0000.000.2620.612.10302.20.00 Check #: 181249	Inventoried Supplies/Equipment <$5000	$1,750.00
		100.165.0000.000.2620.610.10605.32.00 Check #: 181249	General Supplies	$1,002.40
			Vendor Total:	$9,965.75
TEAM SPORTS INK	20600			
		100.164.0000.920.1000.610.10604.32.00 Check #: 181250	General Supplies	$1,726.68
			Vendor Total:	$1,726.68
THERAPY SHOPPE	99453			

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		285.781.0000.200.2160.610.10000.00.00 Check #: 181251	General Supplies		$23.38
				Vendor Total:	$23.38
THERESA LYLE	96977				
		240.325.0000.100.1000.610.10205.10.00 Check #: 181252	General Supplies		$100.91
				Vendor Total:	$100.91
THOMPSON, STEPHANIE					
		280.633.0000.000.2100.610.10205.10.00 Check #: 181253	General Supplies		$133.96
				Vendor Total:	$133.96
TYRES INTERNATIONAL INC	101998				
		100.170.0000.000.2730.611.10000.00.00 Check #: 181254	Tires/Flooring		$420.32
				Vendor Total:	$420.32
ULINE	102057				
		100.161.0000.383.1000.610.10601.32.00 Check #: 181255	General Supplies		$165.32
				Vendor Total:	$165.32
WATERS VACUUM TRUCK SERVICE					
		100.109.0000.000.2620.430.10305.31.00 Check #: 181256	Repairs and Maintenance Services		$2,117.50
				Vendor Total:	$2,117.50
WEDCO INC.	22320				
		100.125.0000.000.2620.610.10205.10.00 Check #: 181257	General Supplies		$48.60
				Vendor Total:	$48.60
WESTERN MOUNTAIN BUS&PARTS SALESSSS	100558				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181258	Parts		$1,241.44
				Vendor Total:	$1,241.44

Voucher Supplement Account Summary

Voucher Batch Number: 1392 06/23/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
WESTERN NEVADA SUPPLY	22580				
		100.108.0000.000.2630.610.10210.10.00 Check #: 181259	General Supplies		$256.50
		100.108.0000.000.2630.610.10604.32.00 Check #: 181259	General Supplies		$189.00
		100.108.0000.000.2630.610.10605.32.00 Check #: 181259	General Supplies		$405.00
		100.109.0000.000.2620.610.10000.00.00 Check #: 181259	General Supplies		$156.00
		100.109.0000.000.2620.610.10601.32.00 Check #: 181259	General Supplies		$1,723.99
				Vendor Total:	$2,730.49
WHITE, SARA					
		100.125.0000.000.2620.610.10205.10.00 Check #: 181260	General Supplies		$50.00
				Vendor Total:	$50.00
WILD WEST MOTORS, INC	8442				
		100.170.0000.000.2730.430.10000.00.00 Check #: 181261	Repairs and Maintenance Services		$45.82
				Vendor Total:	$45.82
YERINGTON AUTO PARTS	23100				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181262	Parts		$1,467.07
				Vendor Total:	$1,467.07
YERINGTON HIGH SCHOOL_23200	23200				
		100.101.0000.920.1000.519.10603.32.00 Check #: 181263	Student Transportation Purchased From Other Source		$232.98
				Vendor Total:	$232.98
				Grand Total:	$247,136.24

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1397 Voucher Date: 06/28/2016 Prepared By:

Printed: 07/20/2016 02:13:41 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $43,409.32 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
250	Special Education	$43,409.32
		$43,409.32

Voucher Supplement Account Summary

Voucher Batch Number: 1397 06/28/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
STATE OF NV DIVISION OF HEALTH CARE	102723			
		250.781.0000.000.0000.000.10000.00.191	Deposits	$43,409.32
			Vendor Total:	$43,409.32
			Grand Total:	$43,409.32

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1398 Voucher Date: 06/29/2016 Prepared By:

Printed: 07/20/2016 02:14:28 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $481,205.25 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$63,432.47
230	Adult Education	$1,397.88
240	State Grants	$359,146.58
250	Special Education	$2,647.22
260	Gifts and Donations	$705.11
280	Federal Funds	$40,001.24
285	Medicaid Funds	$13,808.50
290	Food Service Funds	$66.25
		$481,205.25

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
4M PROMOTIONS INC	97139			
		280.633.0000.000.2100.610.10205.10.00 Check #: 181264	General Supplies	$1,000.34
			Vendor Total:	$1,000.34
A T & T MOBILTY	102829			
		100.170.0000.000.2710.534.10000.00.00 Check #: 181265	Telephone - Cell phone services	$199.92
			Vendor Total:	$199.92
A T & T MONTHLY STATEMENT	99712			
		100.121.0000.000.2410.533.10201.10.00 Check #: 181266	Telephone - Land Line phone services	$140.75
		100.123.0000.000.2410.533.10203.10.00 Check #: 181266	Telephone - Land Line phone services	$115.80
		100.133.0000.000.2410.533.10303.10.00 Check #: 181266	Telephone - Land Line phone services	$176.73
		100.136.0000.000.2410.533.10208.31.00 Check #: 181266	Telephone - Land Line phone services	$152.54
		100.164.0000.000.2410.533.10604.32.00 Check #: 181266	Telephone - Land Line phone services	$295.11
		100.170.0000.000.2710.533.10000.00.00 Check #: 181266	Telephone - Land Line phone services	$110.40
			Vendor Total:	$991.33
ACTION GLASS CARSON LLC	102563			
		100.170.0000.000.2730.430.10000.00.00 Check #: 181267	Repairs and Maintenance Services	$300.00
			Vendor Total:	$300.00
ADVANCED CLASSROOM TECH	102814			
		100.127.0000.100.1000.652.10210.10.00 Check #: 181268	Inventoried Supplies/Equipment - IT Related <$5000	$4,158.00
		240.282.0000.000.2100.652.10000.10.00 Check #: 181268	Inventoried Supplies/Equipment - IT Related <$5000	$10,520.00
		280.644.0000.000.2100.652.10000.00.00 Check #: 181268	Inventoried Supplies/Equipment - IT Related <$5000	$10,520.00

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$25,198.00
AIRGAS	103123				
		100.163.0000.380.1000.442.10603.32.00 Check #: 181269	Rental of Equipment and Vehicles		$75.16
				Vendor Total:	$75.16
ALHAMBRA WATER	97540				
		100.170.0000.000.2730.411.10000.00.00 Check #: 181270	Water / Sewer		$299.45
				Vendor Total:	$299.45
ALL ABOUT VISION, LLC	94550				
		250.105.0000.200.2155.340.10000.00.00 Check #: 181271	Other Professional Services		$980.00
				Vendor Total:	$980.00
AMAZON---FIS					
		100.133.0000.000.2410.610.10303.10.00 Check #: 181272	General Supplies		$251.12
		100.133.0000.100.1000.610.10303.10.00 Check #: 181272	General Supplies		$148.19
		100.133.0000.100.1000.640.10303.10.00 Check #: 181272	Books and Periodicals		$106.80
				Vendor Total:	$506.11
AMAZON--EAST VALLEY ELEMENTARY SCHOOL					
		100.126.0000.100.1000.610.10206.10.00 Check #: 181273	General Supplies		$67.93
		100.126.0000.100.1000.650.10206.10.00 Check #: 181273	Supplies-Information Technology-related		$40.77
				Vendor Total:	$108.70
AMERIGAS	103179				
		100.164.0000.000.2620.610.10604.32.00 Check #: 181274	General Supplies		$163.83
				Vendor Total:	$163.83

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
AMERIPRIDE SERVICES INC	96741			
		100.121.0000.000.2620.422.10201.10.00 Check #: 181275	Janitorial / Custodial Services	$128.10
			Vendor Total:	$128.10
ARAMARK UNIFORM SERVICES				
		100.170.0000.000.2730.619.10000.00.00 Check #: 181276	Uniforms	$251.85
			Vendor Total:	$251.85
B M I EDUCATIONAL SERVICE	1428			
		260.082.0000.100.1000.640.10210.10.00 Check #: 181277	Books and Periodicals	$385.73
			Vendor Total:	$385.73
BIG R FERNLEY				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181278	General Supplies	$55.84
		100.108.0000.000.2620.610.10209.10.00 Check #: 181278	General Supplies	$66.30
		100.108.0000.000.2620.610.10601.32.00 Check #: 181278	General Supplies	$8.07
		100.109.0000.000.2620.610.10000.00.00 Check #: 181278	General Supplies	$101.53
		100.109.0000.000.2620.610.10601.32.00 Check #: 181278	General Supplies	$10.92
		100.123.0000.000.2620.610.10203.10.00 Check #: 181278	General Supplies	$53.24
		100.126.0000.000.2620.610.10206.10.00 Check #: 181278	General Supplies	$20.93
		100.129.0000.000.2620.610.10209.10.00 Check #: 181278	General Supplies	$12.77
		100.133.0000.000.2620.610.10303.10.00 Check #: 181278	General Supplies	$381.56
		100.135.0000.000.2620.610.10305.31.00 Check #: 181278	General Supplies	$105.23

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

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Vendor Remit Name	Vendor #	Account	Description		Amount
		100.161.0000.000.2620.610.10601.32.00 Check #: 181278	General Supplies		$142.78
		100.161.0000.382.1000.610.10601.32.00 Check #: 181278	General Supplies		$15.96
		100.161.0000.383.1000.610.10601.32.00 Check #: 181278	General Supplies		$7.72
				Vendor Total:	$982.85
BOOKSOURCE					
		240.282.0000.000.2100.640.10000.10.00 Check #: 181279	Books and Periodicals		$9,363.69
		280.645.0000.000.2100.640.10000.00.00 Check #: 181279	Books and Periodicals		$10,606.52
		280.646.0000.000.2100.640.10000.00.00 Check #: 181279	Books and Periodicals		$1,917.92
				Vendor Total:	$21,888.13
BRADY INDUSTRIES					
		100.133.0000.000.2620.610.10303.10.00 Check #: 181280	General Supplies		$110.45
		100.136.0000.000.2620.430.10208.31.00 Check #: 181280	Repairs and Maintenance Services		$349.31
		100.164.0000.000.2620.610.10604.32.00 Check #: 181280	General Supplies		$2,942.96
				Vendor Total:	$3,402.72
BRANDED SCREEN PRINTING					
		260.083.0000.200.1000.610.10203.10.00 Check #: 181281	General Supplies		$77.00
				Vendor Total:	$77.00
CAPITAL CITY AUTO PARTS	102852				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181282	Parts		$1,689.20
				Vendor Total:	$1,689.20
CARSON VALLEY SUPPLY	3381				

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.127.0000.000.2620.610.10210.10.00 Check #: 181283	General Supplies		$249.11
				Vendor Total:	$249.11
CASHMAN EQUIPMENT CO.	99650				
		100.170.0000.000.2730.430.10000.00.00 Check #: 181284	Repairs and Maintenance Services		$1,923.91
				Vendor Total:	$1,923.91
COSTCO #127 CARSON	4489				
		100.121.0000.000.2410.615.10201.10.00 Check #: 181285	Snacks, Food & Beverages		$198.50
				Vendor Total:	$198.50
CROSS, RYAN					
		280.633.0000.000.2100.610.10203.10.00 Check #: 181286	General Supplies		$85.68
				Vendor Total:	$85.68
CUMMINS ROCKY MOUNTAIN LLC	99462				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181287	Parts		$177.00
				Vendor Total:	$177.00
DAYTON ELEMENTARY SCHOOL	5200				
		100.121.0000.000.2410.610.10201.10.00 Check #: 181288	General Supplies		$37.39
				Vendor Total:	$37.39
DAYTON ELEMENTARY SCHOOL--STUDENT					
		100.121.0000.000.2410.615.10201.10.00 Check #: 181289	Snacks, Food & Beverages		$31.95
				Vendor Total:	$31.95
DAYTON VALLEY TIRE					
		100.170.0000.000.2730.611.10000.00.00 Check #: 181290	Tires/Flooring		$82.00
				Vendor Total:	$82.00

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
ELENCO				
		250.105.0000.270.1000.610.10000.00.00 Check #: 181291	General Supplies	$327.20
			Vendor Total:	$327.20
ERICKSON, THORPE & SWAINSTON, LTD	6730			
		280.639.0000.200.2213.340.10000.00.00 Check #: 181292	Other Professional Services	$3,060.00
			Vendor Total:	$3,060.00
FEDEX	7127			
		100.101.0000.000.2320.531.10000.00.00 Check #: 181293	Postage	$47.15
			Vendor Total:	$47.15
FERNLEY ELEMENTARY SCHOOL_7220	7220			
		260.083.0000.200.1000.610.10203.10.00 Check #: 181294	General Supplies	$242.38
			Vendor Total:	$242.38
FERNLEY HIGH SCHOOL				
		240.300.0000.330.1000.610.10601.32.00 Check #: 181295	General Supplies	$2,481.92
		240.300.0000.370.1000.610.10601.32.00 Check #: 181295	General Supplies	$1,335.46
		240.300.0000.370.1000.612.10601.32.00 Check #: 181295	Inventoried Supplies/Equipment <$5000	$763.58
		240.300.0000.380.1000.610.10601.32.00 Check #: 181295	General Supplies	$2,126.08
		240.300.0000.381.1000.610.10601.32.00 Check #: 181295	General Supplies	$2,779.95
		240.300.0000.381.1000.640.10601.32.00 Check #: 181295	Books and Periodicals	$3,198.41
			Vendor Total:	$12,685.40
FLYERS ENERGY, LLC	102216			

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.170.0000.000.2730.613.10000.00.00 Check #: 181296	Oil & Lubricants	$1,445.40
		100.170.0000.000.2730.626.10000.00.00 Check #: 181296	Gasoline	$2,587.26
			Vendor Total:	$4,032.66
FRONTIER	21702			
		100.101.0000.000.2320.533.10000.00.00 Check #: 181297	Telephone - Land Line phone services	$1,091.57
		100.163.0000.000.2410.533.10603.32.00 Check #: 181297	Telephone - Land Line phone services	$849.74
		100.163.0000.920.1000.533.10603.32.00 Check #: 181297	Telephone - Land Line phone services	$54.59
		230.231.0000.610.1000.533.10909.41.00 Check #: 181297	Telephone - Land Line phone services	$45.38
			Vendor Total:	$2,041.28
GOVCONNECTION, INC	8584			
		100.126.0000.100.1000.650.10206.10.00 Check #: 181298	Supplies-Information Technology-related	$2,296.00
		100.126.0000.100.1000.652.10206.10.00 Check #: 181298	Inventoried Supplies/Equipment - IT Related <$5000	$1,713.00
			Vendor Total:	$4,009.00
HEALTHCARE INSTRUMENTS	102400			
		250.105.0000.200.2130.430.10000.00.00 Check #: 181299	Repairs and Maintenance Services	$1,260.00
			Vendor Total:	$1,260.00
HOFFMAN, DENISE				
		100.164.0000.000.2410.610.10604.32.00 Check #: 181300	General Supplies	$389.12
			Vendor Total:	$389.12
HURTADO, JUAN				
		240.325.0000.100.1000.610.10605.32.00 Check #: 181301	General Supplies	$102.73

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
			Vendor Total:	$102.73
HYPERTEC USA, INC				
		230.231.0000.610.1000.652.10907.41.00 Check #: 181302	Inventoried Supplies/Equipment - IT Related <$5000	$1,352.50
			Vendor Total:	$1,352.50
INLAND SUPPLY CO., INC.	10000			
		100.126.0000.000.2620.610.10206.10.00 Check #: 181303	General Supplies	$195.00
		100.164.0000.000.2620.610.10604.32.00 Check #: 181303	General Supplies	$154.68
			Vendor Total:	$349.68
INTERPRETING CONSOLIDATED				
		280.639.0000.200.2150.610.10000.00.00 Check #: 181304	General Supplies	$104.70
			Vendor Total:	$104.70
J J KELLER AND ASSOCIATES, INC	10266			
		100.170.0000.000.2710.550.10000.00.00 Check #: 181305	Printing and Binding	$310.20
			Vendor Total:	$310.20
JOHN GALAHAN	101676			
		100.165.0000.000.2410.530.10605.32.00 Check #: 181306	Communications	$174.00
			Vendor Total:	$174.00
LANGUAGE TESTING INTERNATIONAL, INC				
		100.103.0000.000.2240.351.10604.32.00 Check #: 181307	Data Processing and Coding Services	$15.00
			Vendor Total:	$15.00
LAWSON PRODUCTS				
		100.170.0000.000.2730.610.10000.00.00 Check #: 181308	General Supplies	$104.99
			Vendor Total:	$104.99

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
LOWE'S BUSINESS ACCOUNT	11835			
		100.002.0000.000.2213.615.10209.10.00 Check #: 181309	Snacks, Food & Beverages	$32.54
		100.106.0000.000.2515.610.10000.00.00 Check #: 181309	General Supplies	$173.47
		100.108.0000.000.2620.610.10000.00.00 Check #: 181309	General Supplies	$125.65
		100.108.0000.000.2620.610.10206.10.00 Check #: 181309	General Supplies	$37.18
		100.108.0000.000.2620.610.10209.10.00 Check #: 181309	General Supplies	$59.03
		100.108.0000.000.2620.610.10303.10.00 Check #: 181309	General Supplies	$21.83
		100.108.0000.000.2620.610.10601.32.00 Check #: 181309	General Supplies	$24.55
		100.108.0000.000.2630.610.10000.00.00 Check #: 181309	General Supplies	$11.07
		100.109.0000.000.2620.610.10000.00.00 Check #: 181309	General Supplies	$185.18
		100.121.0000.000.2620.610.10201.10.00 Check #: 181309	General Supplies	$423.01
		100.123.0000.000.2620.610.10203.10.00 Check #: 181309	General Supplies	$175.60
		100.126.0000.000.2620.610.10206.10.00 Check #: 181309	General Supplies	$581.27
		100.127.0000.000.2620.422.10210.10.00 Check #: 181309	Janitorial / Custodial Services	$162.94
		100.127.0000.000.2620.610.10210.10.00 Check #: 181309	General Supplies	$239.92
		100.128.0000.000.2620.610.10211.10.00 Check #: 181309	General Supplies	$410.73
		100.129.0000.000.2410.610.10209.10.00 Check #: 181309	General Supplies	$42.73

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.129.0000.000.2620.610.10209.10.00 Check #: 181309	General Supplies	$65.98
		100.133.0000.000.2620.610.10303.10.00 Check #: 181309	General Supplies	$266.78
		100.135.0000.000.2620.610.10305.31.00 Check #: 181309	General Supplies	$888.56
		100.136.0000.000.2620.610.10208.31.00 Check #: 181309	General Supplies	$974.48
		100.161.0000.000.2130.610.10601.32.00 Check #: 181309	General Supplies	$32.53
		100.161.0000.000.2410.610.10601.32.00 Check #: 181309	General Supplies	$405.96
		100.161.0000.000.2620.610.10601.32.00 Check #: 181309	General Supplies	$247.92
		100.161.0000.383.1000.610.10601.32.00 Check #: 181309	General Supplies	$116.78
		100.161.0000.920.1000.610.10601.32.00 Check #: 181309	General Supplies	$137.58
		100.165.0000.000.2620.610.10605.32.00 Check #: 181309	General Supplies	$75.63
		280.431.0000.100.2100.610.10000.10.00 Check #: 181309	General Supplies	$316.87
		280.633.0000.000.2100.610.10203.10.00 Check #: 181309	General Supplies	$82.70
			Vendor Total:	$6,318.47
MANPOWER	102781			
		100.102.0000.000.2570.340.10000.00.00 Check #: 181310	Other Professional Services	$325.63
		285.781.0000.200.2321.340.10000.00.00 Check #: 181310	Other Professional Services	$561.70
			Vendor Total:	$887.33
MEDEIROS, ALAN				

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.107.0000.000.2580.650.10000.00.00 Check #: 181311	Supplies-Information Technology-related	$314.97
			Vendor Total:	$314.97
MOUND HOUSE HARDWARE & STORAGE	96223			
		100.164.0000.000.2620.610.10604.32.00 Check #: 181312	General Supplies	$195.81
			Vendor Total:	$195.81
NEVADA FFA ASSOCIATION	97581			
		100.103.0000.300.1000.320.10603.32.00 Check #: 181313	Professional Educational Services	$1,020.00
			Vendor Total:	$1,020.00
ORGILL/SINGER & ASSOCIATES, INC.				
		100.102.0000.000.2570.340.10000.00.00 Check #: 181314	Other Professional Services	$3,000.00
			Vendor Total:	$3,000.00
PEARSON CLINICAL				
		280.639.0000.200.2140.610.10000.00.00 Check #: 181315	General Supplies	$53.05
			Vendor Total:	$53.05
PEARSON EDUCATION INC	18560			
		100.164.0000.100.1000.641.10604.32.00 Check #: 181316	Textbooks	$1,460.46
			Vendor Total:	$1,460.46
PERMA-BOUND	16180			
		100.126.0000.000.2220.640.10206.10.00 Check #: 181317	Books and Periodicals	$1,923.95
			Vendor Total:	$1,923.95
PETERS, LESLIE				
		100.136.0000.000.2410.532.10208.31.00 Check #: 181318	Voice/Voicemail	$237.90
			Vendor Total:	$237.90

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
PIONEER VALLEY EDUCATIONAL PRESS INC	98466				
		240.282.0000.000.2100.640.10000.10.00 Check #: 181319	Books and Periodicals		$36,375.00
				Vendor Total:	$36,375.00
PUBLIC CONSULTING GROUP INC	102782				
		280.639.0000.200.2321.653.10000.00.00 Check #: 181320	Web-based and similar programs		$4,325.00
		285.781.0000.200.2321.340.10000.00.00 Check #: 181320	Other Professional Services		$5,126.00
				Vendor Total:	$9,451.00
RGJ MEDIA	101626				
		280.639.0000.210.2240.540.10000.00.00 Check #: 181321	Advertising		$326.25
				Vendor Total:	$326.25
RICOH AMERICAS CORP	102825				
		100.101.0000.000.2510.430.10000.00.00 Check #: 181322	Repairs and Maintenance Services		$186.31
		100.106.0000.000.2515.430.10000.00.00 Check #: 181322	Repairs and Maintenance Services		$19.39
		100.122.0000.100.1000.430.10202.10.00 Check #: 181322	Repairs and Maintenance Services		$203.18
		100.123.0000.000.2410.442.10203.10.00 Check #: 181322	Rental of Equipment and Vehicles		$58.00
		100.123.0000.100.1000.430.10203.10.00 Check #: 181322	Repairs and Maintenance Services		$552.67
		100.126.0000.100.1000.430.10206.10.00 Check #: 181322	Repairs and Maintenance Services		$407.52
		100.127.0000.100.1000.430.10210.10.00 Check #: 181322	Repairs and Maintenance Services		$188.40
		100.128.0000.000.2410.430.10211.10.00 Check #: 181322	Repairs and Maintenance Services		$251.75

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.133.0000.100.1000.430.10303.10.00 Check #: 181322	Repairs and Maintenance Services	$315.36
		100.135.0000.100.1000.430.10305.31.00 Check #: 181322	Repairs and Maintenance Services	$246.70
		100.161.0000.000.2410.430.10601.32.00 Check #: 181322	Repairs and Maintenance Services	$105.94
		100.161.0000.100.1000.430.10601.32.00 Check #: 181322	Repairs and Maintenance Services	$499.35
		100.163.0000.100.1000.430.10603.32.00 Check #: 181322	Repairs and Maintenance Services	$92.80
		100.164.0000.100.1000.430.10604.32.00 Check #: 181322	Repairs and Maintenance Services	$117.40
		100.170.0000.000.2710.430.10000.00.00 Check #: 181322	Repairs and Maintenance Services	$19.21
			Vendor Total:	$3,263.98
RIVIERA FINANACE ASSIGNEE	98348			
		280.633.0000.000.2100.640.10203.10.00 Check #: 181323	Books and Periodicals	$6,156.00
			Vendor Total:	$6,156.00
RON TURLEY ASSOCIATES INC	99644			
		100.170.0000.000.2710.650.10000.00.00 Check #: 181324	Supplies-Information Technology-related	$22.93
		100.170.0000.000.2710.651.10000.00.00 Check #: 181324	Supplies - Technology - Software	$2,527.00
			Vendor Total:	$2,549.93
ROUND UP AWARDS LLC	17901			
		100.102.0000.000.2570.340.10000.00.00 Check #: 181325	Other Professional Services	$405.00
			Vendor Total:	$405.00
SCOLARI'S FOOD CO.	18530			
		100.161.0000.000.2410.610.10601.32.00 Check #: 181326	General Supplies	$207.19

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$207.19
SCOTT C. RUDDELL	99772				
		100.108.0000.000.2630.610.10000.00.00 Check #: 181327	General Supplies		$104.39
				Vendor Total:	$104.39
SHRED-IT RENO	101369				
		100.133.0000.000.2410.421.10303.10.00 Check #: 181328	Garbage / Disposal		$20.00
				Vendor Total:	$20.00
STAPLES ADVANTAGE	99736				
		100.101.0000.000.2510.610.10000.00.00 Check #: 181329	General Supplies		$136.40
		100.101.0000.300.1000.610.10000.00.00 Check #: 181329	General Supplies		$53.77
		100.123.0000.100.1000.610.10203.10.00 Check #: 181329	General Supplies		$87.33
		100.127.0000.100.1000.610.10210.10.00 Check #: 181329	General Supplies		$2,345.25
		100.135.0000.000.2410.610.10305.31.00 Check #: 181329	General Supplies		$413.99
		100.135.0000.100.1000.610.10305.31.00 Check #: 181329	General Supplies		$3,104.41
		100.161.0000.000.2410.610.10601.32.00 Check #: 181329	General Supplies		$809.24
		240.610.0000.000.2120.610.10000.00.00 Check #: 181329	General Supplies		$54.76
		280.431.0000.000.2213.610.10000.00.00 Check #: 181329	General Supplies		$121.32
		280.629.0000.000.2100.610.10000.00.00 Check #: 181329	General Supplies		$479.03
		280.633.0000.000.2195.610.10000.00.00 Check #: 181329	General Supplies		$845.86
				Vendor Total:	$8,451.36

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
SUPER DUPER PUBLICATIONS	20334			
		285.781.0000.200.2150.610.10000.00.00 Check #: 181330	General Supplies	$1,330.80
			Vendor Total:	$1,330.80
TAHOE SUPPLY CO.	11238			
		100.125.0000.000.2620.610.10205.10.00 Check #: 181331	General Supplies	$1,863.45
		100.165.0000.000.2620.610.10605.32.00 Check #: 181331	General Supplies	$344.28
			Vendor Total:	$2,207.73
US MODULAR GROUP, INC				
		240.291.0000.000.4500.720.10209.10.00 Check #: 181332	Buildings	$288,620.00
			Vendor Total:	$288,620.00
VANTAGE POINT CONSULTING LTD	101320			
		285.781.0000.200.2150.340.10000.00.00 Check #: 181333	Other Professional Services	$6,790.00
			Vendor Total:	$6,790.00
VERIZON WIRELESS_21703	21703			
		100.101.0000.000.2310.535.10000.00.00 Check #: 181334	Data Communications, Internet, Video, T-lines, etc	$278.86
		100.101.0000.000.2320.535.10000.00.00 Check #: 181334	Data Communications, Internet, Video, T-lines, etc	$54.84
		100.101.0000.000.2510.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$85.40
		100.101.0000.000.2520.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$63.63
		100.104.0000.000.2210.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$92.84
		100.104.0000.000.2210.535.10000.00.00 Check #: 181334	Data Communications, Internet, Video, T-lines, etc	$40.01
		100.106.0000.000.2515.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$187.33

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.107.0000.000.2580.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$714.38
		100.108.0000.000.2620.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$1,327.94
		100.135.0000.000.2410.534.10305.31.00 Check #: 181334	Telephone - Cell phone services	$17.14
		100.161.0000.000.2410.534.10601.32.00 Check #: 181334	Telephone - Cell phone services	$37.14
		100.170.0000.000.2710.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$941.88
		250.105.0000.000.2321.535.10000.00.00 Check #: 181334	Data Communications, Internet, Video, T-lines, etc	$80.02
		290.180.0000.000.3100.534.10000.00.00 Check #: 181334	Telephone - Cell phone services	$66.25
			Vendor Total:	$3,987.66
WELLS FARGO VENDOR FINANCIAL SERVICES				
		100.101.0000.000.2510.442.10000.00.00 Check #: 181335	Rental of Equipment and Vehicles	$138.08
		100.104.0000.000.2210.442.10000.00.00 Check #: 181335	Rental of Equipment and Vehicles	$40.96
		100.123.0000.000.2410.442.10203.10.00 Check #: 181335	Rental of Equipment and Vehicles	$140.52
		100.123.0000.100.1000.430.10203.10.00 Check #: 181335	Repairs and Maintenance Services	$165.87
		100.136.0000.000.2410.442.10208.31.00 Check #: 181335	Rental of Equipment and Vehicles	$398.70
			Vendor Total:	$884.13
WESTERN NEVADA COLLEGE_99219	99219			
		240.350.0000.100.2100.320.10000.00.00 Check #: 181336	Professional Educational Services	$1,425.00
			Vendor Total:	$1,425.00
WESTERN NEVADA SUPPLY	22580			

Voucher Supplement Account Summary

Voucher Batch Number: 1398 06/29/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.126.0000.000.2620.610.10206.10.00 0 Check #: 181337	General Supplies		$121.39
		100.164.0000.000.2620.610.10604.32.00 0 Check #: 181337	General Supplies		$644.96
				Vendor Total:	$766.35
WYRICK BOOK COMPANY					
		100.133.0000.000.2220.640.10303.10.00 0 Check #: 181338	Books and Periodicals		$449.59
				Vendor Total:	$449.59
				Grand Total:	$481,205.25

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1400 Voucher Date: 05/17/2016 Prepared By:

Printed: 07/20/2016 02:15:11 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $14,476.10 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
400	Debt Service Funds	$14,476.10
		$14,476.10

Voucher Supplement Account Summary

Voucher Batch Number: 1400 05/17/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
U.S. BANK				
		400.101.0000.000.5000.832.10000.00.000	Interest	$14,476.10
			Vendor Total:	$14,476.10
			Grand Total:	$14,476.10

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1401 Voucher Date: 05/17/2016 Prepared By:

Printed: 07/20/2016 02:15:51 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $3,287,368.00 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
400	Debt Service Funds	$3,287,368.00
		$3,287,368.00

Created By: dmcdonald Posted By: dmcdonald Date: 06/30/2016 13:44:09 Page: 1

Voucher Supplement Account Summary

Voucher Batch Number: 1401 05/17/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
WELLS FARGO BANK_22368	22368			
		400.101.0000.000.5000.831.10000.00.000	Redemption of Principal	$2,670,000.00
		400.101.0000.000.5000.832.10000.00.000	Interest	$617,368.00
			Vendor Total:	$3,287,368.00
			Grand Total:	$3,287,368.00

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1402 Voucher Date: 06/14/2016 Prepared By:

Printed: 07/20/2016 02:16:37 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $137,366.00 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
400	Debt Service Funds	$137,366.00
		$137,366.00

Voucher Supplement Account Summary

Voucher Batch Number: 1402 06/14/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
BANC OF AMERICA PUBLIC	102127			
		400.101.0000.000.5000.831.10000.00.000	Redemption of Principal	$35,000.00
		400.101.0000.000.5000.832.10000.00.000	Interest	$102,366.00
			Vendor Total:	$137,366.00
			Grand Total:	$137,366.00

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1417 Voucher Date: 06/30/2016 Prepared By:

Printed: 07/20/2016 02:17:53 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $382,072.81 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$76,453.15
240	State Grants	$70,746.05
250	Special Education	$1,714.19
280	Federal Funds	$38,621.49
285	Medicaid Funds	$11,153.71
290	Food Service Funds	$25,469.96
310	Residential Construction Tax	$49,443.26
340	Governmental Services Tax (GST)	$108,471.00
		$382,072.81

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
A T & T MONTHLY STATEMENT	99712			
		100.135.0000.000.2410.533.10305.31.00 Check #: 181339	Telephone - Land Line phone services	$119.89
		100.165.0000.000.2410.533.10605.32.00 Check #: 181339	Telephone - Land Line phone services	$227.19
		290.183.0000.000.3100.533.10000.00.00 Check #: 181339	Telephone - Land Line phone services	$18.94
			Vendor Total:	$366.02
A-L SIERRA WELDING PROD.	85			
		100.132.0000.100.1000.610.10302.20.00 Check #: 181340	General Supplies	$12.95
			Vendor Total:	$12.95
ACE HARDWARE	200			
		100.108.0000.000.2620.610.10000.00.00 Check #: 181341	General Supplies	$86.05
		100.132.0000.000.2620.610.10302.20.00 Check #: 181341	General Supplies	$80.27
			Vendor Total:	$166.32
ACTION GLASS CARSON LLC	102563			
		100.170.0000.000.2730.430.10000.00.00 Check #: 181342	Repairs and Maintenance Services	$225.00
			Vendor Total:	$225.00
AIR FILTER SALES AND SERVICE	98789			
		100.162.0000.000.2620.610.10602.50.00 Check #: 181343	General Supplies	$1,229.09
			Vendor Total:	$1,229.09
AMAZON---FIS				
		100.133.0000.100.1000.610.10303.10.00 Check #: 181344	General Supplies	$55.72
			Vendor Total:	$55.72
APPLE COMPUTER_1112	1112			

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description	Amount
		100.127.0000.000.2410.652.10210.10.00 0 Check #: 181345	Inventoried Supplies/Equipment - IT Related <$5000	$2,275.00
			Vendor Total:	$2,275.00
BARNES & NOBLE INC.	1673			
		280.643.0000.000.2100.640.10000.00.00 0 Check #: 181346	Books and Periodicals	$1,845.94
			Vendor Total:	$1,845.94
BATTERIES PLUS	98052			
		100.165.0000.000.2620.610.10605.32.00 0 Check #: 181347	General Supplies	$459.00
			Vendor Total:	$459.00
BIG R FERNLEY				
		100.123.0000.000.2620.610.10203.10.00 0 Check #: 181348	General Supplies	$41.77
		100.133.0000.000.2620.610.10303.10.00 0 Check #: 181348	General Supplies	$46.95
			Vendor Total:	$88.72
BOOKSOURCE				
		100.121.0000.100.1000.640.10201.10.00 0 Check #: 181349	Books and Periodicals	$8.95
		240.282.0000.000.2100.640.10000.10.00 0 Check #: 181349	Books and Periodicals	$25,824.16
			Vendor Total:	$25,833.11
BOYS & GIRLS CLUB OF MASON VALLEY	97650			
		280.644.0000.000.2100.340.10000.00.00 0 Check #: 181350	Other Professional Services	$2,003.52
		280.645.0000.000.2100.340.10000.00.00 0 Check #: 181350	Other Professional Services	$1,944.58
		280.646.0000.000.2100.340.10000.00.00 0 Check #: 181350	Other Professional Services	$1,944.58
		280.770.0000.000.2100.653.10000.00.00 0 Check #: 181350	Web-based and similar programs	$510.00

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		280.770.0000.000.2213.340.10000.00.00 Check #: 181350	Other Professional Services	$5,991.28
		280.770.0000.000.2213.610.10000.00.00 Check #: 181350	General Supplies	$11.00
			Vendor Total:	$12,404.96
BRADY INDUSTRIES				
		100.123.0000.000.2620.610.10203.10.00 Check #: 181351	General Supplies	$39.36
		100.127.0000.000.2620.610.10210.10.00 Check #: 181351	General Supplies	$42.40
		100.136.0000.000.2620.610.10208.31.00 Check #: 181351	General Supplies	$109.92
			Vendor Total:	$191.68
CENTRAL RESTAURANT PRODUCTS				
		290.182.0000.000.3100.612.10000.00.00 Check #: 181352	Inventoried Supplies/Equipment <$5000	$2,951.92
		290.183.0000.000.3100.612.10000.00.00 Check #: 181352	Inventoried Supplies/Equipment <$5000	$2,951.92
		290.184.0000.000.3100.612.10000.00.00 Check #: 181352	Inventoried Supplies/Equipment <$5000	$8,855.76
		290.185.0000.000.3100.612.10000.00.00 Check #: 181352	Inventoried Supplies/Equipment <$5000	$8,855.75
			Vendor Total:	$23,615.35
CLASSROOM DIRECT	3905			
		240.289.0000.420.1000.610.10203.10.00 Check #: 181353	General Supplies	$368.92
			Vendor Total:	$368.92
COMMUNITY CHEST INC	4045			
		280.643.0000.100.1000.340.10000.00.00 Check #: 181354	Other Professional Services	$12,919.97
			Vendor Total:	$12,919.97
CONCENTRA				

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.170.0000.000.2710.340.10000.00.00 Check #: 181355	Other Professional Services		$720.00
				Vendor Total:	$720.00
COSTCO #646 SPARKS	100220				
		100.126.0000.100.1000.610.10206.10.00 Check #: 181356	General Supplies		$3,512.49
				Vendor Total:	$3,512.49
CROSS, CHANEN					
		100.123.0000.000.2410.580.10203.10.00 Check #: 181357	Staff Travel		$69.00
				Vendor Total:	$69.00
CROSS, RYAN					
		100.135.0000.000.2410.580.10305.31.00 Check #: 181358	Staff Travel		$104.25
				Vendor Total:	$104.25
D & S WASTE REMOVAL, INC	4960				
		100.108.0000.000.2620.421.10000.00.00 Check #: 181359	Garbage / Disposal		$205.33
		100.108.0000.000.2620.421.10202.10.00 Check #: 181359	Garbage / Disposal		$376.66
		100.108.0000.000.2620.421.10302.20.00 Check #: 181359	Garbage / Disposal		$125.56
		100.108.0000.000.2620.421.10602.50.00 Check #: 181359	Garbage / Disposal		$731.02
		100.108.0000.000.2620.421.10603.32.00 Check #: 181359	Garbage / Disposal		$887.90
		100.170.0000.000.2730.421.10000.00.00 Check #: 181359	Garbage / Disposal		$234.27
		290.182.0000.000.3100.421.10000.00.00 Check #: 181359	Garbage / Disposal		$502.21
				Vendor Total:	$3,062.95
DAYTON VALLEY TIRE					

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.108.0000.000.2630.430.10000.00.00 Check #: 181360	Repairs and Maintenance Services		$15.00
		100.108.0000.000.2630.610.10000.00.00 Check #: 181360	General Supplies		$6.16
				Vendor Total:	$21.16
DEPARTMENT OF PUBLIC SAFETY	14394				
		100.102.0000.000.2570.340.10000.00.00 Check #: 181361	Other Professional Services		$382.50
				Vendor Total:	$382.50
DEVELOPEMENAL RESOURCES					
		250.135.0000.200.1000.580.10305.31.00 Check #: 181362	Staff Travel		$385.00
				Vendor Total:	$385.00
FAST GLASS-FALLON	101152				
		100.123.0000.000.2620.610.10203.10.00 Check #: 181363	General Supplies		$121.49
				Vendor Total:	$121.49
FERNLEY INTERMEDIATE_7440	7440				
		100.133.0000.000.2410.531.10303.10.00 Check #: 181364	Postage		$11.09
				Vendor Total:	$11.09
FOLLETT SCHOOL SOLUTIONS, INC					
		100.161.0000.000.2220.640.10601.32.00 Check #: 181365	Books and Periodicals		$1,990.98
				Vendor Total:	$1,990.98
FOWLER BUSINESS SYSTEMS	101833				
		100.161.0000.000.2410.610.10601.32.00 Check #: 181366	General Supplies		$541.60
				Vendor Total:	$541.60
FRONTIER	21702				
		100.132.0000.000.2410.533.10302.20.00 Check #: 181367	Telephone - Land Line phone services		$610.53

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description	Amount
		290.182.0000.000.3100.533.10000.00.00 Check #: 181367	Telephone - Land Line phone services	$54.48
			Vendor Total:	$665.01
GARDEN SHOP NURSERY LANDSCAPING DIVISION				
		310.035.0000.000.4600.450.10604.32.00 Check #: 181368	Construction Services	$42,816.50
		340.034.0000.000.4600.450.10601.32.00 Check #: 181368	Construction Services	$53,105.00
		340.035.0000.000.4600.450.10604.32.00 Check #: 181368	Construction Services	$55,366.00
			Vendor Total:	$151,287.50
HEALTHY COMMUNITIES COALITION				
		240.243.0000.000.2100.320.10000.00.00 Check #: 181369	Professional Educational Services	$36,667.36
			Vendor Total:	$36,667.36
HERMITAGE ART				
		100.162.0000.000.2410.610.10602.50.00 Check #: 181370	General Supplies	$91.31
			Vendor Total:	$91.31
HOME DEPOT	9654			
		100.108.0000.000.2630.610.10000.00.00 Check #: 181371	General Supplies	$49.97
		100.121.0000.000.2620.610.10201.10.00 Check #: 181371	General Supplies	$1,471.34
		100.127.0000.000.2620.610.10210.10.00 Check #: 181371	General Supplies	$548.89
		100.136.0000.000.2620.610.10208.31.00 Check #: 181371	General Supplies	$1,035.08
			Vendor Total:	$3,105.28
IDAHO SPORTING GOODS	9900			
		100.162.0000.920.1000.610.10602.50.00 Check #: 181372	General Supplies	$272.01

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$272.01
INLAND SUPPLY CO., INC.	10000				
		100.123.0000.000.2620.610.10203.10.00 Check #: 181373	General Supplies		$239.86
				Vendor Total:	$239.86
J&C BOOKS					
		240.350.0000.100.2100.640.10000.00.00 Check #: 181374	Books and Periodicals		$625.00
				Vendor Total:	$625.00
LEGO EDUCATION	101371				
		250.105.0000.270.1000.610.10000.00.00 Check #: 181375	General Supplies		$996.35
				Vendor Total:	$996.35
LOWE'S BUSINESS ACCOUNT	11835				
		100.108.0000.000.2620.610.10601.32.00 Check #: 181376	General Supplies		$8.72
		100.121.0000.000.2620.610.10201.10.00 Check #: 181376	General Supplies		$33.46
		100.123.0000.000.2620.610.10203.10.00 Check #: 181376	General Supplies		$141.45
		100.126.0000.000.2620.610.10206.10.00 Check #: 181376	General Supplies		$86.48
		100.135.0000.000.2620.610.10305.31.00 Check #: 181376	General Supplies		$305.64
		100.161.0000.000.2620.610.10601.32.00 Check #: 181376	General Supplies		$23.91
		100.162.0000.000.2620.610.10602.50.00 Check #: 181376	General Supplies		$465.09
		100.165.0000.000.2620.610.10605.32.00 Check #: 181376	General Supplies		$224.95
				Vendor Total:	$1,289.70
LYON COUNTY SCHOOL DIST._12000	12000				

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description	Amount
		240.300.0000.330.1000.331.10603.32.00 Check #: 181377	Training & Development-Instruct Licensed Personnel	$450.00
		240.300.0000.330.1000.580.10603.32.00 Check #: 181377	Staff Travel	$979.33
		240.300.0000.371.1000.653.10605.32.00 Check #: 181377	Web-based and similar programs	$1,335.00
		240.300.0000.380.1000.580.10604.32.00 Check #: 181377	Staff Travel	$907.78
		240.308.0000.310.1000.331.10602.50.00 Check #: 181377	Training & Development-Instruct Licensed Personnel	$375.00
		240.308.0000.310.1000.580.10602.50.00 Check #: 181377	Staff Travel	$1,957.05
		240.308.0000.381.1000.331.10603.32.00 Check #: 181377	Training & Development-Instruct Licensed Personnel	$950.00
		240.308.0000.381.1000.580.10603.32.00 Check #: 181377	Staff Travel	$306.45
			Vendor Total:	$7,260.61
M S C INDUSTRIAL SUPPLY_98633	98633			
		100.162.0000.000.2620.610.10602.50.00 Check #: 181378	General Supplies	$1,130.42
			Vendor Total:	$1,130.42
MATTICE, CRYSTAL				
		100.103.0000.300.1000.580.10603.32.00 Check #: 181379	Staff Travel	$655.00
			Vendor Total:	$655.00
MCINTYRE, NEAL	101102			
		100.101.0000.000.2310.580.10000.00.00 Check #: 181380	Staff Travel	$88.56
			Vendor Total:	$88.56
MIKLICH, NICOLE				
		280.633.0000.000.2100.610.10201.10.00 Check #: 181381	General Supplies	$119.92

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$119.92
MOYLE, HEATHER					
		100.122.0000.000.2410.532.10202.10.00 Check #: 181382	Voice/Voicemail		$285.48
				Vendor Total:	$285.48
MOYLE, SEAN	13490				
		100.132.0000.000.2410.610.10302.20.00 Check #: 181383	General Supplies		$285.48
				Vendor Total:	$285.48
MRS.NELSON'S LIBRARY SERVICES					
		100.161.0000.100.1000.640.10601.32.00 Check #: 181384	Books and Periodicals		$48.68
				Vendor Total:	$48.68
MYERS, TAMMY					
		100.170.0000.000.2710.810.10000.00.00 Check #: 181385	Dues and Fees		$50.00
				Vendor Total:	$50.00
NAPA AUTO & TRUCK PARTS_99614	99614				
		100.126.0000.000.2620.610.10206.10.00 Check #: 181386	General Supplies		$3.99
		100.133.0000.000.2620.610.10303.10.00 Check #: 181386	General Supplies		$21.58
				Vendor Total:	$25.57
NCS PEARSON, INC	98295				
		100.161.0000.420.1000.640.10601.32.00 Check #: 181387	Books and Periodicals		$792.34
				Vendor Total:	$792.34
NEVADA DEPRTMENT OF VEHICLES-LOCAL					
		100.170.0000.000.2710.810.10000.00.00 Check #: 181388	Dues and Fees		$29.25
				Vendor Total:	$29.25

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description	Amount
NEVADA PUBLIC AGENCY INSURANCE POOL	97141			
		100.102.0000.000.2570.340.10000.00.00 Check #: 181389	Other Professional Services	$2,412.84
			Vendor Total:	$2,412.84
NVN CONSULTING LLC	103282			
		280.639.0000.200.2213.340.10000.00.00 Check #: 181390	Other Professional Services	$2,022.00
			Vendor Total:	$2,022.00
OFFICE DEPOT	15366			
		100.101.0000.000.2320.610.10000.00.00 Check #: 181391	General Supplies	$75.25
		100.128.0000.100.1000.610.10211.10.00 Check #: 181391	General Supplies	$274.19
		100.161.0000.000.2410.610.10601.32.00 Check #: 181391	General Supplies	$1,753.88
		250.105.0000.000.2321.610.10000.00.00 Check #: 181391	General Supplies	$79.99
		280.431.0000.100.2100.610.10000.10.00 Check #: 181391	General Supplies	$686.63
			Vendor Total:	$2,869.94
OLIVER & ANDY BOOK CO.				
		100.123.0000.000.2220.640.10203.10.00 Check #: 181392	Books and Periodicals	$878.30
			Vendor Total:	$878.30
OLIVER WORLDCLASS LABS, INC	97162			
		280.639.0000.200.1000.652.10209.10.00 Check #: 181393	Inventoried Supplies/Equipment - IT Related <$5000	$4,854.23
			Vendor Total:	$4,854.23
OUTDOOR SCHOOL FURNITURE				
		280.633.0000.000.3300.610.10203.10.00 Check #: 181394	General Supplies	$3,553.77

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$3,553.77
PARSONS, DONALD					
		100.101.0000.000.2310.580.10000.00.00 Check #: 181395	Staff Travel		$19.44
				Vendor Total:	$19.44
PEARSON CLINICAL					
		285.781.0000.200.2150.610.10000.00.00 Check #: 181396	General Supplies		$10,586.16
				Vendor Total:	$10,586.16
PETERSON, BRIDGET					
		100.101.0000.000.2310.580.10000.00.00 Check #: 181397	Staff Travel		$142.02
				Vendor Total:	$142.02
PITNEY BOWES GLOBAL FINANCIAL SERVICES	101970				
		100.135.0000.000.2410.531.10305.31.00 Check #: 181398	Postage		$157.05
				Vendor Total:	$157.05
PRO ED	100494				
		285.781.0000.200.2150.610.10000.00.00 Check #: 181399	General Supplies		$567.55
				Vendor Total:	$567.55
PURCELL TIRE COMPANY	4916				
		100.170.0000.000.2730.611.10000.00.00 Check #: 181400	Tires/Flooring		$101.08
				Vendor Total:	$101.08
PURCHASE POWER	16968				
		100.132.0000.000.2410.531.10302.20.00 Check #: 181401	Postage		$119.28
				Vendor Total:	$119.28
RENNER EQUIPMENT COMPANY	17400				

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

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Vendor Remit Name	Vendor #	Account	Description		Amount
		100.133.0000.000.2620.610.10303.10.00 Check #: 181402	General Supplies		$113.14
		100.162.0000.000.2620.610.10602.50.00 Check #: 181402	General Supplies		$217.62
		100.162.0000.380.1000.610.10602.50.00 Check #: 181402	General Supplies		$70.00
				Vendor Total:	$400.76
RENO PAINT MART, INC	17450				
		100.165.0000.000.2620.610.10605.32.00 Check #: 181403	General Supplies		$130.94
				Vendor Total:	$130.94
RICOH AMERICAS CORP	102825				
		100.121.0000.100.1000.430.10201.10.00 Check #: 181404	Repairs and Maintenance Services		$227.73
		100.132.0000.000.2410.442.10302.20.00 Check #: 181404	Rental of Equipment and Vehicles		$142.00
		100.136.0000.000.2410.430.10208.31.00 Check #: 181404	Repairs and Maintenance Services		$158.41
		100.165.0000.100.1000.430.10605.32.00 Check #: 181404	Repairs and Maintenance Services		$293.46
				Vendor Total:	$821.60
RICOH USA, INC					
		100.162.0000.000.2410.442.10602.50.00 Check #: 181405	Rental of Equipment and Vehicles		$144.48
				Vendor Total:	$144.48
ROSS, ALLAN					
		100.132.0000.000.2410.610.10302.20.00 Check #: 181406	General Supplies		$285.48
				Vendor Total:	$285.48
SANDERSON,JASON	101894				
		100.101.0000.000.2310.580.10000.00.00 Check #: 181407	Staff Travel		$205.20

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$205.20
SCHOOL SPECIALTY_103213	103213				
		100.133.0000.100.1000.610.10303.10.00 Check #: 181408	General Supplies		$4,847.64
				Vendor Total:	$4,847.64
SCOLARI'S FOOD CO.	18530				
		100.135.0000.000.2410.615.10305.31.00 Check #: 181409	Snacks, Food & Beverages		$97.61
		100.161.0000.000.2410.615.10601.32.00 Check #: 181409	Snacks, Food & Beverages		$31.42
		290.183.0000.000.3100.630.10000.00.00 Check #: 181409	Food		$13.59
				Vendor Total:	$142.62
SHIRLEY, CHARLES	98307				
		100.101.0000.000.2310.580.10000.00.00 Check #: 181410	Staff Travel		$73.98
				Vendor Total:	$73.98
SILVEIRA, LUCINDA					
		100.170.0000.000.2710.810.10000.00.00 Check #: 181411	Dues and Fees		$50.00
				Vendor Total:	$50.00
SILVER SPRINGS G.I.D	19181				
		100.108.0000.000.2620.411.10205.10.00 Check #: 181412	Water / Sewer		$1,260.00
		100.108.0000.000.2620.411.10605.32.00 Check #: 181412	Water / Sewer		$660.00
				Vendor Total:	$1,920.00
SILVER SPRINGS MUTUAL WATER CO	19183				
		100.108.0000.000.2620.411.10205.10.00 Check #: 181413	Water / Sewer		$3,037.94
		100.108.0000.000.2620.411.10605.32.00 Check #: 181413	Water / Sewer		$5,853.02

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.170.0000.000.2730.411.10000.00.00 Check #: 181413	Water / Sewer		$53.00
				Vendor Total:	$8,943.96
SMITH VALLEY SCHOOLS_19421	19421				
		100.162.0000.170.1000.810.10602.50.00 Check #: 181414	Dues and Fees		$126.00
				Vendor Total:	$126.00
STAPLES ADVANTAGE	99736				
		100.129.0000.100.1000.610.10209.10.00 Check #: 181415	General Supplies		$1,971.44
		100.136.0000.100.1000.610.10208.31.00 Check #: 181415	General Supplies		$38.00
		280.633.0000.000.2195.610.10000.00.00 Check #: 181415	General Supplies		$214.07
		290.180.0000.000.3100.610.10000.00.00 Check #: 181415	General Supplies		$373.23
		290.185.0000.000.3100.610.10000.00.00 Check #: 181415	General Supplies		$694.30
				Vendor Total:	$3,291.04
STEVENS, JOHN	101662				
		100.101.0000.000.2310.580.10000.00.00 Check #: 181416	Staff Travel		$142.02
				Vendor Total:	$142.02
SUPER DUPER PUBLICATIONS	20334				
		250.121.0000.200.2150.610.10201.10.00 Check #: 181417	General Supplies		$252.85
				Vendor Total:	$252.85
TAHOE SUPPLY CO.	11238				
		100.127.0000.000.2620.610.10210.10.00 Check #: 181418	General Supplies		$36.00
				Vendor Total:	$36.00
TEAM SPORTS INK	20600				

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.164.0000.920.1000.610.10604.32.00 Check #: 181419	General Supplies		$795.00
				Vendor Total:	$795.00
THOMAS PETROLEUM					
		100.170.0000.000.2730.626.10000.00.00 Check #: 181420	Gasoline		$17,481.71
				Vendor Total:	$17,481.71
U S POSTAL SERVICE	21379				
		100.121.0000.000.2410.531.10201.10.00 Check #: 181421	Postage		$500.00
				Vendor Total:	$500.00
VERIZON WIRELESS_21703	21703				
		100.170.0000.000.2710.534.10000.00.00 Check #: 181422	Telephone - Cell phone services		$1,570.81
				Vendor Total:	$1,570.81
VICK, DAVID					
		100.162.0000.000.2620.610.10602.50.00 Check #: 181423	General Supplies		$97.21
				Vendor Total:	$97.21
WASTE MANAGEMENT	22180				
		100.108.0000.000.2620.421.10201.10.00 Check #: 181424	Garbage / Disposal		$542.14
		100.108.0000.000.2620.421.10203.10.00 Check #: 181424	Garbage / Disposal		$164.33
		100.108.0000.000.2620.421.10205.10.00 Check #: 181424	Garbage / Disposal		$1,729.10
		100.108.0000.000.2620.421.10206.10.00 Check #: 181424	Garbage / Disposal		$274.37
		100.108.0000.000.2620.421.10208.31.00 Check #: 181424	Garbage / Disposal		$473.73
		100.108.0000.000.2620.421.10210.10.00 Check #: 181424	Garbage / Disposal		$42.85

Voucher Supplement Account Summary

Voucher Batch Number: 1417 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.108.0000.000.2620.421.10211.10.00 Check #: 181424	Garbage / Disposal		$473.73
		100.108.0000.000.2620.421.10303.10.00 Check #: 181424	Garbage / Disposal		$98.94
		100.108.0000.000.2620.421.10601.32.00 Check #: 181424	Garbage / Disposal		$896.19
		100.108.0000.000.2620.421.10605.32.00 Check #: 181424	Garbage / Disposal		$576.37
		290.184.0000.000.3100.421.10000.00.00 Check #: 181424	Garbage / Disposal		$197.86
				Vendor Total:	$5,469.61
WEDCO INC.	22320				
		310.034.0000.000.4500.610.10209.10.00 Check #: 181425	General Supplies		$6,626.76
				Vendor Total:	$6,626.76
WELLS FARGO VENDOR FINANCIAL SERVICES					
		100.164.0000.000.2410.442.10604.32.00 Check #: 181426	Rental of Equipment and Vehicles		$32.39
		100.164.0000.100.1000.430.10604.32.00 Check #: 181426	Repairs and Maintenance Services		$33.14
				Vendor Total:	$65.53
WESTERN NEVADA SUPPLY	22580				
		100.109.0000.000.2620.610.10601.32.00 Check #: 181427	General Supplies		$377.00
				Vendor Total:	$377.00
				Grand Total:	$382,072.81

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1433 Voucher Date: 06/30/2016 Prepared By:

Printed: 07/20/2016 02:18:41 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $252,210.65 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2015 to June 30, 2016 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$38,179.81
240	State Grants	$46,761.10
250	Special Education	$91.54
280	Federal Funds	$58,473.44
285	Medicaid Funds	$592.79
290	Food Service Funds	$242.64
310	Residential Construction Tax	$2,313.65
360	Bond Issues	$105,555.68
		$252,210.65

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
A T & T MONTHLY STATEMENT	99712			
		290.180.0000.000.3100.533.10000.00.00 Check #: 181491	Telephone - Land Line phone services	$60.84
			Vendor Total:	$60.84
ACE HARDWARE	200			
		100.170.0000.000.2730.610.10000.00.00 Check #: 181492	General Supplies	$191.88
			Vendor Total:	$191.88
AMERIPRIDE SERVICES INC	96741			
		100.136.0000.000.2620.422.10208.31.00 Check #: 181493	Janitorial / Custodial Services	$148.72
			Vendor Total:	$148.72
APPERSON EDUCATION PROD	101056			
		100.164.0000.100.1000.610.10604.32.00 Check #: 181494	General Supplies	$133.39
			Vendor Total:	$133.39
BIG R FERNLEY				
		100.108.0000.000.2620.610.10303.10.00 Check #: 181495	General Supplies	$74.62
		100.129.0000.000.2620.430.10209.10.00 Check #: 181495	Repairs and Maintenance Services	$52.29
			Vendor Total:	$126.91
BLENDER, HEATHER				
		100.170.0000.000.2710.810.10000.00.00 Check #: 181496	Dues and Fees	$58.25
			Vendor Total:	$58.25
BOARD OF REGENTS - RESIDENTIAL LIFE				
		240.610.0000.000.2100.330.10000.00.00 Check #: 181497	Professional Employee Training & Development Serv	$9,763.13
			Vendor Total:	$9,763.13
BOOKSOURCE				

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description	Amount
		280.633.0000.000.2213.610.10205.10.00 Check #: 181498	General Supplies	$8,803.22
			Vendor Total:	$8,803.22
BOYS & GIRLS CLUB OF TRUCKEE MEADOWS	102901			
		280.644.0000.000.2100.340.10000.00.00 Check #: 181499	Other Professional Services	$1,369.50
		280.645.0000.000.2100.340.10000.00.00 Check #: 181499	Other Professional Services	$1,329.20
		280.646.0000.000.2100.340.10000.00.00 Check #: 181499	Other Professional Services	$1,329.20
			Vendor Total:	$4,027.90
BRADY INDUSTRIES				
		100.121.0000.000.2620.610.10201.10.00 Check #: 181500	General Supplies	$291.36
		100.128.0000.000.2620.610.10211.10.00 Check #: 181500	General Supplies	$88.00
		100.133.0000.000.2620.610.10303.10.00 Check #: 181500	General Supplies	$349.60
		100.135.0000.000.2620.610.10305.31.00 Check #: 181500	General Supplies	$607.85
			Vendor Total:	$1,336.81
CITY OF YERINGTON	23080			
		100.108.0000.000.2620.411.10000.00.00 Check #: 181501	Water / Sewer	$122.15
		100.108.0000.000.2620.411.10202.10.00 Check #: 181501	Water / Sewer	$2,703.45
		100.108.0000.000.2620.411.10302.20.00 Check #: 181501	Water / Sewer	$570.65
		100.108.0000.000.2620.411.10603.32.00 Check #: 181501	Water / Sewer	$5,774.05
		100.170.0000.000.2730.411.10000.00.00 Check #: 181501	Water / Sewer	$327.45

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$9,497.75
DAVIS PUBLICATIONS, INC.	5131				
		240.300.0000.370.1000.640.10603.32.00	Books and Periodicals		$1,565.08
		Check #: 181502			
				Vendor Total:	$1,565.08
EASY ROOTER PLUMBING	5999				
		100.109.0000.000.2620.430.10209.10.00	Repairs and Maintenance Services		$551.00
		Check #: 181503			
				Vendor Total:	$551.00
FLINN SCIENTIFIC	7765				
		100.164.0000.192.1000.610.10604.32.00	General Supplies		$53.48
		Check #: 181504			
				Vendor Total:	$53.48
FMHUB LLC					
		360.029.0000.000.2300.340.10000.00.00	Other Professional Services		$1,000.00
		Check #: 181505			
				Vendor Total:	$1,000.00
FOLLETT LIBRARY RESOURCES	7820				
		100.135.0000.100.1000.640.10305.31.00	Books and Periodicals		$565.78
		Check #: 181506			
				Vendor Total:	$565.78
FRONTIER	21702				
		290.182.0000.000.3100.533.10000.00.00	Telephone - Land Line phone services		$54.48
		Check #: 181507			
				Vendor Total:	$54.48
HARRIS WELDING SUPPLY					
		280.631.0000.381.1000.612.10601.32.00	Inventoried Supplies/Equipment <$5000		$3,270.00
		Check #: 181508			
				Vendor Total:	$3,270.00
HATCH	95948				

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		280.633.0000.100.1000.640.10000.10.00 Check #: 181509	Books and Periodicals		$20,851.27
		280.643.0000.000.2100.640.10000.00.00 Check #: 181509	Books and Periodicals		$17,909.64
		280.644.0000.000.2100.640.10000.00.00 Check #: 181509	Books and Periodicals		$3,348.56
				Vendor Total:	$42,109.47
HOME DEPOT	9654				
		100.108.0000.000.2630.610.10604.32.00 Check #: 181510	General Supplies		$35.44
				Vendor Total:	$35.44
INDUSTRIAL PRESS					
		100.103.0000.300.1000.610.10000.00.00 Check #: 181511	General Supplies		$647.25
				Vendor Total:	$647.25
JNA CONSULTING GROUP	100066				
		360.029.0000.000.2300.340.10000.00.00 Check #: 181512	Other Professional Services		$28,735.94
				Vendor Total:	$28,735.94
KELLEY, JO					
		290.184.1611.000.0000.000.10000.00.00 Check #: 181513	Daily Sales-School Lunch Program		$64.15
				Vendor Total:	$64.15
KONICA MINOLTA BUSINESS	101796				
		100.101.0000.000.2320.430.10000.00.00 Check #: 181514	Repairs and Maintenance Services		$0.21
		100.123.0000.100.1000.430.10203.10.00 Check #: 181514	Repairs and Maintenance Services		$182.26
		100.127.0000.100.1000.430.10210.10.00 Check #: 181514	Repairs and Maintenance Services		$0.34
		100.132.0000.100.1000.430.10302.20.00 Check #: 181514	Repairs and Maintenance Services		$0.53

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.162.0000.103.1000.430.10602.50.00 Check #: 181514	Repairs and Maintenance Services		$9.32
		100.162.0000.170.1000.430.10602.50.00 Check #: 181514	Repairs and Maintenance Services		$9.32
		100.163.0000.100.1000.430.10603.32.00 Check #: 181514	Repairs and Maintenance Services		$182.57
		100.165.0000.100.1000.430.10605.32.00 Check #: 181514	Repairs and Maintenance Services		$0.43
				Vendor Total:	$384.98
LOWE'S BUSINESS ACCOUNT	11835				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181515	General Supplies		$179.63
		100.129.0000.000.2620.610.10209.10.00 Check #: 181515	General Supplies		$42.53
		310.034.0000.000.4500.610.10209.10.00 Check #: 181515	General Supplies		$238.65
				Vendor Total:	$460.81
LUMOS AND ASSOCIATES, INC	11860				
		310.034.0000.000.4500.340.10209.10.00 Check #: 181516	Other Professional Services		$675.00
				Vendor Total:	$675.00
M.F. BARCELLOS, INC	1560				
		100.108.0000.000.2620.623.10602.50.00 Check #: 181517	Bottled Gas		$207.69
				Vendor Total:	$207.69
MODEL DAIRY, LLC	13190				
		290.184.0000.000.3100.630.10000.00.00 Check #: 181518	Food		$55.94
				Vendor Total:	$55.94
MOUND HOUSE HARDWARE & STORAGE	96223				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181519	General Supplies		$109.22

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
				Vendor Total:	$109.22
PATON EDUCATION THROUGH INNOVATION	100629				
		240.300.0000.370.1000.650.10603.32.00 Check #: 181520	Supplies-Information Technology-related		$57.89
		240.308.0000.370.1000.730.10603.32.00 Check #: 181520	Equipment		$23,995.00
				Vendor Total:	$24,052.89
PEEK BROTHERS CONSTRUCTION					
		240.291.0000.000.4500.720.10209.10.00 Check #: 181521	Buildings		$11,380.00
				Vendor Total:	$11,380.00
PETERBILT TRUCK PARTS & EQUIPMENT LLC	21060				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181522	Parts		$1,388.80
				Vendor Total:	$1,388.80
PITNEY BOWES GLOBAL FINANCIAL SERVICES	101970				
		100.161.0000.000.2410.442.10601.32.00 Check #: 181523	Rental of Equipment and Vehicles		$496.80
				Vendor Total:	$496.80
PK ELECTRICAL, INC.					
		310.034.0000.000.4500.340.10209.10.00 Check #: 181524	Other Professional Services		$850.00
		310.034.0000.000.4500.340.10601.32.00 Check #: 181524	Other Professional Services		$550.00
				Vendor Total:	$1,400.00
RENNER EQUIPMENT COMPANY	17400				
		100.108.0000.000.2630.610.10000.00.00 Check #: 181525	General Supplies		$860.91
				Vendor Total:	$860.91
RENOWN MEDICAL GROUP AT	103078				

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.101.0000.000.2320.340.10000.00.00 Check #: 181526	Other Professional Services		$2,275.00
				Vendor Total:	$2,275.00
RICOH AMERICAS CORP	102825				
		100.129.0000.000.2410.442.10209.10.00 Check #: 181527	Rental of Equipment and Vehicles		$832.00
		100.129.0000.100.1000.430.10209.10.00 Check #: 181527	Repairs and Maintenance Services		$1,237.63
		100.161.0000.000.2410.610.10601.32.00 Check #: 181527	General Supplies		$7.14
		100.161.0000.100.1000.610.10601.32.00 Check #: 181527	General Supplies		$110.12
		100.163.0000.100.1000.430.10603.32.00 Check #: 181527	Repairs and Maintenance Services		$125.73
		290.180.0000.000.3100.430.10000.00.00 Check #: 181527	Repairs and Maintenance Services		$7.23
		290.180.0000.000.3100.442.10000.00.00 Check #: 181527	Rental of Equipment and Vehicles		$0.00
				Vendor Total:	$2,319.85
RICOH USA, INC					
		100.136.0000.000.2410.442.10208.31.00 Check #: 181528	Rental of Equipment and Vehicles		$36.62
				Vendor Total:	$36.62
RIDDELL					
		100.101.0000.920.1000.430.10601.32.00 Check #: 181529	Repairs and Maintenance Services		$634.75
				Vendor Total:	$634.75
SCHOLASTIC TEACHER					
		100.121.0000.100.1000.640.10201.10.00 Check #: 181530	Books and Periodicals		$596.34
				Vendor Total:	$596.34
SCHOOL OUTFITTERS	98447				

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.125.0000.100.1000.610.10205.10.00 Check #: 181531	General Supplies		$269.40
				Vendor Total:	$269.40
SCOLARI'S FOOD CO.	18530				
		100.101.0000.000.2310.615.10000.00.00 Check #: 181532	Snacks, Food & Beverages		$84.60
		100.161.0000.000.2410.610.10601.32.00 Check #: 181532	General Supplies		$273.09
		250.161.0000.200.1000.615.10601.32.00 Check #: 181532	Snacks, Food & Beverages		$31.33
				Vendor Total:	$389.02
SHERMAN & HOWARD, LLC					
		360.029.0000.000.2300.340.10000.00.00 Check #: 181533	Other Professional Services		$75,819.74
				Vendor Total:	$75,819.74
SIERRA FIRE PROTECTION					
		100.170.0000.000.2710.430.10000.00.00 Check #: 181534	Repairs and Maintenance Services		$1,355.00
				Vendor Total:	$1,355.00
SILVER SPRINGS AUTO PARTS	19158				
		100.170.0000.000.2730.614.10000.00.00 Check #: 181535	Parts		$298.47
				Vendor Total:	$298.47
SOLUTIONS AT WORK LLC					
		100.102.0000.000.2570.340.10000.00.00 Check #: 181536	Other Professional Services		$968.75
				Vendor Total:	$968.75
STAPLES ADVANTAGE	99736				
		100.101.0000.000.2320.610.10000.00.00 Check #: 181537	General Supplies		$86.54
		100.125.0000.000.2410.610.10205.10.00 Check #: 181537	General Supplies		$148.36

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.125.0000.100.1000.610.10205.10.00 Check #: 181537	General Supplies		$61.48
		250.105.0000.000.2321.610.10000.00.00 Check #: 181537	General Supplies		$60.21
		280.633.0000.000.2195.610.10000.00.00 Check #: 181537	General Supplies		$24.49
		285.781.0000.200.2321.610.10000.00.00 Check #: 181537	General Supplies		$592.79
				Vendor Total:	$973.87
SUNRISE ENVIRONMENTAL SCEINTIFIC	20323				
		100.170.0000.000.2710.610.10000.00.00 Check #: 181538	General Supplies		$639.88
				Vendor Total:	$639.88
TEAM SPORTS INK	20600				
		100.164.0000.920.1000.610.10604.32.00 Check #: 181539	General Supplies		$8,550.00
				Vendor Total:	$8,550.00
WEDCO INC.	22320				
		100.125.0000.000.2620.610.10205.10.00 Check #: 181540	General Supplies		$570.02
				Vendor Total:	$570.02
WELLS FARGO VENDOR FINANCIAL SERVICES					
		100.101.0000.000.2500.430.10000.00.00 Check #: 181541	Repairs and Maintenance Services		$201.95
		100.101.0000.000.2500.442.10000.00.00 Check #: 181541	Rental of Equipment and Vehicles		$370.79
		280.633.0000.000.2195.442.10000.00.00 Check #: 181541	Rental of Equipment and Vehicles		$238.36
				Vendor Total:	$811.10
WESTERN MOUNTAIN BUS&PARTS SALESSSS	100558				

Voucher Supplement Account Summary

Voucher Batch Number: 1433 06/30/2016

Fiscal Year: 2015-2016

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.170.0000.000.2730.614.10000.00.00 Check #: 181542	Parts		$1,039.11
				Vendor Total:	$1,039.11
WESTERN NEVADA SUPPLY	22580				
		100.108.0000.000.2620.610.10601.32.00 Check #: 181543	General Supplies		$349.00
				Vendor Total:	$349.00
YERINGTON AUTO PARTS	23100				
		100.108.0000.000.2620.610.10000.00.00 Check #: 181544	General Supplies		$40.82
				Vendor Total:	$40.82
				Grand Total:	$252,210.65

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1000 Voucher Date: 07/13/2016 Prepared By:

Printed: 07/20/2016 02:19:36 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $12,490.08 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2016 to June 30, 2017 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$12,490.08
		$12,490.08

Voucher Supplement Account Summary

Voucher Batch Number: 1000 07/13/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
ROYAL FLOORS	103162			
		100.108.0000.000.2620.611.10000.00.00	Tires/Flooring	$0.00
		Check #: 181428		
		100.108.0000.000.2620.611.10201.10.00	Tires/Flooring	$956.84
		Check #: 181428		
		100.108.0000.000.2620.611.10202.10.00	Tires/Flooring	$677.70
		Check #: 181428		
		100.108.0000.000.2620.611.10203.10.00	Tires/Flooring	$1,468.26
		Check #: 181428		
		100.108.0000.000.2620.611.10205.10.00	Tires/Flooring	$2,738.52
		Check #: 181428		
		100.108.0000.000.2620.611.10208.31.00	Tires/Flooring	$871.82
		Check #: 181428		
		100.108.0000.000.2620.611.10209.10.00	Tires/Flooring	$788.58
		Check #: 181428		
		100.108.0000.000.2620.611.10210.10.00	Tires/Flooring	$987.11
		Check #: 181428		
		100.108.0000.000.2620.611.10601.32.00	Tires/Flooring	$1,155.58
		Check #: 181428		
		100.108.0000.000.2620.611.10602.50.00	Tires/Flooring	$1,025.72
		Check #: 181428		
		100.108.0000.000.2620.611.10603.32.00	Tires/Flooring	$772.73
		Check #: 181428		
		100.108.0000.000.2620.611.10604.32.00	Tires/Flooring	$1,047.22
		Check #: 181428		
			Vendor Total:	$12,490.08
			Grand Total:	$12,490.08

End of Report

LYON COUNTY SCHOOL DISTRICT VOUCHER

Voucher No: 1001 Voucher Date: 07/14/2016 Prepared By:

Printed: 07/20/2016 02:20:14 PM

LYON COUNTY SCHOOL DISTRICT is hereby authorized to draw warrants against LYON COUNTY SCHOOL DISTRICT funds for the sum of $838,897.25 on account of obligations incurred for value received in services and for materials as shown below for period July 1, 2016 to June 30, 2017 (period cannot overlap fiscal year end.)

I certify that this claim is just and correct, and the services and/or materials herein represented have been received during the period listed above. All items are properly coded and not in excess of the budget.

Jason Sanderson	President
Bridget Peterson	Clerk
John Stevens	Member
Maureen Williss	Member
Donald Parsons	Member
Charles Shirley	Member
Neal McIntyre	Member

LYON COUNTY SCHOOL DISTRICT

Fund		Amount
100	General Fund	$687,056.07
230	Adult Education	$908.59
250	Special Education	$161.45
280	Federal Funds	$7,473.42
290	Food Service Funds	$346.72
340	Governmental Services Tax (GST)	$99,507.00
703	Workers Compensation	$43,444.00
		$838,897.25

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
A T & T LONG DISTANCE	18214			
		100.108.0000.000.2620.532.10000.00.00 Check #: 181429	Voice/Voicemail	$8.68
		100.121.0000.000.2410.533.10201.10.00 Check #: 181429	Telephone - Land Line phone services	$1.93
		100.122.0000.000.2410.533.10202.10.00 Check #: 181429	Telephone - Land Line phone services	$8.09
		100.123.0000.000.2410.533.10203.10.00 Check #: 181429	Telephone - Land Line phone services	$0.50
		100.125.0000.000.2410.533.10205.10.00 Check #: 181429	Telephone - Land Line phone services	$0.59
		100.126.0000.000.2410.533.10206.10.00 Check #: 181429	Telephone - Land Line phone services	$1.17
		100.127.0000.000.2410.533.10210.10.00 Check #: 181429	Telephone - Land Line phone services	$0.91
		100.128.0000.000.2410.533.10211.10.00 Check #: 181429	Telephone - Land Line phone services	$1.01
		100.129.0000.000.2410.533.10209.10.00 Check #: 181429	Telephone - Land Line phone services	$0.76
		100.132.0000.000.2410.533.10302.20.00 Check #: 181429	Telephone - Land Line phone services	$0.00
		100.133.0000.000.2410.533.10303.10.00 Check #: 181429	Telephone - Land Line phone services	$0.87
		100.135.0000.000.2410.533.10305.31.00 Check #: 181429	Telephone - Land Line phone services	$11.27
		100.136.0000.000.2410.533.10208.31.00 Check #: 181429	Telephone - Land Line phone services	$0.79
		100.161.0000.000.2410.533.10601.32.00 Check #: 181429	Telephone - Land Line phone services	$5.16
		100.162.0000.000.2410.533.10602.50.00 Check #: 181429	Telephone - Land Line phone services	$6.56
		100.163.0000.000.2410.533.10603.32.00 Check #: 181429	Telephone - Land Line phone services	$12.40

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.164.0000.000.2410.533.10604.32.00 Check #: 181429	Telephone - Land Line phone services	$31.11
		100.165.0000.000.2410.533.10605.32.00 Check #: 181429	Telephone - Land Line phone services	$1.97
		100.170.0000.000.2710.533.10000.00.00 Check #: 181429	Telephone - Land Line phone services	$0.49
		230.231.0000.610.1000.533.10907.41.00 Check #: 181429	Telephone - Land Line phone services	$0.31
		230.231.0000.610.1000.533.10909.41.00 Check #: 181429	Telephone - Land Line phone services	$0.72
		290.183.0000.000.3100.533.10000.00.00 Check #: 181429	Telephone - Land Line phone services	$1.06
			Vendor Total:	$96.35
A T & T MONTHLY STATEMENT	99712			
		100.101.0000.000.2320.533.10000.00.00 Check #: 181430	Telephone - Land Line phone services	$269.09
		100.108.0000.000.2620.532.10000.00.00 Check #: 181430	Voice/Voicemail	$12.58
		100.121.0000.000.2410.533.10201.10.00 Check #: 181430	Telephone - Land Line phone services	$162.66
			Vendor Total:	$444.33
AASA MEMBERSHIP	103137			
		100.101.0000.000.2320.810.10000.00.00 Check #: 181431	Dues and Fees	$450.00
			Vendor Total:	$450.00
ACTE	103262			
		100.101.0000.000.2310.330.10000.00.00 Check #: 181432	Professional Employee Training & Development Serv	$200.00
		280.709.0000.000.2212.331.10000.00.00 Check #: 181432	Training & Development-Instruct Licensed Personnel	$750.00
			Vendor Total:	$950.00
ADVANCE EDUCATION, INC.	102939			

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.101.0000.000.2320.340.10000.00.00 Check #: 181433	Other Professional Services		$15,675.00
				Vendor Total:	$15,675.00
AMERICAN CPR					
		100.163.0000.197.1000.610.10603.32.00 Check #: 181434	General Supplies		$227.70
				Vendor Total:	$227.70
AMERIPRIDE SERVICES INC	96741				
		100.121.0000.000.2620.422.10201.10.00 Check #: 181435	Janitorial / Custodial Services		$64.05
				Vendor Total:	$64.05
ASCD_99490	99490				
		100.161.0000.000.2410.810.10601.32.00 Check #: 181436	Dues and Fees		$59.00
				Vendor Total:	$59.00
ASL TRAINING, LLC					
		250.105.0000.000.2321.340.10000.00.00 Check #: 181437	Other Professional Services		$75.00
				Vendor Total:	$75.00
BLICK ART MATERIALS	5590				
		100.135.0000.100.1000.610.10305.31.00 Check #: 181438	General Supplies		$219.15
				Vendor Total:	$219.15
BRADY INDUSTRIES					
		100.136.0000.000.2620.610.10208.31.00 Check #: 181439	General Supplies		$92.44
				Vendor Total:	$92.44
BRIGHT WHITE PAPER CO.	101745				
		100.135.0000.100.1000.610.10305.31.00 Check #: 181440	General Supplies		$505.04
				Vendor Total:	$505.04

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
CARSON SERVICE FLAGS				
		100.136.0000.000.2410.610.10208.31.00 Check #: 181441	General Supplies	$210.20
			Vendor Total:	$210.20
CASE/NASDSE CONFERENCE 2016				
		280.639.0000.200.2213.331.10000.00.00 Check #: 181442	Training & Development-Instruct Licensed Personnel	$400.00
			Vendor Total:	$400.00
CHRISTOPHER, SUSANNE				
		100.170.0000.000.2710.340.10000.00.00 Check #: 181443	Other Professional Services	$58.25
			Vendor Total:	$58.25
CITY OF FERNLEY_7501	7501			
		100.108.0000.000.2620.411.10203.10.00 Check #: 181444	Water / Sewer	$1,873.62
		100.108.0000.000.2620.411.10206.10.00 Check #: 181444	Water / Sewer	$2,907.84
		100.108.0000.000.2620.411.10209.10.00 Check #: 181444	Water / Sewer	$1,789.68
		100.108.0000.000.2620.411.10303.10.00 Check #: 181444	Water / Sewer	$5,620.86
		100.108.0000.000.2620.411.10305.31.00 Check #: 181444	Water / Sewer	$12,648.60
		100.108.0000.000.2620.411.10601.32.00 Check #: 181444	Water / Sewer	$9,512.40
			Vendor Total:	$34,353.00
DELTA EDUCATION				
		100.135.0000.100.1000.610.10305.31.00 Check #: 181445	General Supplies	$30.80
			Vendor Total:	$30.80
DHARMA TRADING COMPANY				

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.129.0000.100.1000.610.10209.10.00 Check #: 181446	General Supplies	$104.36
			Vendor Total:	$104.36
DUFRESNE, MARIE				
		100.128.0000.000.2213.580.10211.10.00 Check #: 181447	Staff Travel	$240.00
			Vendor Total:	$240.00
ENCORA				
		280.639.0000.200.2321.340.10000.00.00 Check #: 181448	Other Professional Services	$4,920.00
			Vendor Total:	$4,920.00
FLAG STORE SIGN & BANNER	7716			
		100.161.0000.000.2410.610.10601.32.00 Check #: 181449	General Supplies	$78.95
			Vendor Total:	$78.95
FRONTIER	21702			
		100.122.0000.000.2410.533.10202.10.00 Check #: 181450	Telephone - Land Line phone services	$580.69
			Vendor Total:	$580.69
GENE WATSON	22210			
		100.108.0000.000.2620.422.10000.00.00 Check #: 181451	Janitorial / Custodial Services	$966.97
			Vendor Total:	$966.97
GOPHER SPORT	8661			
		100.135.0000.100.1000.610.10305.31.00 Check #: 181452	General Supplies	$1,088.99
			Vendor Total:	$1,088.99
HANDLE WITH CARE BEHAVIOR MGMG SYSTS	99780			
		280.639.0000.200.2213.331.10000.00.00 Check #: 181453	Training & Development-Instruct Licensed Personnel	$800.00
			Vendor Total:	$800.00

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description		Amount
HARRIS, BARBARA					
		100.128.0000.000.2213.580.10211.10.00 Check #: 181454	Staff Travel		$240.00
				Vendor Total:	$240.00
HARVEY'S LAKE TAHOE					
		100.101.0000.000.2310.580.10000.00.00 Check #: 181455	Staff Travel		$301.71
		100.103.0000.300.2213.580.10000.00.00 Check #: 181455	Staff Travel		$301.71
		280.709.0000.000.2212.580.10000.00.00 Check #: 181455	Staff Travel		$603.42
				Vendor Total:	$1,206.84
HOME DEPOT	9654				
		100.136.0000.000.2620.610.10208.31.00 Check #: 181456	General Supplies		$1,179.33
				Vendor Total:	$1,179.33
HOWERTON, JUDY					
		100.128.0000.100.1000.610.10211.10.00 Check #: 181457	General Supplies		$49.90
				Vendor Total:	$49.90
HUMAN RELATIONS MEDIA	101162				
		100.135.0000.000.2120.610.10305.31.00 Check #: 181458	General Supplies		$321.89
				Vendor Total:	$321.89
INNOVATIVE LEARNING CONCEPTS	10059				
		100.121.0000.100.1000.610.10201.10.00 Check #: 181459	General Supplies		$63.00
				Vendor Total:	$63.00
KELLY-MOORE PAINTS	101391				
		100.136.0000.000.2620.610.10208.31.00 Check #: 181460	General Supplies		$72.32
				Vendor Total:	$72.32

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description		Amount
M S C INDUSTRIAL SUPPLY_98633	98633				
		100.136.0000.000.2620.610.10208.31.00 Check #: 181461	General Supplies		$316.68
				Vendor Total:	$316.68
MAILFINANCE					
		100.101.0000.000.2500.442.10000.00.00 Check #: 181462	Rental of Equipment and Vehicles		$137.08
				Vendor Total:	$137.08
N A S A	103265				
		100.101.0000.000.2320.810.10000.00.00 Check #: 181463	Dues and Fees		$5,000.00
				Vendor Total:	$5,000.00
NASCO MODESTO	13660				
		100.135.0000.100.1000.610.10305.31.00 Check #: 181464	General Supplies		$57.27
				Vendor Total:	$57.27
NASSP/NHS	101272				
		100.163.0000.000.2410.810.10603.32.00 Check #: 181465	Dues and Fees		$385.00
		100.163.0000.910.1000.810.10603.32.00 Check #: 181465	Dues and Fees		$95.00
				Vendor Total:	$480.00
NEEDLES HIGH SCHOOL	102423				
		100.165.0000.920.1000.810.10605.32.00 Check #: 181466	Dues and Fees		$180.00
				Vendor Total:	$180.00
NIAA_102628	102628				
		100.101.0000.920.1000.810.10601.32.00 Check #: 181467	Dues and Fees		$1,399.50
		100.101.0000.920.1000.810.10602.50.00 Check #: 181467	Dues and Fees		$850.00

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.101.0000.920.1000.810.10603.32.00 Check #: 181467	Dues and Fees		$850.00
		100.101.0000.920.1000.810.10604.32.00 Check #: 181467	Dues and Fees		$991.50
		100.101.0000.920.1000.810.10605.32.00 Check #: 181467	Dues and Fees		$850.00
				Vendor Total:	$4,941.00
ORIENTAL TRADING CO.,INC.	15565				
		100.129.0000.000.2410.610.10209.10.00 Check #: 181468	General Supplies		$71.91
		100.129.0000.100.1000.610.10209.10.00 Check #: 181468	General Supplies		$44.99
		100.129.0000.100.1000.640.10209.10.00 Check #: 181468	Books and Periodicals		$54.30
				Vendor Total:	$171.20
PITNEY BOWES INC	98355				
		100.121.0000.000.2410.442.10201.10.00 Check #: 181469	Rental of Equipment and Vehicles		$45.00
				Vendor Total:	$45.00
POWERSCHOOL					
		100.107.0000.000.2580.352.10000.00.00 Check #: 181470	Other Technical Services		$11,896.20
				Vendor Total:	$11,896.20
PUZZLE WAREHOUSE					
		100.129.0000.100.1000.610.10209.10.00 Check #: 181471	General Supplies		$109.17
				Vendor Total:	$109.17
RBA DOOR.COM					
		100.135.0000.000.2620.610.10305.31.00 Check #: 181472	General Supplies		$73.76
				Vendor Total:	$73.76
RICOH AMERICAS CORP	102825				

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description		Amount
		100.161.0000.100.1000.442.10601.32.00 Check #: 181473	Rental of Equipment and Vehicles		$144.48
				Vendor Total:	$144.48
RICOH USA, INC					
		100.101.0000.000.2500.442.10000.00.00 Check #: 181474	Rental of Equipment and Vehicles		$96.32
		100.106.0000.000.2515.442.10000.00.00 Check #: 181474	Rental of Equipment and Vehicles		$48.16
		100.107.0000.000.2580.442.10000.00.00 Check #: 181474	Rental of Equipment and Vehicles		$29.00
		100.121.0000.000.2410.442.10201.10.00 Check #: 181474	Rental of Equipment and Vehicles		$360.69
		100.122.0000.000.2410.442.10202.10.00 Check #: 181474	Rental of Equipment and Vehicles		$457.72
		100.135.0000.000.2410.442.10305.31.00 Check #: 181474	Rental of Equipment and Vehicles		$333.71
		100.136.0000.000.2410.442.10208.31.00 Check #: 181474	Rental of Equipment and Vehicles		$210.10
		100.161.0000.000.2410.442.10601.32.00 Check #: 181474	Rental of Equipment and Vehicles		$58.00
		230.231.0000.610.1000.442.10907.00.00 Check #: 181474	Rental of Equipment and Vehicles		$175.52
		230.231.0000.610.1000.442.10908.00.00 Check #: 181474	Rental of Equipment and Vehicles		$32.04
		250.161.0000.200.1000.430.10601.32.00 Check #: 181474	Repairs and Maintenance Services		$29.00
				Vendor Total:	$1,830.26
rSCHOOLTODAY					
		100.136.0000.000.2410.442.10208.31.00 Check #: 181475	Rental of Equipment and Vehicles		$361.00
				Vendor Total:	$361.00
SCHOOL MATE	18452				

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
		100.128.0000.100.1000.610.10211.10.00 Check #: 181476	General Supplies	$1,201.20
			Vendor Total:	$1,201.20
SCHOOL NURSE SUPPLY, INC	18453			
		100.165.0000.000.2130.610.10605.32.00 Check #: 181477	General Supplies	$280.05
			Vendor Total:	$280.05
SCHOOL OUTFITTERS	98447			
		100.129.0000.100.1000.610.10209.10.00 Check #: 181478	General Supplies	$3,275.00
			Vendor Total:	$3,275.00
SIERRA NEVADA CONSTRUCTION	100844			
		340.101.0000.000.4600.430.10201.10.00 Check #: 181479	Repairs and Maintenance Services	$3,760.00
		340.101.0000.000.4600.430.10205.10.00 Check #: 181479	Repairs and Maintenance Services	$20,070.00
		340.101.0000.000.4600.430.10208.31.00 Check #: 181479	Repairs and Maintenance Services	$1,890.00
		340.101.0000.000.4600.430.10209.10.00 Check #: 181479	Repairs and Maintenance Services	$950.00
		340.101.0000.000.4600.430.10210.10.00 Check #: 181479	Repairs and Maintenance Services	$2,455.00
		340.101.0000.000.4600.430.10211.10.00 Check #: 181479	Repairs and Maintenance Services	$950.00
		340.101.0000.000.4600.430.10601.32.00 Check #: 181479	Repairs and Maintenance Services	$29,822.00
		340.101.0000.000.4600.430.10602.50.00 Check #: 181479	Repairs and Maintenance Services	$3,460.00
		340.101.0000.000.4600.430.10603.32.00 Check #: 181479	Repairs and Maintenance Services	$2,195.00
		340.101.0000.000.4600.430.10604.32.00 Check #: 181479	Repairs and Maintenance Services	$30,670.00

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
		340.101.0000.000.4600.430.10605.32.00 Check #: 181479	Repairs and Maintenance Services	$3,285.00
			Vendor Total:	$99,507.00
SOCIAL STUDIES SCHOOL SERVICE_19620	19620			
		100.135.0000.100.1000.610.10305.31.00 Check #: 181480	General Supplies	$90.68
			Vendor Total:	$90.68
SOCIETY FOR HUMAN RESOURCE MGMT	101592			
		100.102.0000.000.2570.810.10000.00.00 Check #: 181481	Dues and Fees	$190.00
			Vendor Total:	$190.00
SPECIALTY HEALTH MCO, INC	98263			
		703.102.0000.000.2310.340.10000.00.00 Check #: 181482	Other Professional Services	$2,000.00
			Vendor Total:	$2,000.00
STAFF DEVELOPMENT FOR EDUCATORS	98172			
		100.121.0000.000.2213.331.10201.10.00 Check #: 181483	Training & Development-Instruct Licensed Personnel	$1,278.00
			Vendor Total:	$1,278.00
STARFALL PUBLICATIONS	100810			
		100.129.0000.000.2230.651.10209.10.00 Check #: 181484	Supplies - Technology - Software	$270.00
			Vendor Total:	$270.00
STATE OF NEVADA DEPT OF	103209			
		100.102.0000.000.2570.810.10000.00.00 Check #: 181485	Dues and Fees	$6,716.25
			Vendor Total:	$6,716.25
SUPPLIESOUTLET.COM				
		100.129.0000.196.1000.610.10209.10.00 Check #: 181486	General Supplies	$276.97
			Vendor Total:	$276.97

Voucher Supplement Account Summary

Voucher Batch Number: 1001 07/14/2016

Fiscal Year: 2016-2017

Vendor Remit Name	Vendor #	Account	Description	Amount
THERAPRO	96902			
		250.135.0000.200.1000.610.10305.31.00 Check #: 181487	General Supplies	$57.45
			Vendor Total:	$57.45
WARREN REED INSURANCE	22150			
		100.101.0000.000.2320.520.10000.00.00 Check #: 181488	Insurance (Other Than Employee Benefits)	$15,923.66
		100.101.0000.000.2620.520.10000.00.00 Check #: 181488	Insurance (Other Than Employee Benefits)	$445,318.76
		100.170.0000.000.2710.520.10000.00.00 Check #: 181488	Insurance (Other Than Employee Benefits)	$126,511.45
		703.102.0000.000.2310.520.10000.00.00 Check #: 181488	Insurance (Other Than Employee Benefits)	$41,444.00
			Vendor Total:	$629,197.87
WASTE MANAGEMENT	22180			
		100.108.0000.000.2620.421.10205.10.00 Check #: 181489	Garbage / Disposal	$302.46
		100.108.0000.000.2620.421.10604.32.00 Check #: 181489	Garbage / Disposal	$594.02
		100.108.0000.000.2620.421.10605.32.00 Check #: 181489	Garbage / Disposal	$216.04
		100.170.0000.000.2730.421.10000.00.00 Check #: 181489	Garbage / Disposal	$831.95
		290.183.0000.000.3100.421.10000.00.00 Check #: 181489	Garbage / Disposal	$345.66
			Vendor Total:	$2,290.13
YERINGTON THEATRE FOR THE ARTS	100157			
		230.231.0000.610.1000.441.10909.41.00 Check #: 181490	Renting Land and Buildings	$700.00
			Vendor Total:	$700.00
			Grand Total:	$838,897.25

End of Report

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: Presentation on the Silver Springs Airport

Recommendation
That the Board of Trustees approve a presentation regarding the possible future plans of the Silver Springs Airport and the impact it could have on the Silver Stage schools and students.

Background Information
After attending a meeting in regards to possible changes with the Silver Springs Airport, Trustee Stevens requested that a presentation take place. Mr. Marco Lucich has kindly accepted the invitation to provide a presentation to the Board of Trustees and the public.

Budget Considerations
None

Discussed at Previous Meeting
No

Attachment(s)
None

Respectfully Submitted,
Wayne Workman, Superintendent

U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division
Phoenix Airports District Office

3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

REC'D JUN 29 2016

June 16, 2016

Ms. Kay Bennett
Airport Manager
Silver Springs Airport
P.O. Box 311
Silver Springs, NV 89429

Dear Ms. Bennett:

Airport Master Plan Comments – AIP Grant 3-32-0023-014-2012
Silver Springs Airport (SPZ)

We have reviewed the draft SPZ Airport Master Plan (AMP) (AIP Grant 3-32-0023-014-2012) dated February 2016 and have several comments as specified below.

The draft AMP (page 3-3) states implementation (e.g. environmental assessment and land acquisition) of the proposed upgrade of runway 6/24 from an Airport Reference Code of B-II to C-II should begin whenever actual demand of approach category C aircraft reaches 60 percent of the 500 annual operations threshold, or 300 operations per year. This statement is presumably based on generalized guidance from Table 3-2 of FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, which recommends a range of 60 to 75 percent. We found no reference to the number of current C-II operations in Chapter Two, *Airport Forecasts,* or the Chapter Three, *Facility Requirements*. The draft AMP (page 3-3) does not project 500 operations by C-II aircraft until the long term planning period (i.e., 11 to 20 years). The August 15, 2014 forecast approval letter should not be interpreted as FAA concurrence as to when or if the actual number of C-II operations might reach 500.

Additionally, Table 3-11 (page 3-19) of the draft AMP suggests a "future" extension of runway 6/24 to 7,293 feet to better meet the demands of B-II type aircraft. The analysis is included in section 3.2.1, *Runway Requirements,* and is based on Figure 3-2 (page 3-7), *Runway Length Requirements*. The draft AMP does not support a conclusion that any of the aircraft listed in Figure 3-2 qualify for designation as the critical aircraft at SPZ. The draft AMP does not provide any break out of current operations by aircraft type. This is not to suggest we disagree with designation of B-II as the current critical aircraft type (Beechcraft King Air 200), but it is possible a more detailed accounting might actually reveal aircraft in category A/B-I might be the actual critical aircraft. It should be noted that the last sentence on page 3-5 of the master plan states, "The current length of Runway 6/24, 6,001 feet accommodates 100 percent of percent of the small airplanes." That statement is presumably based on AC 150/5325-4B, *Runway Length Requirement for Airport Design,* Chapter 2, Figure 2-1, which is a method that is reasonable to

use without a detailed accounting of the number of operations by specific aircraft models/types at SPZ.

FAA Order 5100.38D, AIP Handbook, paragraph 3-12 (page 3-9), *The Use of Critical Aircraft for Justifications* states, "For some projects, the ADO must determine if a project is justified based on the applicable critical aircraft for the project. APP-400 maintains guidance on how to determine the critical aircraft for specific projects and airport types. The ADO has the option to determine that a project is justified based on existing activity at the airport or activity that is projected to be at the airport within the next five years. The ADO has the option to require the sponsor to submit letters of support from airport users if the justification is based on projected activity. The letter must describe the airport user's plans or anticipated activity by the most demanding airplane, or critical aircraft."

Office of Airports guidance is the critical aircraft must have 500 operations at the airport. SPZ does not currently have 500 operations by C-II aircraft; therefore the proposed runway 6/24 extension is based on projected activity, however, the projected activity of C-II aircraft is not within the next five years, which means an ARC of C-II cannot be justified as the existing critical aircraft type.

Based principally on the incomplete nature of the draft AMP, the requested/proposed 2016 Airport Improvement Program (AIP) grant application for the focused planning study regarding the planned extension of runway 6/24 dated February 26, 2016 is premature and not eligible for AIP funding at this point in time. As outlined in the AIP Handbook, eligible planning grants mainly fall within the category of Airport Master Plan development/update or ALP Narrative Report with ALP update. In accordance with paragraph E-3 and Table E-1 (pages E-1 thru E-3), a 'Triggering Event' does not apply regarding this proposed "Stand-Alone" planning project.

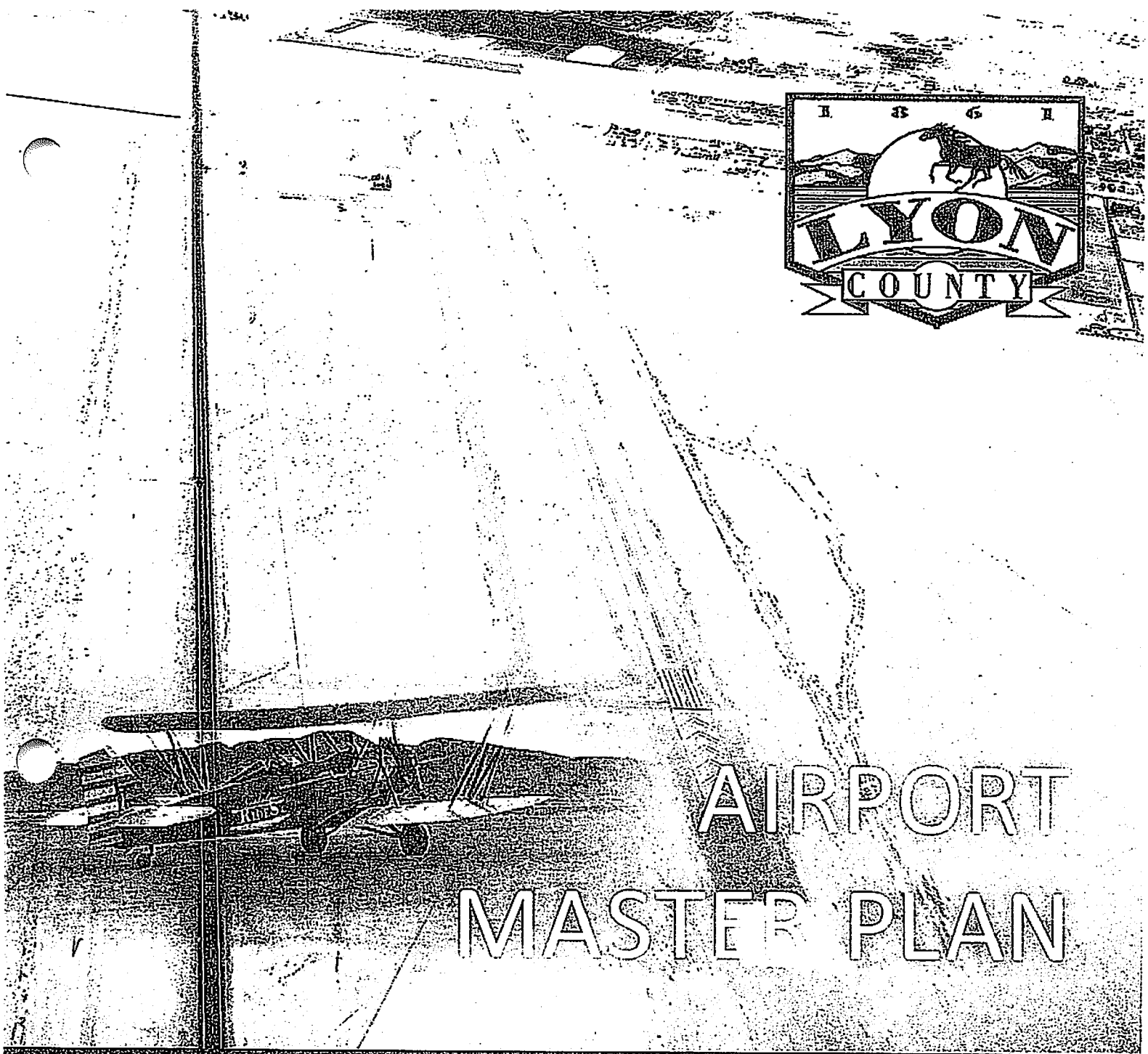
We look forward to working with your organization on the continual development of the Silver Springs Airport. If you have any questions, please contact me at 602-792-1074 or by e-mail at joseph.carlini@faa.gov.

Sincerely,

Joseph Carlini

Joseph Carlini
Airport Planner, Phoenix Airports District Office

Cc: Jeff Page, Lyon County Manager



AIRPORT MASTER PLAN

Draft Report

SILVER SPRINGS AIRPORT

SILVER SPRINGS, NEVADA | JUNE 2016

ARMSTRONG

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INTRODUCTION

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

INTRODUCTION

Silver Springs Airport is a general aviation airport located one mile west of the intersection of U.S. Highway 50 and Alternate 95 in Silver Springs, Nevada. The airport encompasses approximately 350 acres and is owned by Lyon County and operated by Silver Springs Airport, LLC through a public-private partnership. The airport is located in Sections 23, 24, 25 and 26 Township 18 North, Range 24 East of the Mount Diablo Baseline and Meridian. The Lyon County population in 2012 was 52,245 according to a July 2012 State Demographer's estimate. There are two incorporated cities located within Lyon County which include the City of Yerington which is the County Seat and the City of Fernley. Most of the County development occurs within eight communities which include Dayton, Fernley, Mason Valley, Mound House, Silver City, Silver Springs, Smith Valley and Stagecoach. Lyon County is ranked third in population for the State of Nevada. Average annual precipitation for Lyon County is 4.6 inches and annual snow fall is 6.3 inches. The Silver Springs Airport serves the County as a vital mode of transportation.

The Silver Springs community is a gateway to outdoor recreational opportunities including hunting, fishing, boating and horseback trail riding. Surrounding parks and features include the Walker and Carson Rivers, Lake Lahontan and Fort Churchill State Parks and the Sillwater National Wildlife Preserve.

The Silver Springs Airport was originally constructed by the United States Military in 1941 as an alternate landing field for military aircraft on training flights. The airfield was known as Lahontan Flight Strip. The airfield was closed following World War II and was released to the local government.

PURPOSE

The purpose of the airport master plan (AMP) is to provide a framework to guide future airport development that cost-effectively satisfies local and regional aviation demand, while producing an efficient, economical and environmentally compliant facility. The AMP considers the possible environmental and socioeconomic costs associated with alternative development concepts as well as the possible means of avoiding, minimizing, or mitigating impacts to sensitive resources at the appropriate level of detail for facilities planning.

The document describes and depicts the overall concept for long-term development of an airport. It presents the concepts graphically in the Airport Layout Plan (ALP) drawing set and reports the data and logic upon on which the concept is based in the AMP report.

OBJECTIVES

The primary objective of the AMP is to develop a plan that will satisfy airport needs in a safe, efficient, economical and environmentally sound manner over a phased period of time. The plan serves as a guide for decision makers, airport users and the general public in implementing airport development actions, while remaining in line with both the airport's and community's concerns and objectives.

Specific objectives of the Silver Springs AMP include, but are not limited to:

- Document the issues that the proposed development will address.
- Justify the proposed development through the technical, economic and environmental investigation of concepts and alternatives.
- Provide an effective graphic presentation of the development of the airport and anticipated land uses in the vicinity of the airport.
- Establish a realistic schedule for the implementation of the development proposed in the plan, particularly the short-term airport development plan.
- Provide sufficient project definition and detail for subsequent environmental evaluations that may be required before the project is approved.
- Present a plan that adequately addresses the issues and satisfies local, state and Federal regulations.
- Document policies and future aeronautical demand to support local deliberations on spending, debt, land use controls and other policies necessary to preserve the integrity of the airport and its surroundings.
- Set the stage and establish the framework for a continuing planning process that will monitor key conditions and permit changes in plan recommendations as required.
- Provide a financial feasibility analysis including potential funding sources, a funding plan and an identification and analysis of opportunities for revenue enhancement.
- Determine the feasibility and potential location of an area for an air tanker base and aerial firefighting operations, or like facilities including subsequent runway improvements.
- Provide an identification and analysis of infrastructure necessary for future aviation and non-aviation development of Airport property (e.g. water system, sewer system, electrical power, drainage, circulation, etc.).
- Provide the County and the Silver Springs Airport, LLC, with the planning and standards necessary to efficiently and effectively develop the Airport, including such elements as land uses, layout, infrastructure, performance standards, etc.
- Define the property required to support the Airport and building area uses (e.g., storage hangars, FBO leaseholds, aviation related business, etc.).

MASTER PLAN PROCESS

Airport planning takes place at the national, state, regional and local level. These plans are formulated on the basis of the overall transportation demands and are coordinated with other transportation and comprehensive land use planning. The National Plan of Integrated Airport Systems (NPIAS) is a ten-year plan that is continually updated and published biannually by the Federal Aviation Administration (FAA).

This publication lists developments at public use airports that are considered to be of national interest and thus eligible for financial assistance for airport planning and development under the Airport and Airway Improvement Act of 1982. Statewide Integrated Airport Systems Planning identifies the general location and characteristics of new airports and the general expansion needs of existing airports in order to meet statewide air transportation goals. This planning is performed by state transportation or aviation planning agencies. Regional Integrated Airport Systems Planning identifies airport needs for a large regional or metropolitan area. Needs are stated in general and incorporated into statewide system plans. AMPs are prepared by the operators of individual airports and are usually completed with the assistance of consultants.

The airport master planning process involves collecting data, forecasting demand, determining facility requirements and developing plans and schedules. The flow chart in **Figure 1** depicts the steps in the master planning process. This process must take into consideration the needs and concerns of the airport sponsor, airport tenants, airport users, and those of the general public.

The Silver Springs Airport working group consists of members representing varied interests in the airport. Their involvement and input throughout the master planning process will help to keep interested parties informed and will foster consensus for future development actions.

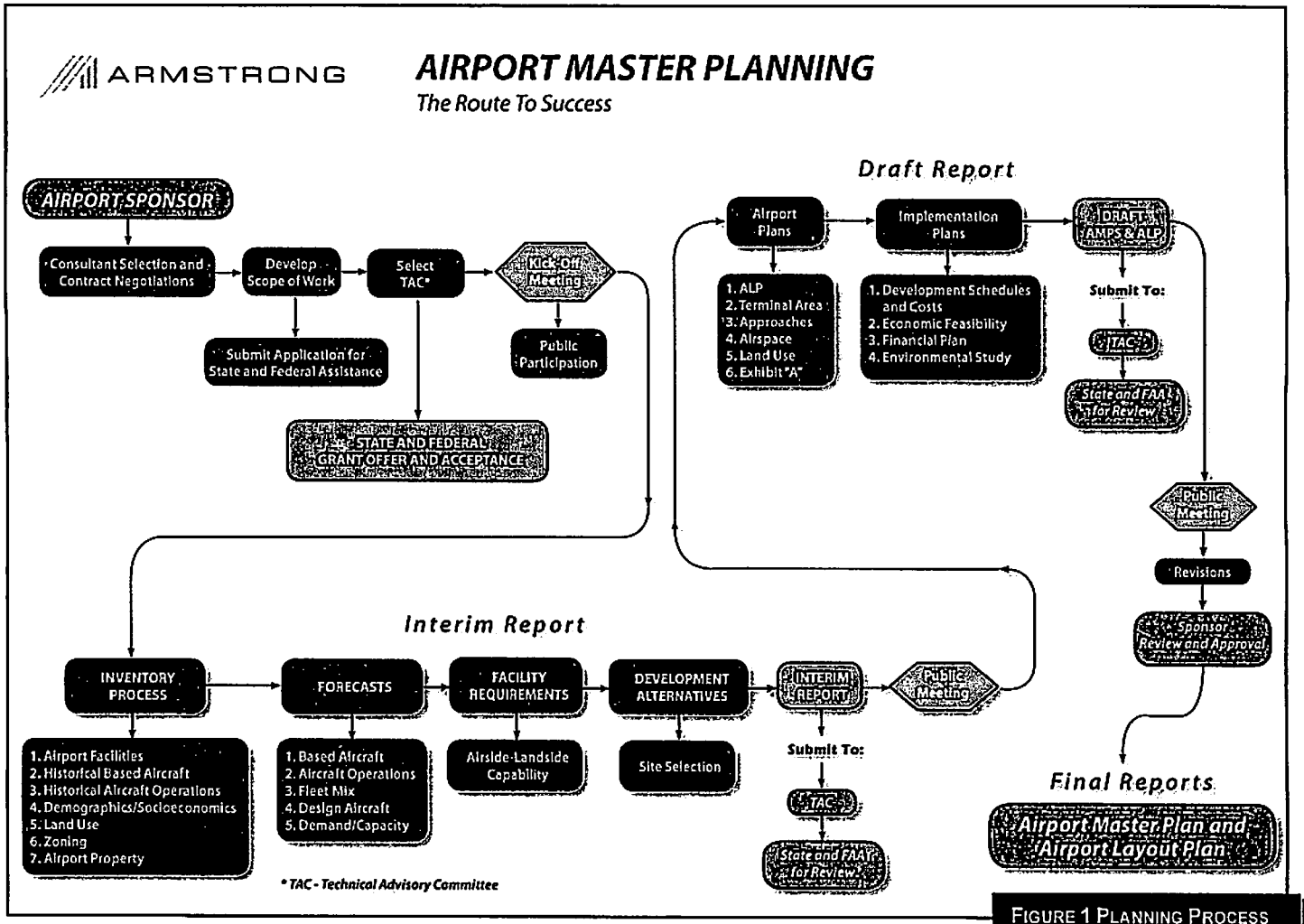


FIGURE 1 PLANNING PROCESS

CHAPTER ONE
INVENTORY

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER ONE
INVENTORY

1.0 AIRPORT SETTING

Silver Springs Airport (SPZ) is a general aviation airport located in Northwestern Nevada, approximately one mile west of the intersection of U.S. Highway 50 and Alternate 95 in Silver Springs. Silver Springs is a community located within Lyon County. The airport encompasses approximately 350 acres, is owned by Lyon County and is operated by Silver Springs Airport, LLC through a public-private ownership.

The airport is situated at a field elevation of 4,265 feet mean sea level (MSL). An airport's location is defined by its Airport Reference Point (ARP), which is the geometric center of the runway system based upon the length of the existing runways. ARPs are calculated based on existing, future and ultimate runway lengths and locations. The existing ARP at the Silver Springs Airport is located at 39° 24' 10.94"N latitude and 119° 15' 04.34"W longitude. The geographic location of the Silver Springs Airport is depicted below in **Figure 1-1**.

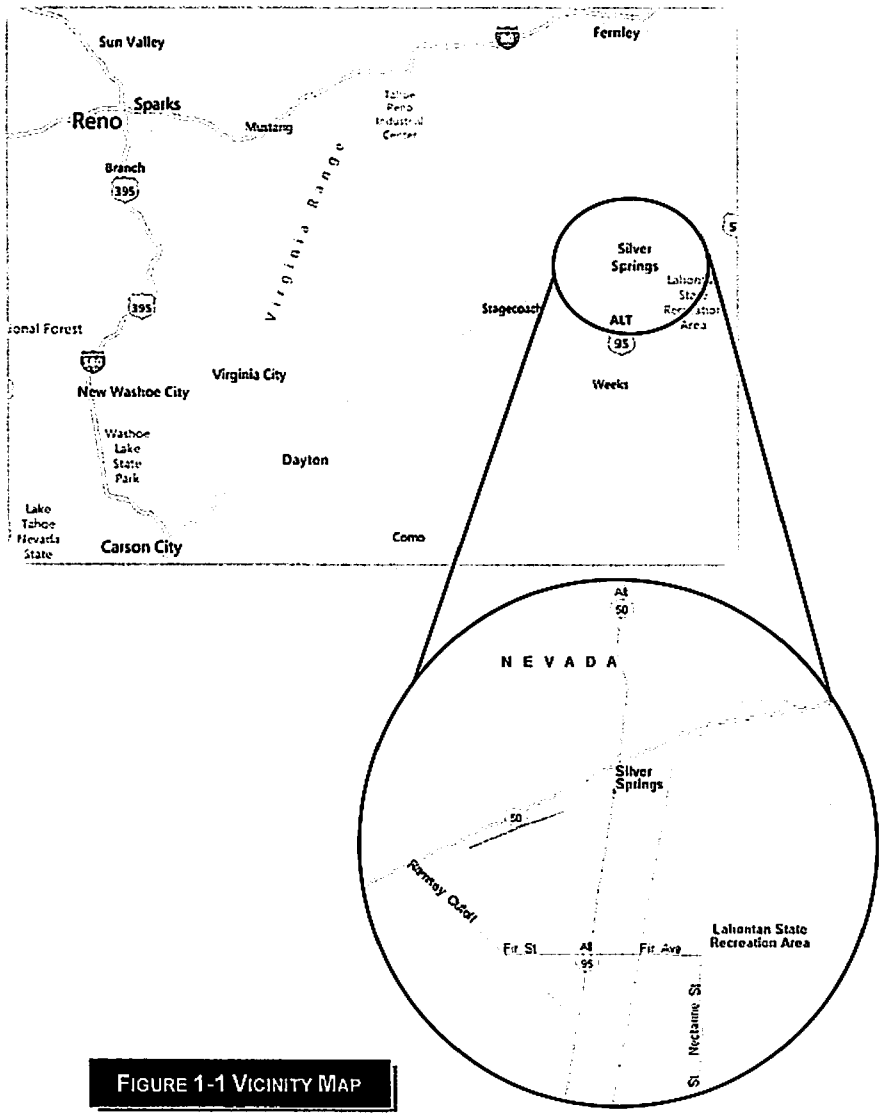


FIGURE 1-1 VICINITY MAP

1.1 AIRPORT GRANT HISTORY

The Airport Improvement Program (AIP) is the Federal Aviation Administration grant program that provides grants to public agencies for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). For small primary, reliever, and general aviation airports, the grant covers 93.75 percent of eligible costs, with the remaining 6.25 percent to be covered by the state and local match. Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. Airports can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and fuel. Professional services necessary for eligible projects such as planning, surveying, and engineering are eligible; however, aviation demand at the airport must justify the projects. The projects must also meet federal environmental and procurement requirements.

Table 1-1 contains a summary of the FAA Grant History between 2001 and 2015 for the Silver Springs Airport.

TABLE 1-1 FAA GRANT HISTORY

Year	Description of Work	Federal Amount
2001	Runway Reconstruction	$1,031,595
2002	Tiedown Apron & Runway Lights	$577,077
2003	Parallel Taxiway	$956,640
2004	Perimeter Fencing	$492,713
2005	40-Acre Land Acquisition	$57,844
2005	Airport Access Road, Apron Expansion & SuperAWOS (Design)	$65,000
2006	Airport Access Road, Apron Expansion & SuperAWOS (Construction)	$808,865
2007	Environmental Baseline Report	$28,500
2008	PAPIs REILs & Rotating Beacon Slurry Seal & Stripe Airport Pavements Pavement Sweeper	$538,865
2009	10,000 Gallon AvGas Tank	$193,319
2012	Airport Master Plan Update	$234,375
2014	Rehabilitate Runway/Taxiway	$384,375
2015	Rehabilitate Apron, Runway and Taxiway	$164,532
	Total Federal Funding	**$5,533,700**

Source: Federal Aviation Administration, Phoenix Airport District Office, 2016

Silver Springs Airport is included in the NPIAS. The NPIAS is a nationwide system of more than 3,300 public-use facilities that serve a variety of air traffic. An airport must be included in the NPIAS in order to receive funding under the AIP. The NPIAS report to Congress is prepared by the FAA every two years and identifies airports considered necessary to provide a safe, efficient and integrated system of airports that meet civil aviation, national defense and United States Postal Service (USPS) needs. It also considers the relationship between an airport and the rest of the transportation system in a particular area, the forecast of technological developments in aeronautics and the development forecast in other modes of transportation. FAA Order 5190.6B contains grant assurances that are accepted by an airport sponsor whenever federal grant funds are used to fund a project. A summary of the grant assurances that all pertain to Silver Springs Airport are:

1. Operate the airport in a safe manner and allow FAA inspections
2. Abide by federal regulations
3. Retain and keep updated airport master plans
4. Remain a public use airport
5. Repay FAA for unused life of any improvements if airport use is changed

As stated in the bullets above, the assurances promise that the airport will remain open to the public for at least the useful life of the improvement. In most cases the useful life is considered to be 20 years from the date of acceptance of the grant. Grant assurance agreements associated with land acquisition run in perpetuity.

1.2 SERVICE LEVEL

The airport service level reflects the type of public use air service the airport provides to the community. The service level also reflects the funding categories established by Congress to assist in airport development. The following list identifies the different types of airport service levels:

- **Commercial Service** airports are public airports that enplane 2,500 or more annual passengers and have operations that consist of aircraft that offer scheduled passenger service. Commercial service airports are either:
  - *Primary- airport that enplanes more than 10,000 passengers annually; or*
  - *Nonprimary- airport that enplanes between 2,500 and 10,000 passengers annually.*
- **General Aviation Airports** in May 2012 the FAA released the General Aviation Assets Study to evaluate the role of general aviation airport included in the NPIAS. The FAA divided the general aviation airports into four categories which include national, regional, local, and basic the roles are further described below:
  - *National – Serves nation-global markets* – Very high levels of activity with many jets and multiengine propeller aircraft averaging about 200 total based aircraft including 30 jets.
  - *Regional – Serves regional-national markets* – High levels of activity with some jets and multiengine propeller aircraft averaging about 90 total based aircraft including 3 jets.
  - *Local – Serves local-regional markets* – Moderate levels of activity with some multiengine propeller aircraft averaging about 33 based propeller-driven aircraft and no jets.

- *Basic – Often serving critical aeronautical functions within local and regional markets* – Moderate-low levels of activity averaging about 10 propeller-driven aircraft and no jets.

Silver Springs Airport is listed in the NPIAS as a basic general aviation airport.

According to the 2009 Nevada Analysis of Airport Needs the Silver Springs Airport is classified as a rural airport. Rural airports are defined as a public-use airport within the State of Nevada with a paved runway serving a community with less than 1,500 people. However, it should be noted that the airport serves a community of 25,500 people based on the United States census data.

1.3 AIRPORT ROLE

The Silver Springs Airport provides access to a variety of users that need access to and from Silver Springs and the surrounding area. The Silver Springs Airport is conveniently located along the south side of State Highway 50 approximately one mile west of the intersection of U.S. Highway 50 and Alternate 95 in Silver Springs.

The Silver Springs Airport has an existing Airport Reference Code (ARC) of B-II. The majority of the aircraft utilizing the airport are single-engine piston, multi-engine piston, turboprop and light turbojet aircraft. Other users include military and civilian rotorcraft, gliders and ultralights. Users include the following aircraft types and operations:

1.3.1 BUSINESS AND RECREATIONAL TRANSPORTATION

These users desire the utility and flexibility offered by general aviation aircraft. This category includes business as well as tourism related activities (See **Figure 1-2**). The types of aircraft utilized for personal and business transportation include a mix of single-engine, multi-engine, rotorcraft and turbojet aircraft.

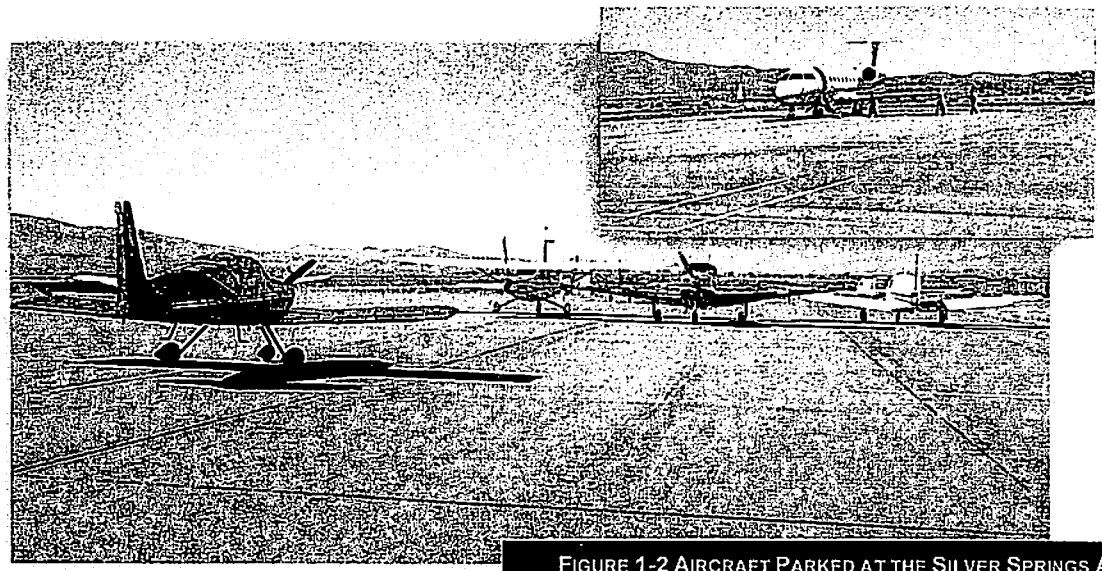


FIGURE 1-2 AIRCRAFT PARKED AT THE SILVER SPRINGS AIRPORT

Source: Kay Bennett, Silver Springs Airport LLC

1.3.2 AIR MEDIVAC SERVICES

Air medivac operators flying out of the Silver Springs Airport provide essential emergency medical transportation for life threatening situations to higher level care facilities (See **Figure 1-3**). The air medivac services provide quick and efficient transportation in emergency situations when time is of the essence, resulting in lives being saved.

FIGURE 1-3 AIR MEDIVAC OPERATIONS

Source: Kay Bennett, Silver Springs Airport, LLC

1.3.3 AERIAL FIREFIGHTING

The airport is periodically utilized by aerial firefighting aircraft as it is able to accommodate large rotary aircraft, single-engine air tankers and patrol aircraft (See **Figure 1-4**).

1.3.4 FLIGHT TRAINING

The Silver Springs Airport is regularly utilized by flight training schools from Reno, Carson City and Minden for touch and go operations. There are also several private instructors that conduct flight training from the Silver Springs Airport. Flight instruction at the Silver Springs Airport includes student pilots, private and instrument pilots, and commercial and airline transport pilots. The geometry and location of the Silver Springs Airport provide a strategic location for flight training within northern Nevada.

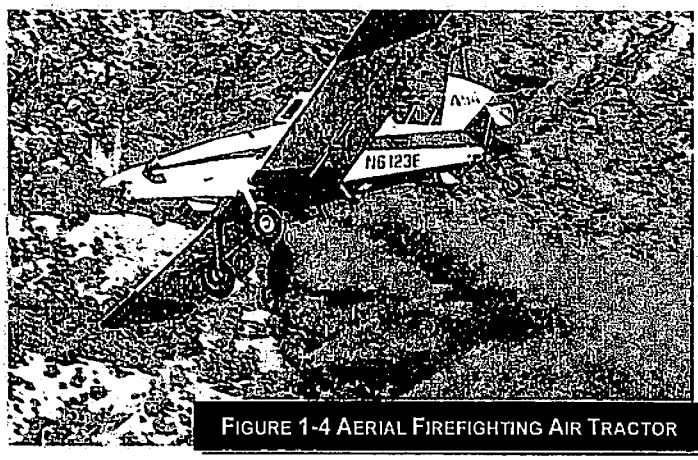


FIGURE 1-4 AERIAL FIREFIGHTING AIR TRACTOR

1.4 EXISTING ACTIVITY LEVELS

There are various federal, state and local sources available for determining existing activity levels at an airport. These include, but are not limited to, FAA Form 5010-1, FAA Terminal Area Forecast (TAF), on-site inventory and airport management records.

The *FAA Airport Master Record*, Form 5010-1, is the official record kept by the FAA to document airport physical conditions and other pertinent information. The information is typically collected from the airport sponsor and includes an annual estimate of aircraft activity as well as the number of based aircraft. The accuracy of the information contained in the 5010-1 Form varies directly with the date of its last revision. The current Form FAA 5010-1 for Silver Springs Airport indicates 13 based aircraft and 6,500 annual operations.

The TAF is a historical record and contains forecast projections of based aircraft and annual operations. The TAF is maintained and utilized by the FAA for planning and budgeting purposes. The 2013-2040 TAF data reports 6 based aircraft at the airport and 4,000 annual

operations with a straight line forecast of future based aircraft and annual operations for the Silver Springs Airport. The TAF data may not accurately reflect the based aircraft and operations numbers, as it is dependent on when it was last updated by the FAA.

According to 2013 airport management records there were 13 based aircraft and 5,500 operations in 2012, with approximately 1,200 of those being local operations. The based aircraft fleet mix includes all single-engine aircraft.

1.5 DESIGN STANDARDS

1.5.1 AIRPORT REFERENCE CODE

FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design* establishes design standards based on the design aircraft identified for the airport. Each runway and operational area serving the particular design aircraft must be identified. Each runway is assigned a Runway Design Code (RDC). The Aircraft Approach Category (AAC), Airplane Design Group (ADG) and approach visibility minimums are combined to determine the RDC. The RDC provides the information needed to determine design standards that apply. The first component, depicted by a letter is the AAC and relates to aircraft approach speed (operational characteristic) see **Table 1-2**. The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics) whichever is most restrictive (see **Table 1-3**). The third component relates to the visibility minimum expressed by Runway Visual Range (RVR) values in feet of 1,200, 1,600, 2,400, 4,000 and 5,000 (corresponding to lower than ¼-mile, lower than ½-mile but not lower than ¼-mile, lower than ¾-mile but not lower than ½-mile, lower than 1-mile but not lower than ¾-mile respectively and 1-mile) see **Table 1-4**. The third component will read "VIS" for runway designed with visual approaches only. Generally, runway standards are related to aircraft approach speed, aircraft wingspan and designated or planned approach visibility minimums. The Airport Reference Code (ARC) of the airport signifies the airport's highest RDC. The current RDC for Runway 6/24 and ARC for the Silver Springs Airport is B-II-VIS. The current design aircraft listed for the airport is the King Air 200. A more detailed discussion of RDCs and ARCs is included in Chapter 3.

TABLE 1-2 AIRCRAFT APPROACH CATEGORY (AAC)

AIRCRAFT APPROACH CATEGORY	APPROACH SPEED
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

FAA AC 150/5300-13A, Change 1, *Airport Design*

TABLE 1-3 AIRPLANE DESIGN GROUP (ADG)

GROUP #	WINGSPAN (FT)	TAIL HEIGHT (FT)
I	< 49'	< 20'
II	49' - < 79'	20' - < 30'
III	79' - < 118'	30' - < 45'
IV	118' - < 171'	45' - < 60'
V	171' - < 214'	60' - < 66'
VI	214' - < 262'	66' - < 80'

FAA AC 150/5300-13A, Change 1, *Airport Design*

TABLE 1-4 VISIBILITY MINIMUMS

RVR (FT)	FLIGHT VISIBILITY CATEGORY (STATUE MILE)
5000	1 mile
4000	Lower than 1 mile but not lower than 3/4 mile (APV ≥ 34 but < 1 mile)
2400	Lower than 3/4 mile but not lower than 1/2 (CAT - I PA)
1600	Lower than 1/2 mile but not lower than 1/4 mile (CAT - II PA)
1200	Lower than 1/4 mile (CAT - III PA)

FAA AC 150/5300-13A, Change 1, *Airport Design*

As previously discussed, the ARC system is used to relate airport design criteria to the operational and physical characteristics of the design aircraft for the airport, also referred to as the critical aircraft. FAA AC 150/5300-13A, Change 1, *Airport Design*, establishes design standards for airports based on the design aircraft airport reference code. A list of the existing FAA design standards are contained in **Table 1-5**.

TABLE 1-5 EXISTING DESIGN STANDARDS

DESCRIPTION	RUNWAY 6/24
Runway Design Code	**B-II-VIS**
RW Centerline to Parallel TW Centerline	240' (312' actual)
RW Centerline to Aircraft Parking Apron	250' (350' actual)
RW Width	75'
RW Safety Area Width	150'
RW Safety Area Length Beyond RW End	300'
RW Object Free Area Width	500'
RW Object Free Area Length Beyond RW End	300'
RW Obstacle Free Zone Width	400'
RW Obstacle Free Zone Length Beyond RW End	200'
RW Protection Zone	500' x 700' x 1,000'
Taxiway Design Group	**II**
TW Width	35'
TW Safety Area Width	79'
TW Object Free Area Width	131'
Taxilane Object Free Area Width	115'
RW Centerline to Aircraft Hold Lines	200'

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*

1.5.2 SAFETY AREAS

Runway and taxiway safety areas (RSAs and TSAs) are defined surfaces surrounding the runway and taxiways that are prepared specifically to minimize bodily injury and reduce damage to aircraft and property in the event of an under-shoot, over-shoot or excursion from a runway or taxiway.

The safety areas must be:

- Cleared and graded and have no potentially hazardous surface variations.
- Drained so as to prevent water accumulation.
- Capable, under dry conditions of supporting snow removal equipment, ARFF equipment and the occasional passage of aircraft without causing structural damage to the aircraft.
- Free of objects, except for objects that need to be located in the runway or taxiway safety area because of their function.

1.5.3 OBSTACLE FREE ZONE (OFZ) AND OBJECT FREE AREA (OFA)

The OFZ is a three dimensional volume of airspace which supports the transition of ground to airborne aircraft operations. The clearing standard precludes taxiing and parked airplanes and object penetrations, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function. The runway OFZ is similar to the Part 77 Primary Surface insofar that it represents the volume of space longitudinally centered on the runway. The OFA is a two-dimensional area surrounding the runway. The OFA precludes parked aircraft, agricultural operations and all other non-aeronautical function related objects.

1.5.4 DISPLACED THRESHOLD

A displaced threshold is a threshold located at a point other than that of the physical end of the runway. The displaced portion of the runway maybe used for takeoff but not for landing. Landing aircraft may only use the displaced area on the opposite end for roll out. There are no displaced thresholds at the Silver Springs Airport.

1.5.5 RUNWAY PROTECTION ZONES (RPZ)

The RPZ is trapezoidal in shape and centered on the extended runway centerline. It begins 200 feet beyond the end of the area usable for takeoff or landing. The RPZ dimensions are functions of the design aircraft, type of operation and visibility minimums. While it is desirable to clear all objects from the RPZ, uses that are permissible without further evaluation include farming that meets minimum buffers, irrigation channels as long as they do not attract birds, airport service roads, as long as they are not public roads and are directly controlled by the airport operator, underground facilities and unstaffed NAVAIDs and facilities, such as equipment for airport facilities that are considered fixed-by-function in regard to the RPZ. All other land uses within the PRZ must be evaluated and approved by the FAA Airport District Office. The existing RPZs at Silver Springs are owned fee simple by the sponsor. There are currently no incompatible land uses within the RPZs.

1.6 PART 77 AIRSPACE SURFACES

14 CFR Part 77 establishes several imaginary surfaces that are used as a guide to provide a safe and unobstructed operating environment for aviation. These surfaces, which are typical for civilian airports, are shown in **Figure 1-5**. The primary, approach, transitional, horizontal and conical surfaces identified in Part 77 are applied to each runway at both existing and new airports on the basis of the type of approach procedure available or planned for that runway and the specific Part 77 runway category criteria. For the purpose of this section, a utility runway is a runway that is constructed for and intended for use by propeller driven aircraft of a maximum gross weight of 12,500 pounds or less. A visual runway is a runway intended for the operation

using only visual approach procedures. A non-precision instrument runway is a runway with an approved or planned straight-in instrument approach procedure that has no existing or planned precision instrument approach procedure. The Silver Springs Airport has no existing instrument approach procedures and has a published pavement strength of 30,000 pounds Single Wheel Gear (SWG) and 60,000 pounds Dual Wheel Gear (DWG). An instrument approach procedure to Runway 24 and an instrument departure procedure for Runway 6 are currently in development. The existing Part 77 surfaces are for a visual approach, greater than utility runway (>12,500 pounds) for both Runway 6 and 24. The Part 77 Airspace Surfaces for these classifications are described in the following paragraphs.

1.6.1 PRIMARY SURFACE

The primary surface is an imaginary surface of specific width, longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the paved surface of runways, but does not extend past the end of unpaved runways. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width is 1,000 feet for precision runways, 250 feet for visual-utility runways and 500 feet for visual larger than utility runways and non-precision runways with visibility minimums greater than ¾-mile. The existing primary surface width for Silver Springs Airport is 500 feet.

1.6.2 APPROACH SURFACE

The approach surface is a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based upon the type of approach available or planned for that runway, with approach gradients of 20:1, 34:1 or 50:1. The inner edge of the surface is the same width as the primary surface. It expands uniformly to a width corresponding to the Part 77 runway classification criteria. At the Silver Springs Airport, these dimensions are 500 feet by 5,000 feet by 1,500 feet, with a 20:1 approach surface gradient for both Runway 6 and 24.

1.6.3 TRANSITIONAL SURFACE

The transitional surfaces extend outward and upward at right angles to the runway centerlines from the sides of the primary and approach surfaces at a slope of 7:1 and end at the horizontal surface.

1.6.4 HORIZONTAL SURFACE

The horizontal surface is considered necessary for the safe and efficient operation of aircraft in the vicinity of an airport. As specified in Part 77, the horizontal surface is a horizontal plane 150 feet above the established airport elevation. The airport elevation is defined as the highest point of an airport's useable runway, measured in feet above mean sea level. The perimeter is developed by arcs of specified radius from the center of each end of the primary surface of each runway. The radius of each arc is 5,000 feet for runways designated as utility or visual and 10,000 feet for all other runways. The existing horizontal surface arc at Silver Springs Airport is 5,000 feet.

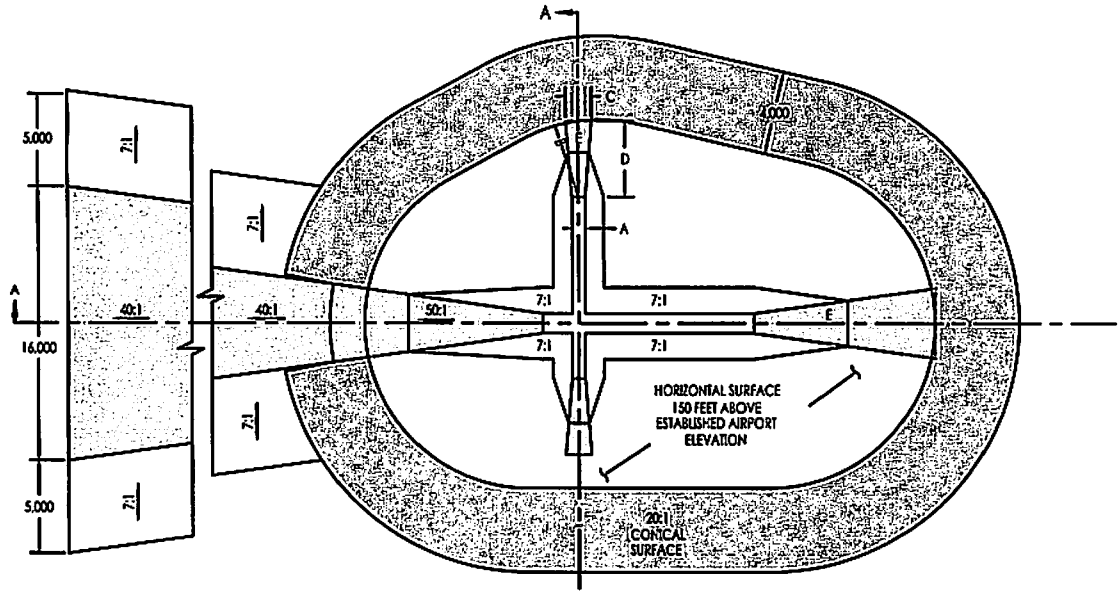
1.6.5 CONICAL SURFACE

The conical surface extends outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

1.6.6 SUMMARY OF DIMENSIONAL CRITERIA

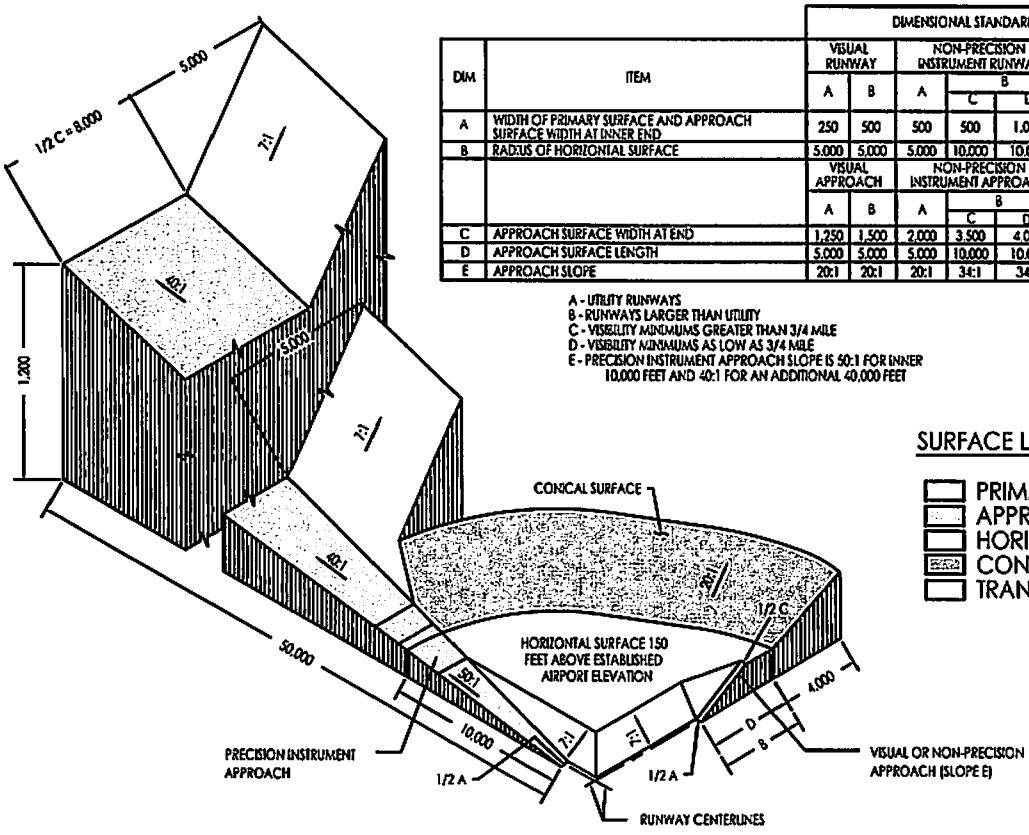
Table 1-6 summarizes the current Part 77 surfaces described above for the Silver Springs Airport.

TABLE 1-6 PART 77 SURFACES	Runway 6/24
Runway 6/24	Visual – Greater Than Utility
Primary Surface width	500'
Primary Surface beyond RW end	200'
Approach Surface dimensions	RW 6/24 (500' x 1,500' x 5,000')
Approach Surface slope	RW 6/24 (20:1)
Transitional Surface slope	7:1



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



SURFACE LEGEND

- PRIMARY
- APPROACH
- HORIZONTAL
- CONICAL
- TRANSITIONAL

ISOMETRIC VIEW OF SECTION A-A

FIGURE 1-5 PART 77 SURFACES

Source: 14 CFR Part 77

1.7 EXISTING AIRSIDE FACILITIES

Airside facilities include the runway configuration, associated taxiway system, aircraft parking area and any visual or electronic approach navigational aids. Existing airside facilities are further described within this section and are depicted in **Figure 1-6.**

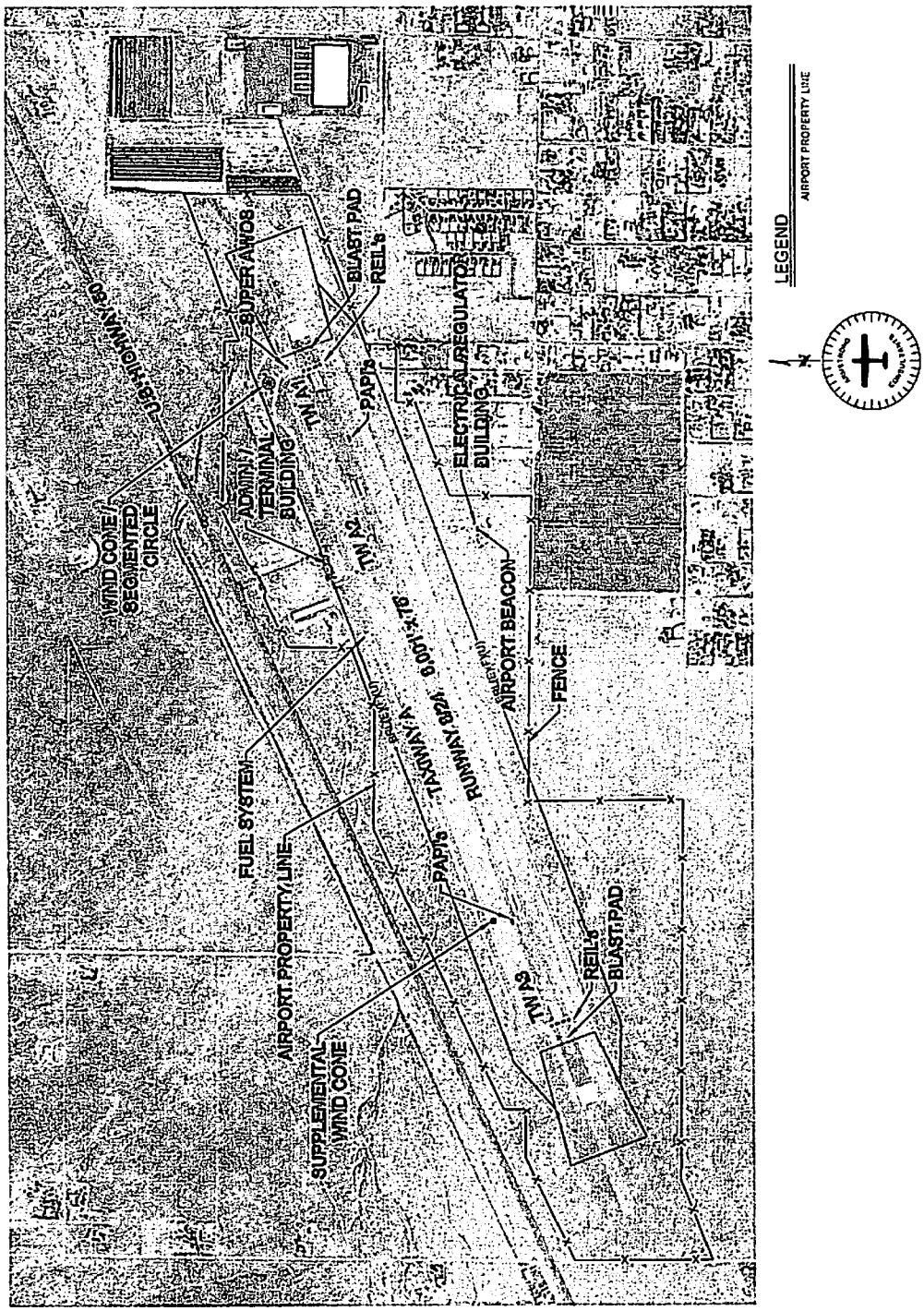


FIGURE 1-6 EXISTING LANDSIDE FACILITIES

1.7.1 RUNWAY

The runway configuration relates to the number and orientation of runways. The number of runways provided at an airport depends largely on the volume of air traffic and prevailing wind conditions. The orientation of the runways depend primarily on the direction of the prevailing wind patterns in the area, the size and shape of the area available for development and land-use or airspace restrictions in the vicinity of the airport.

The runway configuration at the Silver Springs Airport consists of one asphalt runway, Runway 6/24, depicted in **Figure 1-7**. Runway 6/24 has a true bearing of North 69° 30' 47" East. Runway 6/24 is 6,001 feet long by 75 feet wide. According to the Airport Master Record Runway 6/24 has a published pavement strength of 30,000 pounds SWG and 60,000 pounds DWG. The runway is marked with nonprecision instrument markings on both ends. Runway 6/24 surface and runway markings are considered to be in good condition. The runway also has paved overruns located at both ends of the runway which measure 300 feet by 75 feet.

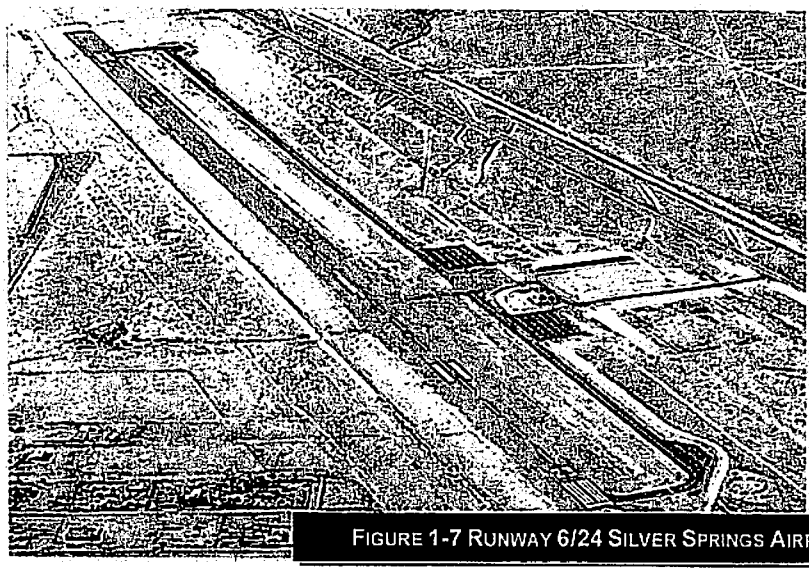


FIGURE 1-7 RUNWAY 6/24 SILVER SPRINGS AIRPORT

Source: Kay Bennett, Silver Springs Airport, LLC

The Runway 6/24 safety and object free areas are designed to ARC B-II design standards. The runway safety area (RSA) is 150 feet wide and extends 300 feet from beyond of the runway end. The runway object free area (ROFA) is 500 feet wide and extends 300 feet beyond the runway ends. There are no object penetrations of the RSA or ROFA.

1.7.2 TAXIWAY SYSTEM

Taxiways provide aircraft access between an airport's parking apron and corresponding runways. They expedite aircraft departures from the runway and increase operational safety and efficiency. The taxiway system at the Silver Springs Airport consists of three connector taxiways between the full length parallel taxiway (Taxiway A) and Runway 6/24. Holding bays are located at both ends of Runway 6/24. The holding bays allow for efficient traffic flow to and from the runway ends, engine run-ups, and for circulation of aircraft at the end of the runway. The taxiways at Silver Springs Airport are designed to meet taxiway design group II. Taxiway A is currently 35 feet wide and located 312 feet from the runway centerline. The taxiway to runway separation exceeds the FAA design standards of 240 feet for an ARC B-II with visual approach minimums. The taxiway surfaces and markings are in good condition.

1.7.3 AIRCRAFT APRON

The aircraft apron provides an area for based and transient aircraft parking. The apron is located adjacent to Taxiway A and approximately 1,500 feet from the end of Runway 24. The asphalt apron is approximately 12,830 square yards of area and includes 19 tie downs. Its pavement is in good condition.

1.7.4 AIRFIELD LIGHTING AND VISUAL AIDS

Airport lighting enhances safety during periods of inclement weather and nighttime operations by providing visual guidance to pilots in the air and on the ground. Several common airfield lighting features of general aviation airports include:

- Precision Approach Path Indicator (PAPI) located on the left side of the runway, consists of two or four lights installed in a single row. A PAPI provides visual approach path guidance by emitting a series of white and red lights. These lights can be seen for up to five miles during the day and up to twenty miles at night.

- Visual Approach Slope Indicator (VASI) located on the left side of the runway, consists of two sets of lights. One set marks the start of the runway, while the other set marks twenty feet down the runway. Each set of lights are designed to appear either white or red, depending on the angle at which the lights are viewed. When an aircraft is on the glide slope, the first set of lights appears white, while the second set appears red. If an aircraft drops below the glide slope both sets appear red and if an aircraft is above the glide slope both sets will indicate white.

- Retroreflectors, used in lieu of taxiway lighting, consists of a single row bordering each side of the taxiway of reflective tape mounted on a pole.

- A rotating beacon is used to guide pilots to lighted airports with a sequence of yellow, green and/or white lights. Most general aviation airports are considered to be civilian land airports, consisting of alternating white and green lights or a water airport, consisting of alternating white and yellow lights. A beacon is normally operated from dusk until dawn. If the beacon is on during other hours it typically indicates that the airport is operating under instrument flight rules.

- Runway edge lights consist of a single row of white lights bordering each side of the runway, outlining the runway edges during periods of darkness or low visibility. Runway edge lights are classified into three types according to the intensity of light of which they are capable of producing: they include High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL) and Low Intensity Runway Lights (LIRL). Both HIRLs and MIRLs have variable intensity settings, whereas LIRLs have only one. Instrument runway lights include yellow edge lights on the last 2,000 feet of runway to visually inform pilots of the amount of runway remaining. At most non-towered airports, runway lights are activated by pilot controlled lighting which is utilized by transmitting a series of "clicks" on the radio transmitter to activate and control lighting intensity settings.

- Runway end identifier lights (REIL) consist of a pair of synchronized high intensity white flashing lights placed on each side of the runway to enable rapid identification of the runway threshold.

- Runway markings vary depending on whether the runway is used exclusively for visual flight rule operations (VFR) or instrument flight rule (IFR) operations. A visual runway is typically marked with the runway designator numbers and a dashed white centerline. Threshold bars and aiming point markings are added to a visual runway to provide non-precision instrument markings. A precision instrument runway further includes touchdown zone markings.

- A segmented circle is located around the wind direction indicator. The segmented circle has two purposes, including identifying the location of the wind direction indicator and identifying non-standard traffic patterns.

- Taxiway edge lights consist of a single row of blue lights bordering each side of the taxiway. These lights mark the edge of the taxiways and guide aircraft from the runway to the ramp or apron area.

- Threshold lights consist of a single row of green lights used to indicate the beginning of the usable landing surface. These lights are two-directional and appear red from the opposite end of the runway to mark the end of the usable runway.

- A wind direction indicator consists of a windcone, wind tee or tetrahedron. A windcone aligns itself into the wind as the wind blows through a truncated cloth aligning itself with the wind indicating both wind direction and approximate velocity. The tail of a wind tee aligns itself in the wind similar to that of a weather vane. A tetrahedron may either swing around to align the small end pointing into the wind or it may be manually positioned to show landing direction. Wind indicators can be lighted for use during periods of darkness and low visibility.

- Lighted signs indicate connector taxiways and runway ends.

The airfield lighting and visual aids at the Silver Springs Airport consists of two-box PAPIs on Runways 6 and 24, MIRLs on Runway 6/24 which are pilot controlled on the CTAF frequency 122.9 MHz, REILs on Runways 6 and 24, lighted signage, lighted wind cone and rotating airport beacon. Taxiways are currently illuminated with retro-reflective markers.

1.7.5 NAVIGATIONAL AIDS

There are currently no instrument approach procedures in place the Silver Springs Airport. In 2011 an aeronautical survey was conducted for the airport as a first step in the process to developing a future instrument approach procedure. To date no approach procedures have been developed. Enroute radar and coverage for the Silver Springs Airport is provided by the Oakland Air Traffic Control Center. The Reno Flight Service Station provides additional weather data and other pertinent weather information to pilots on the ground and enroute. There is no air traffic control tower (ATC) located at the airport.

A Navigational Aid (NAVAID) is any ground based visual or electronic device used to provide course or altitude information to pilots. NAVAIDs include Very High Omni-directional Range (VORs), Very High Frequency Omni-directional Range with Tactical Information (VOR-TAC), Non-directional Beacons (NDBs) and Tactical Air Navigational Aids (TACANs), as examples.

The nearest NAVAID is the Hazen VOR is located 13.6 nautical miles away on the 223 degree radial.

1.7.6 INSTRUMENT APPROACH PROCEDURES

The Silver Springs Airport currently has no existing instrument approach procedures. In 2011 an Aeronautical Survey was conducted for the airport. The survey was conducted in accordance with FAA Advisory Circulars 150/5300-16, 17 and 18. The survey information has been uploaded and accepted on the FAA Airports Geographic Information Systems (AGIS) and is being used for the development of instrument approach procedures at the airport.

1.7.7 WEATHER REPORTING SYSTEMS

Automated Weather Observation Systems (AWOS) use various sensors, a voice synthesizer and a radio transmitter to provide real-time weather data. There are four types of AWOS. An AWOS-A only reports altimeter setting while an AWOS-1 also measures and reports wind speed, direction, gusts, temperature and dew point. AWOS-2 provides visibility information in addition to everything reported by an AWOS-1. The most capable system, the AWOS-3 also includes cloud and ceiling data. The AWOS transmits over a VHF frequency or the voice portion of a NAVAID. The transmission can be received within 25 nautical miles of the site or above 3,000 feet above ground level (AGL). The frequency for the AWOS is published on Aeronautical charts as well as in the airport facilities directory.

Silver Springs Airport is currently served by a SuperAWOS on the airport. The SuperAWOS provides wind, altimeter temperature, dew point and visibility information. However, the SuperAWOS are not certified for use or funding by the FAA. The nearest AWOS to the Silver Springs Airport is located in Fallon approximately 24 nautical miles east of Silver Springs.

1.8 PAVEMENT CONDITION INDEX (PCI)

The Pavement Condition Index (PCI) is a numerical index between 0 and 100 and is used to indicate the condition of the pavement. The PCI, as outlined by the Nevada Department of Transportation, is based on a visual survey of the pavement and a numerical value between 0 and 100 defining the condition. Condition levels are defined as *Fail, Very Poor, Poor, Fair, Good, Very Good* and *Excellent* as shown in the legend of **Figure 1-8**.

Figure 1-8 depicts the results of the 2013 PCI inspection report for the Silver Springs Airport. The PCI inspection is considered to be dated, and may not be entirely accurate, however according to the inspection report, the aircraft parking apron area and taxiways are in excellent condition, and the runway is in very good condition. The specific ratings and recommended corrective actions are listed within **Table 1-7** for each pavement area.

TABLE 1-7 PAVEMENT CONDITION INDEX (PCI) RATINGS

Feature	PCI	Condition Level
A01SPZ-05	59	Major Rehabilitation
A01SPZ-10	61	Major Rehabilitation
A01SPZ-15	100	Major Rehabilitation
RW523SPZ-05	58	Major Rehabilitation
TWASPZ-10	56	Major Rehabilitation
TWBSPZ-05	53	Major Rehabilitation
TWBSPZ-15	58	Major Rehabilitation

Source: NDOT,
(2013 PCI Report)

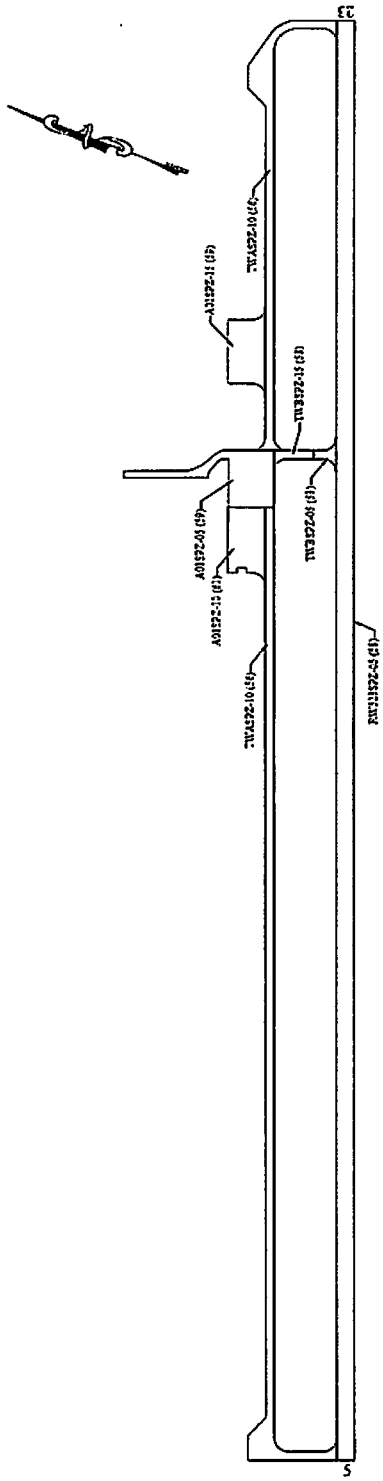


FIGURE 1-8 PAVEMENT CONDITION INDEX

Source: NDOT, (2013 PCI Report)

1.9 EXISTING LANDSIDE FACILITIES

The landside facilities of an airport consist of those facilities that are not included as airside characteristics. Examples of such landside facilities include any structure adjoining the airfield, terminal buildings, hangars, the access routes to and from the airport, automobile parking areas, airport fencing, utilities, fuel provisions and Aircraft Rescue and Fire Fighting (ARFF) equipment. The Silver Springs Airport existing landside facilities are shown in **Figure 1-9**.

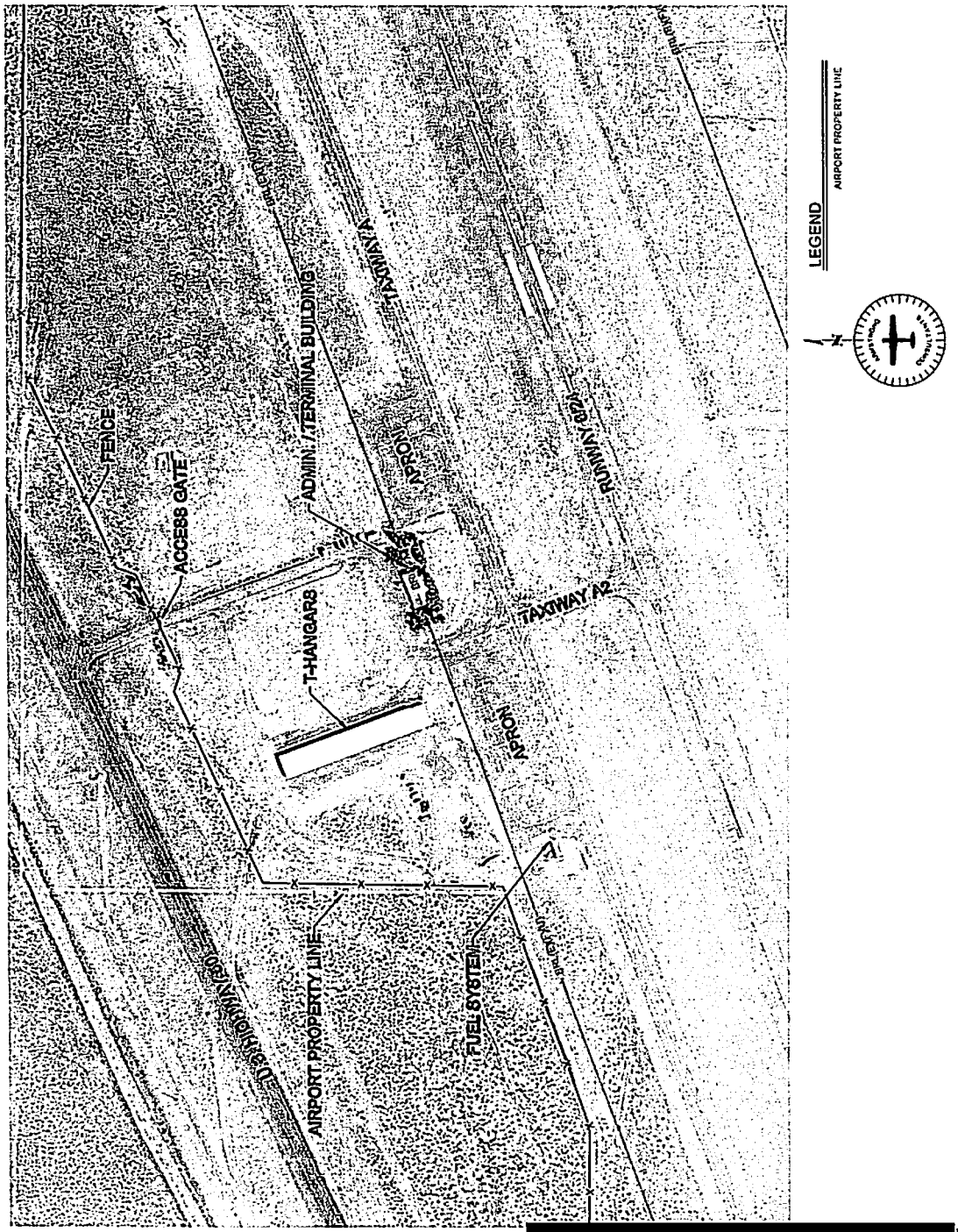


FIGURE 1-9 EXISTING LANDSIDE FACILITIES

1.9.1 AIRPORT SERVICES/FIXED BASE OPERATOR

A fixed base operator (FBO) is usually a private enterprise that leases land from the airport sponsor on which to provide services to based and transient aircraft. The extent of the services provided varies from airport to airport; however, these services frequently include aircraft fueling, minor maintenance and repair, aircraft rental and/or charter services, flight instruction, pilot lounge and flight planning facilities and aircraft tie down and/or hangar storage. Silver Springs Airport LLC provides FBO services at the airport including fuel, aircraft parking, general aviation terminal, lounge and restrooms. The Silver Springs Airport, LLC Office and lounge is shown in **Figure 1-10.**

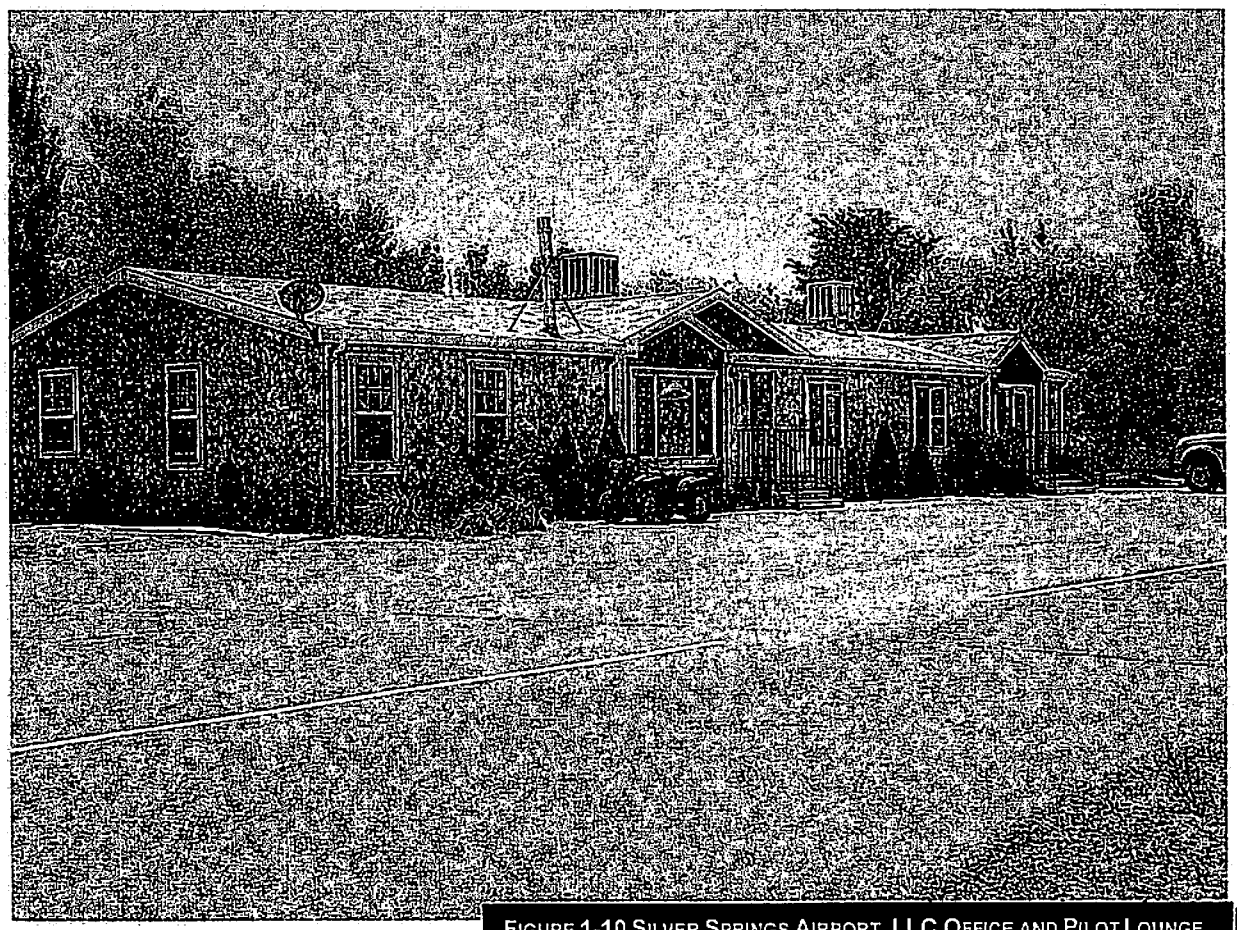


FIGURE 1-10 SILVER SPRINGS AIRPORT, LLC OFFICE AND PILOT LOUNGE

1.9.2 HANGARS

The existing hangars at the Silver Springs Airport consist of one nested T-Hangar with 14 individual hangar units. The existing hangars are shown in **Figure 1-11**.

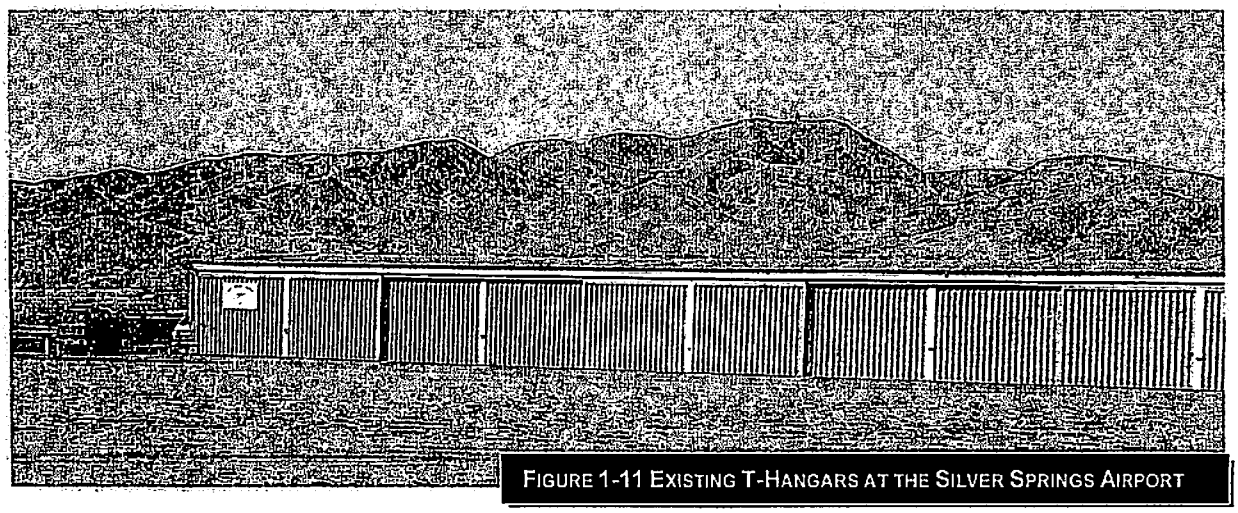


FIGURE 1-11 EXISTING T-HANGARS AT THE SILVER SPRINGS AIRPORT

1.9.3 ACCESS ROUTES AND SIGNAGE

The airport is conveniently accessed by taking U.S. Highway 50 approximately one mile west from the intersection of Alternate 95 and U.S. Highway 50 in Silver Springs. The airport is located on the south side of Highway 50. The access road is a two-lane paved road located off Highway 50. Airport signs are located along the east and west sides of U.S. Highway 50.

1. 9.4 GROUND TRANSPORTATION

The nearest bus and rail service is located approximately 50 miles west of the Silver Springs Airport in Reno, Nevada.

1.9.5 AUTOMOBILE PARKING

Automobile parking facilities are necessary for originating and terminating airport users. It is important that vehicle parking is adequate to serve the needs of all airport users. The Silver Springs Airport has approximately 550 square feet of paved vehicle parking. Parking is located to the north of the aircraft-parking apron and adjacent to the Silver Springs Airport pilot lounge.

1.9.6 UTILITIES

Available utilities at Silver Springs Airport include water, power, telephone and propane. The Airport currently has a 10-inch water main that supplies municipal water to several fire hydrants. This main enters the site from the south side of the airport, off of Lake Avenue and is routed around the runway to the north side, where it runs on the south side of the existing hangar. This water is provided by Silver Springs Mutual Water Company. There are also two wells on site. The north most domestic well is located 30 feet east of the Pilot Lounge/Watchman's Quarters building and supplies water to this building. The southern well is located by the power shed. It is a commercial well primarily used for dust control. The existing Pilot Lounge/Watchman's Quarters building has a septic tank. No public sewer service exists to the site. The nearest sewer mains include a 12-inch main located in Elm Street 3,400 feet east of the airport and an 8-inch sewer on Lake Avenue just south of the airport. NV Energy supplies power and AT&T is the telephone provider. Three-phase power and telephone services enter the site from a pole located south of the airport off of Idaho Street. These services run to the south power shed and then under the runway and taxiway to a transformer located in a tool shed and telephone

interface approximately 30 feet east of the Pilot Lounge/Watchman's Quarters building. From there these services are extended to the airport front entrance, the hangar building and fueling station. Southwest Gas has facilities in the area, but currently do not have service provided to the airport. The nearest gas facilities are in Citrus Street (south of the airport). The Pilot Lounge/Watchman's Quarters building currently uses propane.

1.9.7 FENCING

The primary purpose of airport fencing is to prevent inadvertent intrusions by persons or animals entering airport property. Airport fencing provides increased safety and security for the airport. It is commonly installed along the perimeter of the airport property and outside of any safety areas defined by FAA AC 150/5300-13A and Part 77. A perimeter fence currently outlines the airport property, which enhances the security of the airport and helps prevent some larger animals from entering the airport operating areas. The airport has a vehicle access gate at the entrance to the airport.

1.9.8 FUEL FACILITIES

Lyon County owns and Silver Springs Airport, LLC operates one 10,000 gallon aboveground 100 low lead fuel tank. The fuel tank was installed in 2011 with a credit card reader. The existing fuel storage tank is depicted in **Figure 1-12.** Spill Prevention, Control and Countermeasure (SPCC) and Stormwater Pollution Prevention (SWPP) Plans are maintained by Silver Springs Airport, LLC.

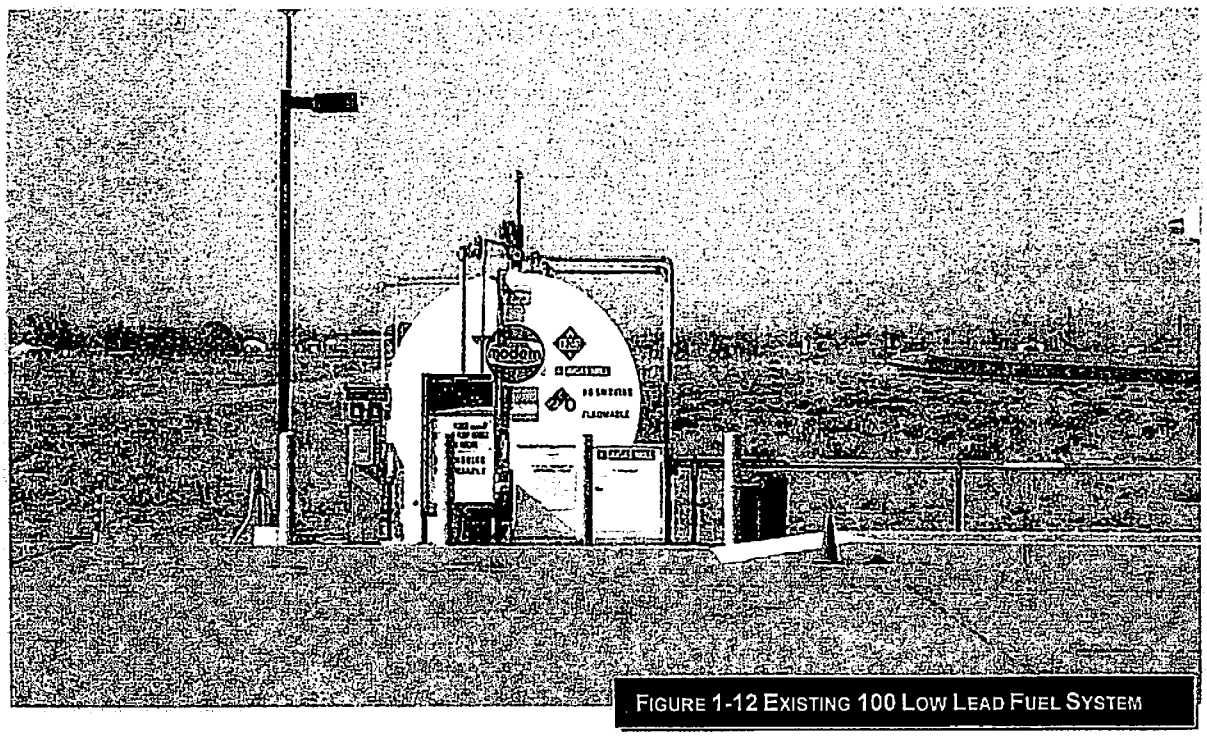


FIGURE 1-12 EXISTING 100 LOW LEAD FUEL SYSTEM

1.9.9 EMERGENCY SERVICES

The nearest hospital is the Carson Tahoe Regional Medical Center, located 37 miles west of the Silver Springs Airport. Additionally, there is the Lahontan Medical Center located in the community of Silver Springs. The Silver Springs Airport serves as a transfer point from which patients utilize air medivac to surrounding hospitals.

Fire service for the Silver Springs Airport is provided by the Central Lyon County Fire Protection District. The district is a combined organization with three branches of participation, volunteer, reserve and career. The district has 7 stations, 65 personnel and 47 pieces of equipment. The nearest station is Station 32 located in Silver Springs. Depending upon the required equipment all stations are available to provide fire protection and response to the Silver Springs Airport.

1.10 EXISTING AIRPORT FACILITIES SUMMARY

Table 1-8 provides a summary of the existing airside and landside facilities located at the Silver Springs Airport.

TABLE 1-8 EXISTING AIRPORT FACILITIES

Airport Data	**Description**
Identifier	SPZ
FAA Site Number	13133.4*A
FAA NPIAS Number	32-0023
Owner	Lyon County
Airport Elevation	4,265' MSL
Airport Facility	**Description**
	Runway 6/24
Airport Reference Code	B-II
Runway Length & Width	6,001' x 75'
Runway Markings	Runway 6: Non-Precision Runway 24: Non-Precision
Runway Lighting	MIRL
Instrument Approach	None
Approach Minimums	Visual
Pavement Strength	30,000 (SWG)/60,000 (DWG)
Pavement Condition	Good
Taxiways	Full length parallel Taxiway A
Taxiway Lighting	Reflectors
Apron	Approximately 13,160 Square Yards
Tie Downs	19 Tie downs
Visual Aids	Beacon, Lighted Wind Cone, Segmented Circle; PAPIs (Rwy. 6 & 24), REILs (Rwy. 6 & 24)
Terminal	Pilot Lounge
Hangar Facilities	1 set of T-Hangars (16 Units)
Fuel Storage	100LL: 10,000 gallon tank
Fuel Service	24-hour Self-Service Fueling Station
Weather Equipment	SuperAWOS
FBO	Silver Springs Airport, LLC

Source: ACI Inventory, 2013

1.11 AIRPORT SERVICE AREA

An airport service area is defined by the communities and surrounding areas that are served by the airport facility. Generally, the airport service area includes the area within a thirty-minute drive or twenty-mile radius, of the airport. However, the actual service area is dependent upon several factors including the airport's surrounding topographic features, proximity to its users, quality of ground access and the proximity of the facility to other airports that offer the same or similar services.

Aircraft operators will usually operate at the closest airport to their residence, place of business or destination that provides adequate facilities and services to accommodate their aircraft. To define the service area for the Silver Springs Airport, the airports in the vicinity and their facilities were reviewed. The primary service area includes a twenty-mile radius (30 minute drive time) from the airport. The secondary service area includes the area half the driving distance between the Silver Springs Airport and the next closest general aviation airport offering similar services.

Figure 1-13 shows the airport's primary and secondary service areas. **Table 1-9** provides information on the airports surrounding the Silver Springs Airport.

TABLE 1- 9 AIRPORTS SURROUNDING SILVER SPRINGS

Airport Name	Distance (Highway Miles)	NPIAS Status	Runway Length(s) Width(s)	Pavement Type	Instrument Approaches	Fuel
Fallon Municipal Airport, Fallon, NV	27	GA	RW 3/21 5,703' x 75' RW 13/31 4,207' x 100'	Asphalt Turf/Dirt	GPS, VOR/DME	100LL, Jet A
Yerington Municipal Airport, Yerington, NV	31	GA	RW 1/19 5,814' x 75'	Asphalt	VISUAL	100LL
Carson City Airport, Carson City, NV	36	GA	RW 9/27 6,100' x 75'	Asphalt	GPS	100LL, Jet A
Reno/Tahoe International Airport, Reno, NV	50	COM	RW 16R/34L 11,002' x 150' RW 16L/34R 9,000' x 150' RW 7/25 6,102' x 150'	Concrete Concrete Concrete	ILS, GPS, RNP, VOR	100LL, Jet A
Reno/Stead Airport, Reno, NV	58	RL	RW 14/32 9,000' x 150' RW 8/26 7,608' x 150'	Asphalt Asphalt	ILS, GPS	100LL, Jet A

COM: Commercial Service RL: Reliever GA: General Aviation Source: 5010 Airport Master Record 2013

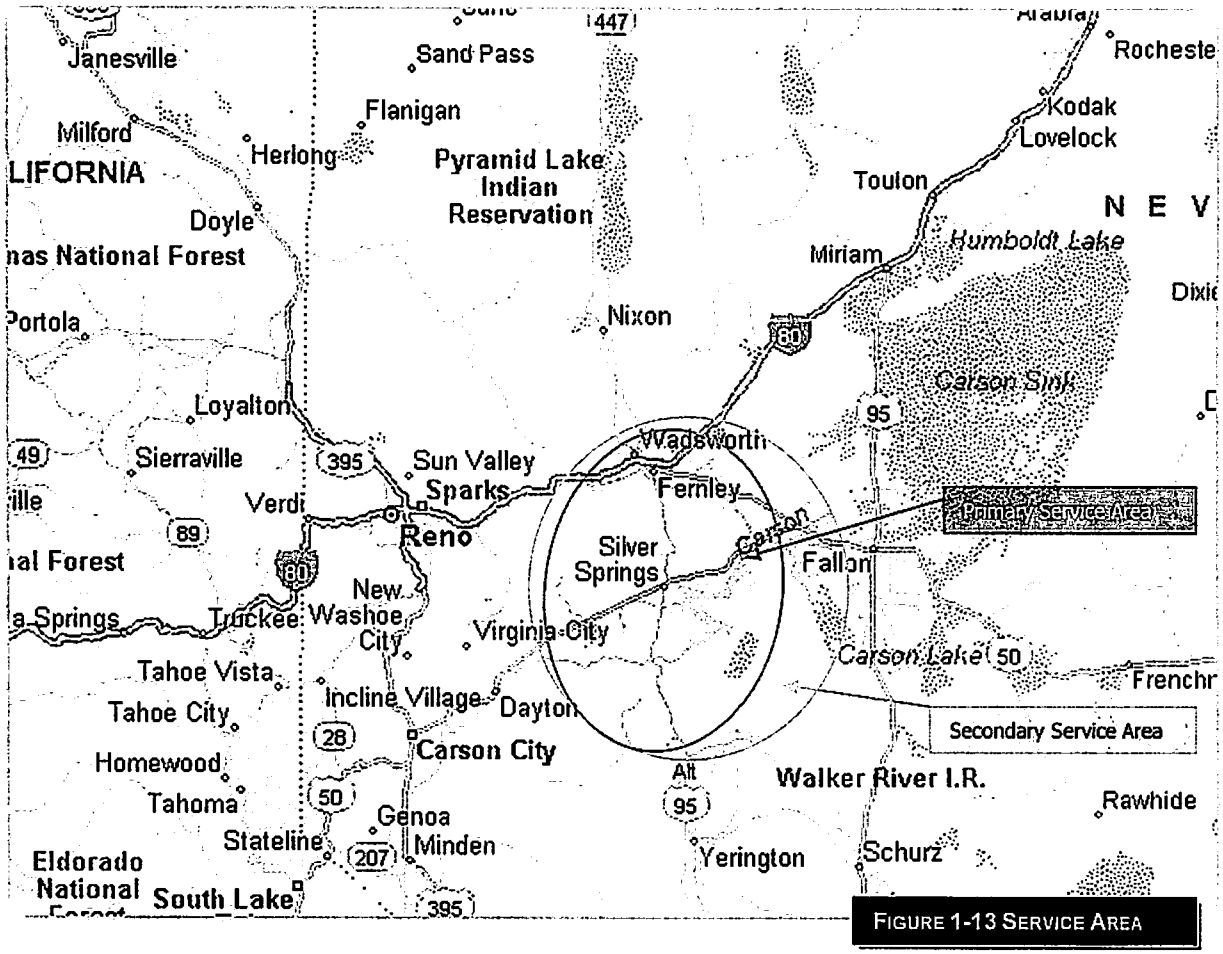


FIGURE 1-13 SERVICE AREA

Google Maps, 2013

1.12 AIRSPACE

1.12.1 NATIONAL AIRSPACE SYSTEM

The National Airspace System consists of various classifications of airspace regulated by the FAA. Airspace classification is necessary to ensure the safety of all aircraft utilizing the facilities during periods of inclement weather, with the primary function of airspace classification being the separation of instrument flight rules (IFR) traffic from visual flight rules (VFR) traffic. Pilots flying in controlled airspace are subject to air traffic control requirements and must either follow VFR or IFR regulations. These regulations, which include combinations of operating rules, aircraft equipment and pilot certification, vary depending on the class of airspace and are described in 14 CFR Part 71.

Figure 1-14 shows the airport to be located within Class G airspace, the least restrictive airspace. At 700 feet above the airport surface, the airspace classification changes to Class E airspace which requires pilots to comply with more restrictive weather requirements and certain air traffic control procedures for IFR operations. There is a victor airway to the north of the Silver Springs Airport (victor airways are low altitude flight paths between ground-based VHF Omni-directional Receivers). Victor Airway 494 (V494) runs east/west and passes approximately one nautical mile north of the airport. Traffic patterns at the Silver Springs Airport are standard left hand traffic for Runway 6 and nonstandard right hand traffic for Runway 24.

The Silver Springs Airport traffic pattern altitudes are 1,000 feet above ground level (AGL) for all aircraft.

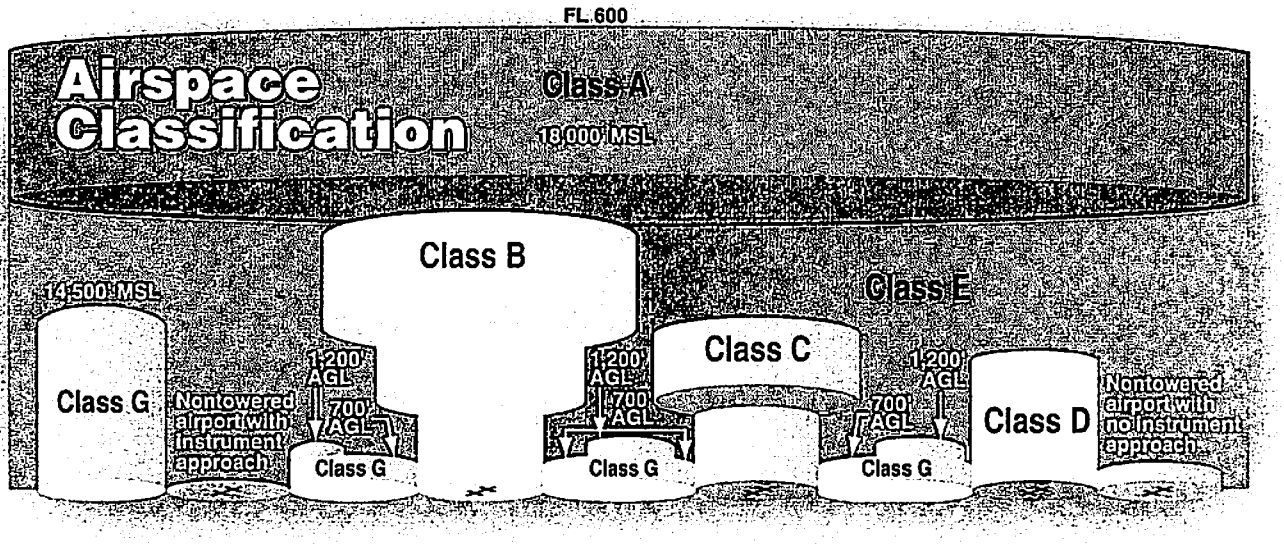


FIGURE 1-14 AIRSPACE CLASSIFICATION

1.12.2 AIRSPACE JURISDICTION

As previously discussed the Silver Springs Airport is located within the jurisdiction of the Oakland ARTCC and the Reno FSS. The altitude of radar coverage by the Oakland ARTCC may vary as a result of the FAA navigational/radar facilities in operation, weather conditions and the surrounding terrain. The Reno FSS provides additional weather data and other pertinent information to pilots operating into or out of the Silver Springs Airport.

1.12.3 AIRSPACE RESTRICTIONS

The Silver Springs Airport is located within close proximity of multiple Military Operation Areas (MOAs) and low level military training routes (MTRs) shown in **Figure 1-15**. MOAs and MTRs are established for the purpose of separating certain military training activities, which routinely necessitate acrobatic or abrupt flight maneuvers, from IFR traffic. IFR traffic can be cleared through an active MOA if IFR separation can be provided by ATC, otherwise ATC will reroute or restrict IFR traffic. Churchill High MOA includes the airspace at 9,000 feet Mean Sea Level (MSL) up to but not including 18,000 feet MSL (FL180). The Churchill High MOA is active Monday through Friday 0715-2245 Zulu (-9PST) and Saturday 0800-1800 Zulu. The Silver Springs Airport is also located approximately 18 nautical miles northwest of the R-4803 Restricted Airspace. R-4803 airspace is restricted to but not including FL180. The Churchill High MOA and R-4803 are controlled by Oakland Center.

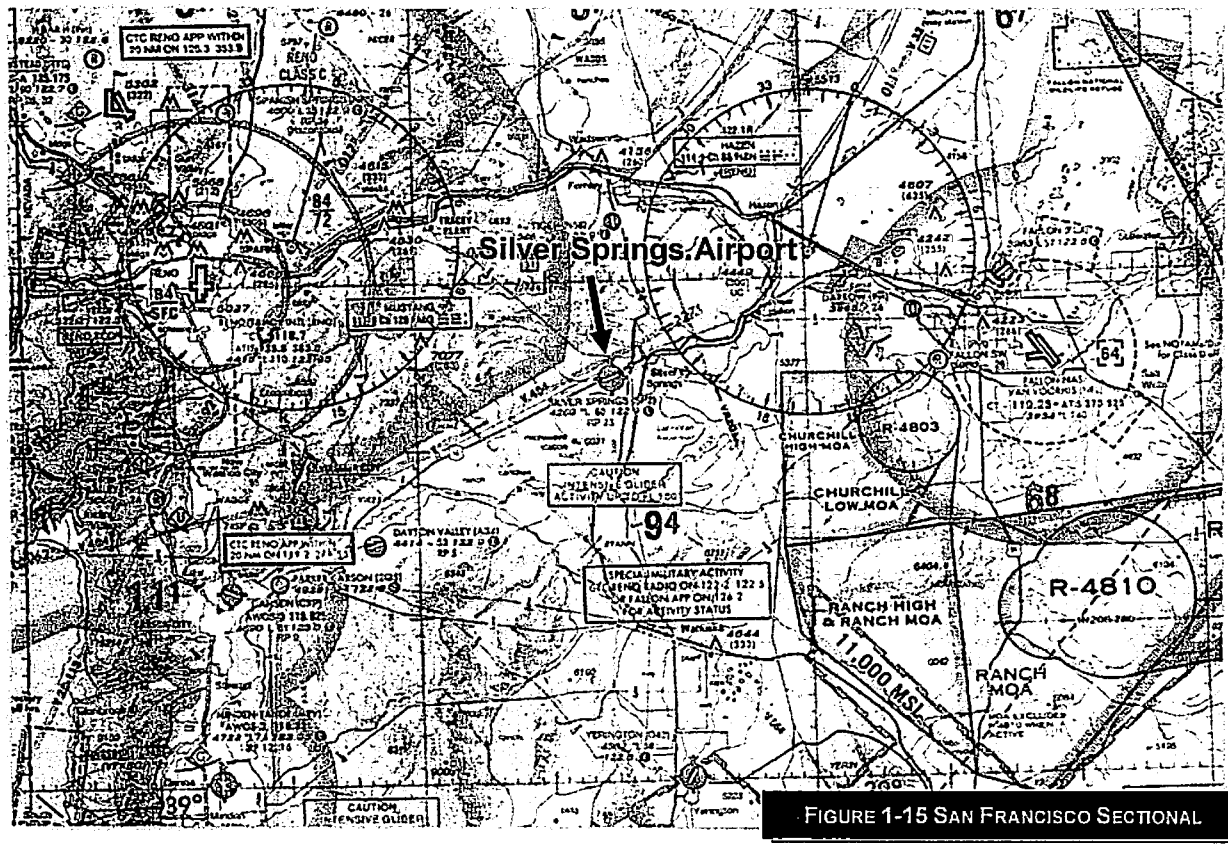


FIGURE 1-15 SAN FRANCISCO SECTIONAL

FAA, VFR Sectional, 2013

1.13 SOCIOECONOMIC FACTORS

Examining the specific socioeconomic characteristics of Silver Springs and Lyon County helps determine the factors influencing aviation activity in the area and determine the extent to which aviation facility developments are needed. Characteristics, such as population, employment and income will provide a foundation upon which to base the potential growth rate of aviation activity at the airport.

1.13.1 LOCAL PROFILE

Silver Springs is located at the junction of U.S. Highway 50 and Alternate 95 in Lyon County. The community is bordered by Lake Lahontan to the east the Virginia-Ramsey range to the north and the Carson River to the south. According to the most recent population count from the U.S. Census Bureau Silver Springs had a population of 5,296 in 2010. Lyon County had a estimated population of 51,327 in 2012 according to the U.S. Census Bureau.

1.13.2 POPULATION

According to the U.S. Census the population of Lyon County increased at an average annual rate of 5.6% from 34,501 in 2000 to 51,327 in 2012. The U.S. Census also reports that the population for the State of Nevada increased from 1,998,257 in 2000 to 2,758,931 in 2012. **Table 1-10** depicts these trends.

TABLE 1-10 HISTORICAL POPULATION

	2000	2012	Avg. Annual Growth %
Lyon County	34,501	51,327	5.6
Nevada	1,998,257	2,758,931	6

Source: U.S. Census Bureau, 2012

The Nevada State Demographer's Office developed population projections for all counties and the state of Nevada. Population projections are shown in **Table 1-11** and **Figure 1-16**. The forecast indicates a 5.6% average increase in population for Lyon County from 57,162 in 2015 to 68,655 in 2031 and increase in the state population from 2,895,391 in 2015 to 3,366,032 in 2031.

TABLE 1-11 POPULATION PROJECTIONS

	2017	2022	2027	2031	Avg. Annual Growth %
Lyon County	58,185	62,779	66,382	68,655	6
Nevada	2,933,429	3,108,835	3,255,716	3,366,032	6.2

Source: Nevada State Demographer's Office (October, 2012)

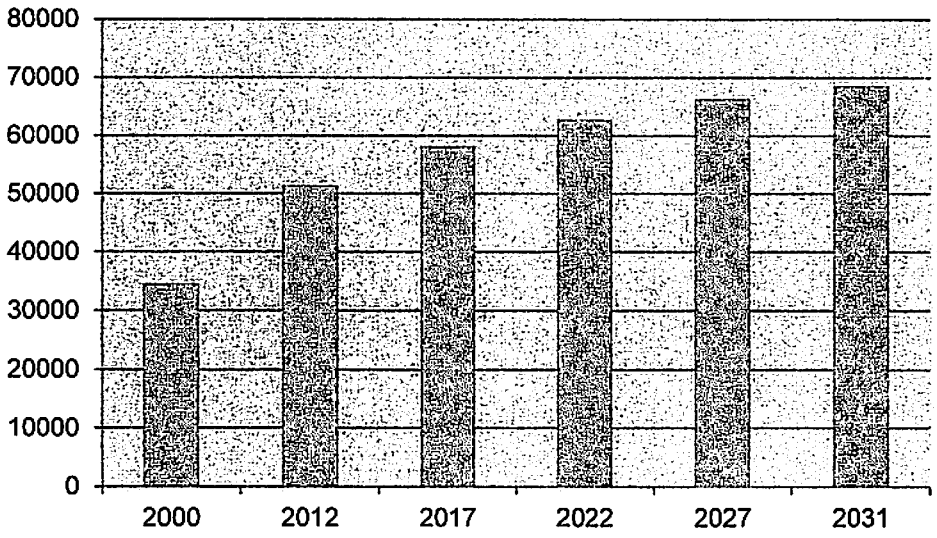


FIGURE 1-16 LYON COUNTY POPULATION

1.13.3 EMPLOYMENT

According to the U.S. Department of Labor, the current (July 2013) unemployment rate in Lyon County is 12.2 percent. The largest employment sector in Lyon County is educational, health and social services according to the US Census Bureau, followed by retail trade. Employment distribution by industry for Lyon County is shown in **Table 1-12** and **Figure 1-17**.

TABLE 1-12 EMPLOYMENT DISTRIBUTION

	Lyon County	% of Total
Educational, health and social services	3,210	15.9%
Retail trade	3,009	14.9%
Manufacturing	2,478	12.3%
Public Administration	2,048	10.1%
Arts, entertainment, recreation accommodation and food service	2,029	10.0%
Construction	1,611	8.0%
Transportation warehousing and utilities	1,545	7.6%
Professional, scientific, management, administrative and waste management services	1,163	5.8%
Finance, insurance, real estate and rental leasing	1,140	5.6%
Other services (except public administration)	932	4.6%
Wholesale trade	431	2.1%
Agriculture, forestry, fishing, hunting and mining	344	1.7%
Information	258	1.4%

Source: U.S. Bureau of the Census, Census 2013

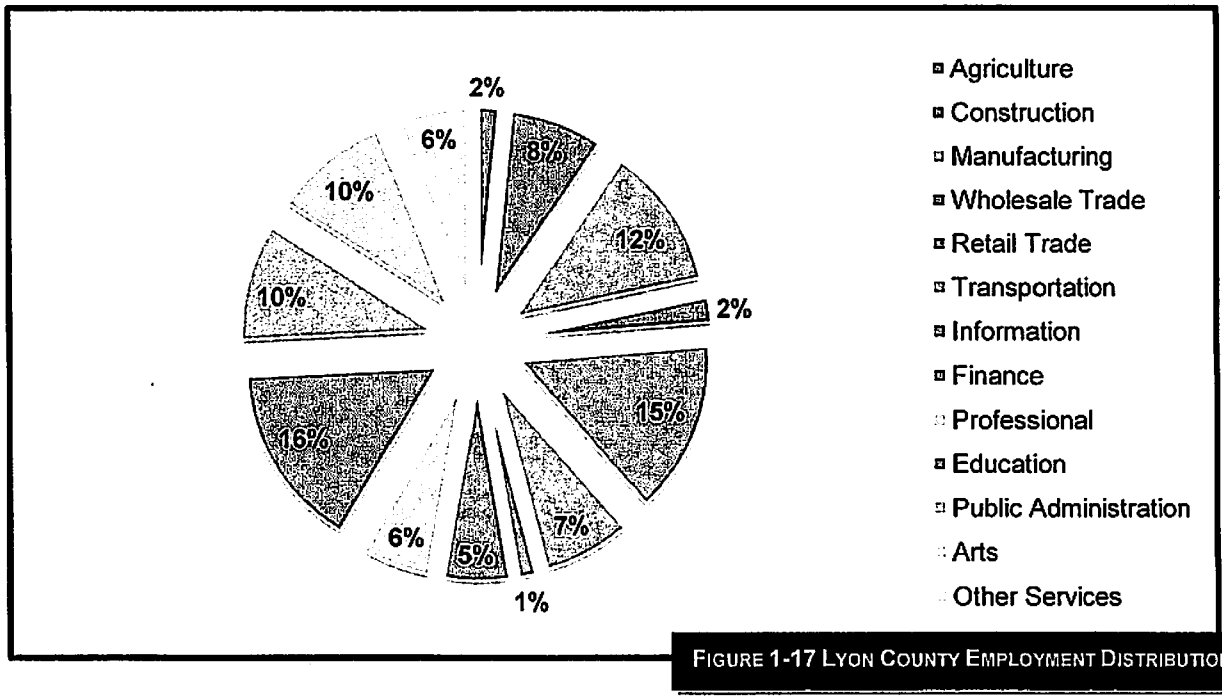


FIGURE 1-17 LYON COUNTY EMPLOYMENT DISTRIBUTION

1.13.4 INCOME

According to the 2012 U.S. Census, the median household income in Lyon County was $46,598. The median household income for Silver Springs was $32,447. The per capita income in 2012 was $21,533 for Lyon County and $16,629 for Silver Springs, with Lyon County being below the State of Nevada average of $27,625. The percentage of person living below the poverty line was 13.6 percent for the County, above the State of Nevada average of 12.9 percent.

1.14 LAND USE COMPATIBILITY

The FAA recommends that airport sponsors protect the areas surrounding an airport from incompatible development. Incompatible development includes those land uses which would be sensitive to aircraft noise or over flight, such as residences, schools, churches and hospitals and those uses which could attract wildlife and cause a hazard to aircraft operations such as certain agriculture crops, landfills, ponds and wastewater treatment facilities. The land in the vicinity of the Silver Springs Airport has several different land uses including open space, industrial, agricultural and some residential (See **Figures 1-18 and 1-19**).

The airport is owned by Lyon County and operated by Silver Springs Airport, LLC through a public-private-partnership. The County currently has an airport influence use to protect the airport from future incompatible development. The airport influence land use designation is shown in **Figure 1-20**. According to the Lyon County Comprehensive Master Plan, the purpose of the airport overlay land use designation is to minimize incompatible development such as residential uses, immediately adjacent to airports, to avoid potential noise and operation conflicts. Height restrictions within 6,000 feet from any point on the runway are enforced to guarantee FAR Part 77 standards.

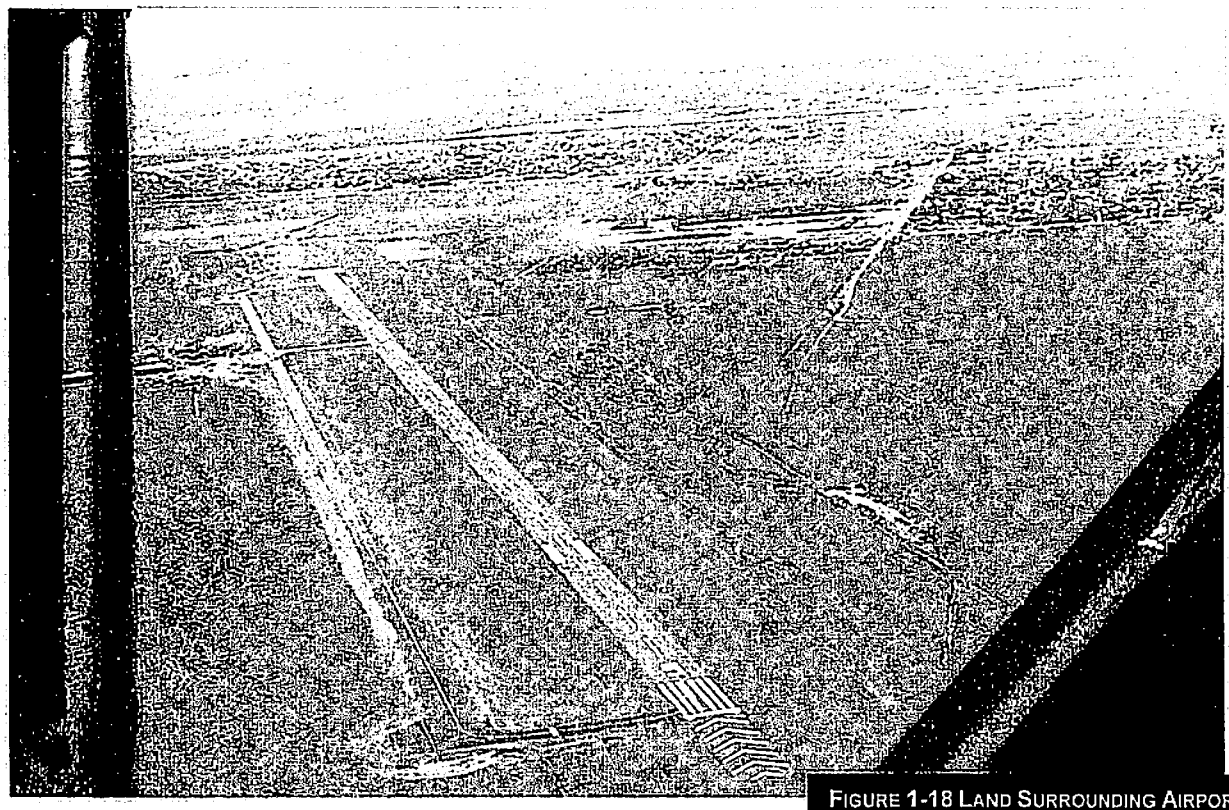


FIGURE 1-18 LAND SURROUNDING AIRPORT

Source: Kay Bennett, Silver Springs Airport, LLC

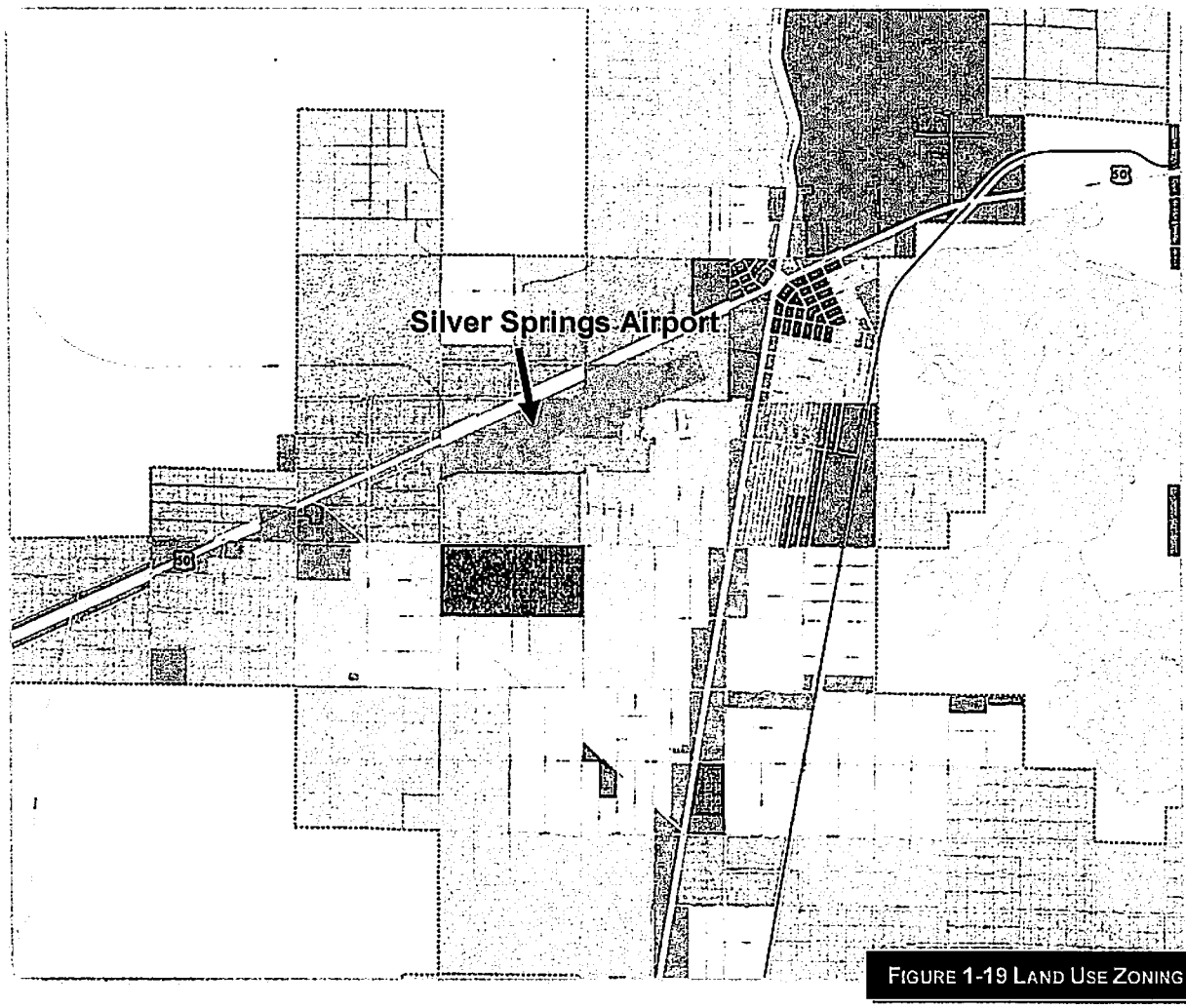


FIGURE 1-19 LAND USE ZONING

OPEN SPACE
PARKS
PUBLIC LAND
PUBLIC/QUASI PUB
RESOURCE
RR
SPECIFIC PLAN
SUB
TRIBAL

LYON COUNTY
COMPREHENSIVE MASTER PLAN

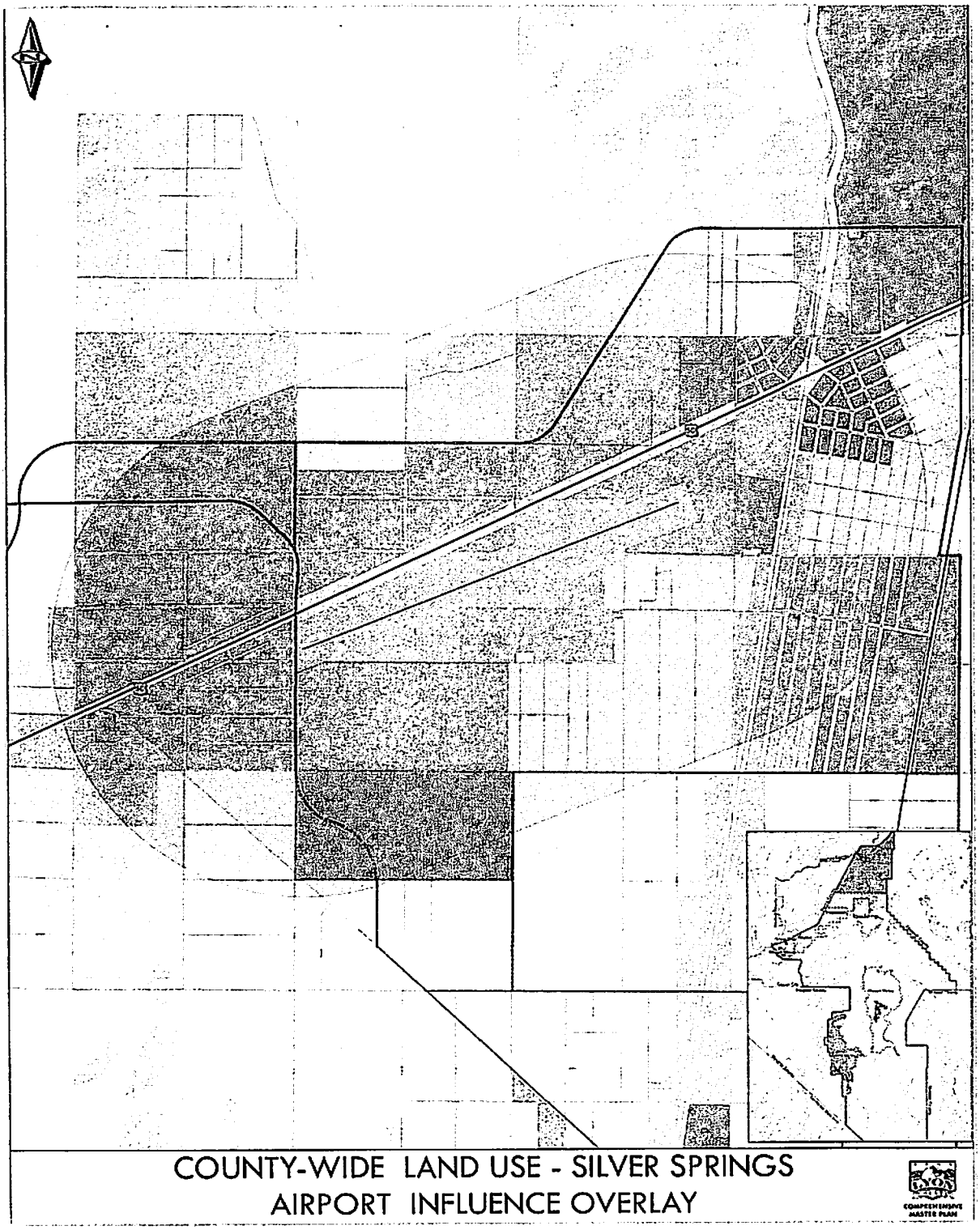
Legend

Railroads
CommunityBoundaries

Land Use

AGRICULTURE
CITY OF FERNLEY
CITY OF YERINGTON
COMMERCIAL
COMMERCIAL MU
EMPLOYMENT
FUTURE PLANNING AREA
HC MU
INDUSTRIAL
JOINT PLANNING AREA
LDR

Source: Lyon County, 2013



Source: Lyon County, 2013

FIGURE 1-20 SILVER SPRINGS AIRPORT OVERLAY ZONE

1.15 METEOROLOGICAL CONDITIONS

Meteorological conditions have a direct impact on the operational characteristics of an airport. These conditions determine the regulations under which operations may be conducted, the frequency of use for each operational configuration and the instrumentation required to assist aircraft in landing and departing. Temperature combined with airport elevation also have an effect on aircraft performance capabilities and in turn required runway length.

As depicted in **Figure 1-21**, the Silver Springs Airport is located within an area that receives 10-15 inches of precipitation a year, according to the Western Regional Climate Center.

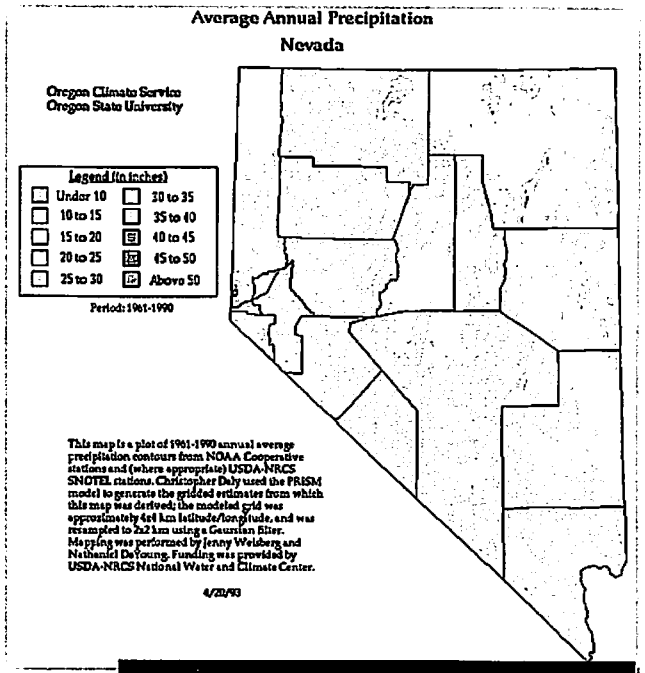


FIGURE 1-21 NEVADA ANNUAL PRECIPITATION

1.15.1 LOCAL CLIMATIC DATA

The Silver Springs Airport is located in the northwestern side of Nevada. The airport receives approximately 4.6 inches of precipitation per year, with snowfall averaging 6.3 inches. Temperatures range from an average maximum temperature of 93.8 degrees Fahrenheit in July to an average minimum temperature of 43.6 degrees Fahrenheit in January.

1.15.2 RUNWAY WIND COVERAGE

An analysis of wind speed and direction is essential in determining the optimum alignment and configuration of the runway system. It is beneficial to align runways as closely as practicable in the direction of the prevailing winds. Aircraft land and takeoff into the wind and, therefore, can only tolerate limited crosswind components (winds that blow perpendicular to the runway centerline). The maximum allowable crosswind depends on the aircraft size, design characteristics and pilot proficiency. **Table 1-13** shows allowable crosswind components for aircraft according to their Airport Reference Code.

TABLE 1-13 ALLOWABLE CROSSWIND COMPONENT

Crosswind (knots)	Airport Reference Code
10.5	A-I, B-I
13.0	A-II, B-II
16.0	A-III, B-III, C-I through D-III
20.0	A-IV through D-VI

FAA Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*, recommends that a runway should be oriented so that it yields 95 percent wind coverage under stipulated crosswind coverage defined by the ARC. If a single runway alignment cannot meet the recommended 95 percent wind coverage then construction of an additional runway may be advisable.

The on-airport SuperAWOS does not collect or record hourly wind data; therefore, hourly wind data for was obtained from the Western Region Climate Center Remote Automated Weather Station (RAWS) on Dead Camel Mountain (located approximately 15 miles southeast from the airport at an elevation of 4,490 feet) between 2003 and 2013 consisting of 90,670 observations. The resulting wind coverage for the current runway configuration is depicted in **Table 1-14** and

shown in **Figure 1-22**. Runway 6/24 wind coverage is 96.62 percent for 10.5 knots and 98.23 percent for 13 knots.

TABLE 1-14 SILVER SPRINGS WIND DATA (2003-2013)

Runway	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
Runway 6/24	96.62%	98.23%

Armstrong Consultants, Inc. 2013

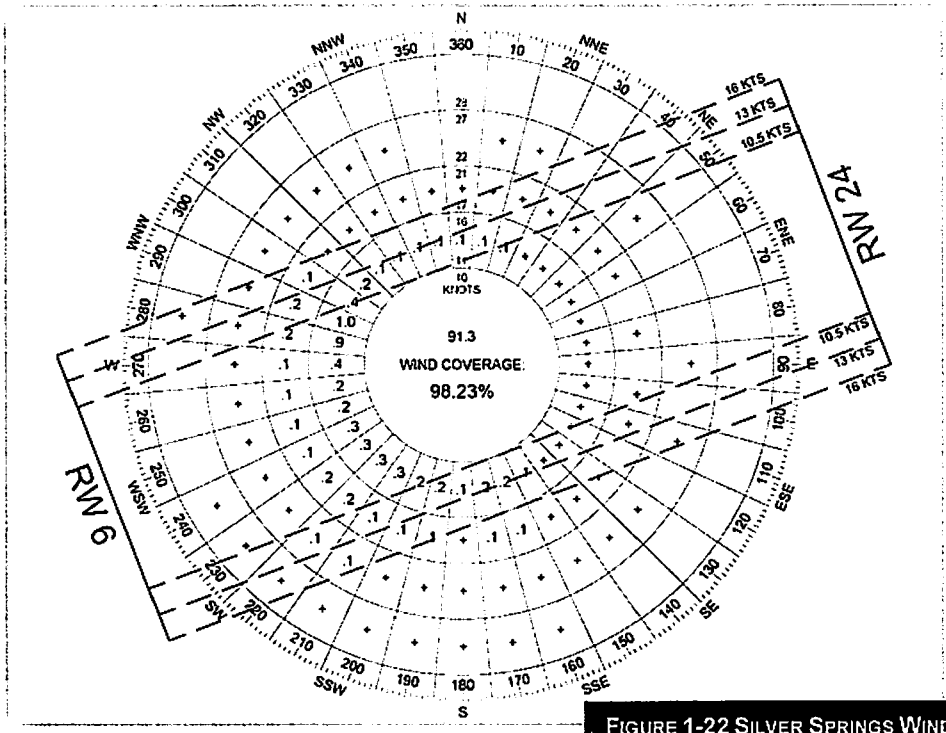


FIGURE 1-22 SILVER SPRINGS WIND ROSE

Source: Dead Camel Mountain RAWS, 2003-2013 (90,670 observations)

1.16 ENVIRONMENTAL INVENTORY

The purpose of the environmental inventory is to identify key environmental resources that may be affected by potential airport development. The data compiled in this section will be used throughout the report when evaluating potential airport development alternatives and identifying any potential environmental impacts and environmental related permits that may be required for recommended development projects.

1.16.1 AIR QUALITY

Figure 1-23 contains an air quality map obtained from the United States Environmental Protection Agency (EPA) that identifies counties that are designated as Nonattainment for 1 or more National Ambient Air Quality Standards (NAAQS). Lyon County is considered to be within attainment with NAAQS.

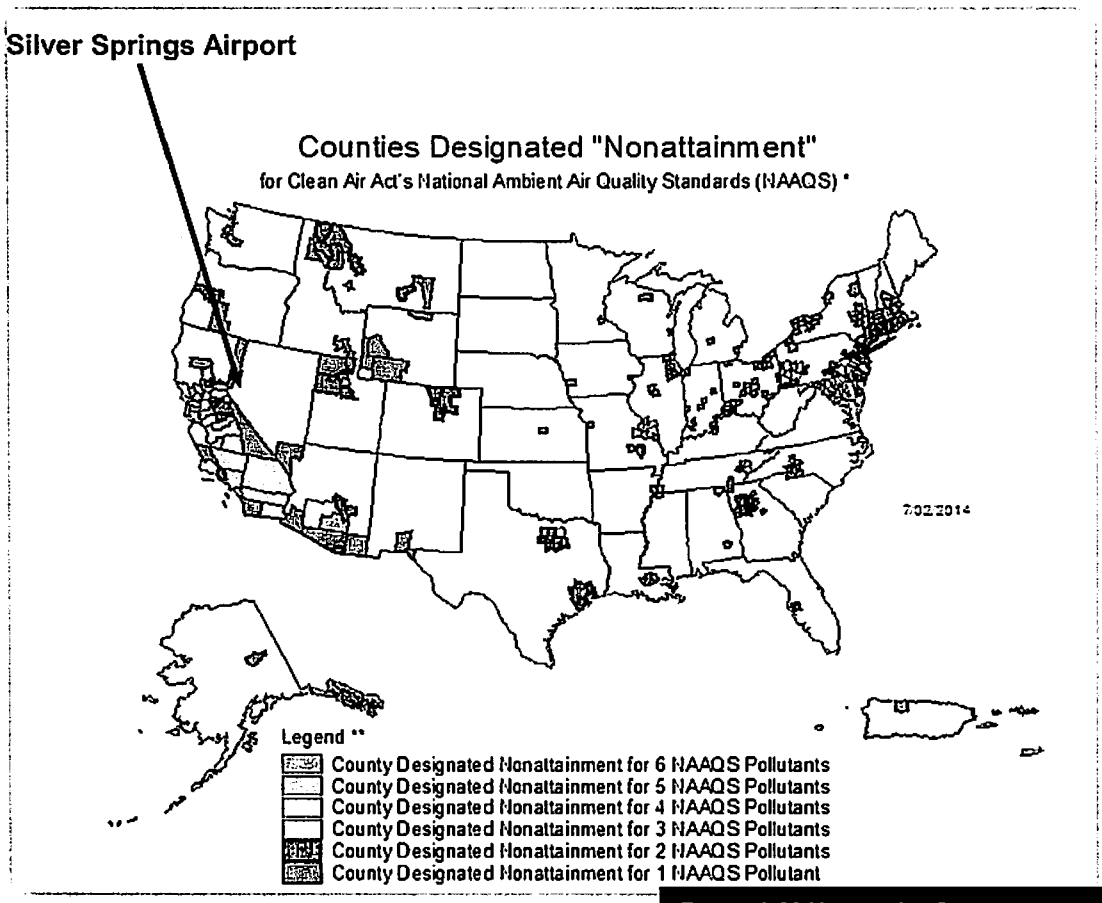


FIGURE 1-23 NEVADA AIR QUALITY MAP

Source: US EPA, 2013

1.16.2 DEPARTMENT OF TRANSPORTATION ACT

There are no publicly owned public parks, recreation areas, wildlife and waterfowl refuges of National, State or Local significance or land from an historic site of National, State or Local significance located in the vicinity of the airport.

1.16.3 FLOODPLAINS

Available Federal Emergency Management Agency (FEMA) floodplain maps indicate that the airport property has been mapped and that floodplains have been identified by FEMA. According the Flood Insurance Rate Map (FIRM) the Silver Springs Airport is designated as Zone X. Zone X designates areas of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. Zone X are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than one square mile. A small area north of the runway has been designated as Zone AE which indicates that the base flood elevations have been determined and is included in the 100 year flood-plan. There is a dyke on the north end of the airport to assist in flood mitigation. **Figure 1-24** shows the FEMA floodplain map for the Silver Springs Airport.

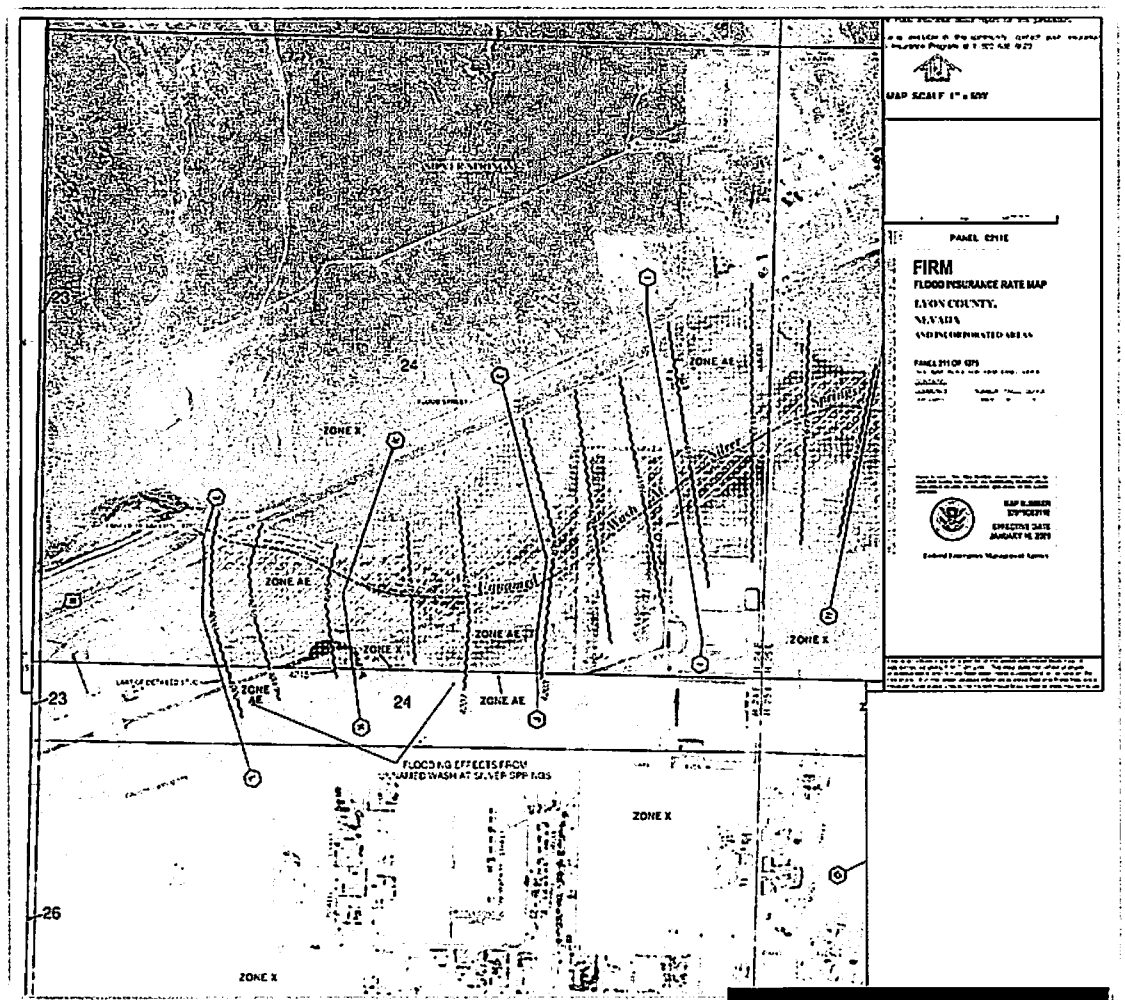


FIGURE 1-24 FLOODPLAIN MAP

Source: FEMA, 2013

1.16.4 FISH, WILDLIFE AND PLANTS

The U.S. Fish and Wildlife Service published an updated list on December 13, 2012 of threatened and endangered species and candidate species that may occur within Lyon County.

The following species are currently listed for Lyon County but do not necessarily occur in the vicinity of the Silver Springs Airport:

Threatened
Lahontan cutthroat trout, *Oncorhynchus clarkia henshawi*

Candidate
Greater sage-grouse, *Centrocerus urophasianus*
Yellow-billed cuckoo, *Coccyzus americanus*
Churchill Narrrows buckwheat, *Eriogonum diatomaceum*

1.16.5 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

A cultural resource survey was accomplished as a part of the 2009 Environmental Assessment for the fuel system development. The cultural resource survey only encompassed the proposed project area for the fuel system. According to the survey no evidence of midden or anthropengenic soils which would indicated the presence of Native American resources were observed in the project site. There were no indications of historic properties or historic-era resources such as tracks or trails from Stock Well. No other historical, architectural, archaeological and cultural resources are known to occur at the airport; however, future cultural resource surveys may be required for the site-specific development.

1.16.6 NOISE

The 55 decibel (dB), 60dB, and 65dB Day-Night Average Noise Level (DNL) noise contours for existing airport operations are shown in **Figure 1-25** and do not extend beyond the existing airport property boundary. As such, existing aircraft operations do not impact noise sensitive land uses.

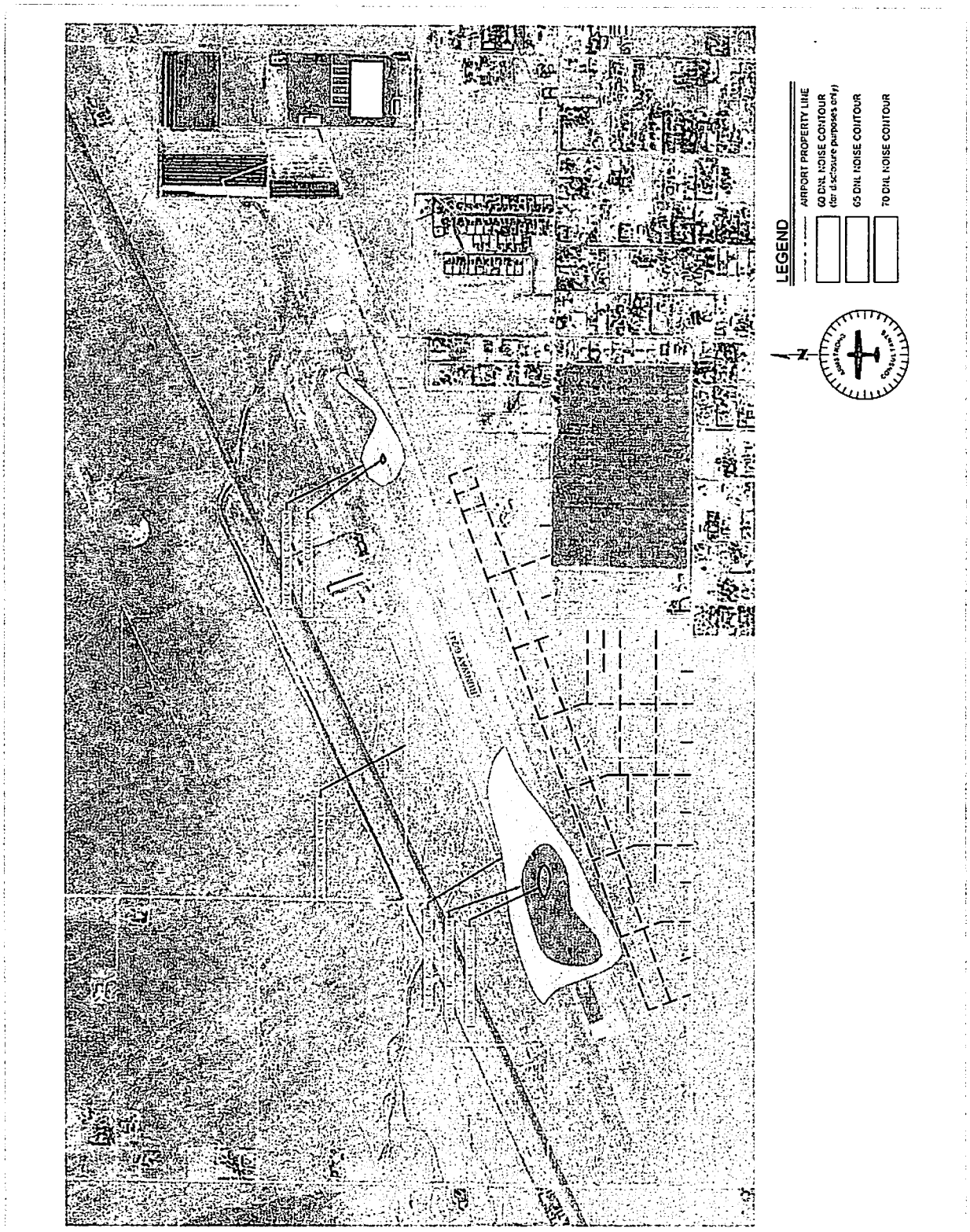


FIGURE 1-25 SILVER SPRINGS AIRPORT EXISTING NOISE CONTOURS

Source: Armstrong Consultants, 2013

1.16.7 WETLANDS

The U.S. Fish and Wildlife Service National Wetlands Inventory was consulted to determine the location of wetlands within the vicinity of the Silver Springs Airport. As shown in **Figure 1-26** there are no wetland areas in close proximity to the Silver Springs; however the unnamed wash may be considered a Water of the United States under the jurisdiction of the US Army Corps of Engineers.

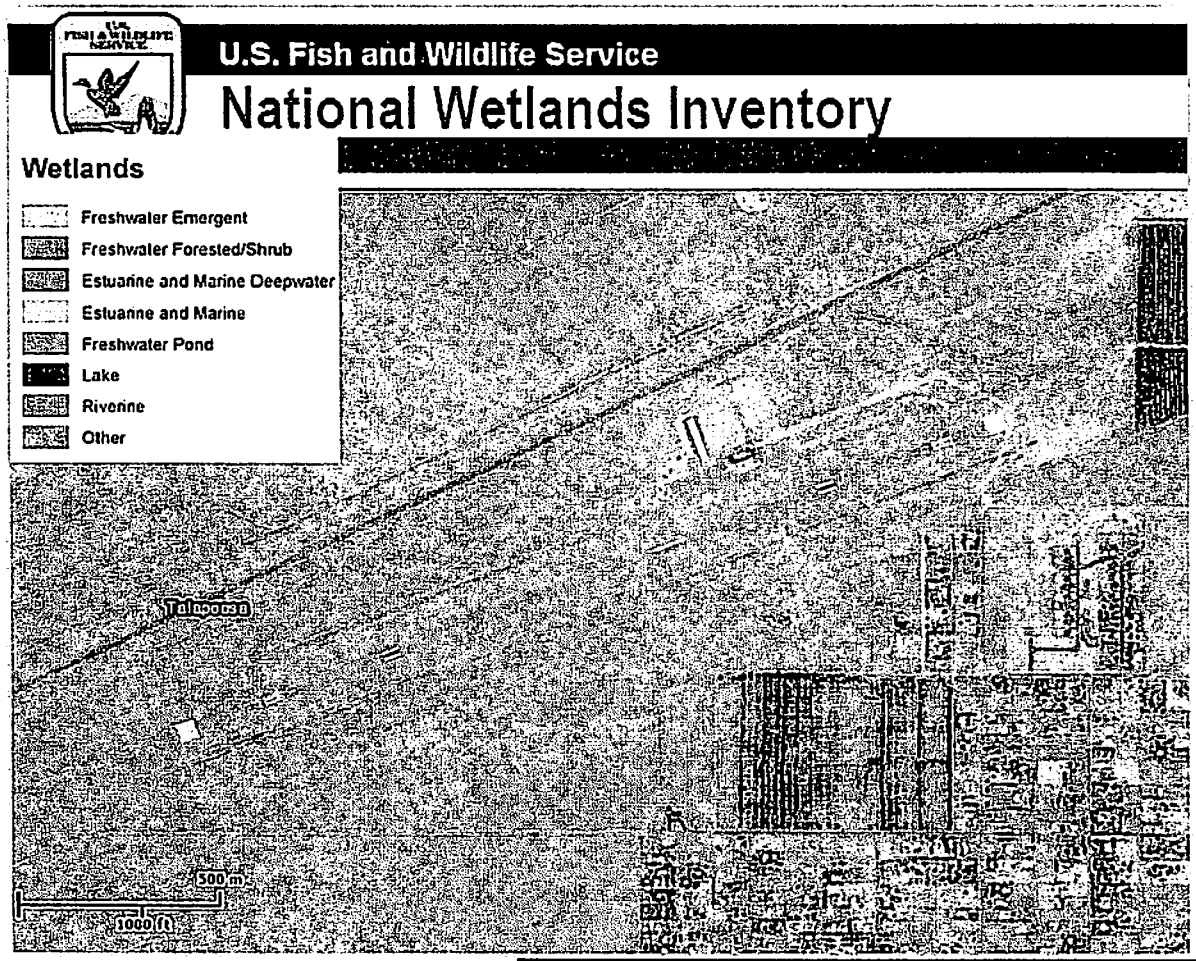


FIGURE 1-26 WETLAND MAP OF SILVER SPRINGS AIRPORT AREA

Source: U.S. Fish and Wildlife Service

CHAPTER TWO
FORECASTS OF AVIATION ACTIVITY

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER TWO
AIRPORT FORECASTS

2.0 INTRODUCTION

Forecasts of aviation activity provide the basis of evaluating the adequacy of existing airport facilities and its capability of handling future traffic demand. Forecasts are the foundation for effective decision making in airport planning and establish when improvements are needed, the level of capital improvements and the timing of the necessary investments.

While forecast information is necessary for successful comprehensive airport planning, it is important to recognize that forecasts are only approximations of future activity, based upon historical data and viewed through present situations. Therefore, forecasts must be used with careful consideration, as they may lose their validity with the passage of time or are impacted by unforeseen changes in the surrounding market.

General aviation forecasts are typically based on historical data and other broadly accepted industry and governmental estimates of aviation activity, as well as, the primary socio-economic drivers of general aviation activity.

For this reason, an ongoing program of examination of local airport needs and national and regional trends is recommended and encouraged in order to promote the logical development of aviation facilities at the Silver Springs Airport.

At airports not served by air traffic control towers, estimates of existing aviation activity are necessary in order to form a basis for the development of realistic forecasts. Unlike towered airports, non-towered general aviation airports have historically not tracked or maintained comprehensive logs of aircraft operations. Estimates of existing aviation activity are based upon a review of based aircraft, available historical data, available local information and regional, state and national data that form the baseline to which forecasted aviation activity trends are applied.

Forecast methodologies and analysis in this study consider historical aviation trends at the Silver Springs Airport as well as throughout the nation. Local historical data was collected from the following sources: Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) records; FAA Form 5010-1, Airport Master Record; 2009 Nevada Analysis of Airport Needs; and Airport Management records. Aviation activity projections are made based upon estimated growth rates, area demographics and socioeconomic, industry trends and other indicators. Forecasts are prepared for the Initial-Term (0-5 years); the Intermediate-Term (6-10 years); and, the Long-Term (11-20 years) time frames. Utilizing forecasts within these time frames will allow the airport's improvements to be timed in order to efficiently meet demand, but not prematurely as to remain idle for an unreasonable length of time.

2.1 AIRCRAFT OPERATION CATEGORIES

There are four types of aircraft operations considered in the planning process. These are termed "local, based, itinerant and transient." They are defined as follows:

Local operations: are departures or arrivals for the purpose of training, pilot currency or pleasure flying within the immediate area of the local airport. These operations typically consist of touch-and-

go operations, practice instrument approaches, flights to and from local practice areas and pleasure flights that originate and terminate at the airport under study.

Itinerant operations: departures that originate or terminate at another airport. These types of operations are closely tied to local demographic indicators, such as the use of aircraft by local businesses and use of the facility for recreational purposes. Itinerant operations may be conducted by based and transient aircraft.

Based aircraft operations: the total operations made by aircraft based (stored at the airport on a permanent, seasonal or long-term basis) at the study airport, with no attempt to classify the operations as to purpose. If based at more than one airport, the airport at which the aircraft is stored at the most (example: the airport at which the aircraft is located at more than 6 months out of the year if operated out of two different airports).

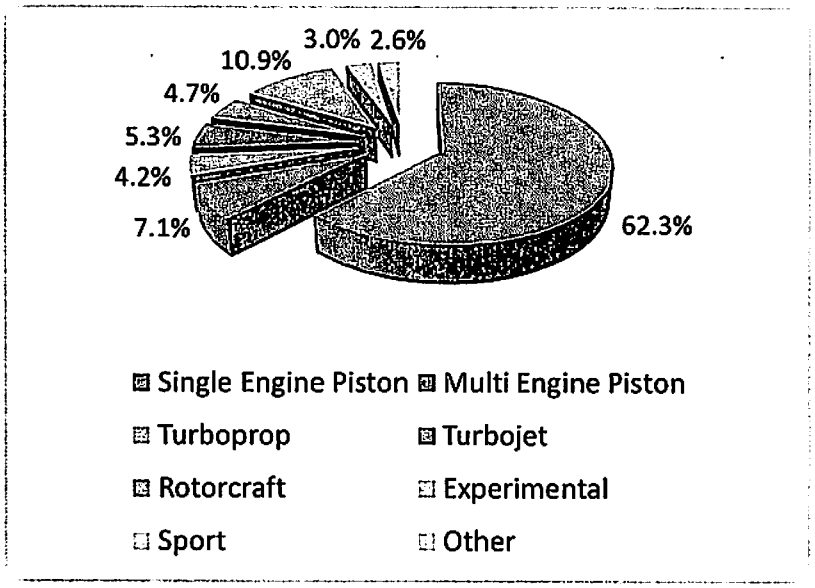
Transient operations: the total operations made by aircraft other than those based at the airport under study. These operations typically consist of business or pleasure flights originating at other airports, with termination or a stopover at the study airport.

The terms transient and itinerant are sometimes erroneously used interchangeably. This study will confine analysis to local and itinerant operations to correlate with FAA and State Aeronautics forecasting criteria.

2.2 NATIONAL AND REGIONAL TRENDS

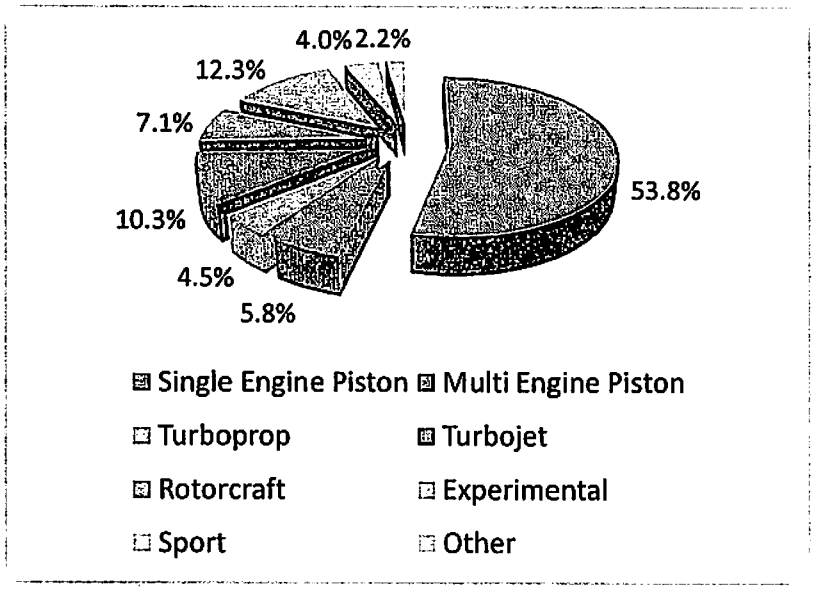
According to factors such as aircraft production, pilot activity and hours flown, general aviation reached a peak in the late 1970s. This peak was followed by a long downturn that persisted through most of the 1980s and the early 1990s and has been attributed to high manufacturing costs associated with product liability issues as well as other factors. The General Aviation Revitalization Act (GARA) of 1994 was enacted with the goal of revitalizing the industry by limiting product liability costs. The Act established an 18-year statute of repose on liability related to the manufacture of all general aviation aircraft and their components. According to a 2001 report to Congress by the General Accounting Office (GAO), trends in general aviation since GARA was enacted suggest that liability costs have been less burdensome to manufacturers, shipments of new aircraft have increased and technological advances have been made. Indicators of general aviation activity, such as the numbers of hours flown and active pilots, have also increased in the years since GARA, but their growth has not been as substantial as the growth in manufacturing.

The FAA annually convenes expert panels in aviation and develops forecasts for future activity in all areas of aviation, including general aviation. The FAA's 2012-2033 forecast predicts that the total general aviation fleet will increase at an average annual rate of 0.5 percent during the 21-year forecast period, growing from 222,690 aircraft in 2012 to 246,375 aircraft in 2033. The fleet of jet turbine aircraft is expected to increase at a greater rate than the fleet of piston aircraft; as a result, the number of piston aircraft, while continuing to increase, it is expected to represent a smaller percentage of the total general aviation fleet. **Figures 2-1** and **2-2** illustrate this forecasted change to the general aviation fleet that is forecast to occur over the 21-year period.



Source: FAA Aerospace Forecast Fiscal Years 2012-2033

FIGURE 2-1 EXISTING GA FLEET MIX



Source: FAA Aerospace Forecast Fiscal Years 2012-2033

FIGURE 2-2 FUTURE GA FLEET MIX

In 2005 the category of "light sport" aircraft was created. At the end of 2006 a total of 1,273 aircraft were included in this category. In 2011, the number of sport aircraft increased to 6,645. By 2033, a total of 10,245 light sport aircraft are projected to be in the fleet

The General Aviation Manufacturer's Association (GAMA) produces activity forecasts based on general aviation hours flown. As shown in **Table 2-1**, the number of turbojet (TJ) hours is forecast to increase by an average annual growth rate of 29.8 percent between 2012 and 2032, while the number of multiengine (ME) hours flown is projected to decrease at 0.1 percent for a total average annual increase of 32.4 percent.

TABLE 2-1 NATIONAL GENERAL AVIATION FORECAST

	Hours Flown (in millions)				
Year	**SE**	**ME**	**TP**	**TJ**	**Total**
2012	11.4	1.8	2.4	4.0	6.4
2013	11.1	1.8	2.5	4.3	6.8
2014	10.8	1.7	2.5	4.6	7.1
2015	10.6	1.7	2.6	4.9	7.4
2016	10.4	1.7	2.6	5.1	7.7
2017	10.3	1.7	2.6	5.3	7.9
2018	10.2	1.7	2.7	5.6	8.2
2019	10.2	1.7	2.7	5.8	8.5
2020	10.1	1.7	2.7	6.0	8.7
2021	10.1	1.7	2.7	6.3	9.0
2022	10.1	1.7	2.7	6.5	9.3
2023	10.2	1.7	2.8	6.8	9.6
2024	10.2	1.7	2.8	7.1	9.9
2025	10.4	1.7	2.8	7.4	10.2
2026	10.5	1.7	2.8	7.7	10.5
2027	10.7	1.7	2.8	8.0	10.9
2028	10.9	1.7	2.9	8.4	11.2
2029	11.0	1.7	2.9	8.8	11.6
2030	11.1	1.7	2.9	9.1	12.0
2031	11.3	1.7	2.9	9.6	12.5
2032	11.5	1.8	2.9	10.0	12.9
Avg. Annual Growth	**0.4%**	**-0.1%**	**2.6%**	**29.8%**	**32.4%**

Another industry trend is the increasing amount of research funding for programs like the Small Aircraft Transportation System (SATS). The National Aeronautics and Space Administration (NASA), Federal Aviation Administration, States, industry and academic partners have joined forces to pursue the NASA National General Aviation Roadmap leading to a Small Aircraft Transportation System. This long-term strategic undertaking seeks to bring next-generation technologies and improved air access to small communities. The envisioned outcome is to improve travel between remote communities and transportation centers in urban areas by utilizing a new generation of single-pilot light aircraft for personal and business transportation between the nation's 5,400 public use general aviation airports. Current NASA investments in aircraft technologies are enabling industry to bring affordable, safe and easy-to-use features to the marketplace, including "Highway in the Sky" glass cockpit operating capabilities, affordable crashworthy composite airframes, more efficient IFR flight training and revolutionary aircraft engines.

To facilitate this initiative, a comprehensive upgrade of public infrastructure must be planned, coordinated and implemented within the framework of the national air transportation system. State partnerships are proposed to coordinate research support in key public infrastructure areas. Ultimately, SATS (**Figure 2-3**) may permit more than tripling aviation system throughput capacity by tapping the under-utilized general aviation facilities to achieve the national goal of doorstep-to-destination travel at four times the speed of highways for the nation's suburban, rural and remote communities.

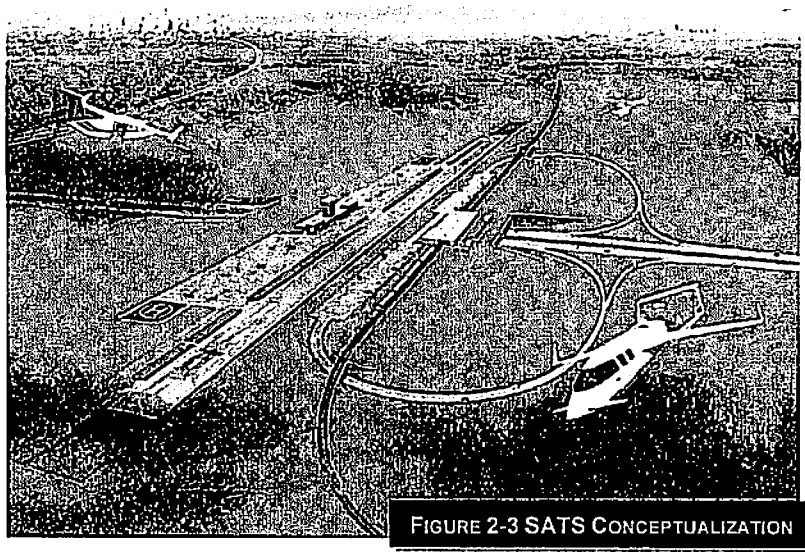
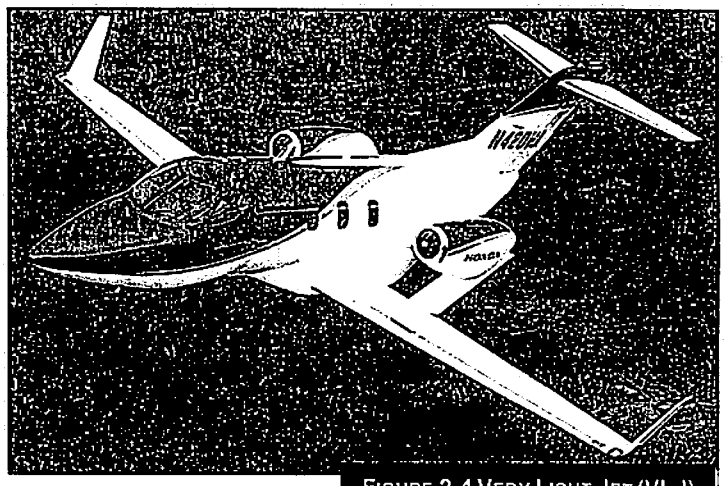


FIGURE 2-3 SATS CONCEPTUALIZATION

Source: NASA Nebraska Space Grant & EPSCoR

The relatively inexpensive twin-engine very light jets (VLJs) (priced between $1 and $2 million) were believed by many to have the potential to redefine the business jet segment by expanding business jet flying and offering performance that could support a true on-demand air-taxi business service. However events since that time have dampened expectations for a rapid penetration of VLJs (**Figure 2-4**) into the market, most notably the bankruptcy of Eclipse and the demise of DayJet. In 2008, VLJ deliveries fell short of assumptions (262 vs. 400). Despite the challenging economy and the uncertainty surrounding the future of Eclipse, the forecast assumes that about 440 VLJs will enter the active fleet in the U.S. over the next 3 years, with an average of 216 aircraft a year for the balance of the forecast period.



Source: Popular Mechanics

FIGURE 2-4 VERY LIGHT JET (VLJ)

The number of active general aviation pilots (excluding air transport pilots) is projected to be 510,295 in 2032, an increase of 39,335 (up 0.4 percent yearly) over the forecast period. Commercial pilots are projected to increase from 119,200 in 2012 to 130,100 in 2032, an average annual increase of 0.5 percent. The number of student pilots is forecast to decrease at an average annual rate of 0.03 percent over the forecast period, declining from 117,340 in 2012 to 116,720 in 2032. The number of private pilots is projected to grow at an average yearly rate of 0.3 percent over the forecast period to a total of 199,300 in 2032 from 188,001 in 2012.

The FAA is also projecting that by the end of the forecast period that a total of 13,900 sport pilots will be certified. It is also projected that the estimated number of sport pilot certificates in 2012 was 4,800, reflecting a growing interest in this new "entry level" pilot certificate that was only created in 2005.

Next Generation Air Transportation System (NextGen) is a new era in flight that is transforming how aircraft navigate the sky and is a replacement to the World War II era technology that has until recently been the primary navigation technology. NextGen utilizes satellite technology (**Figure 2-5**) which allows pilots to know the precise locations of other aircraft around them. This allows more planes in the sky while enhancing the safety of air travel. Satellite landing procedures also allow pilots arrive at airports more efficiently by providing for more direct flight routes.

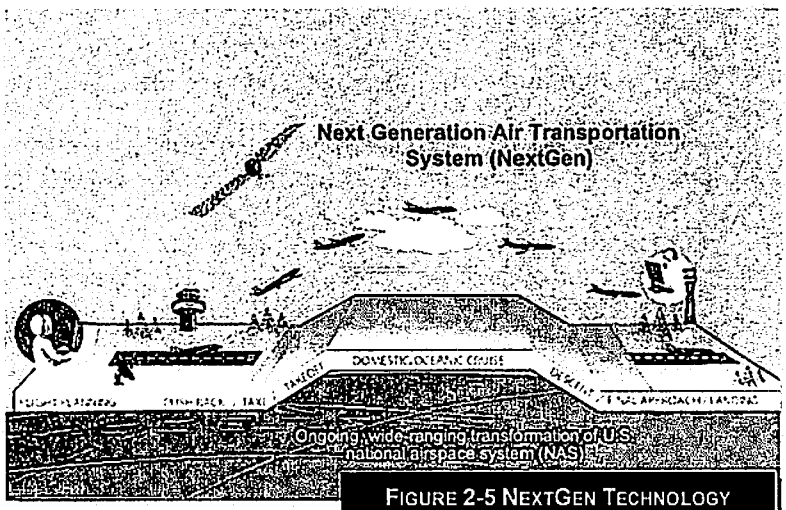


FIGURE 2-5 NEXTGEN TECHNOLOGY

The primary manner in which NextGen could influence operations at the Silver Springs Airport is the feasibility of the airport being provided with an instrument approach to accommodate flight during periods of low visibility as needed to accommodate air ambulance operations and business flight operations in the future. This would be possible due to the decreased cost associated with the creation of a published instrument approach procedures and the use of remote satellite technology in place of onsite facilities **Figure 2-6**.

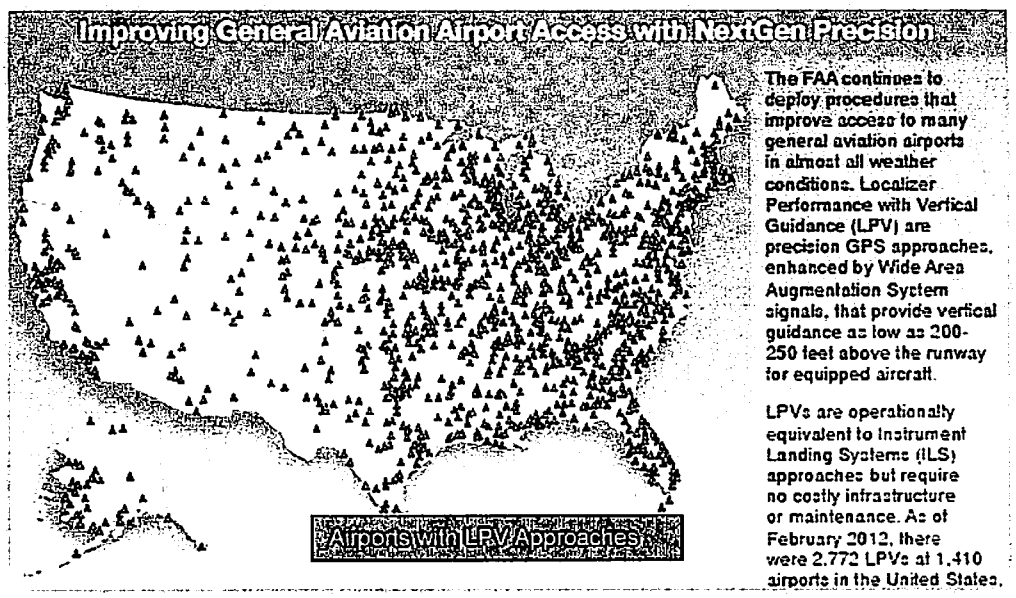


FIGURE 2-6 NEXTGEN PRECISION

2.3 AVAILABLE ACTIVITY FORECASTS

The first step in preparing aviation forecasts is to examine historical and existing activity levels and available forecasts from other sources. The FAA Terminal Area Forecasts (TAF), and Nevada Analysis of Airport Needs forecast were reviewed. The FAA TAF (2012) indicates 6 existing based aircraft for the Silver Springs Airport and 4,000 existing annual operations. The TAF shows no growth over the 20 year planning period. The Nevada Analysis of Airport Needs (January, 2009) indicates 14 existing based aircraft and 4,000 existing annual operations at the Silver Springs Airport. The Nevada Analysis of Airport Needs forecasts 36 based aircraft in 2020 and an increase in annual operations for the Silver Springs Airport totaling 15,100 by the year 2020.

FAA Form 5010-1, Airport Master Record, is the official record kept by the Federal Aviation Administration to document airport physical conditions and other pertinent information. The record includes an annual estimate of aircraft activity as well as the number of based aircraft. This information is typically obtained from the airport sponsor. The accuracy of these documents for an airport the size of Silver Springs Airport is dependent upon the accuracy of the airport's record keeping system. The FAA Form 5010-1 dated March 2013 for the Silver Springs Airport indicates a total of 9 based aircraft all of which are listed as single engine. According to the 5010 there were 5,200 annual aircraft operations made up of 1,000 military, 1,200 GA Local and 3,000 GA Itinerant operations.

2.4 EXISTING AVIATION ACTIVITY

Despite the records shown in the 5010-1, Airport Management records indicate that there were 13 based aircraft and 6,000 operations in 2012. All of the existing based aircraft at the airport are single engine piston driven. A summary of the existing activity is shown in **Table 2-2**.

TABLE 2-2 EXISTING ACTIVITY LEVELS

Year	Based Aircraft	GA Local	GA Itinerant	Military	Total
2012	13	3,640	1,360	1,000	6,000

Source: Airport Management, 2013

As discussed in the previous chapter, the Silver Springs Airport serves a mix of single-engine piston, multi-engine, turboprop, turbojet and helicopter aircraft. These users include business and recreational transport, air medivac, aerial firefighters and flight training.

Business and Recreational Transportation: These users desire the utility and flexibility offered by general aviation aircraft and are made up of business, recreational users, as well as tourism related activities. These operators make up most of the airports based aircraft and include a mix of single-engine, multi-engine and turbojet aircraft.

Air Medivac Services: American Medflight and Care Flight provides essential emergency medical transportation for life threatening situations and assists in patient transfers from Silver Springs to higher level care facilities in Reno. The air medivac services provide quick and efficient transportation in emergency situations when time is of the essence, resulting in lives being saved. These services are provided by using both helicopter and Piper Cheyenne aircraft.

Aerial Firefighting: The airport is periodically utilized by a mix of aerial firefighting aircraft as it is able to accommodate large rotary aircraft, single-engine air tanker (SEAT) and patrol aircraft. These

aircraft can be temporarily based at the airport during fire season and add to the airports local operations. There is a contract between the Bureau of Land Management and the Silver Springs Airport for support facilities at the airport.

Flight Training: The airport is utilized by flight training schools from Reno, Carson City and Minden for touch and go operations to comprises a significant percentage of the total operations. These operations primarily consist of local single engine piston aircraft operations and add to the airports local operations. There is also a Certificated Flight Instructor providing flight training at the Silver Springs Airport to local customers.

Military: The military has consistently utilized the Silver Springs Airport for training missions. Seahawk SH-60F helicopters from the United States Navy operating from Naval Air Station – Fallon are common visitors to the airport.

2.5 FORECASTS OF AVIATION ACTIVITY

2.5.1 FACTORS INFLUENCING AVIATION DEMAND

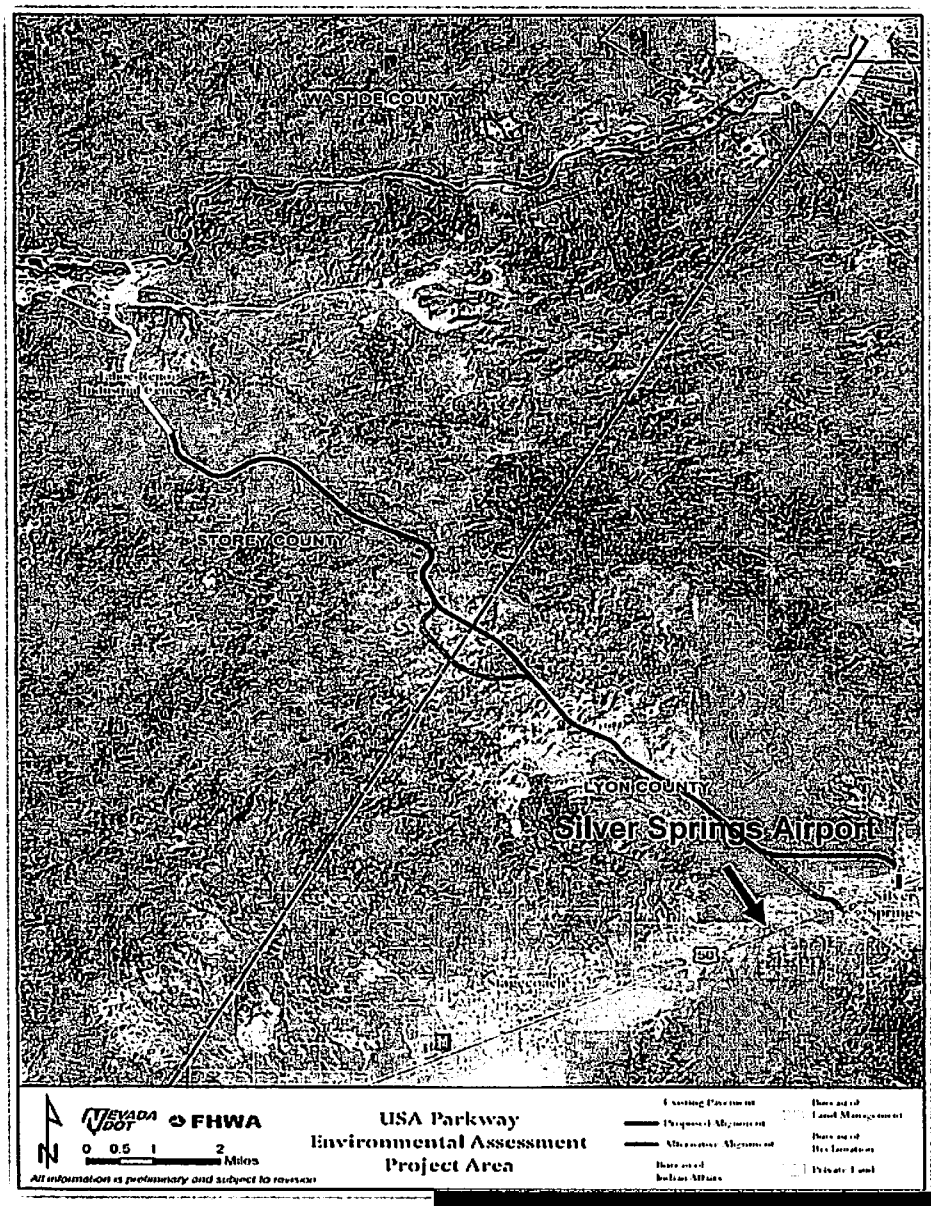
There are several factors influencing aviation demand at the Silver Springs Airport. These factors include a mix of local and itinerant operations and the attraction of location-neutral businesses. Operations by private businesses, tourism and the government are expected to consistently increase with operations over the 20-year planning period.

The development of the USA Parkway is a major factor in the demand for future airport facilities at the Silver Springs Airport. According to the Nevada Department of Transportation (NDOT) "the USA Parkway is a partially-constructed roadway beginning at the recently completed interchange on Interstate 80 approximately 10 miles east of Reno in Storey County. NDOT, in cooperation with the Federal Highway Administration, is proposing an extension of USA Parkway 10 miles from the current end of pavement south to U.S. Highway 50 in Silver Springs. The extension will complete the 18 mile long roadway and provide an additional connection between I-80 and U.S. Highway 50. The new alignment will enhance accessibility and mobility between Lyon and Storey counties, as well as provide transportation infrastructure to support existing and planned land uses and economic development in both counties. The USA Parkway project is currently in the environmental review phase." **Figure 2-7** shows the proposed USA Parkway roadway alignment.

As described above, the USA Parkway will provide a new north-south transportation link between I-80 and U.S. Highway 50 along with providing access from Silver Springs to the Tahoe-Reno Industrial Center (TRIC) located east of Reno, this access is expected to improve efficiency of freight movement from areas east of Reno to points south. According to the TRIC website, TRIC is a 107,000 acre park that encompasses a developable 30,000 acre industrial complex with pre-approved industrial and manufacturing uses. USA Parkway will put Silver Springs within a half hour of Reno.

In 2009, The NDOT conducted a cost-benefit risk analysis for the USA Parkway Extension to U.S. Highway 50. During study it was mentioned the Silver Springs Airport could be expanded to provide corporate/business jet services, air cargo service, charter aircraft and eventually commercial passenger service to both Lyon and neighboring Storey counties. This type of demand is considered to be somewhat speculative in order to be included in the Airport Master Plan at this point in time. However; the Facility Requirements and the Development Alternatives Chapters will discuss the possibilities for complete airport build-out should demand exceed the forecasts identified in this Airport Master Plan.

The completion of USA Parkway is anticipated to have a significant impact on the future use and development of the Silver Springs Airport. The Silver Springs Airport's ideal location is expected to provide air access to TRIC for convenient air-freight shipping as well as corporate air access for companies located within TRIC. In 2013, a preferred routing of the USA Parkway at the intersection of State Highway 50 and Opal Avenue, located adjacent to the western boundary of the airport property line. The USA Parkway and a widening of State Highway 50 are anticipated to be completed in 2016. It is expected overtime there will be a larger growth rate with multi-engine propeller and jet aircraft due to the nature of business travel and associated development of the TRIC. **Figure 2-8** shows the TRIC development. The ability of TRIC to continue to attract business will greatly impact the forecast and number of operations and based aircraft at the Silver Springs Airport.



Source: NVDOT, 2013

FIGURE 2-7 USA PARKWAY PROPOSED ROADWAY ALIGNMENT

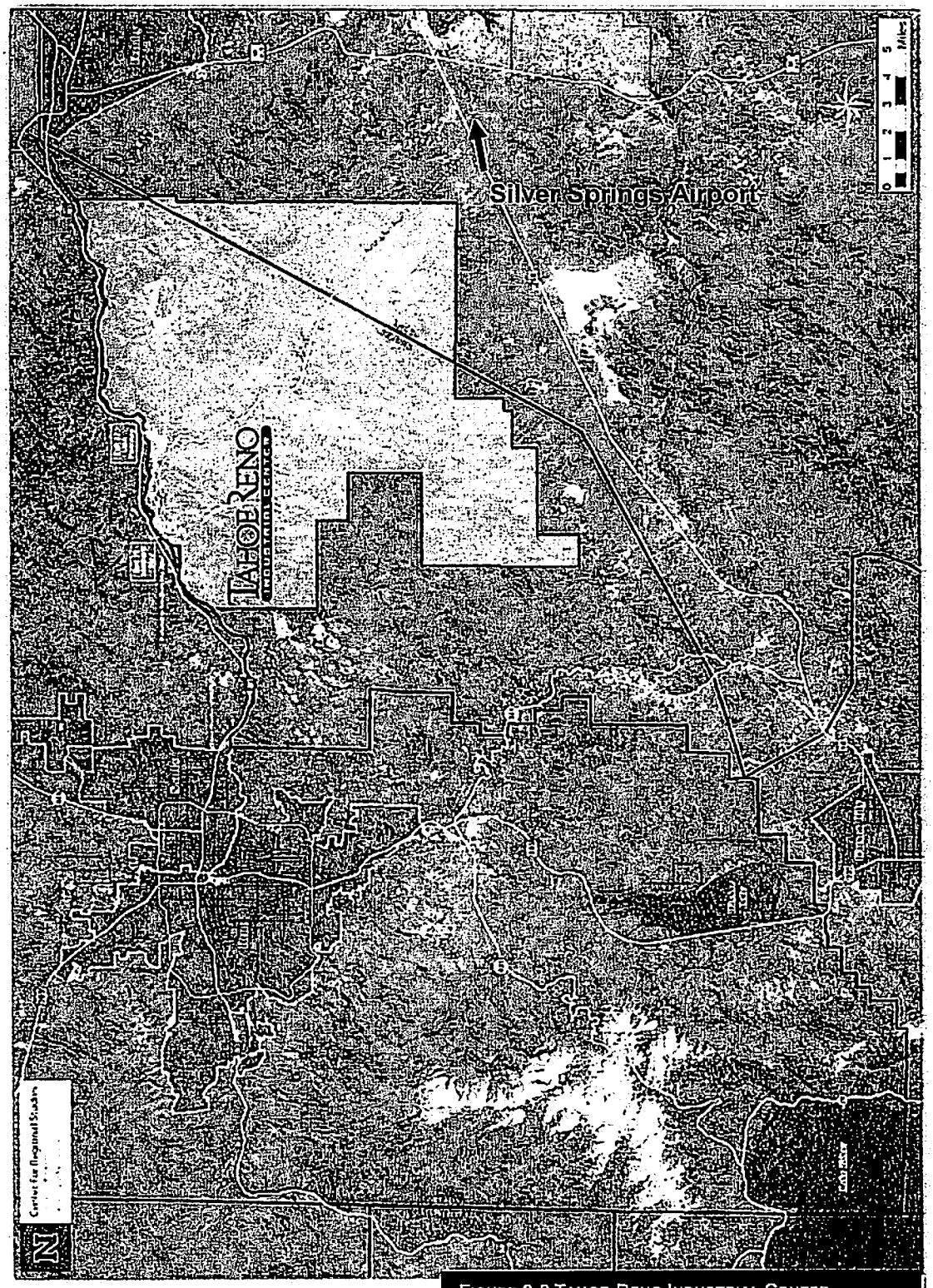


FIGURE 2-8 TAHOE-RENO INDUSTRIAL CENTER

Source: Tahoe-Reno Industrial Center, 2013

In addition to the anticipated increase in aviation demand from the development of USA Parkway, the NDOT is also in the process of widening U.S. Highway 50 between Dayton, Nevada and Silver Springs, which is also expected to result in increased economic development toward Silver Springs. This $21.2 million dollar project began in July 2012 and is scheduled to be complete by 2017.

The proximity of Reno and Carson City to the Silver Springs Airport contributes to the demand for future airport facilities. As traffic increases at nearby facilities, alternatives will be used more frequently, with the Silver Springs Airport being close by; they will have a strong advantage for growth in the near future. Cactus Air Force has developed preliminary plans to create an aircraft storage hangar at the airport. Cactus Air Force, LLC is a privately owned and operated military aircraft and vehicle museum. The development of the hangar could result in an additional ten based aircraft at the airport. The future availability of jet fuel and hangar development at the airport is also anticipated to result in significant growth in based aircraft and aircraft operations at the airport

The Global Waste Energy Conversion Company has begun extensive development in nearby Fernley. This facility will be one of the few locations in the United States to convert waste to energy. As the alternative energy industry continues to grow, it would likely cause an increase to aviation demand at the Silver Springs Airport.

2.5.2 BASED AIRCRAFT

Forecasts of based aircraft for the Silver Springs Airport were determined from data of current based aircraft combined with existing forecasts considering growth rates for the community, county and state and a comparative analysis of based aircraft forecasts using four methodologies to derive a preferred forecast of based aircraft for the Silver Springs Airport. It is important to recognize these figures incorporate the growth anticipated from the planned USA Parkway development.

A per capita forecast that projects the number of based aircraft in direct proportion to the projected population for Lyon County was developed for the Silver Springs Airport. According to the Nevada State Demographer's Office the population for Lyon County is expected to increase from 51,327 in 2012 to 69,180 in 2032. Using the per capita forecast method 18 aircraft would be based at the Silver Springs Airport by 2032. The results of the per capita forecast are shown in **Table 2-3**.

TABLE 2-3 PER CAPITA FORECAST

Year	Lyon County Population	Based Aircraft
2012	51,327	13
2017	58,185	15
2022	62,779	16
2027	66,382	17
2032	69,180	18

A market share forecast was developed by comparing the 2012 FAA Terminal Area Forecast (TAF) for the State of Nevada. According to the 2012 State of Nevada TAF there were 2,147 aircraft based in Nevada of which 13 were based at Silver Springs Airport. This results in Silver Springs having a 0.6 percent market share (13/2,147) of Nevada based aircraft. The TAF for the State of Nevada forecasts the based aircraft to increase to 2,463 by 2032. By applying this growth to the based aircraft at Silver Springs Airport, there would be 15 based aircraft at the airport in 2032. The results of the market share are shown in **Table 2-4**.

TABLE 2-4 MARKET SHARE FORECAST		
Year	2012 TAF Aircraft Based in Nevada	Based Aircraft
2012	2,147	13
2017	2,218	14
2022	2,295	14
2027	2,378	14
2032	2,463	15

A forecast was developed utilizing the 2009 Nevada Analysis of Airport Needs (NAAN) growth rate of 12 percent per year. This growth is shown in **Table 2-5** and results in 46 based aircraft at the Silver Springs Airport by 2031.

TABLE 2-5 NEVADA ANALYSIS OF AIRPORT NEED FORECASTED GROWTH		
Year	Projected Growth	Based Aircraft
2012	12%	13
2017	12%	21
2022	12%	29
2027	12%	38
2032	12%	46

A forecast was developed with data from the Nevada Governor's Office of Economic Development. This information provides a 10-year historical job growth and future projection within the vicinity of Silver Springs. The report depicts an average annual growth rate of 20 percent. The results are shown in **Table 2-6** and result in 66 based aircraft at the Silver Springs Airport by 2032.

TABLE 2-6 VICINITY JOB GROWTH FORECAST		
Year	Projected Growth	Based Aircraft
2012	20%	13
2017	20%	26
2022	20%	39
2027	20%	52
2032	20%	66

A cohort forecast, which uses the per capita forecast combined with the 2009 Nevada Analysis of Airport Needs forecast and the vicinity job growth forecast, was developed. The results of the cohort forecast result in 42 based aircraft at the Silver Springs Airport by 2032. The results of the cohort forecast are shown in **Table 2-7**. The growth projected in the cohort forecast assumes that the development of TRIC continues into the future and that the USA Parkway provides the projected increase in demand at the Silver Springs Airport.

TABLE 2-7 COHORT FORECAST (PREFERRED)

Year	NAAN Forecast	Per Capita Forecast	Vicinity Job Growth Forecast	Based Aircraft
2012	13	13	13	13
2017	21	15	26	25
2022	29	16	39	31
2027	38	17	52	36
2032	46	18	66	42

The five forecast methods were then evaluated against with the FAA's TAF of a flat 6 based aircraft for the Silver Springs Airport. Based on the available forecasts, it is anticipated that the Silver Springs Airport based aircraft will trend toward the cohort forecast which was the per capita approach that projects the number of based aircraft in direct proportion to the projected population for Lyon County, the vicinity job growth forecast and the 2009 Nevada Analysis of Airport Needs Forecast. Therefore, the cohort forecast, has been selected as the preferred forecast for future based aircraft; as it accounts for both the local population and job growth. The future development associated with the completion of USA Parkway and the connection to TRIC is anticipated to result in significant growth at the Silver Springs Airport.

All forecasting methods were derived with the existing airport services remaining status quo in the future. These figures do not factor the growth possibility associated with the future development of instrument approaches and Jet-A fuel services. The availability of an instrument approach and Jet-A at the Silver Springs Airport may cause both based aircraft and total operations to exceed forecasted levels.

As previously stated, airport forecasts are not an exact science. Forecasting numbers for a specific year, particularly beyond 10 years in the future is difficult, as there are many variables which can impact an airports based aircraft numbers. The aviation industry is volatile and susceptible to changes within the economy. **Figure 2-9** shows the variation in based aircraft for each type of forecasting method.

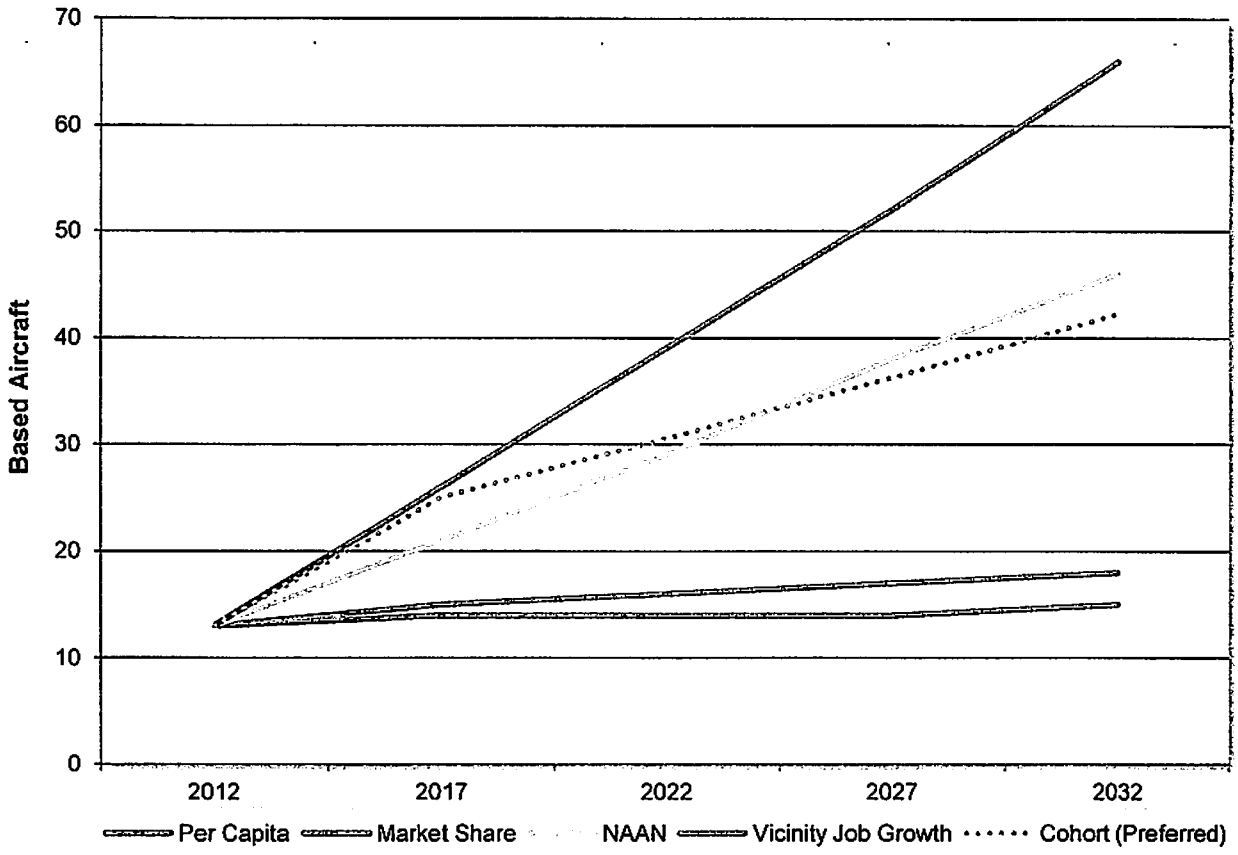


FIGURE 2-9 BASED AIRCRAFT FORECAST

2.5.3 AIRCRAFT OPERATIONS

Forecasts of annual aircraft operations for Silver Springs Airport have been derived by applying the preferred based aircraft forecast of 42 based aircraft to the projected number of operations per based aircraft.

FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS), states that the appropriate number of operations per based aircraft (OPBA) to use when estimating operations at a non-towered airport ranges from 250 to 450, with some very busy general aviation airports experiencing up to 750 operations per based aircraft. Currently, with 13 based aircraft and approximately 5,500 operations, the airport has an OPBA of 423 (note: this is not to imply that each based aircraft conducts 423 operations per year but that all aircraft utilizing the airport, including transient aircraft and touch-and-goes accumulate an average of 423 OPBA). By comparison, the 2009 NAAN forecasts respectively reports 285 OPBA.

In order to develop a preferred forecast of aircraft operations at the Silver Springs Airport, three different methods were analyzed. Each method utilizes the preferred based aircraft forecast of 32 aircraft in 2032 and applies varying OPBA to the based aircraft forecast. These methods are summarized as follows:

Method 1: Existing operations per based aircraft (423 OPBA)

Method 2: FAA Order 5090.3C (350 OPBA)

Method 3: 2009 Nevada Analysis of Airport Needs (NAAN) (285 OPBA)

For the first method, the 2012 base year level of operations per based aircraft of 423 was applied to the preferred based aircraft forecast. Applying 423 to the preferred based aircraft forecast results in 17,766 annual operations in 2032 (423 x 42 = 17,766).

The second method, utilizes the general guideline contained in FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS) that recommends the use of 350 OPBA for busier non-towered general aviation airports. Applying 350 OPBA to the preferred based aircraft forecast results in 14,700 annual operations by 2032 (350 x 42 = 14,700).

The third method, applies the NAAN base year level forecast of operations per based aircraft of 285 for the Silver Springs Airport. Applying 285 OPBA to the preferred based aircraft forecast results in 13,408 annual operations in 2032 (285 x 42 = 11,970).

These estimates provide a likely range of activity for future operations at the Silver Springs Airport. The development of taxilanes in order to accommodate existing hangar demand and the construction of USA Parkway, it is reasonable to expect the OPBA to remain consistent over the 20-year planning period. **Figure 2-10** graphs the results of each method. Based on an evaluation of operations forecast methods, the first method was selected as the preferred method as it maintains the existing OPBA for based aircraft.

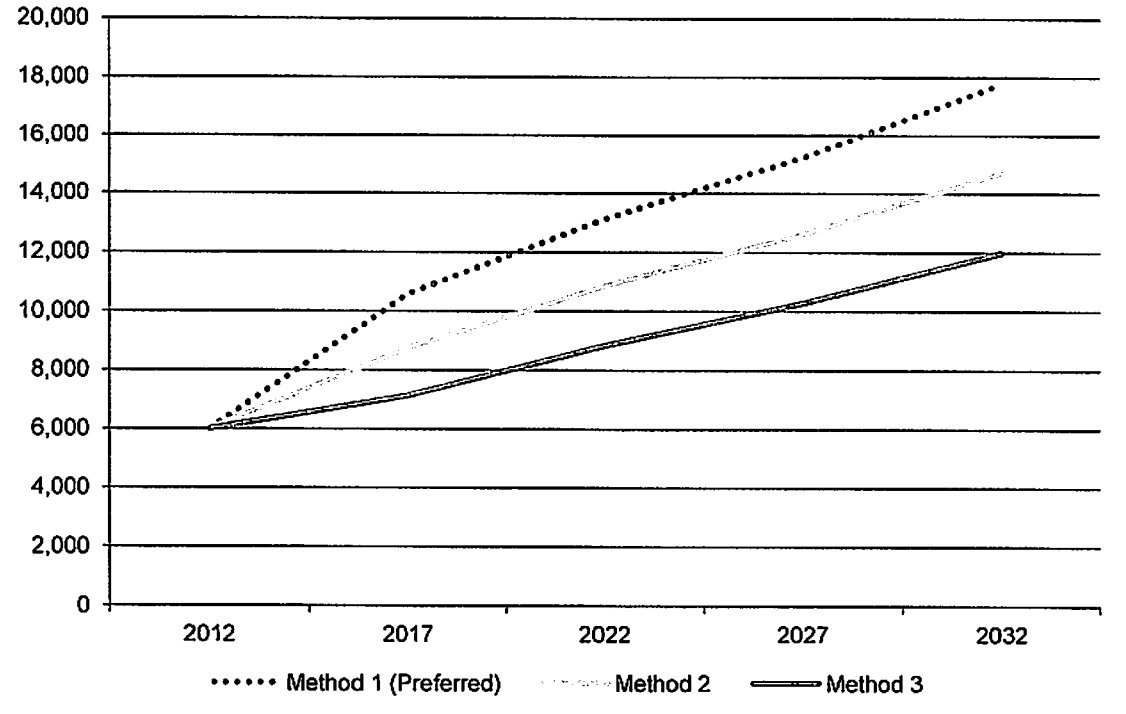


FIGURE 2-10 ANNUAL AIRCRAFT OPERATIONS FORECAST

2.6 FORECAST SUMMARY

The recommended forecast for the Silver Springs Airport is summarized in **Table 2-8**. Activity estimates are currently 22 percent local and 60 percent itinerant and 18 percent military. The operations are expected to remain at these percentages through 2032. Military operations are expected to remain at 1,000 annual operations within the 20-year planning period.

TABLE 2-8 FORECAST SUMMARY OF AVIATION ACTIVITY

Year	Based Aircraft	Local Operations	Itinerant Operations	Military Operations	Total Operations
2017	25	2,779	6,797	1,000	10,575
2022	31	3,565	8,548	1,000	13,113
2027	36	4,221	10,007	1,000	15,228
2032	42	5,008	11,759	1,000	17,766

2.7 AVIATION ACTIVITY FORECAST BY AIRCRAFT TYPE

The preferred forecast by aircraft type is shown in **Table 2-9**. Local and itinerant operations are expected to be conducted by predominately single-engine aircraft operations with increasing activity by light twins, turboprops and light jets.

TABLE 2-9 DETAILED FORECASTS BY AIRCRAFT TYPE

	2017	2022	2027	2032
Single Engine Aircraft (standard)	18	20	22	25
Operations	8,855	10,369	11,760	13,265
Multi Engine Piston/Turbo-Prop Aircraft	2	4	5	6
Operations	620	975	1,152	1,801
Turbo Jet Aircraft	1	2	3	4
Operations	250	650	830	1,000
Rotorcraft	2	2	3	4
Operations	350	455	627	825
Experimental & Other	2	3	3	4
Operations	500	664	859	875
Total Based	**25**	**31**	**36**	**42**
Annual Operations	**10,575**	**13,113**	**15,228**	**17,766**

2.8 AIRPORT SEASONAL USE DETERMINATION

A seasonal fluctuation in aircraft operations can be expected at any airport. This fluctuation is most apparent in regions with severe winter weather patterns and non-towered general aviation airports. The fluctuation is less pronounced at major airports, with a high percentage of commercial and scheduled airline activity.

A review of the Silver Springs Airport fuel sales data for 2012 provides an accurate depiction of The Silver Springs Airport's seasonal use trends, shown in **Figure 2-11.** The greatest quantity of fuel sales were sold between September and October.

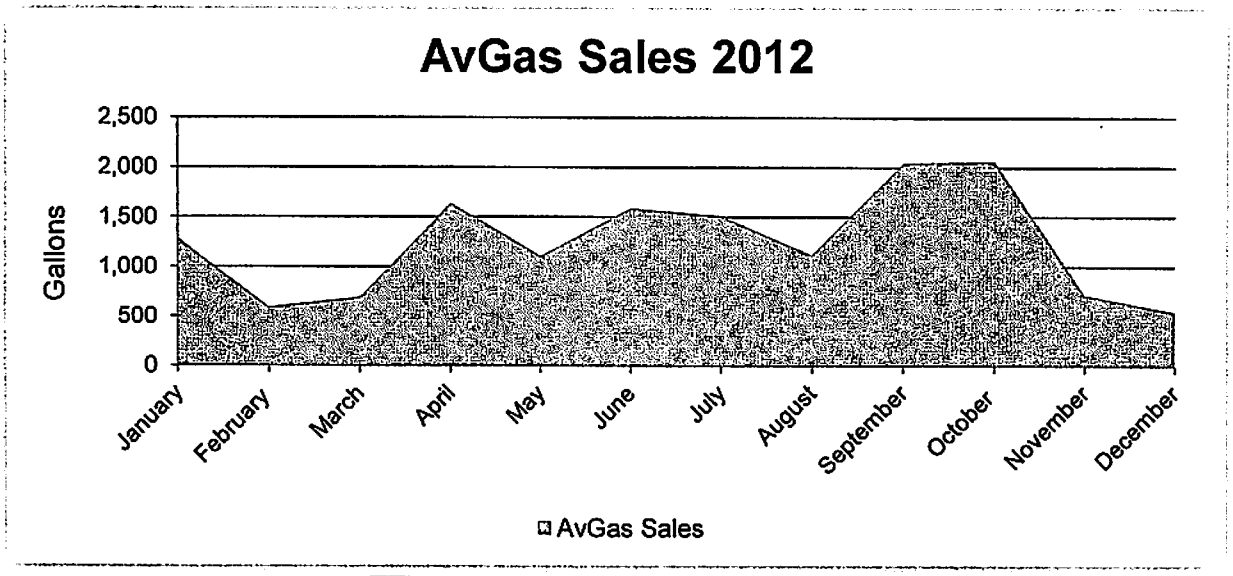


FIGURE 2-11 SILVER SPRINGS AIRPORT MONTHLY FUEL FLOW 2012

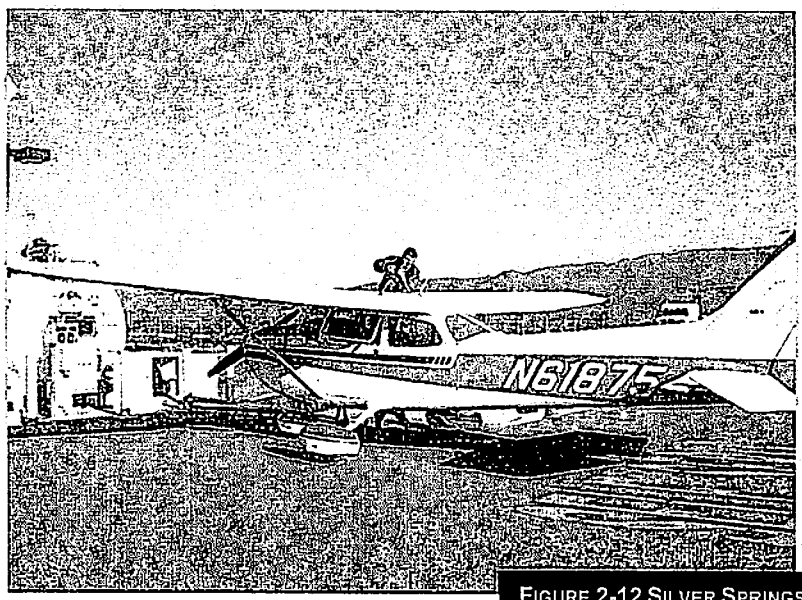


FIGURE 2-12 SILVER SPRINGS AIRPORT FUEL SYSTEM

Source: Kay Bennett, Silver Springs Airport, LLC

2.9 HOURLY DEMAND AND PEAKING TENDENCIES

In order to arrive at a reasonable estimate of demand at the airport facilities, it was necessary to develop a method to calculate the levels of activity during peak periods. The periods normally used to determine peaking characteristics are defined below:

Peak Month: The calendar month when peak enplanements or operations occur.

Design Day: The average day in the peak month derived by dividing the peak month enplanements or operations by the number of days in the month.

Busy Day: The Busy Day of a typical week in the peak month. In this case, the Busy Day is equal to the Design Day.

Design Hour: The peak hour within the Design Day. This descriptor is used in airfield demand/capacity analysis, as well as in determining terminal building, parking apron and access road requirements.

Busy Hour: The peak hour within the Busy Day. In this case, the Busy Hour is equal to the Design Hour.

The Seasonal Use Trend Curve, as presented in **Figure 2-11**, was used as a tool to determine the peaking characteristics for the Silver Springs Airport. Using the Seasonal Use information, a formula was derived which will calculate the average daily operations in a given month, based on the percentage of the total annual operations for that month, as determined by the curve. The formula is as follows:

$$M = A\,(T / 100)$$
$$D = M / (365 / 12)$$

Where T = Monthly percent of use (from curve)
M = Average monthly operations
A = Total annual operations
D = Average Daily Operations in a given month

Approximately 90% of total daily operations occur between the hours of 7:00 AM and 7:00 PM (12 hours) at a typical general aviation airport, meaning the maximum peak hourly occurrence may be 50% greater than the average of the hourly operations calculated for this time period.

The Estimated Peak Hourly Demand (P) in a given month was, consequently, determined by compressing 90% of the Average Daily Operations (D) in a given month into the 12-hour peak use period, reducing that number to an hourly average for the peak use period and increasing the result by 50% as follows:

$$P = 1.5\,(0.90D / 12)$$

Where D = Average Daily Operations in a given month.
P = Peak Hourly Demand in a given month.

The calculations were made for each month of each phase of the planning period. The results of the calculations are shown in **Table 2-10**. As is evident in **Table 2-9**, the Design Day and Design Hour peak demand in the planning year occurs under VFR weather conditions in the month of June (highlighted in bold), with an average of 85 daily operations and approximately 9.6 operations per hour in 2031.

TABLE 2-10 ESTIMATED MONTHLY/DAILY/HOURLY DEMAND

MONTHLY/DAILY/HOURLY DEMAND

Planning Year: 2017 — Operations: 10,575

Month	% Use	Operations Monthly	Operations Daily	Operations Hourly
January	8.65%	915	30	3.4
February	3.99%	422	14	1.6
March	4.66%	493	16	1.8
April	10.98%	1,161	38	4.3
May	7.44%	787	26	2.9
June	10.65%	1,126	37	4.2
July	10.14%	1,072	35	4.0
August	7.50%	793	26	2.9
September	13.71%	1,450	48	5.4
October	**13.81%**	**1,460**	**48**	**5.4**
November	4.80%	508	17	1.9
December	3.68%	389	13	1.4

Planning Year: 2022 — Operations: 13,113

Month	% Use	Operations Monthly	Operations Daily	Operations Hourly
January	8.65%	1,134	37	4.2
February	3.99%	523	17	1.9
March	4.66%	611	20	2.3
April	10.98%	1,440	47	5.3
May	7.44%	976	32	3.6
June	10.65%	1,397	46	5.2
July	10.14%	1,330	44	4.9
August	7.50%	983	32	3.6
September	13.71%	1,798	59	6.6
October	**13.81%**	**1,811**	**60**	**6.7**
November	4.80%	629	21	2.3
December	3.68%	483	16	1.8

Planning Year: 2027 — Operations: 15,228

Month	% Use	Operations Monthly	Operations Daily	Operations Hourly
January	8.65%	1,317	43	4.9
February	3.99%	608	20	2.2
March	4.66%	710	23	2.6
April	10.98%	1,672	55	6.2
May	7.44%	1,133	37	4.2
June	10.65%	1,622	53	6.0
July	10.14%	1,544	51	5.7
August	7.50%	1,142	38	4.2
September	13.71%	2,088	69	7.7
October	**13.81%**	**2,103**	**69**	**7.8**
November	4.80%	731	24	2.7
December	3.68%	560	18	2.1

Planning Year: 2032 — Operations: 17,766

Month	% Use	Operations Monthly	Operations Daily	Operations Hourly
January	8.65%	1,537	51	5.7
February	3.99%	709	23	2.6
March	4.66%	828	27	3.1
April	10.98%	1,951	64	7.2
May	7.44%	1,322	43	4.9
June	10.65%	1,892	62	7.0
July	10.14%	1,801	59	6.7
August	7.50%	1,332	44	4.9
September	13.71%	2,436	80	9.0
October	**13.81%**	**2,453**	**81**	**9.1**
November	4.80%	853	28	3.2
December	3.68%	654	21	2.4

2.10 PEAK HOUR GA PILOT AND PASSENGER FLOWS

The number of pilots and general aviation passengers relates to the peak hour operations forecast in **Table 2-11**. Based upon a historical economic impact studies; an average of 3.44 persons per aircraft operation at general aviation airports. Using the average of 3.44 passengers per peak hour operation, results in a peak hour flow of 6.9 general aviation pilots/passengers by 2032. **Table 2-10** depicts the peak hour general aviation pilot and passenger flows that are expected during the planning period.

TABLE 2-11 GENERAL AVIATION PILOT AND PASSENGER FLOW

Year	Peak Hour Aircraft Operations	Peak Hour GA Pilot/Passenger Flow
2017	5.4	19
2022	6.7	23
2027	7.8	27
2032	9.1	31

2.11 FORECAST SUMMARY

Forecasts of activity were developed for based aircraft, operations and the ultimate fleet mix at the airport. These forecasts represent low, medium and high expected activity trends. The FAA TAF does not accurately reflect future aircraft operations as it remains flat lined over the 20 year planning forecast at a constant 4,000 operations and does not account for existing airport activity levels. For this reason, future operations exceed the TAF by more than 10 percent. **Table 2-12** shows a summary of the preferred forecast for the Silver Springs Airport through the 20 year planning period, while utilizing the most current based aircraft data for the baseline year. As previously described, the growth in the area surrounding Silver Springs and the addition of facilities at the airport including jet fuel and hangar development are all anticipated to result in increased activity at the Silver Springs Airport.

TABLE 2-12 FORECAST SUMMARY

		Pilot and Passengers	Itinerant Operations			Local Operations			TOTALS
Year	Based Aircraft	Peak Hourly Flow	GA	MIL	TOTAL	GA	MIL	TOTAL	TOT OPS
2012	13	10	3,640	1,000	4,640	1,360	0	1,360	6,000
2017	25	19	6,797	1,000	7,797	2,779	0	2,779	10,575
2022	31	23	8,548	1,000	9,548	3,565	0	3,565	13,113
2027	36	27	10,007	1,000	11,007	4,221	0	4,221	15,228
2032	42	31	11,759	1,000	12,759	5,008	0	5,008	17,766

Note: COM = Commercial / AT = Air Taxi / GA= General Aviation / MIL = Military / INST OPS= Instrument Operations

CHAPTER THREE
FACILITY REQUIREMENTS

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER THREE
FACILITY REQUIREMENTS

3.0 INTRODUCTION

One of the primary objectives of this planning study is to determine the size and configuration of airport facilities needed to accommodate the types and volume of aircraft expected to utilize the airport. Data from Chapter One and forecasts from Chapter Two are coupled with established planning criteria to determine the improvements that are necessary for airside and landside areas. Having established the facility requirements, alternatives for providing these facilities are provided in Chapter Four to determine the viability of meeting the facility needs.

The time frame for addressing development needs usually involves short-term (up to five years), medium-term (six to ten years) and long-term (eleven to twenty year) periods. Long range planning primarily focuses on the ultimate role of the airport and is related to development. Medium-term planning focuses on a more detailed assessment of needs, while the short-term analysis focuses on immediate action items and may include details not focused towards long-term development.

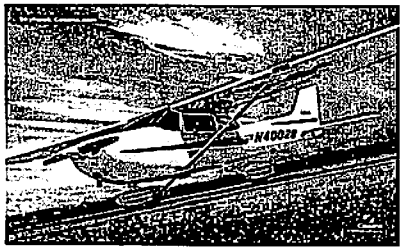
3.1 RUNWAY DESIGN CODE

The runway design code (RDC) is a system established by the FAA to relate airport design criteria to the operational and physical characteristics of the aircraft that are currently operating and/or forecast to operate at the airport. The RDC has three primary components relating to airport design. The first component, depicted by letters A through E, is categorized by the design aircraft approach speed which determines the runway approach category (operational characteristic). The second component, depicted by Roman numerals I through VI, is categorized by either the design aircraft wingspan or tail height, utilizing the characteristic that places the aircraft in the highest design group (physical characteristic). The third component relates to the visibility minimums expressed by Runway Visual Range (RVR) values are listed in feet of 1,200, 1,600, 2,400, 4,000 and 5,000. If the airport does not have an instrument approach it is listed as VIS. In general, the approach category of the design aircraft will determine the required design parameters for runway and runway facilities while the aircraft wingspan or tail height will determine the required taxiway and taxilane separation criteria. **Table 3-1** has been included to provide a definition of both aircraft approach categories and aircraft design groups. Examples of each of these RDC are depicted in **Figure 3-1**.

TABLE 3-1 RUNWAY DESIGN CODE

Approach Category	Approach Speed	
Category A	less than 91 knots	
Category B	91 to 120 knots	
Category C	121 to 140 knots	
Category D	141 to 165 knots	
Category E	166 knots or more	
Design Group	**Wingspan**	**Tail Height**
Group I	< than 49 feet	< than 20 feet
Group II	49 to 78 feet	20 to 29 feet
Group III	79 to 117 feet	30 to 44 feet
Group IV	118 to 170 feet	45 to 59 feet
Group V	171 to 213 feet	60 to 65 feet
Group VI	214 to 261 feet	66 to 79 feet
RVR (ft)	**Flight Visibility Category (Statue Mile)**	
VIS	Visual	
5,000	Not lower than 1-mile	
4,000	Lower than 1 mile but not lower than 3/4 mile (APV ≥ 3/4 but < 1 mile)	
2,400	Lower than 3/4 mile but not lower than 1/2 mile (CAT - I PA)	
1,600	Lower than 1/2 mile but not lower than 1/4 mile (CAT - II PA)	
1,200	Lower than 1/4 mile (CAT - III PA)	

Source: FAA 150/5300-13A, Change 1, Airport Design



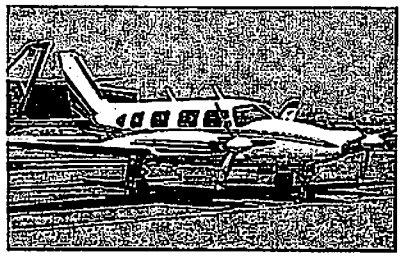
AI

Primarily Single-Engine Propeller Aircraft, some light twins

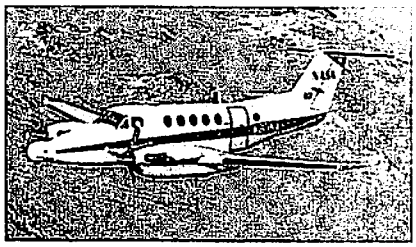
Example Type: Cessna 172 Skyhawk

BI

Primarily Light Twin-Engine Propeller Aircraft



Example Type: Piper Navajo



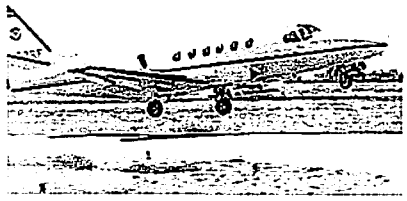
BII

(<12,500 lbs) Primarily Light Turboprops

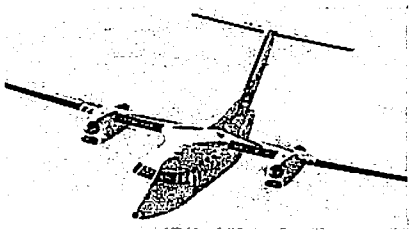
Example Type: Beechcraft King Air

BII

(>12,500 lbs) Mid-sized corporate jets and commuter airliners



Example Type: Cessna Citation II



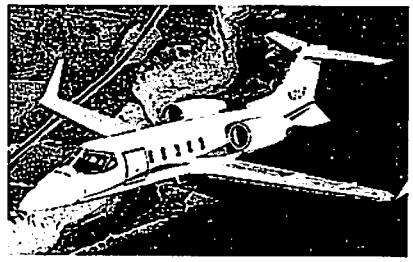
A/BIII

Primarily large commuter-type aircraft

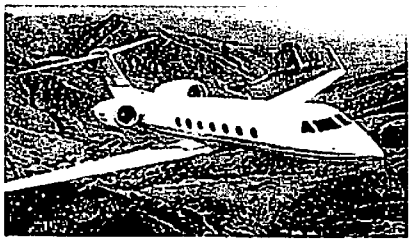
Example Type: De Havilland Dash 8

CI, DI

Primarily small and fast corporate jets



Example Type: Lear Jet 36



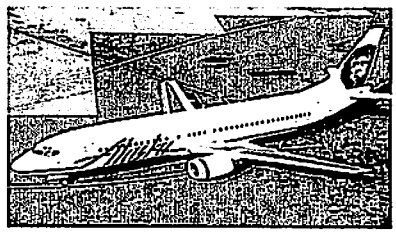
C/DII

Large corporate jets and regional-type commuter jets

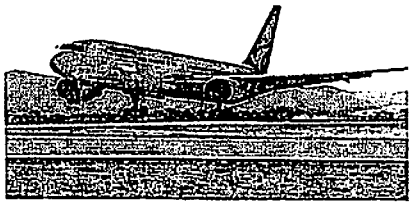
Example Type: Gulfstream IV

C/DIII

Commercial airliners (approx. 100-200 seats)



Example Type: Boeing 737



C/DIV

Large commercial airliners (approx. 200-350 seats)

Example Type: Boeing 767

DV

Jumbo commercial airliners (approx. 350+ seats)

Example Type: Boeing 747

FIGURE 3-1 RUNWAY DESIGN CODES

To ensure that all airport facilities are designed to accommodate the expected air traffic and to meet FAA criteria, the specific RDC for the runway must be determined. In order to designate a specific RDC for a runway, aircraft in that RDC should perform a minimum of 500 annual operations. The aircraft currently using the Silver Springs Airport on a regular basis have a RDC of A-I, B-I and B-II. The majority of the business jet aircraft and very light jet aircraft fall into the B-I and B-II RDC. Airport users and fleet mix were discussed in Chapter 2. Examples of aircraft with an RDC of A-I and B-I are listed in **Table 3-2**. Examples of aircraft with an RDC of A-II and B-II are listed in **Table 3-3**. Examples of aircraft with a RDC of C-II and D-II are listed in **Table 3-4**. Aircraft with an RDC of A-I through C-II are expected to utilize the airport in the short, medium and long-term time frames.

This information indicates that the fundamental development items for the short and medium term will remain at an ARC of B-II for aircraft weighing up to 30,000 pounds. It is anticipated that occasional operations by C-I, D-I, C-II, D-II and C-III aircraft weighing up to 65,000 pounds will continue to occur during the short and medium term. Forecasted operations by Category C aircraft are expected to reach 500 annual operations during the long term planning period. Based on the build out of the industrial park it is recommended that an ultimate RDC C-II be depicted in the ALP set. Implementation of the upgrade to C-II (such as the Environmental Assessment and Land Acquisition) should begin whenever actual demand by aircraft approach category C aircraft reach 60 percent of the 500 annual operation threshold, or 300 operations per year.

The future design aircraft will be the Cessna Citation III. The ultimate design aircraft will be the Bombardier Challenger 604 (CL-604). The Cessna Citation III and the CL-604 aircraft was selected as the design aircraft as it is a common corporate aircraft, which occasionally uses the Silver Springs Airport, and is expected to increase utilization during the 20-year planning period.

TABLE 3-2 EXAMPLE AIRCRAFT HAVING A RDC OF A-I OR B-I

Aircraft	Approach Speed (knots)	Wingspan (feet)	Tail Height (feet)	Max T.O. Weight (pounds)
Beech Baron 58P	101	37.8	9.1	6,200
Beech Bonanza V35B	70	33.5	6.6	3,400
Beech King Air B100	111	45.9	15.3	11,799
Cessna 150	55	33.3	8.0	1,670
Cessna 172	60	36.0	9.8	2,200
Cessna 177	64	35.5	8.5	2,500
Cessna 182	64	36.0	9.2	2,950
Cessna 340	92	38.1	12.2	5,990
Cessna 414	94	44.1	11.5	6,750
Cessna Citation I	108	47.1	14.3	11,850
Eclipse 500 Jet	90	37.9	13.5	5,920
Gates Learjet 28/29	120	42.2	12.3	15,000
Mitsubishi MU-2	119	39.1	13.8	10,800
Piper Archer II	86	35.0	7.4	2,500
Piper Cheyenne	110	47.6	17.0	12,050
Raytheon Beechjet	105	43.5	13.9	16,100
Rockwell Sabre 40	120	44.4	16.0	18,650
Swearingen Merlin	105	46.3	16.7	12,500

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*

TABLE 3-3 EXAMPLE AIRCRAFT HAVING A RDC OF A-II OR B-II

Aircraft	Approach Speed (knots)	Wingspan (feet)	Tail Height (feet)	Max T.O. Weight (pounds)
Air Tractor 802F	105	58.0	11.2	16,000
Beech King Air C90-1	100	50.3	14.2	9,650
Beech Super King Air B200	103	54.5	14.1	12,500
Cessna 441	100	49.3	13.1	9,925
Cessna Citation II	108	51.6	15.0	13,300
Cessna Citation III	114	50.6	16.8	17,000
Dassault Falcon 50	113	61.9	22.9	37,480
Dassault Falcon 200	114	53.5	17.4	30,650
Dassault Falcon 900	100	63.4	24.8	45,500
DHC-6 Twin Otter	75	65.0	19.5	12,500
Grumman Gulfstream I	113	78.5	23.0	35,100
Pilatus PC-12	85	52.3	14.0	9,920

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*

TABLE 3-4 EXAMPLE AIRCRAFT HAVING A RDC OF C-II OR D-II

Aircraft	Approach Speed (knots)	Wingspan (feet)	Tail Height (feet)	Max T.O. Weight (pounds)
1329 JetStar	132	54.5	20.4	43,750
Astra 1125	126	52.5	18.1	23,500
Canadair CL-604	125	61.8	20.7	41,250
Cessna Citation 650	126	53.6	16.8	23,000
Cessna Citation 750 X	131	63.6	18.9	36,100
Falcon 900 EX	126	63.5	24.2	48,300
Gulfstream-II	141	68.8	24.5	65,300
Gulfstream-III	136	77.8	24.4	68,700
Gulfstream-IV	145	77.8	24.4	71,780
Hawker 125-1000	130	61.9	17.1	36,000
Rockwell 980	121	52.1	14.9	10,325
Sabre 80	128	50.4	17.3	24,500

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*

3.2 AIRSIDE FACILITY REQUIREMENTS

The airside facilities of an airport are described as the runway configuration, the associated taxiway system, the ramp and aircraft parking area and any visual or electronic approach aids.

3.2.1 RUNWAY REQUIREMENTS

Annual Service Volume: The Annual Service Volume (ASV) is a calculated reasonable estimate of an airport's annual capacity; taking into account differences in runway utilization, weather conditions and aircraft mix that would be encountered in one year. When compared to the forecasts or existing operations of an airport, the ASV will give an indication of the adequacy of a facility in relationship to its activity level. The ASV is determined by reference to the charts contained in FAA AC 150/5060-5, *Airport Capacity and Delay*.

FAA AC 150/5060-5, *Airport Capacity and Delay*, was used to calculate the ASV for a two-runway airport with the forecasted operation levels determined in Chapter 2. Annual Service Volume for the runway configuration is 230,000 operations per year. Under these conditions, the existing runway facilities will adequately meet the demand within the time frame of this study.

Runway Length: AC 150/5325-4B, *Runway Length Requirements for Airport Design*, provides guidance for determining runway length requirements. The AC provides recommended runway lengths and other facilities on an airport according to FAA design standards. The information

required to determine the recommended runway lengths includes, airfield elevation, mean maximum temperature of the hottest month and the effective gradient for the runway. The following information for the Silver Springs Airport was used for the analysis:

Field Elevation: 4,265 feet MSL
Mean Maximum Temperature of Hottest Month: 93.8° F
Effective Gradient: 8.1 Feet

The process to determine recommended runway lengths for a selected list of critical design airplanes begins with determining the weights of the critical aircraft that are expected to use the airport on a regular basis. For aircraft weighing 60,000 pounds or less, the runway length is determined by family groupings of aircraft having similar performance characteristics. The first family grouping is identified as small airplanes, which is defined by the FAA as airplanes weighing 12,500 pounds or less at Maximum Takeoff Weight (MTOW). The second family grouping is identified as large airplanes, which is defined by the FAA as airplanes exceeding 12,500 pounds but weigh less than 60,000 pounds. For aircraft weighing more than 60,000 pounds. The required runway length is determined by aircraft-specific length requirements. **Table 3-5** shows the aircraft families determined by the FAA.

TABLE 3-5 AIRPLANE WEIGHT CATEGORIZATION FOR RUNWAY LENGTH REQUIREMENTS

Airplane Weight Category Maximum MTOW			Design Approach
≤ 12,500 Pounds	Approach Speed < 30 knots		Family groupings of small airplanes
	Approach Speed ≥ 30 knots, but < 50 knots		Family groupings of small airplanes
	Approach Speed ≥ 50 knots	With < 10 Passengers	Family groupings of small airplanes
		With ≥ 10 Passengers	Family grouping of small airplanes
Over 12,500 pounds, but < 60,000 pounds			Family groupings of large airplanes
≥ 60,000 pounds or more, or Regional Jets[1]			Individual large airplane

Note[1]: All regional jets, regardless of their MTOW, are assigned to the 60,000 pounds or more weight category.

Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*

Recommended runway lengths are determined using charts in FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, based on the seating capacity and the mean daily maximum temperature of the hottest month of the year at the airport. The small airplanes with the approach speed of greater than or equal to 50 knots with less than 10 passengers seats and a Maximum Takeoff Weight (MTOW) less than 12,500 pounds recommends a runway length of 5,530 feet in order to accommodate 95 percent of the fleet; 95 percent of fleet category applies to airports that are primarily intended to serve medium size population communities with a diversity of usage and greater potential for increased aviation activities. Also included in this category are those airports that are primarily intended to serve low-activity locations, small population communities and remote recreational areas. The approach speed of greater than or equal to 50 knots with less than 10 passenger seats and a MTOW less than 12,500 pounds recommends a runway length of 5,830 feet in order to accommodate 100 percent of the aircraft fleet. 100 percent of fleet category is a type of airport that is primarily intended to serve communities located on the fringe of a metropolitan area or a relatively large population remote from a metropolitan area. The current length Runway 6/24, 6,001 feet, accommodates 100 percent of the small airplanes.

Recommended runway lengths to serve large aircraft weighing over 12,500 pounds, but less than 60,000 pounds are determined using a certain percentage of the useful load. The term useful load, as defined by the FAA, is the difference between the maximum allowable structural gross weight and the operating empty weight. A typical operating empty weight includes the airplane's empty weight, crew, baggage, other crew supplies, removable passenger service equipment, removable emergency equipment, engine oil and unusable fuel. According to the AC, 75 percent of fleet at 60 and 90 percent useful load requires runway lengths of 6,510 and 8,680 feet respectively. The AC shows 100 percent of fleet at 60 and 90 percent useful load requires runway lengths of 9,560 and 11,030 feet respectively. **Table 3-6** provides the recommended runway length information. The ultimate runway length of 8,680 feet would be recommended. The potential runway extension is further evaluated in the Development Alternatives chapter.

TABLE 3-6 RECOMMENDED RUNWAY LENGTH

Description	Runway Length (ft.)
Existing Runway Length	6,001
Recommended to accommodate:	
Small Aircraft (<12,500 lbs.,< 10 passenger)	
75 percent of these small airplanes	4,210
95 percent of these small airplanes	5,530
100 percent of these small airplanes	5,830
Large Aircraft (<60,000 lbs.)	
75 percent of these planes at 60 percent useful load	6,510
75 percent of these planes at 90 percent useful load	8,680
100 percent of these planes at 60 percent useful load	9,560
100 percent of these planes at 90 percent useful load	11,030

Takeoff Distance Requirements: When determining runway length requirements for an airport it is necessary to consider the types of aircraft (aircraft design group and critical aircraft) that will be using the airport and their respective takeoff distance requirements. **Figure 3-2** provides examples of takeoff distance requirements for some of the aircraft currently using and projected to utilize the Silver Springs Airport.

Based on the required runway lengths, the existing runway length of 6,001 feet limits the useful load of some B-II, C and D aircraft that utilize Silver Springs Airport. The actual runway length requirements are dependent on several factors including topographical, environmental and fiscal constraints. The use of the runway at its existing length is at the discretion of the aircraft operator/pilot. Increased runway length would enhance safety at the airport by providing increased accelerate stop distance and landing distance. An increased runway length would also increase the utility of the airport by allowing a greater variety of B-II, C and D aircraft to operate at normal operating weights, without being limited by high summertime temperatures that increase density altitude and degrade aircraft performance. In addition, several B-II jet aircraft require additional runway for operations, including the Falcon 7, Falcon 50 and Hawker 850.

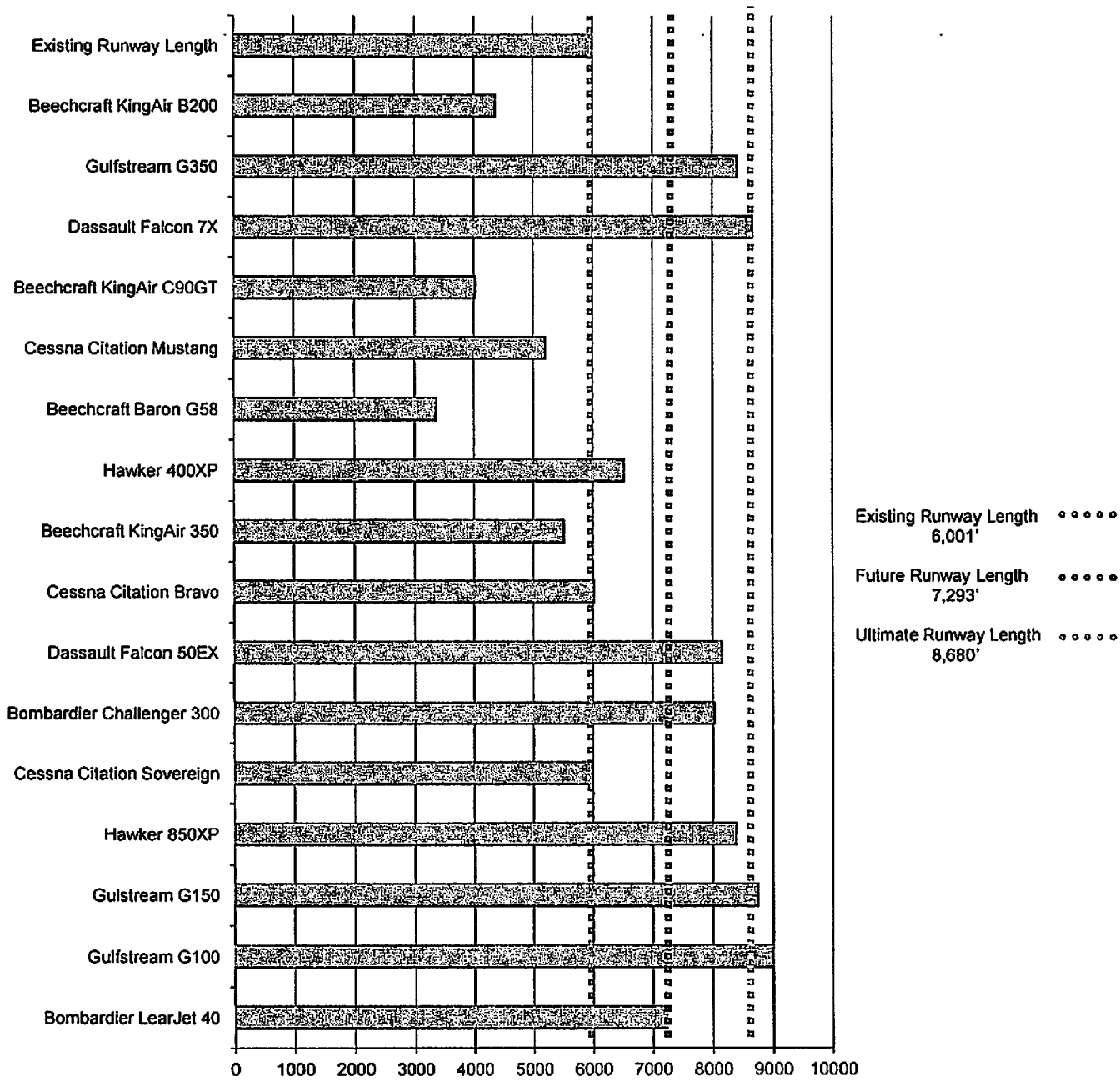


FIGURE 3-2 RUNWAY LENGTH REQUIREMENTS

Source: Aircraft Manufacturers Performance Data
Note: Aircraft performance data based on maximum certificated takeoff weight and mean maximum temperature of the hottest month of 93.8° F and an airport elevation of 4,265 feet above mean sea level (MSL).

After evaluating specific aircraft takeoff distances for aircraft currently and forecasted to use the Silver Springs Airport, taking into account the FAA Runway Length AC, a future runway length of 7,293 feet is recommended. A future extension to 7,293 feet would accommodate approximately 83 percent of the large aircraft at 60 percent useful load and utilize existing graded area for development. An ultimate runway length of 8,680 feet is recommended for the long term. The ultimate runway length of 8,680 feet would accommodate approximately 75

percent of the large aircraft fleet at 90 percent useful load, thereby accommodating the majority of the existing B-II operations and forecasted increase in C aircraft operations during the 20-year planning period. This additional runway length will provide all airport users including business aircraft, air ambulance, fire fighting and cargo the runway length needed to accommodate their needs. An initial B-II extension to 7,293 feet would be appropriate to meet existing and future demand; however, it would likely attract additional C and D aircraft. Therefore, any runway extension should be formulated with the intention of an ultimate upgrade to C-II. Furthermore, the extension and C-II upgrade would only be undertaken when there is sufficient documented demand. The existing design aircraft, the KingAir 200, can adequately operate on Runway 6/24's existing length.

Runway Strength and Width: Runway strength requirements are normally based upon the design aircraft that may be expected to use the airport on a regular basis. The existing pavement strength for Runway 6/24 is 30,000 pounds SWG and 60,000 pounds DWG which is considered to be adequate for the future and ultimate design aircraft.

FAA design standards for runways serving aircraft having a RDC of B-II require a minimum runway width of 75 feet. Runway 6/24 satisfies this requirement. A runway width of 100 feet will be required for the upgrade to C-II.

3.2.2 CROSSWIND RUNWAY REQUIREMENTS

The FAA recommends that a runway's orientation provide at least 95 percent crosswind coverage. Based on wind data collected from the Dead Camel Mountain's Remote Automated Weather System (RAWS) obtained between 2003 and 2013 and as depicted in **Table 3-7**, Runway 6/24 provides greater than 95 percent crosswind coverage for A-I and B-I aircraft (10.5 knots) and B-II aircraft (13 knots). RAWS are used for the wind analysis is located approximately 15 miles southeast of the airport at an elevation of 4,490 feet and provides the closest historical wind data available for the Silver Springs Airport. A RAWS is owned and operated by the U.S. Forest Service and the Bureau of Land Management. RAWS are used to determine the probability of wildfires. The existing on-site weather reporting system, the SuperAWOS, does not record historical wind data.

TABLE 3-7 DEAD CAMEL MOUNTAIN WIND DATA (2003-2013)

	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
Runway 6/24	96.62%	98.23%

Based on 90,670 observations

3.2.3 HELICOPTER PARKING

Helicopter operations at the Silver Springs Airport include a mix of activities in support of fire suppression, air ambulance, military, flight instruction, business, and private transportation; however there are currently no designated helicopter parking areas. To enhance the utility of the airport it is recommened that helicopter parking apron be constructed that can accommodate the Eurocopter AS350 (see **Figure 3-3**) with three designated helicopter parking pads. The designated concrete helicopter parking pads would reduce the potential damage resulting from helicopter rotor

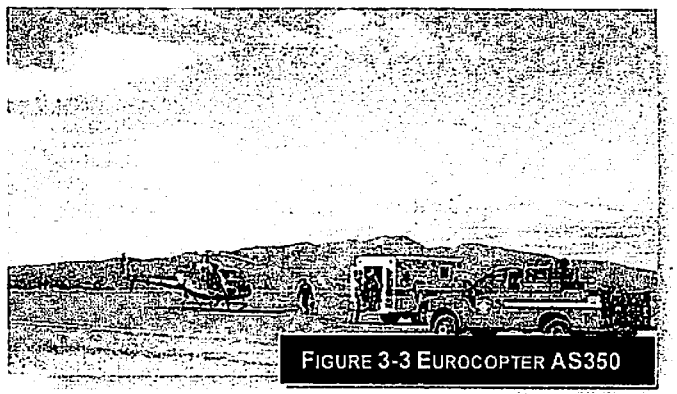


FIGURE 3-3 EUROCOPTER AS350

Source: Kay Bennett, Silver Springs Airport, LLC

downwash when parking near or hovering near fixed wing aircraft.

3.2.4 TAXIWAY REQUIREMENTS

Length and Width: The primary function of a taxiway system is to provide efficient access between runways and the FBO/terminal area. The taxiways should be located so that aircraft exiting the runway will have minimal interference with aircraft entering the runway or remaining in the traffic pattern. Taxiways expedite aircraft departures from the runway and increase operational safety and efficiency.

The Taxiway Design Group (TDG) is based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear (CMG) distance of the design aircraft expected to operate on the taxiway. The existing design aircraft, a King Air 200, is listed as a TDG II aircraft. The design standards for TDG II are listed in **Table 3-8**. The TDG for the CL-604 is also II, therefore the existing taxiway design standards are considered to be adequate for the 20-year planning period.

TABLE 3-8 TDG II DESIGN STANDARDS

Taxiway Protection	Group II
Taxiway Width	35'
TSA	79'
Taxiway OFA	131'
Taxilane OFA	115'
RW centerline to parallel TW centerline	97'

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*

According to AC 150/5300-13A, Change 1, *Airport Design*, the required runway to taxiway centerline separation for a B-II RDC is 240 feet for runways with instrument approach visibility minimums not lower than ¾-mile and 300 feet for B-II lower than ¾-mile approach visibility minimums. Airports with a RDC of C-II and approach visibility minimums not lower than ¾-mile require 300 feet between the runway and taxiway centerlines. The existing runway to parallel Taxiway A centerline separation is 312 feet. Bypass taxiways at each runway end are recommended in order to increase aircraft circulation.

3.2.5 AIRCRAFT APRON

The apron space requirements recommended in this planning document were developed according to AC 150/5300-13A, Change 1, *Airport Design*. Consideration must be made in the overall apron sizing for aircraft parking and tiedown requirements, taxilanes, adjacent taxiways and proximity to all aircraft expected to use the airport. Silver Springs Airport has two asphalt aprons which are approximately 13,160 square yards in size and have 19 tiedowns (see **Figure 3-4**).

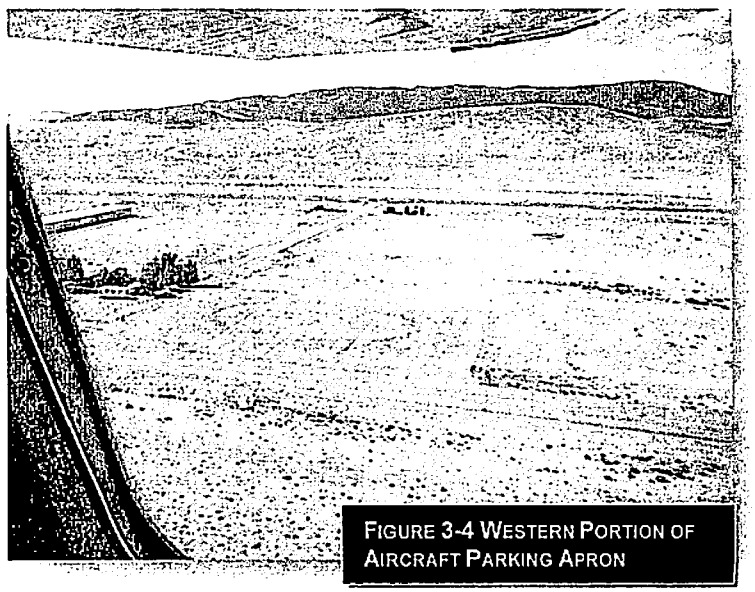


FIGURE 3-4 WESTERN PORTION OF AIRCRAFT PARKING APRON

Tiedown Requirements:

Aircraft tiedowns should be provided for small and medium sized aircraft that utilize the airport. These aircraft risk being damaged from the presence of sudden wind gusts if not properly secured. The existing tiedowns are only adequate to accommodate the peak daily and overnight transient aircraft for small aircraft. It is recommended that additional hardstands and separate parking to accommodate rotorcraft/helicopter operations be provided. Existing helicopter operations use the fixed wing aircraft parking apron, which presents hazards to fixed wing aircraft from rotor wash and foreign object debris. It is recommended that a helicopter parking apron be constructed to separate fixed wing and helicopter parking operations.

The number of transient aircraft at the airport was calculated using the peak number of operations that were derived in Chapter Two. This information was then utilized in the calculation of tiedown requirements. The current tiedown layout is based on Group II taxilane OFAs. Typically large aircraft, including business jets, are not tied down and can usually be parked overtop multiple tiedowns. The existing design group II taxilane standards are considered adequate for the planning period.

Apron Size Requirements:
Additional tiedowns and apron is recommended for the planning period. The existing 19 aircraft tiedowns are adequate for transient operations for the short-term, however Silver Springs should plan for additional apron and taxilane development to accommodate the forecasted increase in based and transient aircraft. Demand for additional based and transient hangar space has been indicated. A multi-use apron for fire fighting and general aviation is recommended to accommodate aircraft operations in the short, medium and long-term time frames. It is recommended to expand the apron 5,418 square yards to a total of 18,248 square yards to accommodate 29 future tiedowns and two hardstands.

3.2.6 NAVIGATIONAL AIDS

A Navigational Aid (NAVAID) is any ground based electronic device used to provide course or altitude information to pilots. NAVAIDs include Very High Omnidirectional Range (VORs), Very High Frequency Omnidirectional Range with Tactical Information (VOR-TACs), Non-directional Beacons (NDBs) and Tactical Air Navigational Aids (TACANs), as examples. No navigational aids are located within the immediate vicinity of the airport. The Hazen VOR is the closest NAVAID and is located approximately 13.6 nautical miles away on the 223 degree radial from the Silver Springs Airport. No new NAVAIDS are recommended for the airport.

3.2.7 INSTRUMENT APPROACH PROCEDURES

Non-precision Global Positioning System (GPS) approaches do not require ground-based facilities on or near the airport for navigation. The GPS receiver uses satellites for navigation. Therefore, it involves little or no cost for the airport sponsor. GPS was developed by the United States Department of Defense for military use and is now available for civilian use. GPS approaches are rapidly being commissioned at airports across the United States, having approach minimums of as low as 350-foot ceilings and 1-mile visibility are typical for this type of approach. An instrument approach increases the utility of the airport by providing for the capability to operate in inclement weather conditions. This is especially important for air ambulance, physician transport and business flights. It is also useful for conducting training and maintaining instrument currency.

There are no existing instrument approach procedures at the airport. Development of a Localizer Performance with Vertical guidance (LPV) instrument approach to Runway 24 and instrument departure procedure for Runway 6 is currently underway by the FAA. The LPV approach will provide both vertical and horizontal guidance with lower anticipated ceilings and 1-

mile visibility minimums. Visibility minimums of lower than ¾-mile are not recommended for Runway 6/24. The cost of installing the Medium-Intensity Approach Lighting System (MALSR) required for lower visibility minimums is prohibitive as the benefit from the lower visibility minimums is not anticipated to outweigh the costs.

3.2.8 AIRFIELD LIGHTING, SIGNAGE, MARKING AND VISUAL AIDS

Airport lighting enhances safety during periods of inclement weather and nighttime operations by providing visual guidance to pilots in the air and on the ground. The airfield lighting and visual aids at the Silver Springs Airport consists of two-box Precision Approach Path Indicators (PAPIs) on Runways 6 and 24, Medium Intensity Runway Lights (MIRLs) on Runway 6/24 which are pilot controlled on the Common Traffic Advisory Frequency (CTAF) frequency 122.90 MHz, Runway End Identifier Lights (REILs) on Runways 6 and 24, lighted runway and taxiway signage, lighted wind cone and rotating airport beacon. Taxiways are currently outlined with retro-reflective markers. The MIRLs were installed in 2002 and the PAPIs and REILs were installed in 2008. It is recommended to replace the MIRLs, PAPIs and REILS once they have reached the end of their useful life. The airfield lighting and visual aids are in good condition. Runway 6/24 is currently marked with nonprecision instrument approach markings and the taxiways are marked with a yellow centerline stripe. Both the runway and taxiway markings are considered to be adequate for the planning period. The lighting of taxiways with Medium Intensity Taxiway Lights (MITLs) is recommended.

3.3 LANDSIDE FACILITY REQUIREMENTS

Landside facilities are another important aspect of the airport. Landside facilities serve as the processing interface between the surrounding community and the airport operating environment. Likewise, it offers the air traveler the first impression of the airport and the local area. Landside facilities house the support infrastructure for airside operations and often generate substantial revenues for the airport.

3.3.1 TERMINAL BUILDING

The terminal building at general aviation airports typically offer various amenities to passengers, local and transient pilots and airport management. Terminal buildings (often called pilot lounges at general aviation airports) most often house public restrooms, public telephones, a pilot's lounge and information regarding airport services. The existing terminal building at the Silver Springs Airport is utilized by airport management and transient or local aircraft operators. It is recommended that an airport's terminal building be able to satisfy the forecasted peak hour general aviation pilot and passenger demand.

The facility includes a lobby area, restrooms, telephone and flight planning area. The pilot lounge is located within the residence of the airport manager. The existing pilot lounge would accommodate the short and medium term demand. However, it is inadequate to accommodate the crews and maintenance personnel for air tanker activities and long term demand. It is recommended to construct a dedicated pilot lounge or fixed base operator facility within the planning period.

3.3.2 HANGAR FACILITIES

Hangars are typically classified as either T-hangars, small multi-unit storage complexes that accommodate one single-engine aircraft in each unit or conventional hangars that are comprised of small to very large units, able to accommodate a wide variety of aircraft types and quantities. The number of aircraft that each conventional hangar holds varies according to the size of hangars available from manufacturers, the specifications imposed by the airport owner

and operators needs. The existing hangars at the Silver Springs Airport include one 14-unit T-hangar. **Figure 3-5** depicts the existing T-hangar at the Silver Springs Airport.

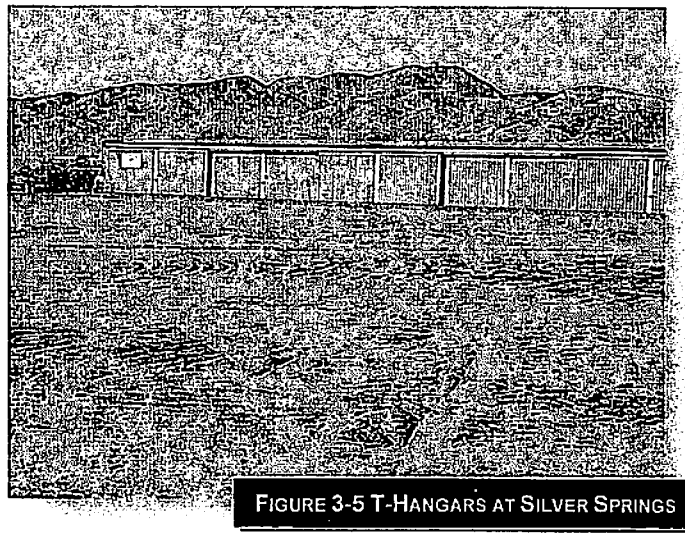


FIGURE 3-5 T-HANGARS AT SILVER SPRINGS

Based Aircraft Hangar Requirements:
Future facility requirements for based aircraft typically determine the number of tiedown locations, number of shaded spaces, number of T-hangars and number of conventional type hangars required at the airport. Development areas will be identified on the ALP for a mix of hangars to accommodate future growth and to protect areas for development beyond the 20-year planning period.

Transient Aircraft Hangar Requirements:
Transient single-engine aircraft operators generally do not require aircraft storage facilities unless there is inclement weather expected (such as hail or snow) or if the operator is planning an extended stay. Some higher performance single-engine and multi-engine aircraft operators may desire overnight aircraft storage or a heated hangar in the winter. There currently are no hangars designated for transient use. It is recommended that hangar space be made available for transient use to enable aircraft to be stored during periods of inclement weather. It is recommended that approximately 10,000 square feet of hangar space be provided to accommodate transient aircraft.

General: Lyon County should consider providing long-term land leases to interested parties for the construction of aircraft storage hangars. This allows tenants to retain ownership of the hangar while leasing the ground, reduces capital outlay requirements for Lyon County and enables the County to collect land lease revenue, property taxes on the hangar and other improvements as well as providing motivation for the tenant to maintain the hangar in good condition to maximize resale value at the end of the lease period.

3.3.3 AVIATION FUEL FACILITIES

Fueling services are provided at the Silver Springs Airport 24 hours a day through use of a credit card reader. Fuel storage consists of one 10,000 gallon capacity aboveground storage tank containing 100-Low Lead fuel. The fuel tank is owned by Lyon County and operated by Silver Springs Airport, LLC. It is recommended that a 10,000 gallon self-serve Jet-A fuel system be installed at the airport in order to accommodate existing and forecasted demand.

3.3.4 AIRPORT ACCESS AND AUTOMOBILE PARKING

The Silver Springs Airport is accessed by U.S. Highway 50 approximately 2 miles southwest of Silver Springs. Traffic approaching the airport on U.S. Highway 50 is directed off the highway and on to the airport access road. The two lane airport access road enters the airport from the north which leads to the midfield parking lot, adjacent to the airport terminal building. The parking area can accommodate approximately 15 automobiles. It is recommended that an airport's automobile parking be able to satisfy the forecasted peak hour general aviation pilot and passenger demand. Utilizing methods most commonly used by the Federal Aviation Administration for calculating parking space requirements, **Table 3-9** depicts the automobile

parking space requirements during the 20-year planning period. It is recommended that the parking be expanded to 42 automobile spaces in the long-term time frame.

TABLE 3-9 AUTOMOBILE PARKING AREA REQUIREMENTS FORECAST

Year	Parking Spaces Requirements	Parking Lot Requirements (Square Yards)
2017	25	888
2022	31	1,101
2027	36	1,278
2032	42	1,491

Note: Based Aircraft Number = Parking Space Requirements
Each parking space includes 35.5 square yards

3.3.5 FENCING

The entire Silver Springs Airport perimeter is fenced with a eight foot chain-link fence with three-strand barbed wire. A vehicle access gate is located along the entrance road to the airport. The primary purpose of airport fencing is to restrict inadvertent access to the airport by wildlife and persons. A chain-link terminal area fence and an electric vehicle access gate are recommended at the airport to segregate the general public area from the aircraft operations area.

3.3.6 SECURITY

There are several programs designed to increase general aviation airport security including the Aircraft Owners and Pilots Association (AOPA) Airport Watch program which created an around the clock telephone hotline answered by federal authorities. The *Transportation Security Administration (TSA) Security Guidelines for General Aviation Airports* provides a set of federally-endorsed recommendations to enhance security for municipalities, owners, operators, sponsors and other entities charged with oversight of general aviation airports. The TSA's guidance provides nationwide consistency with regard to security at general aviation facilities, as well as a rational method for determining when and where these enhancements may be appropriate based upon the operational profile of differing airports. The guidelines offer an extensive list of options, ideas, suggestions and proven best practices for the airport operator, sponsor, tenant and/or user to choose from when considering security enhancements. The TSA's guidelines are updated and modified as new security enhancements are developed and as input from the general aviation community is received.

3.3.7 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT & STORAGE BUILDING

Airport Rescue and Fire Fighting (ARFF) equipment is not required at airports that do not serve scheduled passenger service with 10 or more passenger seats. Local municipal or volunteer fire departments typically provide fire protection to general aviation airports in their district. Mutual aid agreements may also be provided and developed with nearby fire departments to assist in emergency situations. In any case, procedures should be in place to ensure emergency response in case of an accident or emergency at the airport. Although statistically very safe, the most likely emergency situations at general aviation airports are an aircraft accident, fuel or aircraft fire or hazardous material (fuel) spill. The level of protection recommended in AC 150/5210-6D, *Aircraft Fire and Rescue Facilities and Extinguisher Agents*, for small general aviation airports is 190 gallons of aqueous film forming foam (AFFF) supplemented with 300 pounds of dry chemical. Proximity suits should be utilized for fire fighter protection. Aviation rated fire extinguishers should be immediately available in the vicinity of the aircraft apron and fueling facilities. Adequate facilities should be provided to store any ARFF vehicle(s) or equipment that is acquired.

Fire extinguishers are available at the Silver Springs Airport and the Central Lyon County Fire Protection District responds to emergencies at the airport. The Central Lyon County Fire Protection District owns and maintains 6 various fire and rescue vehicles at Station 32 – Silver Springs. Estimated response time to the airport is variable, due to being a volunteer department. It is recommended that the Central Lyon County Fire Department maintain compliance with the recommendations contained in AC 150/5210-6D, *Aircraft Fire and Rescue Facilities and Extinguishing Agent*, if they are currently noncompliant.

3.4 INFRASTRUCTURE NEEDS

3.4.1 UTILITIES

The existing electric, water, and telecommunication utilities are considered to be adequate for the current facilities. It is recommended to have all existing and future facilities be connected to the 8-inch sewer line on Lake Avenue. Improvements and extensions to the existing utilities are recommended in order to accommodate forecasted demand and recommended development. A detailed recommended development plan for utilities is included in Appendix B.

3.4.2 WEATHER REPORTING

Weather reports are available to pilots from the SuperAWOS located on the airport. The weather information provided by the SuperAWOS is currently available by radio or telephone. The SuperAWOS altimeter settings are not approved for instrument approach procedures. In order to accommodate the development of a future instrument approach procedure the installation of an AWOS-III is recommended. It is recommended that the AWOS be connected to National Airspace Data Interchange (NADIN) which reports to the National Weather Service and provides information to Flight Service Stations and aviation web sites allowing pilots to check current weather conditions at the airport while flight planning. Connecting the AWOS to NADIN also allows historical wind data to be recorded and utilized for future airport configuration. The future AWOS location includes a 500 foot AWOS Critical Area radius which limits allowable development within the Critical Area. AWOS sitting options will be evaluated in the Development Alternatives Chapter.

3.5 LAND USE COMPATIBILITY AND CONTROL

3.5.1 AIRPORT PROPERTY

The existing airport property line encompasses approximately 350 acres according to the Lyon County property records. The existing Runway Protection Zones (RPZs) are controlled fee simple. Additional land may be required with future airport development including runway extensions, runway design code upgrade and instrument approach procedure development. Those requirements are further described in this Chapter and will be identified in the Development Alternatives Chapter, the ALP and Exhibit A Property Map.

3.5.2 AIRPORT ZONING

Airport zoning ordinances should include height restrictions and land use compatibility regulations. Development around airports can pose certain hazards to air navigation if appropriate steps are not taken to ensure that buildings and other structures do not penetrate the Part 77 Airspace Surfaces (described in the following section). The FAA therefore recommends that all Airport Sponsors implement height restrictions in the vicinity of the airport to protect these Part 77 Surfaces. The existing airport is located on approximately 350 acres of land. Lyon County has zoned accordingly for airport use and is considered to be adequate for

the planning period. There are currently no incompatible land uses in the vicinity of the airport. The surrounding land uses and zoning are compatible with airport operations.

3.5.3 COMPATIBLE LAND USE

In addition to ensuring that obstructions to Part 77 Surfaces are avoided or appropriately marked and lighted, it is recommended that the Airport Sponsor make reasonable efforts to prevent incompatible land uses such as residential encroachment from the immediate area of the airport. Also, the FAA states in AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, such as landfills and/or transfer stations are incompatible land uses with airports. Therefore, these types of facilities should be located at least 5,000 feet from any point on a runway that serves piston type aircraft and 10,000 feet from any point on a runway that serves turbine powered aircraft. Furthermore, any facility which may attract wildlife (especially birds) such as sewage treatment ponds and wastewater treatment plants should also be located this same distance from any point on the runway.

Development proposals should also be reviewed to ensure compatibility in the vicinity of the airport. Land use compatibility considerations include safety, height hazards and noise exposure. Although extremely rare, most aircraft accidents occur within 5,000 feet of a runway. Therefore, the ability of the pilot to bring the aircraft down in a manner that minimizes the severity of an accident is dependent upon the type of land uses within the vicinity of the airport. Land uses are reviewed in four zones surrounding the airport: the Runway Protection Zone (RPZ), the Approach Zone, Airport Influence Zone and the Traffic Pattern Zone. The RPZ is a trapezoidal area extending 1,200 feet beyond the ends of the runway and is typically included within the airport property boundary. Residential and other uses that result in congregations of people are restricted from the RPZ. The approach zone generally falls within the Part 77 Approach Surface area. The Airport Influence Zone is the area where aircraft are transitioning to or from enroute altitude or airport over-flight altitude to or from the standard traffic pattern altitude. Lyon County has an established Airport Influence Zone for the Silver Springs Airport.

3.5.4 AIRPORT MANAGEMENT STRUCTURE

The Silver Springs Airport is managed through a private-public partnership. The airport is managed by Silver Springs Airport, LLC, who work in cooperation with Lyon County. Silver Springs Airport, LLC provides daily operations and maintenance of the airport.

3.6 PART 77 AIRSPACE SURFACES

14 CFR Part 77 establishes several imaginary surfaces that are used as a guide to provide a safe, unobstructed operating environment for aviation activities. A graphical depiction of Part 77 surfaces are depicted in **Figure 3-6**. The Primary, Approach, Transitional, Horizontal and Conical Surfaces identified in Part 77 are applied to each runway. For the purpose of this section, a visual/utility runway is a runway that is intended to be used by propeller driven aircraft of 12,500 pound maximum gross weight or less. A non-precision instrument/utility runway is a runway that is intended to be used by aircraft of 12,500 pounds maximum gross weight or less with a straight-in instrument approach procedure and instrument designation indicated on an FAA approved airport layout plan, a military service approved military airport layout plan or by any planning document submitted to the FAA by competent authority. A non-precision instrument/larger-than-utility runway is a runway intended for the operation of aircraft weighing more than 12,500 pounds that also has a straight-in instrument approach procedure. Runways with only "circling" instrument approaches are considered "visual" for Part 77 purposes.

The Silver Springs Airport currently has no existing instrument approach procedures. Runways 6 and 24 are currently considered a larger than utility visual runway. The FAA is in the process of developing instrument approach procedures for the airport. The proposed instrument approach procedure would utilize the Runway 24 end and the proposed instrument departure procedure would utilize the Runway 6 end. Therefore, Runway 24 will be considered a non-precision larger than utility runway and Runway 6 would be considered a visual larger than utility runway. The existing and future Part 77 Airspace Surfaces are listed in **Table 3-10**. The Part 77 Airspace Surfaces for these classifications are described in the following paragraphs. While it is desirable to eliminate penetrations of Part 77 airspace surfaces, in some cases, penetrations (also known as obstructions) may be mitigated with appropriate marking and/or lighting.

3.6.1 PRIMARY SURFACE

The Primary Surface is an imaginary surface of specific width longitudinally centered on a runway. The Primary Surface extends 200 feet beyond each end of the paved runway surface, but begins at the end of non-paved runways. The elevation of any point on the Primary Surface is the same as the elevation of the nearest point on the runway centerline. The width of the Primary Surface varies from 250, 500 or 1,000 feet depending on pavement strength, type of approach and approach visibility minimums.

3.6.2 APPROACH SURFACE

The Approach Surface is a surface longitudinally centered on the extended runway centerline that extends outward and upward from each end of the associated runway's Primary Surface. An Approach Surface is applied to each runway end and has a slope of 20:1, 34:1 or 50:1 based upon the type of approach that is available or planned for that runway. Approach surfaces extend upward depending on the type of approach available. The inner edge of the surface is the same width as the Primary Surface. It expands uniformly to a width corresponding to the Part 77 runway classification criteria.

3.6.3 TRANSITIONAL SURFACE

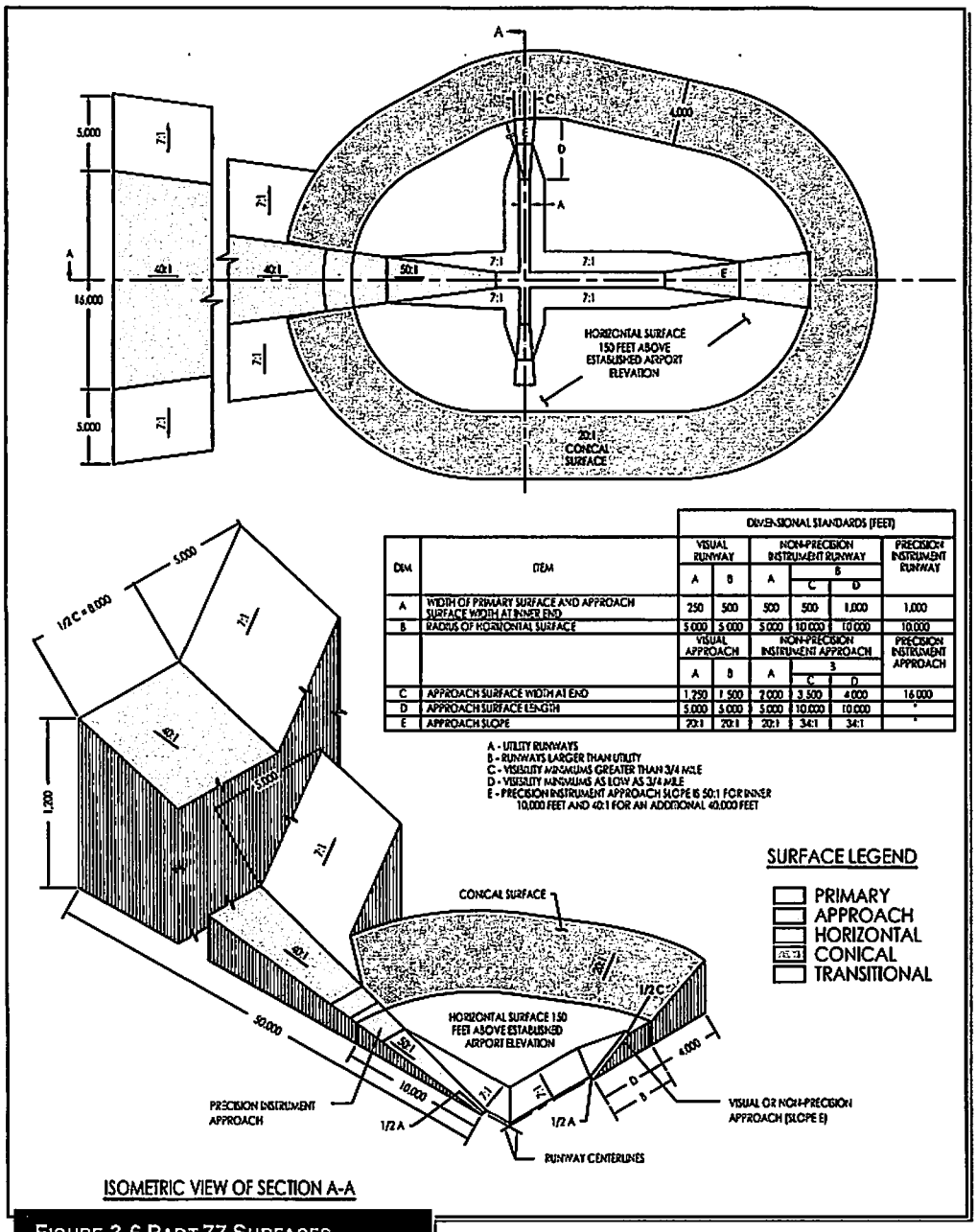
The Transitional Surfaces extend outward and upward at right angles from the runway centerline and sides of the Primary and Approach Surfaces at a slope of 7:1 ending at the Horizontal Surface.

3.6.4 HORIZONTAL SURFACE

The Horizontal Surface is considered necessary for the safe and efficient operation of aircraft in the vicinity of an airport. As specified in Part 77, the Horizontal Surface is a horizontal plane 150 feet above the established airport elevation. The airport elevation is defined as the highest point of an airport's useable runways, measured in feet above mean sea level. The perimeter is constructed by arcs of a specified radius from the center of each end of the Primary Surface of each runway. The radius of each arc is 5,000 feet for runways designated as utility or visual and 10,000 feet for all other runways.

3.6.5 CONICAL SURFACE

The Conical Surface extends outward and upward from the periphery of the Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

FIGURE 3-6 PART 77 SURFACES

3.7 SUMMARY OF DESIGN STANDARDS AND FACILITY REQUIREMENTS

Table 3-10 summarizes the FAA design standards (described in Chapter One) for the recommended airport facilities during the short, medium and long-term time frames. **Table 3-11** summarizes the facility requirements for the Silver Springs Airport. The recommendations are based on the types and volume of aircraft expected to utilize the airport in the short and long-term time frames. These recommended facilities will enable the airport to continue to serve its users in a safe and efficient manner.

TABLE 3-10 SUMMARY OF DIMENSIONAL CRITERIA FOR RUNWAY 6/24

Design Criteria	Existing	Future	Ultimate
Runway Design Code	B-II	B-II	C-II
Approach Type RW 6	Visual	Same	Same
Approach Type RW 24	Visual	Nonprecision with Vertical	Nonprecision with Vertical
Approach Visibility Minimums RW 6	Visual	Same	Same
Approach Visibility Minimums RW 24	Visual	1-mile	Same
Runway centerline to parallel taxiway centerline	240' (312' actual)	Same	300' (312' actual)
Runway centerline to edge of aircraft parking apron	250' (350' actual)	Same	400'
Runway width	75'	Same	100'
Runway shoulder width	10'	Same	Same
Runway Safety Area width	150'	Same	500'
Runway Safety Area length beyond runway end	300'	Same	1,000'
Runway Object Free Area width	500'	Same	800'
Runway Object Free Area length beyond runway end	300'	Same	1,000'
Runway Obstacle Free Zone width	400'	Same	Same
Runway Obstacle Free Zone length beyond runway end	200'	Same	Same
Runway Protection Zone RW 6	500' x 700' x 1,000'	Same	500' x 1,010' x 1,700'
Runway Protection Zone RW 24	500' x 700' x 1,000'	Same	500' x 1,010' x 1,700'
Taxiway width	35'	Same	Same
Taxiway Safety Area width	79'	Same	Same
Taxiway Object Free Area width	131'	Same	Same
Taxilane Object Free Area width	115'	Same	Same
Runway centerline to aircraft hold lines	200'	Same	250'
Airspace Surfaces (Part 77)	Visual Runway > Utility	Same	Nonprecision Instrument Runway > Utility
Primary Surface width	500'	Same	Same
Primary Surface length beyond runway ends	200'	Same	Same
Approach Surface dimensions RW 6	500' x 1,500' x 5,000'	Same	Same
Approach Surface dimensions RW 24	500' x 1,500' x 5,000'	500' x 3,500' x 10,000'	Same
Approach Surface slope RW 6	20:1	Same	Same
Approach Surface slope RW 24	20:1	34:1	Same
Transitional Surface slope	7:1	Same	Same
Horizontal Surface radius from runway	5,000'	Same	Same
Conical Surface width	4,000'	Same	Same

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*; Part 77, *Objects Affecting Navigable Airspace*

TABLE 3-11 SUMMARY OF AIRPORT FACILITY REQUIREMENTS

	Existing	Future	Ultimate
DIMENSIONS			
ARC	B-II	B-II	C-II
Length	6,001'	7,293'*	8,680'*
Width	75'	Same	100'
Strength (pounds)	30,000 (SWG) 60,000 (DWG)	Same	Same
MARKINGS			
Runway 6	Non-precision	Same	Same
Runway 24	Non-precision	Same	Same
TAXIWAYS			
Design Group	II	II	II
Parallel	Yes	Same	Same
Bypass Taxiways	No	Same	Yes
Width	35'	Same	Same
Strength (pounds)	30,000 (SWG) 60,000 (DWG)	Same	Same
NAVAIDS			
Approaches	None	GPS/LPV	Same
LIGHTING			
Runway Edge	MIRL	Same	Same
Threshold Lights	Yes	Same	Same
REILs	Yes	Same	Same
Approach Slope Indicator	Yes	Same	Same
Approach Lighting System	No	Same	Same
Taxiway Edge Lights	Retroflectors	MITL	Same
VISUAL AIDS			
Segmented Circle/Wind Cone	Yes	Same	Same
Rotating Beacon	Yes	Same	Same
ACCESS & PARKING			
Automobile	15	30*	42*
APRON			
Tie Downs	19	24*	29*
HANGAR FACILITIES			
T-Hangars	14	35*	56*
"Conventional" (Box Hangar)	None	11*	21*
FUEL STORAGE			
100 LL	10,000 Gallons	Same	Same
Jet-A	None	10,000 Gallons	Same
OTHER			
Terminal/FBO	Yes	Same	Same
Weather Station	SuperAWOS	AWOS-III	Same
Unicom	Yes	Same	Same

*As required based on demand.

CHAPTER FOUR
DEVELOPMENT ALTERNATIVES

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER FOUR
DEVELOPMENT ALTERNATIVES

4.0 INTRODUCTION

The preceding discussion of facility requirements provides the basis for formulating development alternatives. This chapter focuses on development alternatives that Lyon County should consider when configuring the Silver Springs Airport to meet the expected demand.

The overall objective of the alternatives analysis is to: 1) review the facility requirements that have been determined necessary to safely and efficiently accommodate aviation demand over the 20-year planning period; and 2) through evaluation of project needs, determine the most efficient way of implementing the facility requirements discussed in Chapter Three, Facility Requirements, of this report.

In some situations, various alternatives exist for implementing facility requirements. In other cases, the selection of a favored project can result from a straight forward and logical evaluation of the options at hand. The following sections provide the future (next 20 years) and ultimate or post planning period (20+ years) development alternatives.

Based on the 20-year planning period forecast, future development items and improvements should be maintained and or constructed to meet C-II design standards. C-II designs standards would enable the Silver Springs Airport to serve aircraft with wingspans of 78 feet or less, tail heights of 29 feet or less and aircraft with approach speeds of greater than 91 knots but less than 121 knots. Aircraft that exceed C-II design characteristics may still operate, but would do so at their own discretion, and are not forecast to exceed 500 annual operations within the 20-year planning period.

4.1 FUTURE AIRSIDE DEVELOPMENT ALTERNATIVES

4.1.1 RUNWAY EXTENSION AND RDC UPGRADE

Runway 6/24 is currently 6,001 feet long by 75 feet wide with a pavement strength of 30,000 pounds Single Wheel Gear (SWG) and 60,000 pounds Dual Wheel Gear (DWG). The runway meets B-II design standards in terms of width, length and strength to accommodate the existing design aircraft and fleet mix.

The Facility Requirements Chapter recommends a future runway length of 7,293 feet with B-II design standards and an ultimate length of 8,680 feet with C-II design standards. Several alternatives have been evaluated to accommodate the recommendations for the runway.

Alternative 1

Alternative 1 would accommodate the future and ultimate runway lengths by extending Runway 6/24 by 2,679 feet to the northeast in two phases. Alternative 1 is depicted in the **Runway Alternative** 1 Figure.

The major advantages to this alternative are:

- Provides the recommended runway length for the future and ultimate design aircraft
- Part of the runway extension area has been previously graded
- Does not interfere with residential property located west of the airport

The major disadvantages to this alternative are:

- Requires the acquisition of +/- 33 acres of land
- Requires fill to maintain grades with existing runway
- Requires the relocation of one structure on commercial property
- Moves the runway closer to Silver Springs
- Requires the relocation of Highway 95 outside of the ultimate RPZ

Alternative 2

Alternative 2 would accommodate the future and ultimate runway lengths by extending Runway 6/24 by 2,679 feet to the southwest in two phases. Alternative 2 is depicted in the **Runway Alternative 2** Figure.

The major advantages to this alternative are:

- Provides the recommended runway length for the future and ultimate design aircraft
- Does not interfere with commercial property located east of the airport
- Part of the runway extension area has been previously graded
- Does not move runway closer to Silver Springs

The major disadvantages to this alternative are:

- Requires the acquisition of +/- 54 acres of land
- Requires fill to maintain grades with existing runway
- Requires relocation of residential access road, three commercial properties and four residential dwellings
- Moves the runway closer to Silver Stage Elementary, Middle and High Schools

Alternative 3

Alternative 3 would accommodate the future and ultimate runway lengths by extending Runway 6/24 by 1,478 feet to the northeast and by 1,201 feet to the southwest. Alternative 3 is depicted in the **Runway Alternative 3** Figure.

The major advantages to this alternative are:

- Provides the recommended runway length for the future and ultimate design aircraft
- The majority of the runway extension area has been previously graded
- Requires least amount of land to be acquired
- Does not encroach upon residential dwellings
- Phase I would provide a runway length greater than the recommended 7,293 feet

The major disadvantages to this alternative are:
- Requires the acquisition of +/- 30 acres of land
- Requires the relocation of one commercial structure

Alternative 4
Alternative 4 would accommodate the future runway length by extending Runway 6/24 by 2,339 feet to the northeast and by 100 feet to the southwest. Alternative 4 would provide an ultimate runway length of 8,440 feet. Alternative 4 is depicted in the **Runway Alternative 4** Figure.

The major advantages to this alternative are:
- Provides the recommended runway length for the future design aircraft
- The majority of the runway extension area has been previously graded
- Does not encroach upon residential dwellings
- Does not impact either Highway 95 or Opal Avenue

The major disadvantages to this alternative are:
- Requires the acquisition of +/- 51 acres of land
- Requires the relocation of one commercial structure
- Does not provide the recommended ultimate runway length

Alternative 5
Alternative 5 would accommodate the future runway length by extending Runway 6/24 by 2,329 feet to the northeast. Alternative 5 would provide an ultimate runway length of 8,330 feet. Alternative 5 is depicted in the **Runway Alternative 5** Figure.

The major advantages to this alternative are:
- Provides the recommended runway length for the future design aircraft
- The majority of the runway extension area has been previously graded
- Does not modify existing approach surfaces over properties west of the airport.
- Does not encroach upon residential dwellings
- Does not impact either Highway 95 or Opal Avenue

The major disadvantages to this alternative are:
- Requires the acquisition of +/- 51 acres of land
- Moves the runway closer to Silver Springs
- Requires the relocation of one commercial structure
- Does not provide the recommended ultimate runway length

TABLE 4-1 RUNWAY EXTENSION AND RDC UPGRADE COST ESTIMATES

	Federal	Local	Total
Alternative 1	$14,857,251	$990,483	$15,847,734
Alternative 2	$15,171,989	$1,011,466	$16,183,455
Alternative 3	$15,010,585	$1,000,706	$16,011,290
Alternative 4	$12,873,992	$858,266	$13,732,258
Alternative 5	$12,720,791	$848,053	$13,568,844

Note: All cost estimates include extensions to parallel taxiway, use 2014 dollars and are intended for planning purposes only.

4.1.2 GENERAL AVIATION AIRCRAFT APRON

The existing general aviation aircraft apron layout would not be able to accommodate future peak hour operations and based aircraft. It is recommended to expand the aircraft parking apron to accommodate future peak hour operations while protecting for additional development to occur if actual demand exceeds the forecasted amount. The recommended aircraft parking apron would place transient aircraft parking within the eastern portion and based aircraft tiedowns within the western portion. Taxilanes to either conventional hangars or T-hangars would also be constructed. The recommended aircraft apron configuration is depicted in the **Terminal Area Development** Figure. The recommended aircraft apron would require the acquisition of +/- 15 acres of land.

4.1.3 SINGLE ENGINE AIR TANKER BASE

Wildfires are prevalent in northern Nevada during times of draught and high temperatures. Due to the Silver Springs Airport's central location it is recommended to plan for facilities and apron space to accommodate future Single Engine Air Tanker (SEAT) operations to protect and preserve regional interests. These facilities would include but are not limited to: Air Operations and Administration building, loading ramp with two or three aircraft loading positions, secondary containment for apron runoff, helicopter, observation and smoke jumper ramp, slurry mixing and loading equipment and vehicle parking facilities. The recommended location of the air tanker base is depicted in the **Landside Development** Figure.

4.1.4 UNMANNED AERIAL SYSTEMS TESTING AND TRAINING AREA

In December 2013 the State of Nevada was selected as one of six designated testing locations for integration of Unmanned Aerial Systems (UAS) into the National Airspace System. It is recommended to construct a designated area to accommodate UAS parking apron, Aerial Operations Control Center and vehicle parking. The location of the UAS testing and training area should be segregated from manned aircraft movement areas and is depicted in the **Landside Development** Figure.

4.1.5 SOUTH PARALLEL TAXIWAY

The Facility Requirements Chapter recommends a full length parallel on the south side of Runway 6/24. The recommended taxiway would increase safety, provide optimum aircraft circulation and provide direct access to proposed development along the southern boundary of the airport. The recommended configuration of the parallel taxiway is depicted in the **Landside Development** Figure.

4.1.6 CONNECTOR AND BYPASS TAXIWAYS

Taxiway A has one midfield connector taxiway serving Runway 6/24 located in the vicinity of the existing aircraft parking apron. It is recommended to construct one additional connector taxiway 2,100 feet from the end of Runway 6 to provide optimum aircraft circulation and enhance aviation safety. It is also recommended to construct bypass taxiways to serve each end of Runway 6/24 as runway extensions occur.

4.2 FUTURE RECOMMENDED LANDSIDE DEVELOPMENT

4.2.1 HANGAR FACILITIES

Future hangar development areas are depicted in **Landside Development** and **Terminal Area Development** Figures. Based on existing trends the majority of hangar development is expected to come from airport users that construct their own hangar. Therefore, hangar development areas have been laid out for a mix of box hangars and t-hangars of various sizes. It is recommended to construct hangars for transient aircraft in the eastern portion of the airport and construct hangars for based aircraft in the western portion of the airport to maintain consistency with the general aviation aircraft parking apron.

4.2.2 FIXED BASE OPERATOR (FBO)/MULTI-USE TERMINAL BUILDING

As documented in the previous chapters, the Silver Springs Airport serves a variety of airport users and a large FBO and multi-use terminal building is needed to accommodate the various transient aircraft. The existing pilot lounge is co-located in the Airport Manager's on field residence. It is recommended that a new terminal building and pilot lounge be constructed adjacent to the existing facility as depicted in the **Terminal Area Development** Figure.

4.2.3 AIRPORT INDUSTRIAL PARK AND NON-AERONAUTICAL REVENUE GENERATING PROPERTY

The existing airport property includes approximately 79 acres of land south of the Runway 6/24 which is currently undeveloped. It is recommended that the land be made available for aeronautical and non-aeronautical revenue generation. Once the existing southside land is completely built out, additional land should be acquired. Potential uses of the land would accommodate future air cargo facilities, aeronautical service businesses or corporate business parcels. Lease revenues generated from the property would help contribute funds toward future airport capital improvement projects. The recommended configuration for the Airport Industrial Park and Non-Aeronautical Revenue Generating Parcels are depicted in the **Landside Development** Figure.

4.2.4 TERMINAL AREA FENCING

Chain link terminal area fencing with an electronic vehicle gate and pedestrian gate should be installed to enhance the airport's security and safety and increase operational efficiency. The layout of the terminal area fencing is designed to allow the maximum access to businesses and hangars while restricting access to aircraft movement surfaces. The recommended

configuration of the terminal area fencing is depicted in the **Terminal Area Development** Figure.

4.2.5 FUELING FACILITIES

There is currently one 10,000 gallon above ground AvGas storage tank located on the west end of the existing general aviation aircraft apron. The installation of one 10,000 gallon above ground Jet-A storage tank adjacent to the existing AvGas tank is recommended. This would allow turbine and jet powered aircraft the ability to refuel at Silver Springs Airport and increase operational efficiency. It is also recommended the FBO acquire a fuel delivery truck to service transient turbine or jet powered aircraft which may be parked opposite of the fuel tank. The recommended location of the proposed fuel tank is depicted in the **Terminal Area Development** Figure.

4.2.6 AUTOMATED WEATHER OBSERVATION STATION (AWOS)

The existing weather reporting system, the SuperAWOS, is unable to assist in instrument approach capabilities. It is recommended to install an AWOS-III to allow instrument approach procedures to be developed for the Silver Springs Airport. The AWOS location should meet FAA sitting criteria and provide for a 500 foot radius clear of obstacles to ensure system accuracy. The recommended location of the AWOS is depicted in the **Recommended Development** Figure.

4.3 RECOMMENDATIONS AND CONCLUSION

Based on input from the airport and community, the preferred recommendation for Runway 6/24 is Alternative 5. This option will provide the greatest length possible without impacting either Opal Avenue to the west or U.S. Highway 95 to the east. A Recommended Development Drawing is depicted in the **Recommended Development** Figure.

CHAPTER SIX
ENVIRONMENTAL OVERVIEW

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER SIX
ENVIRONMENTAL OVERVIEW

6.0 INTRODUCTION

This section examines the potential environmental impacts associated with the proposed airport improvements. It is intended to provide an overview of the potential impacts and identify additional environmental documentation that may be required as a prerequisite to development.

6.1 AIR QUALITY

Air quality has become a major component of pollution control in the last 40 to 50 years. The passing of the Clean Air Act (CAA) in 1970 marked the beginning of government regulation to monitor and ensure pollution is controlled to the maximum extent possible.

The Clean Air Act of 1970 was enacted to reduce emissions of specific pollutants via uniform Federal standards. These standards include the National Ambient Air Quality Standards (NAAQS) which set maximum allowable ambient concentrations of ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), lead (Pb) and particulate matter 10 microns or smaller (PM_{10}). Section 176(c) of the Act, in part, states that no Federal agency shall engage in, support in any way or provide financial assistance for, license or permit or approve any activity that does not conform to the State Implementation Plan.

Federal Aviation Administration Orders 5050.4B and 1050.1E require air quality analysis for projects in areas not in compliance with the Environmental Protection Agency (EPA) approved State Implementation Plan (SIP). Because the entire area is considered to be in attainment, no further air quality analysis is required.

Construction emissions, specifically dust, are not a long-term factor. These emissions are described in the "Construction Impacts" section of this chapter. The necessary permits would be obtained before construction begins and construction projects would conform to FAA AC 150/5370-10, *Standards for Specifying Construction of Airports*.

The following Best Management Practices (BMP) are recommended to minimize construction emissions:

- Site Preparation
- Minimize land disturbance;
- Use watering trucks to minimize dust;
- Cover trucks when hauling dirt or debris;
- Stabilize the surface of dirt piles and any disturbed areas;
- Use windbreaks to prevent any accidental dust pollution; and
- Segregate storm water drainage from construction sites and material piles.
- Construction Phase
- Cover trucks when transferring materials; and
- Minimize unnecessary vehicular and machinery activities.
- Completion Phase
- Revegetate any disturbed land not used; and
- Remove unused material and dirt piles;

Temporary air pollution may occur as a result of the recommended development. The design and construction of the proposed improvements would incorporate BMP to reduce air quality impacts, including minimizing land disturbance, wetting down, using water trucks, dust suppressant, covering trucks when hauling soil and the use of wind breaks. These practices would be selected based on the site's characteristics. No significant air quality impacts are anticipated as a result of the proposed development.

The Airport is located within an attainment area. An attainment area is a zone within which the level of pollutant is considered to meet National Ambient Air Quality Standards. Air pollutants are emitted by a variety of means and sources: aircraft, ground support equipment (GSE), auxiliary power units, motor vehicle operations, and construction activities.

No significant impacts to air quality are anticipated as a result of the recommended development projects.

6.2 COASTAL RESOURCES

There are no coastal zones associated with the proposed development. Therefore, compliance with the Coastal Zone Management Act of 1972 and the Coastal Barriers Resources Act of 1982 is not a factor.

6.3 COMPATIBLE LAND USE

Land use compatibility considerations include safety, height hazards and noise exposure. Although extremely rare, most aircraft accidents occur within 5,000 feet of a runway. Therefore, the ability of the pilot to bring the aircraft down in a manner that minimizes the severity of an accident is dependent upon the type of land uses within the vicinity of the airport. Land uses are reviewed in four zones surrounding the airport: the Runway Protection Zone (RPZ), the Approach Zone, Airport Influence Zone and the Traffic Pattern Zone. The RPZ is a trapezoidal area extending beyond the ends of the runway and is typically included within the airport property boundary. Residential and other uses that result in congregations of people are restricted from the RPZ. The Approach Zone generally falls within the Federal Aviation Regulation (FAR) Part 77 Approach Surface area. The Airport Influence Zone is the area where aircraft are transitioning between cruise altitude and the standard traffic pattern altitude of 800 to 1,000 feet above airport elevation.

The airport is owned and operated by Lyon County. The airport is located within Lyon County. The County currently has an Airport Influence (AI) land use zone to protect the airport from future incompatible development. The only development allowed to occur within the Airport Influence land use zone is those which directly benefit the airport. According to the Lyon County Zoning Ordinances, the purpose of the Airport Influence land use zone is to prohibit incompatible development such as residential uses, immediately adjacent to airports, to avoid potential noise and operation conflicts. Height restrictions in the Airport Influence zone vary and are also enforced to protect FAR Part 77 surfaces.

The airport is surrounded by Employment zoning. This permitted use allows industrial and service industry business to occur. The land use surrounding the Silver Springs Airport is considered to be compatible with the proposed development.

The recommended development would not have a significant impact with respect to compatible land uses, as long as appropriate disclosure, avigation easements and density limitations are reviewed. Therefore, no significant impacts to compatible land uses are anticipated as a result of the recommended development projects. Compatible Land Use and Height Restriction drawings are included as part of this Airport Layout Plan as a tool for the County to use in reviewing and evaluating the compatibility of proposed development in the vicinity of the Airport.

6.4 CONSTRUCTION IMPACTS

Local, State and Federal ordinances and regulations address the impacts of construction activities, including dust and noise from heavy equipment traffic, disposal of construction debris and air and water pollution.

Construction operations for the proposed development would cause specific impacts resulting solely from and limited exclusively to the construction period. Construction impacts are distinct in that they are temporary in duration and the degree of adverse impacts decreases as work is concluded. The following construction impacts can be expected:

A temporary increase in particulate and gaseous air pollution levels as a result of dust generated by construction activity and by vehicle emissions from equipment and worker's automobiles;

- Increases in solid and sanitary wastes from the workers at the site;
- Traffic volumes that would increase in the airport vicinity due to construction activity (workers arriving and departing, delivery of materials, etc.);
- Increase in noise levels at the airport during operation of heavy equipment; and
- Temporary erosion, scarring of land surfaces and loss of vegetation in areas that are excavated or otherwise disturbed to carry out future developments.

Construction projects would comply with guidelines set forth in FAA Advisory Circular 150/5370-10, Standards for Specifying the Construction of Airports. The contractor would obtain the required construction permits. The contractor would also prepare Storm Water Pollution Prevention and Fugitive Dust Control Plans for construction. These requirements would be specified in the contract documents for the construction of the proposed improvements.

No significant construction impacts are anticipated as a result of the recommended development.

6.5 DOT ACT – SECTION 4(F)

Section 303c of Title 49, U.S.C., formerly Section 4(f) of DOT Act of 1966, provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area or wildlife or waterfowl refuge of National, State or Local significance or land from an historic site of National, State or Local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such project includes all possible planning to minimize impacts. The proposed improvements would not require land from any public park, recreation area or wildlife or waterfowl refuge. The nearest protected area is the Lahontan Reservoir located approximately 2.5 miles east of the airport.

Therefore, no Section 4(F) impacts are anticipated as a result of the recommended development.

6.6 FARMLANDS

The Farmland Protection Policy Act (FPPA) authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of Federal programs upon the conversion of farmland to uses other than agriculture. Conversion of "Prime or Unique" farmland may be considered a significant impact. Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed or fiber without intolerable soil erosion as determined by the Secretary of Agriculture. Unique farmland is land other than prime farmland which is used to produce specific high value food and fiber crops, such as citrus, tree nuts, olives, cranberries, fruits and vegetables.

Figure 6-1 shows the USDA farmland classification ratings for the airport and adjacent development area. The airport property is listed as Not Prime Farmland (shaded in red), Prime Farmland if Irrigated (shaded in yellow) and Farmland of Statewide Importance (shaded in blue). According to the Farmland Protection Policy Act, the regulation does not apply to land already committed to "urban development or water storage" (i.e. airport developed areas), regardless of its importance as defined by the National Resources Conservation Service (NRSC). Therefore, no impacts to prime or unique farmlands are anticipated as a result of the recommended development.

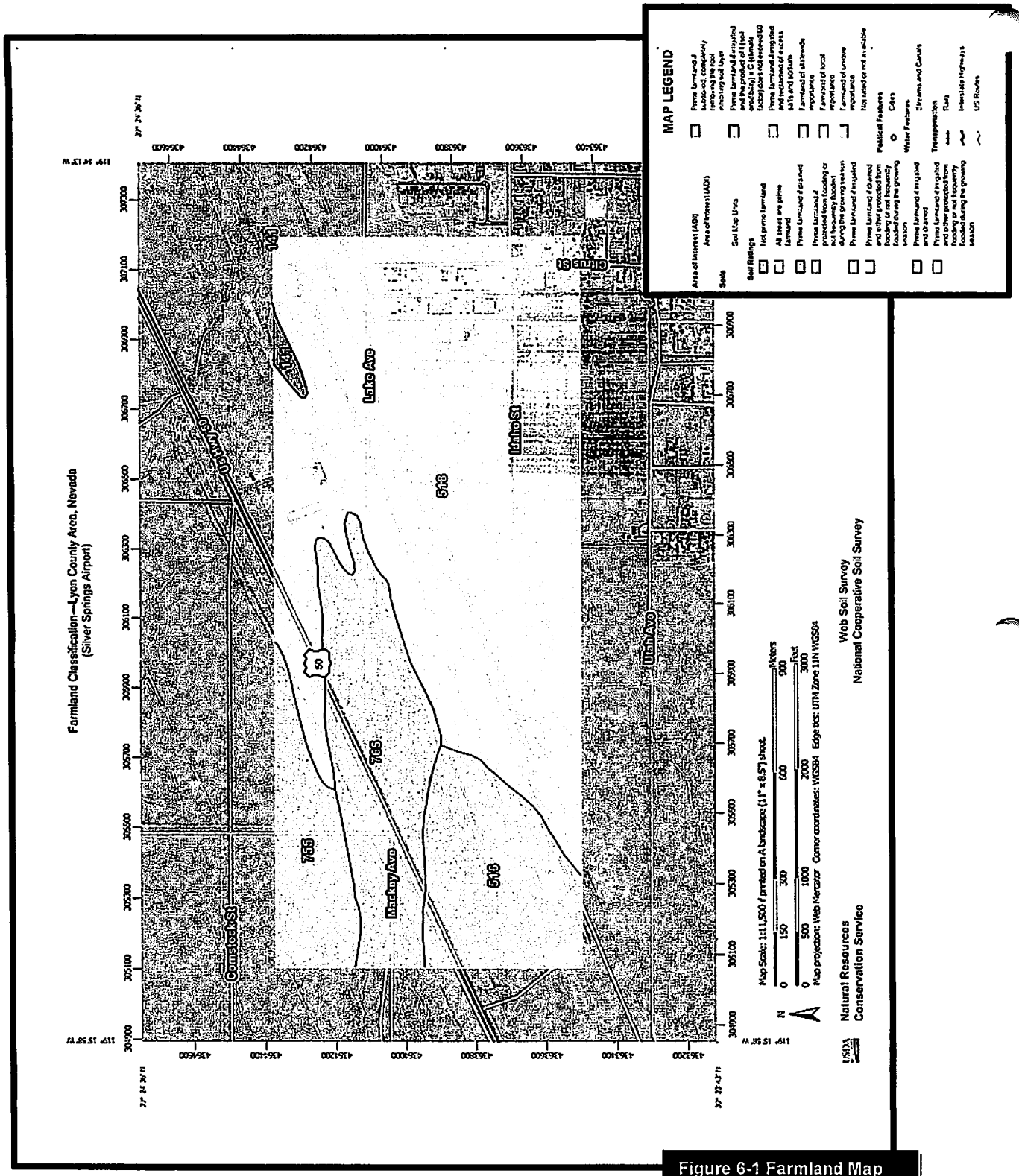


Figure 6-1 Farmland Map

6.7 FISH, WILDLIFE AND PLANTS

This category concerns potential impacts to existing wildlife habitat and threatened and endangered species. Examining both the area of land to be developed and its relationship to surrounding habitat quantify the significance of the impacts in this category. For example, removal of a few acres of habitat which represents a small percentage of the area's total similar habitat or which supports a limited variety of common species would not be considered significant. However, removal of a sizeable percentage of the area's similar habitat or habitat which is known to support rare species would be considered a significant impact. The surrounding area offers an abundance of similar habitat therefore the recommended development is not considered to be a significant habitat loss.

Section 7 of the Endangered Species Act, as amended, requires each Federal agency to insure that "any action authorized, funded or carried out by such agency . . . is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of critical habitat of such species . . .".

An Endangered Species is defined as any member of the animal or plant kingdoms determined to be in danger of extinction throughout all or a significant portion of its range. A Threatened Species is defined as any member of the plant or animal kingdoms that are likely to become endangered in the foreseeable future.

The following species are currently listed for Lyon County, but do not necessarily occur in the vicinity of the Silver Springs Airport Airport or within the project areas.

Threatened:

- Lahontan cutthroat trout, *Oncorhynchus clarkia henshawi*

Candidate:

- Greater Sage-grouse, *Centrocercus urophasianus*
- Yellow-billed Cuckoo, *Coccyzus Americanus*
- Churchhill Narrows buckwheat, *Erigonum diatomaceum*

All species listed under the Endangered Species Act (ESA) for Lyon County, Nevada were evaluated for their potential to be present in the project area based on general geographic and elevation distribution, habitat requirements. **Table 6-1** lists each of the species and provides the biological basis for including or excluding each species from further evaluation of potential impacts from the project site.

Based on a review of the habitat requirements of the listed species, no listed species or their associated habitat is known to be present within the recommended development area. Therefore, no impacts to threatened or endangered species or their habitat is anticipated to occur as a result of the recommended development projects.

TABLE 6-1 THREATENED, ENDANGERED, AND CANDIDATE SPECIES POTENTIALLY OCCURRING WITHIN OR ADJACENT TO THE PROJECT AREA

Species	ESA Status	Habitat Requirements	Project-specific Inclusion/Exclusion Justification
Lahontan Cutthroat Trout (*Oncorhynchus clarkia henshawi*)	FT	Cold-water habitats including alkaline and alpine lakes, meandering and mountain rivers and tributary streams.	No habitat present in the project area
Greater Sage-grouse (*Centrocercus urophasianus*)	FC	Requires sagebrush to survive, typically found at elevations between 4,000 to 9,000 feet MSL.	Not known to occur within the project area per 2009 Environmental Assessment
Yellow-billed Cuckoo (*Coccyzus Americanus*)	FC	Wooded habitat with dense cover and water nearby (i.e. streams or marshes), low vegetation or abandoned farmland	No habitat present in the project area
Churchhill Narrows buckwheat *(Erigonum diatomaceum)*	FC	Requires dry, relatively barren and undisturbed area, typically found at elevations between 4,200 to 4,600 feet MSL.	Not known to occur within the project area per 2009 Environmental Assessment

Source: U.S. Fish and Wildlife Service (USFWS), 2014
ESA = Endangered Species Act FT = Federally Threatened, FC = Federal Candidate

6.8 FLOODPLAINS

Floodplains are defined by Executive Order 11988, Floodplain Management, as the lowland and relatively flat areas adjoining coastal water . . . including at a minimum, that area subject to a one percent or greater chance of flooding in any given year . . . "that is, an area which would be inundated by a 100-year flood. If the recommended development involves a 100-year floodplain, mitigating measures must be investigated in order to avoid significant changes to the drainage system.

As described in FAA Order 5050.4B, an airport development project would be a significant impact pursuant to NEPA if it results in notable adverse impacts on natural and beneficial floodplain values. Mitigation measures for base floodplain encroachments may include committing to special flood related design criteria, elevating facilities above base flood level, locating nonconforming structures and facilities out of the floodplain or minimizing fill placed in floodplains. The development areas at the Silver Springs Airport would encroach upon a designated 100-year floodplain according to the Federal Emergency Management Agency Flood Insurance Rate Maps available for the Airport. Development to the northeast would encroach upon a Zone AE which is located within the 100 year floodplain. A flood mitigation dyke is located along the northern boundaries of the airport and would need to be modified to accommodate future development. The FEMA floodplain map is shown in **Figure 6-2.**

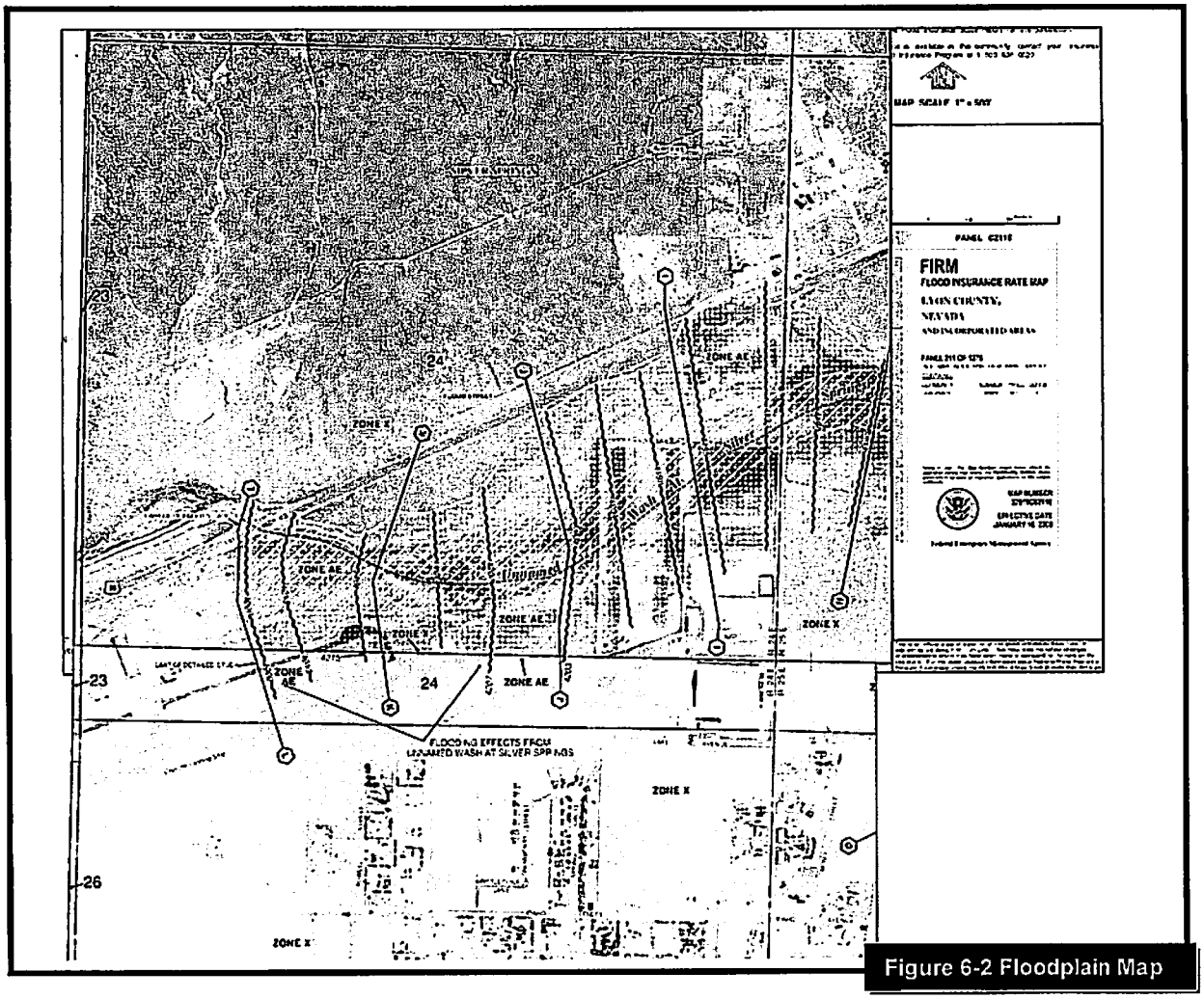


Figure 6-2 Floodplain Map

6.9 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) (as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund) and the Community Environmental Response Facilitation Act of 1992. RCRA governs the generation, treatment, storage and disposal of hazardous wastes. CERCLA provides for consultation with natural resources trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

Airport development actions that relate only to construction or expansion of runways, taxiways and related facilities do not normally include any direct relationship to solid waste collection, control or disposal other than that associated with the construction itself. The nature of the recommended development meet these criteria and would not significantly increase net waste output for Lyon County.

Any existing and future solid waste disposal facility (i.e. sanitary landfill) which is located within 5,000 feet of all runways planned to be used by piston-powered aircraft or within 10,000 feet of all runways planned to be used by turbine aircraft, is considered by the FAA to be an incompatible land use because of the potential for conflicts between birds and low-flying aircraft. This determination is found in FAA Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*. There are no existing solid waste disposal facilities within 10,000 feet of the airport. Any planned solid waste disposal facilities should be located at least 10,000 feet from the runway. The nearest solid waste disposal facility is located approximately 42 miles northwest of the Silver Springs Airport in Sparks, Nevada.

6.10 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

The National Historic Preservation Act of 1966 requires that an initial review be made in order to determine if any properties in or eligible for inclusion in the National Register of Historic Places are within the area of the recommended development's potential environmental impact (the area within which direct and indirect impacts could occur and thus cause a change in historic, architectural, archaeological or cultural properties).

The Archaeological and Historic Preservation Act of 1974 provides for the survey, recovery and preservation of significant scientific, prehistorical, historical, archaeological or paleontological data when such data may be destroyed or irreparably lost due to a federal, federally funded or federally licensed project.

The nearest NRHP archaeological site is located in Fernley, Nevada approximately 16 miles north of the airport. Future land acquisition should be evaluated and/or surveyed for historical, architectural, archaeological and cultural resources during the environmental evaluation process.

6.11 LIGHT EMISSIONS AND VISUAL IMPACTS

Airfield lighting is the main source of light emissions emanating from an airport. The purpose of evaluating the change in light emissions is to determine the extent to which lighting improvements associated with proposed airport development would create an annoyance for inhabitants of properties in the immediate vicinity of the Airport. The determination of impact was based on the nature and intensity of lighting facilities at the Airport and its physical characteristics and anticipated uses of adjacent properties.

Light emissions from any of the development projects are expected to be localized and should not have any impacts beyond the areas of concern. Given the nature of the projects, lighting would be confined to area illumination of runways, runway ends, parking areas, aircraft apron areas, and roadway lighting as required.

Significant light emission impacts are not expected as a result of the improvements. Landside improvements would remain consistent with existing light emissions and airside light emission would remain within the local airport operating environment. The nearest residential land use is located along the southern boundary of the airport property line.

6.12 NATURAL RESOURCES, ENERGY SUPPLY AND SUSTAINABLE DESIGN

Executive Order 13123, Greening the Government Through Efficient Energy Management (64FR 30851, June 8, 1999), encourages each Federal agency to expand the use of renewable energy within its facilities and in its activities. E.O. 13123 also requires each Federal agency to reduce petroleum use, total energy use and associated air emissions and water consumption in its facilities.

It is also the policy of the FAA, consistent with NEPA and the CEQ regulations, to encourage the development of sustainability. All elements of the transportation system should be designed with a view to their aesthetic impact, conservation of resources such as energy, pollution prevention, harmonization with the community environment and sensitivity to the concerns of the traveling public.

Energy requirements associated with airport improvements generally fall into two categories: 1) changed demand for stationary facilities (i.e. airfield lighting and terminal building heating) and 2) those that involve the movement of air and ground vehicles (i.e. fuel consumption). The use of natural resources includes primarily construction materials and water which are in sufficient supply.

Energy requirements are not expected to significantly increase as a result of the proposed improvements. Demand for electricity and aircraft fuel is expected to increase with future development; however, the increase is not considered to be significant based on the forecasted activity levels documented in Chapter Two for the airport. Aircraft fuel should be stored in above ground tanks at the airport that conform to U.S. EPA regulations. Significant increases in ground vehicle fuel consumption are not anticipated.

The application of Leadership in Energy and Environmental Design (LEED) certification should be considered during the development of the multipurpose terminal building. LEED design utilizes strategies aimed at achieving high performance in key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. LEED provides building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions.

Future development and improvement projects should take into account and apply sustainable design measures. Examples of sustainable design initiatives include, but are not limited to: adaptive shading, double skin walls, photovoltaic roof panels, induction lights on photocell, recycled flooring and carpets. Additional measures could also include reducing energy use through the installation of light-emitting diodes (LED) energy efficient airfield lighting.

6.13 NOISE

Noise analysis considerations include: 1) whether the Federal thresholds of noise exposure are exceeded, 2) whether the 65 day-night level (DNL) noise contour extends beyond airport property and 3) if there are any residences, churches, schools or hospitals within the 65 DNL noise contour. The basic measure of noise is the sound pressure level that is recorded in decibels (dBA). The important point to understand when considering the impact of noise on communities is that equal levels of sound pressure can be measured for both high and low frequency sounds. Generally, people are less sensitive to sounds of low frequencies than they

are high frequencies. An example of this might be the difference between the rumble of automobile traffic on a nearby highway and the high-pitched whine of jet aircraft passing overhead. At any location, over a period of time, sound pressure fluctuates considerably between high and low frequencies.

FAA Order 1050.1E states that "no noise analysis is needed for proposals involving Design Group I and II airplanes operating at airports whose forecast operations in the period covered do not exceed 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations..." As forecasted annual jet operations are anticipated to exceed 700 operations, a noise analysis was conducted. The noise contours would remain within airport property and not affect any surrounding properties. In addition, there are no noise sensitive areas in the immediate vicinity of the airport.

6.14 SECONDARY (INDUCED) IMPACTS

These secondary or induced impacts involve major shifts in population, changes in economic climate or shifts in levels of public service demand. The effects are directly proportional to the scope of the project under consideration. Assessment of induced socioeconomic impacts is usually only associated with major development at large air carrier airports, which involve major terminal building development or roadway alignments and similar work. The extent of the indirect socioeconomic impacts of the proposed development is not of the magnitude that would normally be considered significant; however, positive impacts can be foreseen in the form of direct, indirect and induced economic benefits generated from the airport.

6.15 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the accompanying Presidential Memorandum and Order DOT 5610.2, Environmental Justice, require the FAA to provide for meaningful public involvement by minority and low-income populations and analysis, including demographic analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Included in this process is the disclosure of the effects on subsistence patterns of consumption of fish, vegetation or wildlife and effective public participation and access to this information. The Presidential Memorandum that accompanied E.O. 12898, as well as the CEQ and EPA Guidance, encourage consideration of environmental justice impacts in EA's especially to determine whether a disproportionately high and adverse impact may occur. Environmental Justice is examined during evaluation of other impact categories, such as noise, air quality, water, hazardous materials and cultural resources.

6.15.1 SOCIOECONOMIC IMPACTS

Induced socioeconomic impacts are usually only associated with major development at large air carrier airports. The socioeconomic impacts produced as a result of the recommended development to the Silver Springs Airport are expected to be positive in nature and would include direct, indirect and induced economic benefits to the local area. These airport improvements are expected to attract additional users and in turn encourage tourism, industry and to enhance the future growth and expansion of the community's economic base.

If acquisition of real property or displacement of persons is involved, 49 CFR part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of

1970), as amended must be met for Federal projects and projects involving Federal funding. Otherwise, the FAA, to the fullest extent possible, observes all local and State laws, regulations and ordinances concerning zoning, transportation, economic development, housing, etc. when planning, assessing or implementing the recommended development. The recommended development would include land acquisition to the north and south of the airport.

6.15.2 ENVIRONMENTAL JUSTICE

The focus of the Environmental Justice evaluation is to determine whether the recommended development results in an inequitable distribution of negative effects to special population groups, as compared to negative effects on other population groups. These special population groups include minority or otherwise special ethnicity or low-income neighborhoods.

The recommended development is not expected to result in any significant negative impacts to any population groups and therefore, would not result in disproportionate negative impacts to any special population group. Socioeconomic and induced economic impacts are expected to be positive in nature and are expected to benefit all population groups in the area.

According to the 2005 Nevada General Aviation Airport Economic Impact Study, prepared by the University of Nevada - Reno, the Silver Springs Airport generated $127,639 in economic activity in 2005 and contributed to the equivalent of 3 jobs with an annual payroll of $39,695. Based on an estimated 13 based aircraft this resulted in an estimated impact of $9,818 per based aircraft. Applying the same ratio to the based aircraft forecast for 2033 (42 based aircraft) provides a future annual economic impact of $412,372 in economic activity and approximately 10 jobs generated by the airport.

6.15.3 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Agencies are encouraged to participate in implementation of the Order by ensuring that their policies, programs, activities and standards address disproportionate risks to children that result from environmental health risks or safety risks. The recommended development projects are not expected to result in any environmental health risks or safety risks on children.

6.16 WATER QUALITY

Water quality considerations related to airport development often include increased surface runoff and erosion and pollution from fuel, oil, solvents and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of the airport. State and Federal laws and regulations have been established to safeguard these facilities. These regulations include standards for above ground and underground storage tanks, leak detection and overflow protection. An effective Storm Water Pollution Prevention Plan (SWPPP) identifies storm water discharge points on the airport, describes measures and controls to minimize discharges and details spill prevention and response procedures. Lyon County maintains an SWPPP for the Silver Springs Airport and would need to be updated as required to incorporate recommended airport improvements.

In July of 2002, the EPA amended the Oil Pollution Prevention Regulation at Title 40 of the Code of Federal Regulations, Part 112 (40 CFR Part 112). Subparts A through C of this

regulation is often referred to as the "SPCC rule" because they describe requirements for certain facilities (including airports) to prepare and implement Spill Prevention, Control and Countermeasure (SPCC) Plans. The County maintains an SPCC plan for the Silver Springs Airport. The SPCC plan would need to be updated whenever fuel improvements are made.

In accordance with Section 402(p) of the Clean Water Act, a National Pollution Discharge Elimination System (NPDES) General Permit is required from the Environmental Protection Agency for construction projects that disturb one or more acres of land. Applicable contractors would be required to comply with the requirement and procedures of the NPDES General Permit, including the preparation of a Notice of Intent, prior to the initiation of construction activities.
Recommendations established in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control, would be incorporated into the project design and specifications. The design and construction of the recommended development would incorporate BMP to reduce erosion, minimize sedimentation, control non-storm water discharges and to protect the quality of surface water features potentially affected. These practices would be selected based on the site's characteristics and those factors within the contractor's control and may include: construction scheduling, limiting exposed areas, runoff velocity reduction, sediment trapping and good housekeeping practices.

Future fuel storage and dispensing facilities should be designed, constructed, operated and maintained in accordance with Federal, State and Local regulations. Waste fluids, including oils, coolants, degreasers and aircraft wash facility wastewater would be managed and disposed of in accordance with applicable Federal, State and Local regulations.

No significant impacts to water quality are anticipated as a result of the recommended projects.

6.17 WETLANDS

Wetlands are defined in Executive Order 11990, Protection of Wetlands, as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs and similar areas such as sloughs, potholes, wet meadows, river overflows and natural ponds. Jurisdictional Waters of the United States may also include drainage channels, washes, ditches, arroyos or other waterways that are tributaries to Navigable Water of the United States or other waters where the degradation or destruction of which could affect interstate or foreign commerce.

According to the U.S. Fish and Wildlife Service's National Wetlands Inventory, the nearest wetlands to the Silver Springs Airport are located more than 2.5 miles east of Runway 6/24 along the banks of the Lahontan Reservoir. The recommended development would avoid wetlands. The wetlands map for the Silver Springs Airport is depicted in **Figure 6-3**.

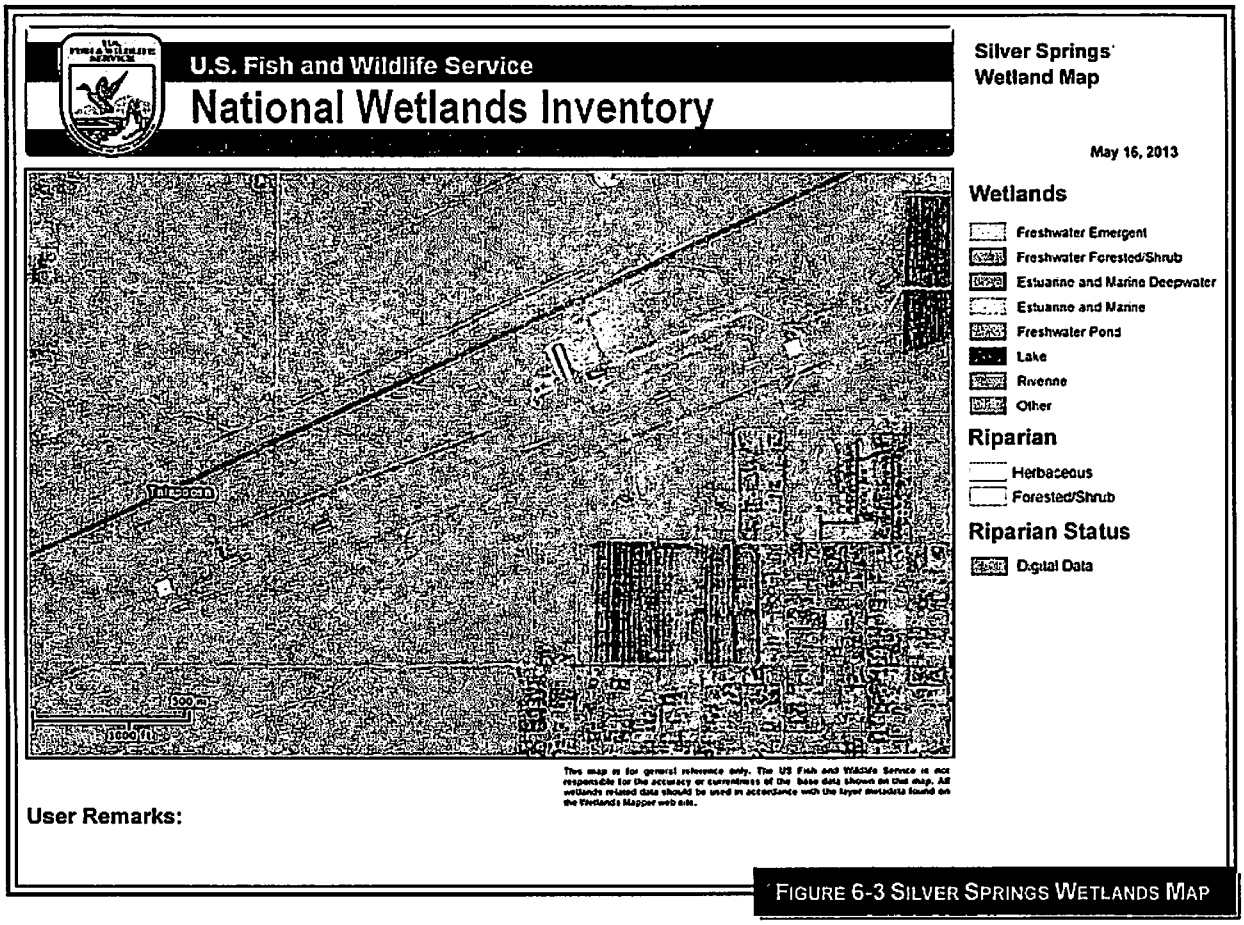


FIGURE 6-3 SILVER SPRINGS WETLANDS MAP

6.18 WILD AND SCENIC RIVERS

The Wild and Scenic Rivers Act (PL 90-542) describes those river areas eligible for protection from development. As a general rule, these rivers possess outstanding scenic, recreational, geological, fish and wildlife, historical, cultural or other similar value.

The National Park Service Wild and Scenic River list does not contain any Wild and Scenic Rivers in the State of Nevada. The nearest Wild and Scenic River is the North Fork of the American River located in California. Therefore, no Wild and Scenic Rivers would be affected by the recommended development.

6.19 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Table 6-2 provides a summary of the analysis ratings for each of the environmental impact categories with regard to the recommended development. While some categories indicate a potential minor impact, they are all estimated to be below the threshold of significance as described in FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects.* It is expected that most recommended development projects would be categorically excluded.

TABLE 6-2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Environmental Category	Recommended Development	Description
Air Quality	◉	Short-term dust and exhaust during construction
Coastal Resources	○	
Compatible Land Use	○	
Construction Impacts	◉	Short-term dust, exhaust, erosion
DOT Act Section 4 (F)	○	
Farmlands	○	
Fish, Wildlife and Plants	○	
Floodplains	◉	Encroaches on 100 year floodplain
Hazardous Materials Pollution Prevention and Solid Waste	○	Short-term solid waste during construction
Historical, Architectural, Archaeological and Cultural Resources	○	
Light Emissions and Visual Impacts	○	
Natural Resources and Energy Supply	○	
Noise	◉	Increased aircraft operations
Secondary (Induced) Impacts	◉	Positive - direct/indirect economic benefits
Socioeconomic Impacts, Environmental Justice and Children's Environmental Health	◉	Increased employment short-term, Displacement of residential and commercial properties
Water Quality	○	
Wetlands	○	
Wild and Scenic Rivers	○	

Legend:
○ No Impact
◉ Minor Impact
● Significant Impact

CHAPTER SEVEN
AIRPORT DEVELOPMENT AND FINANCIAL PLAN

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

CHAPTER SEVEN
AIRPORT DEVELOPMENT AND FINANCIAL PLAN

7.0 INTRODUCTION

A program of recommended airport development has been formulated to guide Lyon County in the systematic development of the Silver Springs Airport and to aid the Federal Aviation Administration and Lyon County in allocating funding over the planning period. The recommended airport development plan is based on the facility requirements, as well as the development alternatives, identified earlier in this report.

7.1 AIRPORT DEVELOPMENT PLAN

Future airport development at the Silver Springs Airport, as included in this study, covers a 20-year planning period. Development items are grouped into three phases:

- Phase I is short-term (1-5 years)
- Phase II is medium-term (6-10 years)
- Phase III is long-term (11-20 years)

The phasing of projects (shown on the airport layout plan) assists the airport sponsor in budgetary planning for construction projects. A drawing showing the phasing of each project is included at the end of this Chapter. The sequence in which the projects are completed is important as the ultimate configuration of the airport will require numerous projects. Estimated development costs are included in **Table 7-1** for each of the recommended improvements.

Phase I (1-5 Years) Short-Term Development Items

- A1: Medium Intensity Taxiway Lighting (MITL) Installation
- A2: Automated Weather Observation Station III Installation
- A3: Automobile Parking Lot – Phase I
- A4: Apron Expansion
- A5: Jet-A Fuel Storage Tank Installation
- A6: Pavement Maintenance

Phase II (6-10 Years) Medium-Term Development Items

- B1: Helicopter Parking Pad Construction
- B2: North Access Road
- B3: General Aviation Terminal Building
- B4: Acquire Snow Removal Equipment
- B5: SRE Storage Building
- B6: Taxilane Construction – Phase I
- B7: Automobile Parking Lot – Phase II
- B8: Runway 6/24 and Parallel TW Extension – Environmental Assessment (EA)
- B9: Runway 6/24 and Parallel TW Extension – Phase I
- B10: Airport Layout Plan Update
- B11: Taxilane Construction – Phase II

- B12: Aircraft Parking Apron Expansion – Phase II
- B13: Automobile Parking Lot – Phase III
- B14: South Parallel Taxiway
- B15: Pavement Maintenance

Phase III (11-20 Years) Long-Term Development Items

- C1: ARC Upgrade EA
- C2: Runway 6/24 and Parallel TW Extension – Phase II with ARC Upgrade
- C3: Airport Master Plan
- C4: Pavement Maintenance

TABLE 7-1 20 YEAR FINANCIAL DEVELOPMENT PLAN

Phase	Development Items	Total 100%	FAA 93.75%	Local 6.25%
A1	MITL Installation	$480,000	$450,000	$30,000
A2	AWOS – III Installation	$320,000	$300,000	$20,000
A3	Automobile Parking Lot – Phase I	$200,000	$187,500	$12,500
A4	Apron Expansion	$1,000,000	$937,500	$62,500
A5	Jet-A Fuel Storage Tank Installation	$450,000	$421,875	$28,125
A6	Pavement Maintenance	$160,000	$150,000	$10,000
	Phase I Total	**$2,610,000**	**$2,446,875**	**$163,125**
B1	Helicopter Parking Pad Construction	$225,000	$210,938	$14,063
B2	North Access Road	$200,000	$187,500	$12,500
B3	General Aviation Terminal Building	$1,300,000	$1,218,750	$81,250
B4	Acquire Snow Removal Equipment	$115,000	$107,813	$7,188
B5	SRE Storage Building	$400,000	$375,000	$25,000
B6	Taxilane Construction – Phase I	$1,100,000	$1,031,250	$68,750
B7	Automobile Parking Lot – Phase II	$300,000	$281,250	$18,750
B8	Runway 6/24 and Parallel TW Extension – EA*	$550,000	$515,625	$34,375
B9	Runway 6/24 and Parallel TW Extension – Phase I*	$8,588,000	$8,051,250	$536,750
B10	Airport Layout Plan Update	$125,000	$117,188	$7,813
B11	Taxilane Construction – Phase II	$520,000	$487,500	$32,500
B12	Aircraft Parking Apron Expansion – Phase II	$700,000	$656,250	$43,750
B13	Automobile Parking Lot – Phase III	$300,000	$281,250	$18,750
B14	South Parallel Taxiway	$3,800,000	$3,562,500	$237,500
B15	Pavement Maintenance	$160,000	$150,000	$10,000
	Phase II Total	**$18,383,000**	**$17,234,064**	**$1,148,939**
C1	ARC Upgrade EA	$250,000	$234,375	$15,625
C2	Runway 6/24 and Parallel TW Extension – Phase II with ARC Upgrade	$4,970,000	$4,659,375	$310,625
C3	Airport Master Plan	$300,000	$281,250	$18,750
C4	Pavement Maintenance	$160,000	$150,000	$10,000
	Phase III Total	**$5,680,000**	**$5,325,000**	**$355,000**
	Total Development Cost	**$26,673,000**	**$25,005,939**	**$1,667,064**

Prepared by: Armstrong Consultants, Inc, 2015 (Estimated Cost are in 2015 dollars)

7.2 CAPITAL DEVELOPMENT

Primary funding sources come from the FAA and Local contribution. This section will identify and quantify the expected sources of capital funds. As previously indicated, FAA funds represent the majority of expected capital; however, a number of sources are identified and described below.

The State of Nevada does not assist in the funding of airport improvement projects. However, there is pending legislation which may open state funds for Nevada's airports.

7.2.1 FEDERAL AVIATION ADMINISTRATION

The Airport and Airways Act of 1982 created and authorized the Airport Improvement Program (AIP) to assist in the development of a nationwide system of public-use airports adequate to meet the current projected growth of civil aviation. The Act provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems (NPIAS).

The FAA Modernization and Reform Act of 2012 includes a federal/local matching ratio of 93.75 percent/6.25 percent for AIP approved projects in the State of Nevada. The previous bill provided a 95 percent/5 percent federal/state-local matching ratio. The FAA levies user charges on aviation that are returned to airports to pay for eligible projects.

Grant eligible items typically include airfield and aeronautical related facilities such as runways, taxiways, aprons, lighting, visual aids, and equipment as well as land acquisition, planning and environmental tasks needed to accomplish the improvements. Public use (non-revenue generating) portions of passenger terminals are also grant eligible. In addition, fuel systems and hangars are also grant eligible; however, these items are considered a low priority for FAA funding.

7.2.2 LYON COUNTY

The airport sponsor has several methods available for funding the capital required to meet the local share of airport development costs. The most common methods involve debt financing (which amortize the debt over the useful life of the project), force accounts, in-kind service, third-party support and donations.

Bank Financing: Some airport sponsors use bank financing as a means of funding airport development. Generally, two conditions are required. First, the sponsor must show the ability to repay the loan plus interest and second, capital improvements must be less than the value of the present facility or some other collateral used to secure the loan. These are standard conditions which are applied to almost all bank loan transactions.

General Obligation Bonds: General Obligation bonds (GO) are a common form of municipal bonds whose payment is secured by the full faith credit and taxing authority of the issuing agency. GO bonds are instruments of credit and because of the community guarantee, reduce the available debt level of the sponsoring community. This type of bond uses tax revenues to retire debt and the key element becomes the approval of the voters to a tax levy to support airport development. If approved, GO bonds are typically issued at a lower interest rate than other types of bonds.

Self-liquidating General Obligation Bonds: As with General Obligation bonds, Self-liquidating General Obligation Bonds are secured by the issuing government agency. They are retired, however, by cash flow from the operation of the facility. Providing the state court determines

that the project is self-sustaining, the debt may be legally excluded from the community's debt limit. Since the credit of the local government bears the ultimate risk of default, the bond issue is still considered, for the purpose of financial analysis, as part of the debt burden of the community. Therefore, this method of financing may mean a higher rate of interest on all bonds sold by the community. The amount of increase in the interest rate depends, in part, upon the degree of risk of the bond. Exposure risk occurs when there is insufficient net airport operating income to cover the level of service plus coverage requirements, thus forcing the community to absorb the residual.

Revenue Bonds: Revenue Bonds are payable solely from the revenues of a particular project or from operating income of the borrowing agency, such as an airport commission which lacks taxing power. Generally, they fall outside of constitutional and statutory limitations and in many cases do not require voter approval. Because of the limitations on the other public bonds, airport sponsors are increasingly turning to revenue bonds whenever possible. However, revenue bonds normally carry a higher rate of interest because they lack the guarantees of municipal bonds. It should also be noted that the general public would usually be wary of the risk involved with a revenue bond issue for a general aviation airport. Therefore, the sale of such bonds could be more difficult than other types of bonds.

Combined Revenue/General Obligation Bonds: These bonds, also known as "Double-Barrel Bonds", are secured by a pledge of back-up tax revenues to cover principal and interest payments in cases where airport revenues are insufficient. The combined Revenue/General Obligation Bond interest rates are usually lower than Revenue Bonds, due to their back-up tax provisions.

Force Accounts, In-kind Service, Donations: Depending on the capabilities of the Sponsor, the use of force accounts, in-kind service, or donations may be approved by the FAA for the Sponsor to provide their share of the eligible project costs. An example of force accounts would be the use of heavy machinery and operators for earthmoving and site preparation of runways or taxiways; the installation of fencing; or the construction of improvements to access roads. In-kind service may include surveying, engineering or other services. Donations may include land or materials such as gravel or water needed for the project. The values of these items must be verified and approved by the FAA prior to initiation of the project.

Third-Party Support: Several types of funding fall into this category. For example, individuals or interested organizations may contribute portions of the required development funds (Pilot Associations, Economic Development Associations, Chambers of Commerce, etc.). Although not a common means of airport financing, the role of private financial contributions not only increases the financial support of the project, but also stimulates moral support to airport development from local communities. Because of the potential for hangar development, private developers may be persuaded to invest in hangar development. A suggestion would be that the County authorize long-term leases to individuals interested in constructing a hangar on airport property. This arrangement generates revenue from the airport, stimulates airport activity, and minimizes the sponsor's capital investment requirements. Another method of third-party support involves permitting the fixed base operator (FBO) to construct and monitor facilities on property leased from the airport. Terms of the lease generally include a fixed amount plus a percentage of revenues and a fuel flowage fee. The advantage to this arrangement is that it lowers the sponsor's development costs, a large portion of which is building construction and maintenance.

The Airport funds some or all of the cost of capital projects by generating revenue from tenants, users and other sources. These airport funds can come from annual surplus, reserves, or

borrowing. While capital projects are usually funded from variety of sources, in the end, Airport and County contributed funds have a role in almost all projects, particularly as seed money to initiate projects and to provide the match of FAA funds.

Other methods outside the traditional methods mentioned in the above paragraph are potential suppliers of money to construct capital improvements. These include users, tenants, investors, and other sources. Tenants often construct their own facilities particularly hangar facilities. Airport users such as corporate flight departments sometimes contribute funds for projects and agree to increased rents to recover the costs of improvements. Private capital can also be used for facilities such as general aviation and corporate hangar facilities.

7.3 PAVEMENT MAINTENANCE PLAN

Periodic maintenance is necessary to prolong the useful life of the airport pavements. The affects of weather damage, oxidation and usage causes the pavement to deteriorate. The accumulation of moisture in the pavement causes heaving and cracking and is one of the greatest causes of pavement distress. The sun's ultraviolet rays oxidize and break down the asphalt binder in the pavement mix. This accelerates raveling and erosion and can reduce asphalt thickness.

The appropriate pavement maintenance will minimize the effects of weather damage and oxidation. Crack sealing is accomplished to keep moisture from accumulating inside and underneath the pavement and should be accomplished at least every five years and prior to fog sealing or overlaying the pavements. Fog seals, slurry seals and coal tar emulsion (fuel resistant) seals are spread over the entire paved area to replenish the binder lost through oxidation and to seal, rejuvenate and waterproof the pavement. Slurry seals also include an aggregate to increase the friction coefficient of the pavement. Asphalt overlays are accomplished near the end of the useful life of the pavement. A layer of new asphalt is placed over the existing pavement to renew the life of the pavement and to recover lost strength due to deterioration. Unless specially designed, the overlay is not intended to increase the weight bearing capacity of the pavement. Overlays may be supplemented with a porous friction course or grooving to increase friction and minimize hydroplaning. Remarking of the pavement is required following a fog seal or overlay.

The recommended pavement maintenance cycle time frames are listed below. It should be noted that the time frames are recommendations only. Actual pavement deterioration will be affected by aircraft operations and weather exposure. Maintenance actions should be programmed as necessary through close monitoring and inspection of the pavements. **Table 7-2** shows the recommended pavement maintenance schedule.

TABLE 7-2 PAVEMENT MAINTENANCE SCHEDULE

Pavement Maintenance Cycle	Approximate Time Frames
Crack Seal Pavement	0 – 2 years
Crack Seal, Seal Coat and Remark Pavements	3 – 8 years
Overlay Pavement	15 – 18 years

7.4 FINANCIAL PLAN

The ultimate goal of any airport should be to support its own operation and development through airport generated revenues. Facilities that are self-sustaining can provide services with

minimal outside funding and reciprocal influence. Unfortunately, few airports similar in size to the Silver Springs Airport are able to do this. For example, it is difficult to break even when the fees received from hangar rentals and fuel sales will not adequately amortize the cost of construction projects. Yet the effort to become self-sufficient will generate a more positive perception of the airport by the community.

While most airports similar in size to the Silver Springs Airport are not able to become self-sustaining, the intrinsic value of such a well-maintained airport for the community or region exceeds the day-to-day operational and maintenance costs of the airport. In other words, the dollars spent in the community or the region by individuals or businesses that use the airport exceeds the expenses that are incurred as a result of operation of the airport. Furthermore, the Silver Springs Airport provides Lyon County and surrounding communities with access to valuable services.

7.4.1 PROJECTED REVENUES AND EXPENDITURES

Airport operating expenditures typically include insurance, utilities, maintenance, and management costs. Insurance costs include liability insurance for the airport and property insurance for any real property on the airport owned by the airport. Utility expenses primarily consist of power costs to operate airfield lighting and visual aids and water for public use areas. Pavement maintenance consists of crack sealing on an annual basis and seal coating and remarking the pavements every five years. Facility maintenance consists of mowing, snow removal and repair and replacement of parts and equipment such as light bulbs, light fixtures, fences, etc. Management costs include an airport manager and airport support staff.
Airport revenues generally consist of land leases, user fees, fuel flowage fees, and property taxes generated from on-airport improvements. Other revenue generating options include:

Land Leases: Property on the airport that is not devoted to airfield use, vehicle parking or contained within areas required to be cleared of structures may be leased to individual airport users or aviation related businesses. Typically, the individual is provided a long-term lease on which to construct a hangar, business or other facility. At the termination of the lease, the lessee has the option to renew the lease, sell, or to remove the buildings.

Hangar Leases: Hangars on the airport owned by the airport sponsor can be leased to private aircraft operators or businesses. Typically, as with land leases, the individual or business is provided a long-term lease of the hangar. At the termination of the lease, the lessee has the option to renew the lease or cease use of the hangar.

Hangar Rental: The fees are usually established on a monthly basis for based aircraft and on an overnight basis for transient aircraft.

Through-the-Fence Fees: A fee is typically charged to adjacent landowners who are provided access directly from their private parcel to the public use airport facilities. This fee ensures that the level of rates and charges assessed to on-airport users is equitable to off-airport users and that there is not an unfair economic advantage to operating "through-the-fence". Additionally, through-the-fence operators are required to maintain a secure airport perimeter with fencing and/or gates and to construct paved access taxiways to the airport operating areas. However, the FAA generally discourages through-the-fence operations. Therefore, it is anticipated that all aircraft operations will be conducted from on airport and therefore will not generate through-the-fence fees. In lieu of through-the-fence fees, these aircraft would generate tie-down fees or land lease revenue from hangars.

There are currently no through-the-fence operations taking place at the Silver Springs Airport and it is recommended the airport refrain from establishing any in the future.

Fuel Flowage Fee: This fee is typically imposed on all aircraft fuels delivered to the airport and would include all fuels used by aircraft including AvGas and Jet-A. The fee would apply to FBO's and operators who conduct self-fueling.

Fuel Markup Fee: This fee is typically charged by the on-airport fuel provider, which is currently Silver Springs Airport, LLC. The fee is applied to each gallon of fuel sold on the airport and covers the costs associated with providing fuel. The fuel markup fee is imposed on both Jet-A and Avgas.

Commercial Activity Fee: This fee is imposed on commercial activities operating "for profit" at the airport. Typical commercial activities may include FBO's, maintenance services, air taxi or charter services, automobile rental, restaurants, retail or other goods and services which may be provided at the airport. This fee would be in addition to any applicable land lease.

Non-Aeronautical Revenue Generating Land Lease: The lease is for land that is located on airport property but that is not required for existing or future airport development. The lease for these areas must be setup at fair market value and all revenue generated from these leases must remain within the airport fund.

All revenues generated by the airport must be expended by the airport for capital or operating costs of the airport. No revenue generated on the airport may go into the general fund for Lyon County; however, this is seldom an issue at airports such as Silver Springs Airport because the overall costs of operations, maintenance, matching funds and services provided to the Airport by the sponsor most often exceed the total revenue generated on the Airport. **Table 7-3** shows the projected annual airport revenues and expenses over the 20-year planning period.

TABLE 7-3 ANNUAL AIRPORT REVENUES AND EXPENSES

	Historical	Projected			
	2013	Phase I	Phase II	Phase III	Phase IV
Operating Revenues					
Hangar Lease	$52,779	$61,751	$72,249	$84,532	$98,902
Fuel Sales/Other	$54,750	$64,058	$74,947	$87,688	$102,595
Total Operating Revenue	**$107,529**	**$125,809**	**$147,196**	**$172,220**	**$201,497**
Operating Expenses					
Salaries and Benefits**	$23,924	$23,924	$23,924	$23,924	$23,924
Fuel and Supplies	$43,833	$51,285	$60,003	$70,204	$82,138
Operations, Maintenance and Utilities	$43,495	$43,495	$43,495	$43,495	$43,495
Total Operating Expense	**$111,252**	**$118,704**	**$127,422**	**$137,623**	**$149,557**
Net Operating Expense/Revenue	**($3,723)**	**$7,105**	**$19,774**	**$34,597**	**$51,940**

Prepared by: Armstrong Consultants, Inc., 2014
Note: Does not include capital improvement projects
*Increase revenue and expense based on forecasted increase in airport activity
**Salaries and benefits to airport employees are paid by Silver Springs Airport, LLC with assistance of a flat-rate stipend from Lyon County

7.4.2 RECOMMENDATIONS

The Silver Springs Airport has a limited amount of revenue collection. The most effective means of increasing revenue at the Airport is to accommodate existing unmet demand and to continue to attract new and additional users. Several potential strategies for increasing revenues are listed below:

- Increase the number of ground leases for aircraft storage hangars
- Focus on attracting business/corporate aviation tenants
- Develop non-aeronautical land lease areas

Increasing aircraft storage hangars at the airport would result in not only in increased direct revenues generated through property leases, but would also produce indirect revenue through increased use of airport services and facilities, such as fuel purchases. Locations for additional box hangars have been identified on the Terminal Area Drawing (TAD) of the Airport Layout Plan. Business/corporate tenants are typically flight departments for local businesses and provide employment in the local community. They generally operate multi-engine turboprop or business jet aircraft. Their land lease parcels are usually large, the aircraft are typically operated two to three times per week and fuel purchases are typically larger than other general aviation users (several hundred gallons per fueling). Whether Lyon County operates at an annual surplus or subsidy depends greatly on the amount of activity and facilities that are constructed at the Airport.

7.5 COMMUNITY SUPPORT

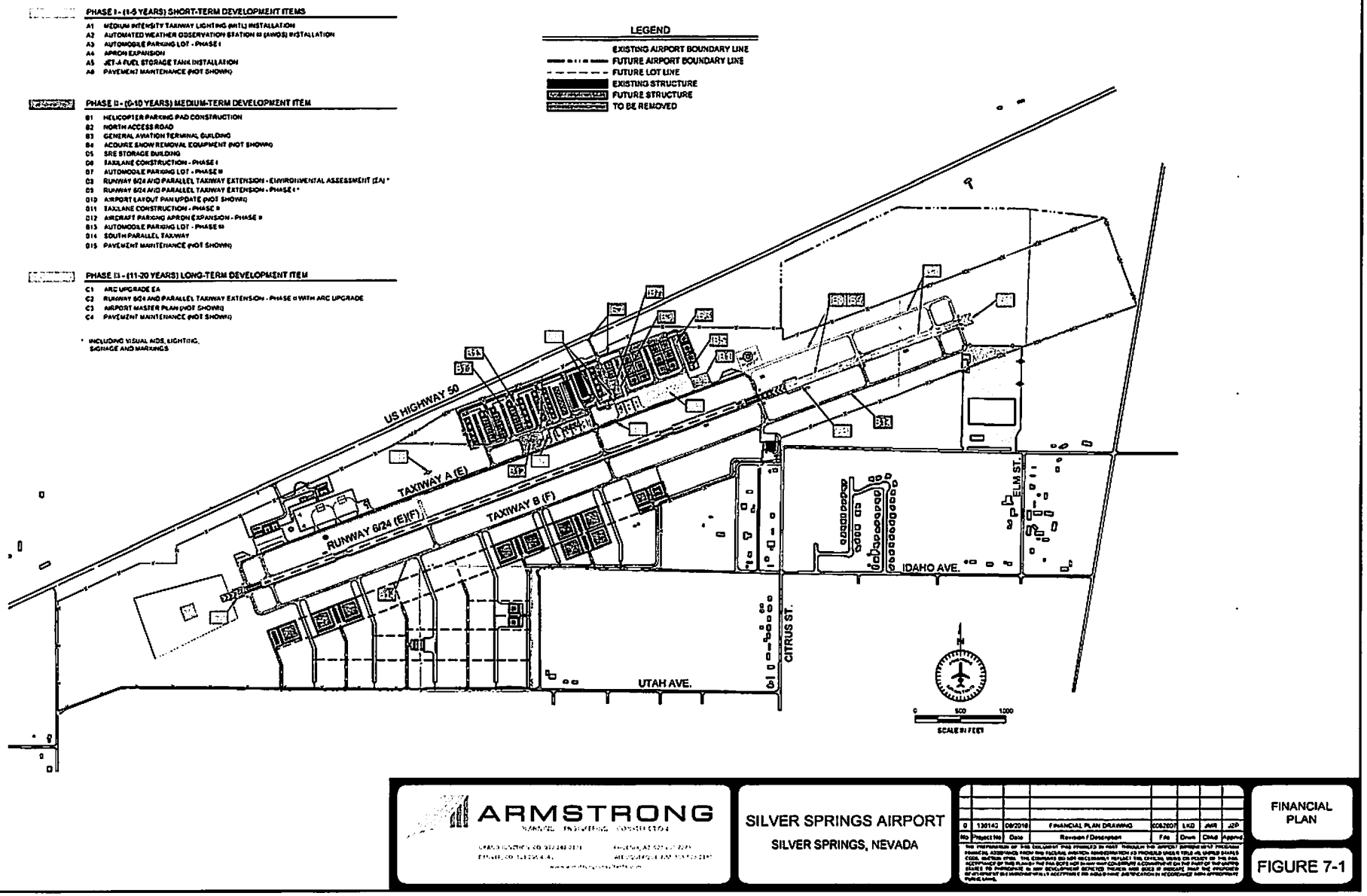
While it is certainly advantageous for an airport to support itself, the indirect and intangible benefits of the airport to the community's economy and growth must be considered. People are directly or indirectly employed by the Airport or by businesses that utilize the Airport. As airport activity increases, it is probable that employment on the airport will also grow throughout the planning period. The local construction industry will also benefit directly from implementation of the development programs. Other community benefits involve business growth and development that is enhanced by the availability of air transportation including commercial service, corporate and private aviation. Clients and suppliers of area businesses will also benefit from the future improvement to the airport.

The use of corporate and business aircraft is an increasing trend throughout the United States. The movement of American industry from large metropolitan areas to smaller communities which offer lower taxes and labor costs and a better working environment has influenced this trend. Time is money in the business environment and corporate aircraft are answering the need for quick and convenient access to and from these new locations for both executives and management personnel. The community's ability to provide convenient access to corporate aircraft will be reflected not only in benefits to existing businesses and industries but will be a strong factor in attracting new industry. Aviation trends show increased corporate and business aviation activity as companies are looking to avoid delays and inconveniences associated with commercial airline travel. These factors place the Silver Springs Airport in a prime position to capitalize on the trends in the general aviation industry and to maximize the benefits the airport provides to the community.

7.6 CONTINUOUS PLANNING PROCESS

Airport planning is a continuous process that does not end with the completion of a major project. The fundamental issues upon which this master plan is based are expected to remain valid for several years; however, several variables, such as based aircraft, annual aircraft operations and socioeconomic conditions are likely to change over time. The continuous planning process necessitates that Lyon County consistently monitor the progress of the airport in terms of growth in based aircraft and annual operations, as this growth is critical to the timing and need for new airport facilities. It is recommended to continue a strong community involvement program during major airport development projects. The information obtained from this monitoring process will provide the data necessary to determine if the development schedule should be accelerated, decelerated or maintained as scheduled.

Periodic updates of the Airport Layout Plan, Capital Improvement Plan and Airport Master Plan are recommended to document physical changes to the airport, review changes in aviation activity and to update improvement plans for the airport. The primary goal of this Airport Master Planning effort is to develop a safe and efficient airport that will meet the demands of aviation users and stimulate economic development in Silver Springs and Lyon County.


PHASE I - (1-5 YEARS) SHORT-TERM DEVELOPMENT ITEMS
A1 MEDIUM INTENSITY TAXIWAY LIGHTING (MITL) INSTALLATION
A2 AUTOMATED WEATHER OBSERVATION STATION III (AWOS) INSTALLATION
A3 AUTOMOBILE PARKING LOT - PHASE I
A4 APRON EXPANSION
A5 JET-A FUEL STORAGE TANK INSTALLATION
A6 PAVEMENT MAINTENANCE (NOT SHOWN)
PHASE II - (6-10 YEARS) MEDIUM-TERM DEVELOPMENT ITEM
B1 HELICOPTER PARKING PAD CONSTRUCTION
B2 NORTH ACCESS ROAD
B3 GENERAL AVIATION TERMINAL BUILDING
B4 ACQUIRE SNOW REMOVAL EQUIPMENT (NOT SHOWN)
B5 SRE STORAGE BUILDING
B6 TAXILANE CONSTRUCTION - PHASE I
B7 AUTOMOBILE PARKING LOT - PHASE II
B8 RUNWAY 6/24 AND PARALLEL TAXIWAY EXTENSION - ENVIRONMENTAL ASSESSMENT (EA) *
B9 RUNWAY 6/24 AND PARALLEL TAXIWAY EXTENSION - PHASE I *
B10 AIRPORT LAYOUT PLAN UPDATE (NOT SHOWN)
B11 TAXILANE CONSTRUCTION - PHASE II
B12 AIRCRAFT PARKING APRON EXPANSION - PHASE II
B13 AUTOMOBILE PARKING LOT - PHASE III
B14 SOUTH PARALLEL TAXIWAY
B15 PAVEMENT MAINTENANCE (NOT SHOWN)
PHASE III - (11-20 YEARS) LONG-TERM DEVELOPMENT ITEM
C1 ARC UPGRADE EA
C2 RUNWAY 6/24 AND PARALLEL TAXIWAY EXTENSION - PHASE II WITH ARC UPGRADE
C3 AIRPORT MASTER PLAN (NOT SHOWN)
C4 PAVEMENT MAINTENANCE (NOT SHOWN)
* INCLUDING VISUAL AIDS, LIGHTING, SIGNAGE AND MARKINGS
LEGEND
EXISTING AIRPORT BOUNDARY LINE
FUTURE AIRPORT BOUNDARY LINE
FUTURE LOT LINE
EXISTING STRUCTURE
FUTURE STRUCTURE
TO BE REMOVED
US HIGHWAY 50
TAXIWAY A (E)
TAXIWAY B (F)
RUNWAY 6/24 (E)(F)
ELM ST.
IDAHO AVE.
CITRUS ST.
UTAH AVE.
0
500
1000
SCALE IN FEET
ARMSTRONG
PLANNING ENGINEERING CONSTRUCTION
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
0 130142 08/2018 FINANCIAL PLAN DRAWING
No Project No Date Revision / Description
FINANCIAL PLAN
FIGURE 7-1

APPENDIX A
FAA FORECAST APPROVAL LETTER

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division
Phoenix Airports District Office

3800 N Central Ave.
Suite 1025
Phoenix, AZ 85012

August 15, 2014

Mr. Robert G. Loveberg
Community Development Director
Lyon County
25 S. Main Street
Yerington, NV 89447

Dear Mr. Loveberg:

Silver Springs Airport (SPZ), Lyon County, Nevada
Aviation Activity Forecast Approval

The Federal Aviation Administration (FAA) has reviewed the aviation forecast for the airport master plan for Silver Springs Airport dated July 22, 2014. The FAA approves these forecasts for airport planning purposes, including Airport Layout Plan development.

In summary, while the difference between the FAA TAF and Silver Springs forecast update regarding total operations isn't within the 10 percent and 15 percent allowance for 5 and 10 year planning horizons, the airport forecast update appropriately explains these differences due to flight training activity, air medevac operations, and expansion and development of the Cactus Air Force hanger as well as the future development of the Tahoe-Reno Industrial Center (TRIC). Therefore, approval of this forecast doesn't need to be sent to FAA Headquarters for review because the 5 and 10 year forecasts do not exceed benchmarks established in the FAA's Guidance on Review & Approval of Local Aviation Forecasts published in 2008.

The forecast was formulated using current data and appropriate methodologies; therefore the FAA locally approves this forecast for planning purposes at the Silver Springs Airport. It is important to note that the approval of this forecast doesn't guarantee future funding for large scale capital improvements as future projects will need to be justified by current activity levels reached at the time the projects are proposed for implementation.

If you have any questions about this forecast approval, please call me at 602-792-1072

Sincerely,

Jared M. Raymond
Airport Planner

Template for Comparing Airport Planning and TAF Forecasts

AIRPORT NAME: SILVER SPRINGS AIRPORT, NEVADA

	Year	Airport Forecast	TAF	AF/TAF (% Difference)
Itinerant Operations				
Base yr.	2012	3,640	2,400	51.7%
Base yr. + 5yrs.	2017	6,797	2,400	183.2%
Base yr. + 10yrs.	2022	8,548	2,400	256.2%
Base yr. + 15yrs.	2027	10,007	2,400	317.0%
Base yr. + 20yrs.	2032	11,759	2,400	390.0%
Local Operations				
Base yr.	2012	1,360	1,600	-15.0%
Base yr. + 5yrs.	2017	2,779	1,600	73.7%
Base yr. + 10yrs.	2022	3,565	1,600	122.8%
Base yr. + 15yrs.	2027	4,221	1,600	163.8%
Base yr. + 20yrs.	2032	5,008	1,600	213.0%
Total Operations				
Base yr.	2012	6,000	4,000	50.0%
Base yr. + 5yrs.	2017	10,575	4,000	164.4%
Base yr. + 10yrs.	2022	13,113	4,000	227.8%
Base yr. + 15yrs.	2027	15,228	4,000	280.7%
Base yr. + 20yrs.	2032	17,766	4,000	344.2%

	Year	Airport Forecast	TAF	AF/TAF (% Difference)
Total Enplanements				
Base yr.	2012	0	0	0.0%
Base yr. + 5yrs.	2017	0	0	0.0%
Base yr. + 10yrs.	2022	0	0	0.0%
Base yr. + 15yrs.	2027	0	0	0.0%
Base yr. + 20yrs.	2032	0	0	0.0%
Total Based Aircraft				
Base yr.	2012	13	6	116.7%
Base yr. + 5yrs.	2017	25	6	316.7%
Base yr. + 10yrs.	2022	31	6	416.7%
Base yr. + 15yrs.	2027	36	6	500.0%
Base yr. + 20yrs.	2032	42	6	600.0%

NOTES: TAF data is on a U.S. Government fiscal year basis (October through September).
AF/TAF (% Difference) column has embedded formulas.

APPENDIX B
UTILITY STUDY

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

Utility Study Disclaimer:

The Utility Study enclosed is based off of the previous airport layout from the 2014 Draft Report. The previous recommended layout has since been modified as a result of public comment. The subconsultant utilized to undertake the Utility Study has since been unable to adjust the previously completed report. The general conclusions, recommendations, and preliminary cost estimates included in this study are still valid. This Utility Study should be used for reference purposes only and is not, nor ever was, intended to act as a final utility design.

Silver Springs Utilities Report:

Introduction

Silver Springs Airport is planning the expansion of both the existing runway and surrounding taxiway and facilities. In order to accommodate this growth, they will need to provide necessary utilities to all proposed expansion facilities. This need was addressed by analyzing the proposed layout of the airport's ultimate build out design for the construction of water, sanitary sewer, storm drain, electrical, and gas lines on site, and their associated connections to the existing systems of Silver Springs. All onsite utilities were laid out along the proposed onsite roadways illustrated in the Recommended Development Exhibit produced by Armstrong Consultants. Service line connections were provided for all proposed buildings, with the infrastructure to provide connections for all future build out structures.

EXISTING WATER SYSTEM

Silver Springs Mutual Water Company[1]:

> *is a non-profit cooperative association formed on February 18, 1952 under Articles of Incorporation filed with the Nevada Secretary of State under Nevada's non-profit corporation statutes for the purpose of providing water to its members in the community of Silver Springs, Nevada.*
>
> *Every person owning property in the Silver Springs Mutual Water Company water service area, as reported to the Nevada Division of Water Resources and the Nevada Public Utilities Commission, in the County of Lyon, State of Nevada, is considered a member of the corporation. (click here for service territory map) Membership is transferred automatically to the new owner upon the sale of any property within the water service area.*
>
> *The Silver Springs Mutual Water Company is governed by a seven (7) member Board of Directors.*

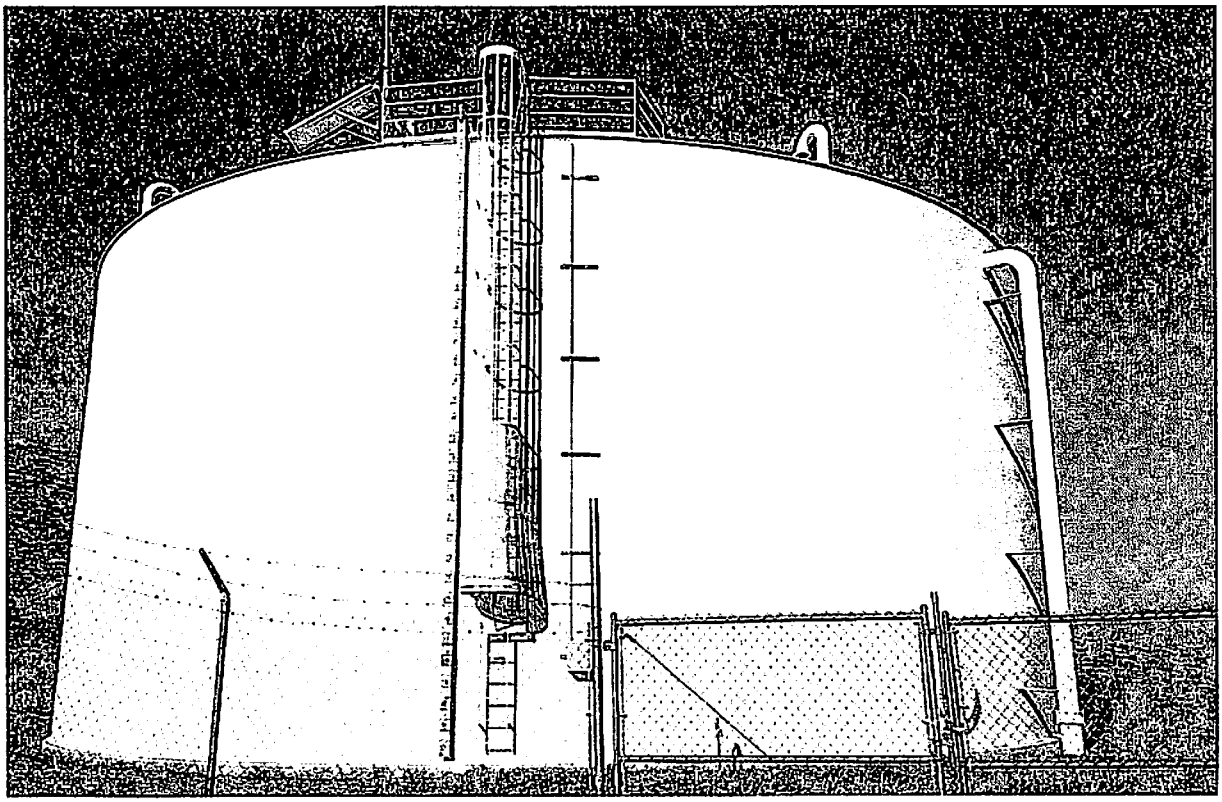
The water system for Silver Springs Mutual Water Company[2]:

- Provides water to ~3100 customers via ~1100 service connections (GIS data comprises ~1130 service connections),
- Includes predominantly 6" through 12" waterline in a grid system –which largely follow the street alignments.
- Includes three wells and two welded steel storage tanks:
    - Tank 1 – ~75'-diameter x ~32' tall (located east of US 95, north of US 50) ; ~4332.5,
        - A second 1-million-gallon tank is currently being constructed adjacent to Tank 1,
        - Lower zone,
    - Tank 2 – ~75' diameter x ~32' tall (located near Onyx Street and Fir Avenue); ~4483',
        - Upper zone,
- Includes an arsenic treatment plant and pump station (Lake Avenue and Talapoosa Street),
- High elevation = Tank-2 ~ 4483',
- Low elevation = east end of town ~4160',
- Includes a pump station located near Spruce and Atkins that delivers water from Tank 1 to Tank 2. Tank 1 and Tank 2 supply two hydraulically isolated pressure zones (lower and upper). An emergency pressure reducing valve exists near the pump station, and only activates when a set low pressure registers in the lower pressure zone. Since this valve is dedicated for emergency purposes, its use for fire flow and pressures is not applicable for this report.
-

[1] http://www.silverspringsmwc.com/About_Us.html

[2] http://ndep.nv.gov/bsdw/ndwis.htm (water system ID NV0000223) and http://farrwest.geonorth.com/mox6/lyoncounty.cfm

- *Figure 1 - Tank 1 and new tank under construction.*



- *Figure 2 - Tank 2*

EXISTING WATER FLOW TEST

The existing 10" diameter PolyVinylChloride waterline servicing the airport property was hydraulically tested and the results reported in the FarrWest Engineering January 2009 *Fire Flow Testing of New Hydrants at the Silver Springs Airport*. The following table summarizes the reported flows [gpm = gallons per minute, psi = pounds per square inch]:

Table 1 - January 2009 *Fire Flow Testing of New Hydrants at the Silver Springs Airport*

Test Location	*Waterline Flow (gpm)*	*Residual Pressure (psi)*	*Calculated flow (at 20psi)*	*Approximate Elevation (ft)*
Hydrant 1	1,730	40	2,566	4215.5
Hydrant 2	2,260	31	2,796	4219
Hydrant 3	1,650	37	2,297	4222
Hydrant 4	1,572	38	2,256	4225.5
Hydrant 5	1,570	31	1,960	4228.5

CODE / DESIGN STANDARDS

According to Nevada Administrative Code (NAC) Chapter 445A.6672[3]:

> *A supplier of water for an existing public water system shall:*
>
> 1. *Ensure that the public water system maintains a sufficient capacity for the development and treatment of water, and a storage capacity of sufficient quantity, to satisfy the requirements of all users of the public water system under the conditions of maximum day demand and peak hour demand.*
> 2. *Ensure that the residual pressure in the distribution system is:*
>   a. *At least 20 psi during conditions of fire flow and fire demand experienced during maximum day demand;*
>   b. *At least 30 psi during peak hour demand; and*
>   c. *At least 40 psi during maximum day demand.*

Lyon County Code – Title 9, Chapter 7: Development Standards, Section 3 Design Requirements[4] states the following:

- *Main Analysis: Water mains shall be analyzed to determine system capability to provide adequate flows and pressures. The analysis and calculations shall be provided to the service provider for review and approval. Water mains shall be designed to deliver a minimum of sixty (60) pounds per square inch (psi) at the meter during peak demand periods, a maximum of one hundred (100) psi, and to provide adequate fire flow as required by the fire department with a minimum residual*

[3] http://www.leg.state.nv.us/nac/nac-445a.html#NAC445ASec6672

[4] http://www.sterlingcodifiers.com/codebook/index.php?book_id=536

pressure of twenty (20) psi. If the project is an infill development where the existing system is incapable of providing sixty (60) psi, the service provider may waive the requirement.

The Central Lyon County Fire Protection District services Silver Springs[5]. Central Lyon County Fire Protection District Ordinance states the following[6]:

- *903.2 Where required. Approved automatic sprinkler systems in new buildings and structures shall be provided in the locations described in this section. Approved automatic sprinkler systems shall be required in all new commercial buildings and structures with 5,000 square feet or greater of total fire area, regardless of location, occupancy or floor area. Approved automatic sprinkler systems shall also be required throughout the entire building where an addition makes the total fire area of the building 5,000 square feet or larger.*

EXISTING AIRPORT PROPERTY

The Silver Springs Airport property has the following characteristics:

- Generally slopes west to east,
- Elevations between 4286' and 4190',
- Bordered by Highway 50 to the north, Opal Avenue to the west, Elm Street to the east and a mixture of open, agricultural, and residential land to the south.

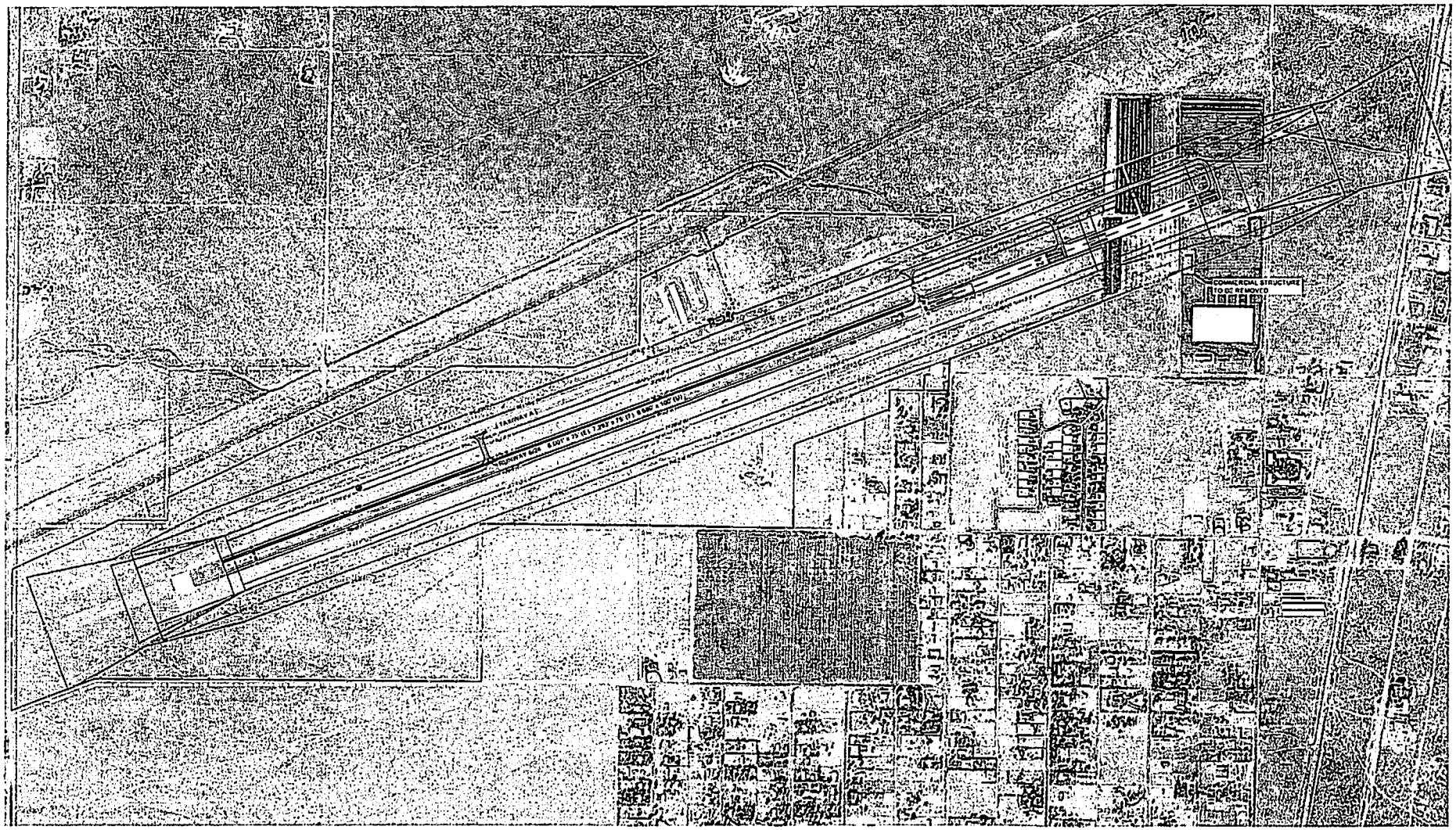
PROPOSED AIRPORT DEVELOPMENT

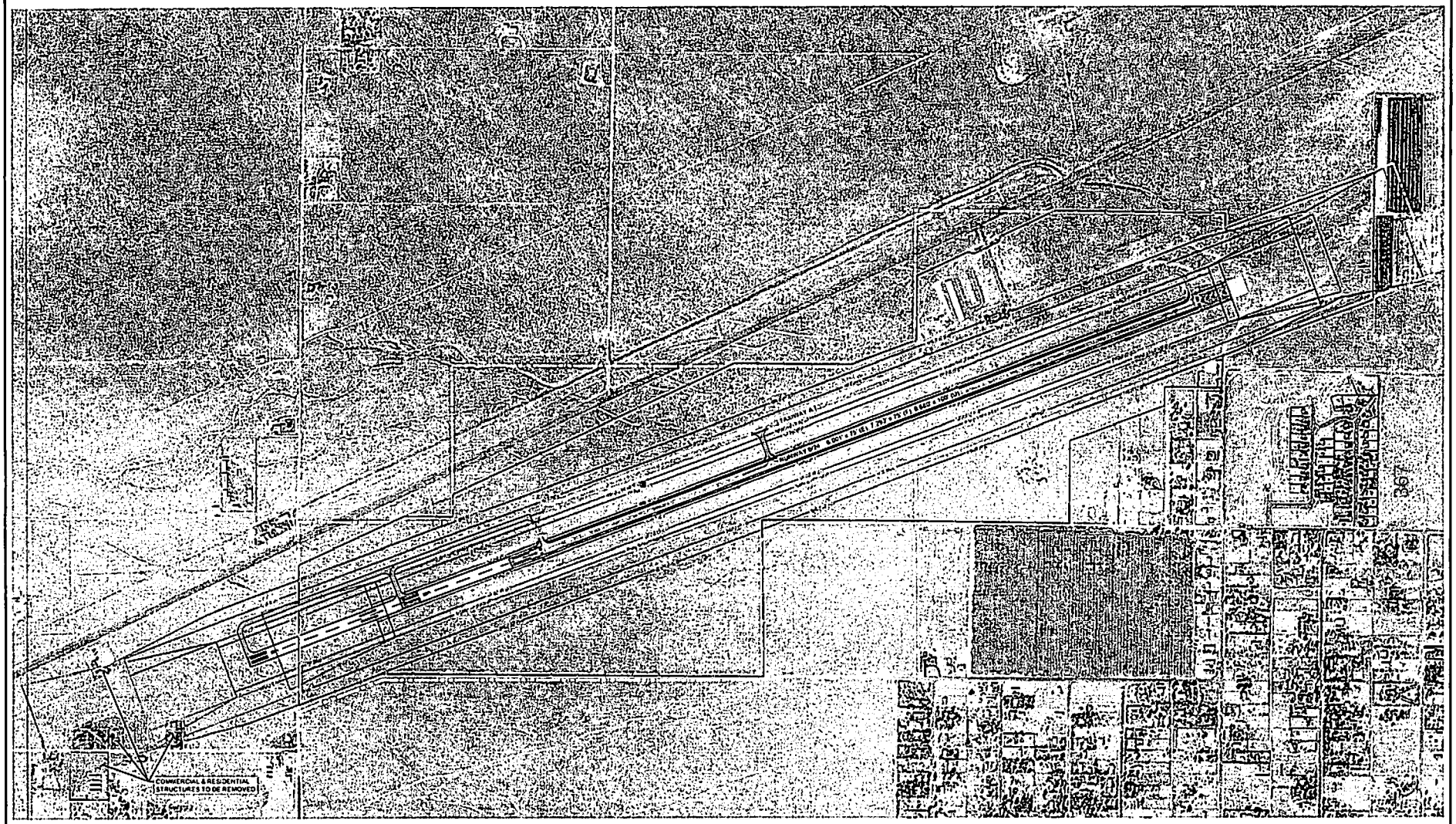
The proposed airport can essentially be divided into two zones, north of the runway and south of the runway. The north zone encompasses General Aviation – Air Tanker – Unmanned Aerial Systems, and includes the following building sizes - 1,135 : 2,500 : 3,600 : 3,935 : 6,000 : 6,400 : 10,000 square feet. The south zone encompasses Corporate / Airpark and includes the following building sizes - 10,000 : 10,350 : 22,500 : 40,000 square feet.

For this report, building type IIB and IIIB are assumed for fire flow calculation and water model purposes.

[5] http://www.lyon-county.org/index.aspx?NID=852

[6] http://centrallyonfire.org/forms/OrdFinal1-09.pdf


LEGEND
EXISTING AIRPORT PROPERTY LINE
FUTURE AIRPORT PROPERTY LINE
FUTURE AIRFIELD DEVELOPMENT
EXISTING STRUCTURE TO BE REMOVED
0
400
800
SCALE IN FEET
N
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
RUNWAY ALTERNATIVE 1
SCALE PER BAR SCALE
DATE 03/2016
DRAWN LHD
FILE 8160604 ALT 1
CHK'D JMR
JOB NO 136145



LEGEND

- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE
- FUTURE AIRFIELD DEVELOPMENT
- EXISTING STRUCTURE TO BE REMOVED

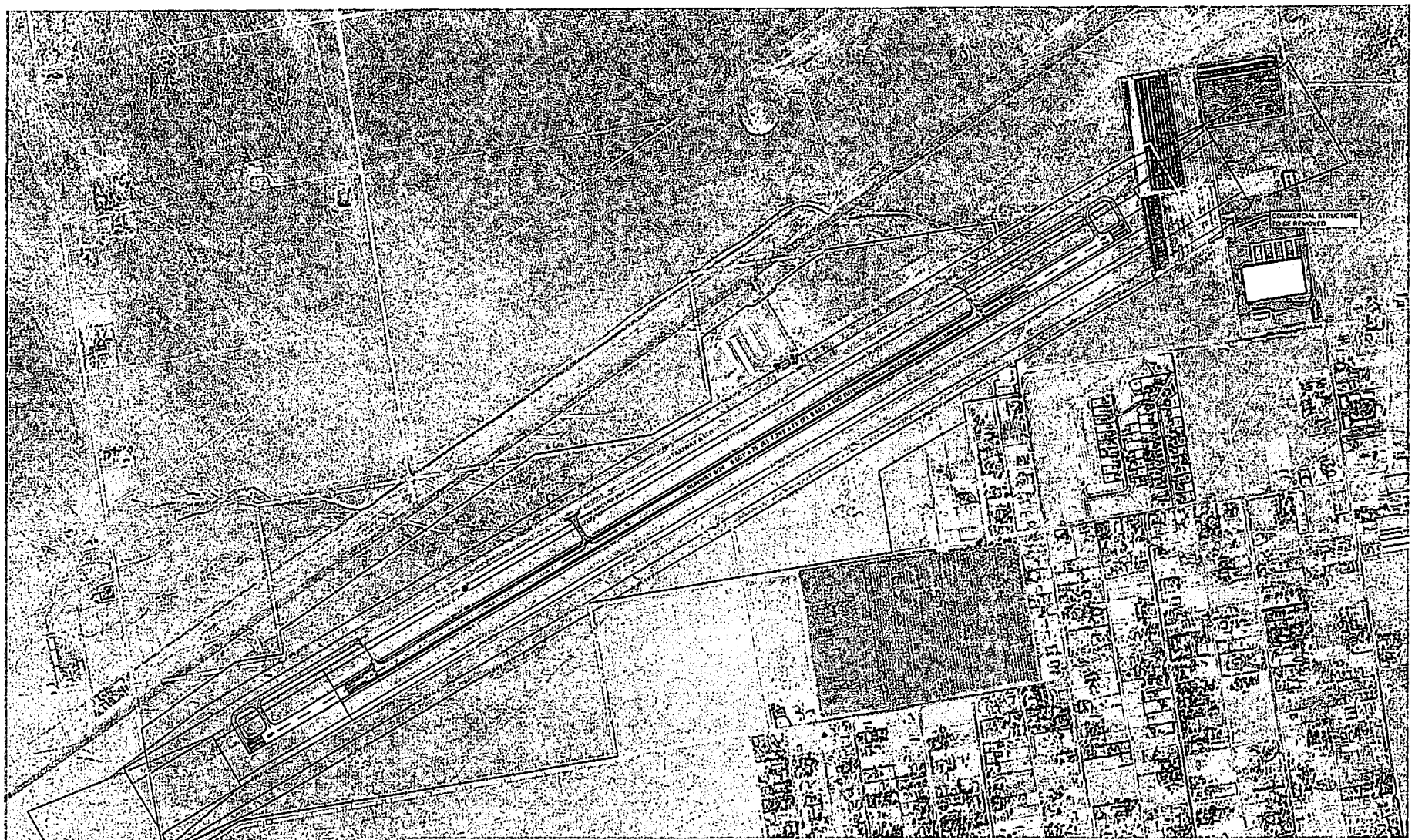
0 400 800
SCALE IN FEET

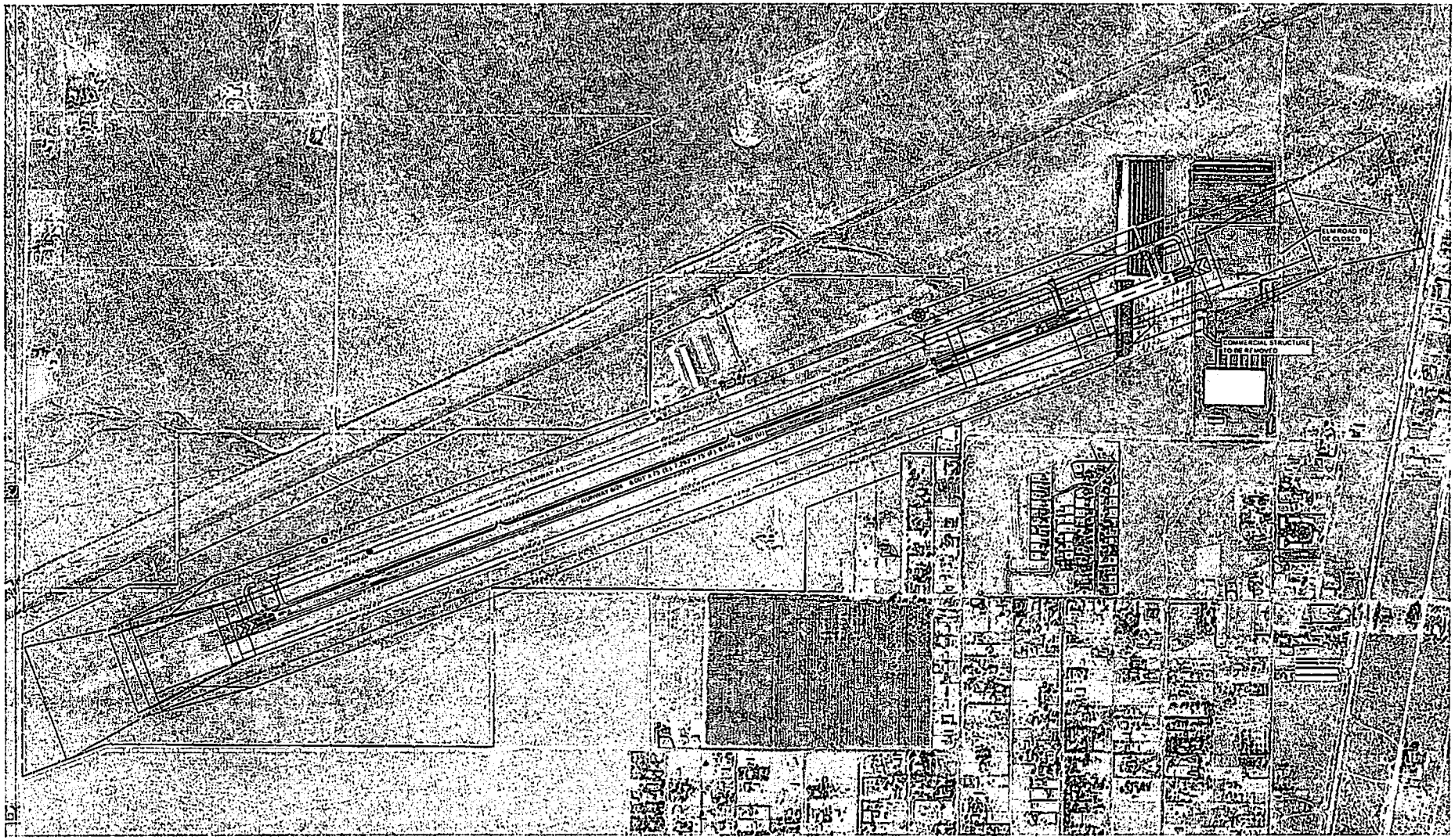
ARMSTRONG

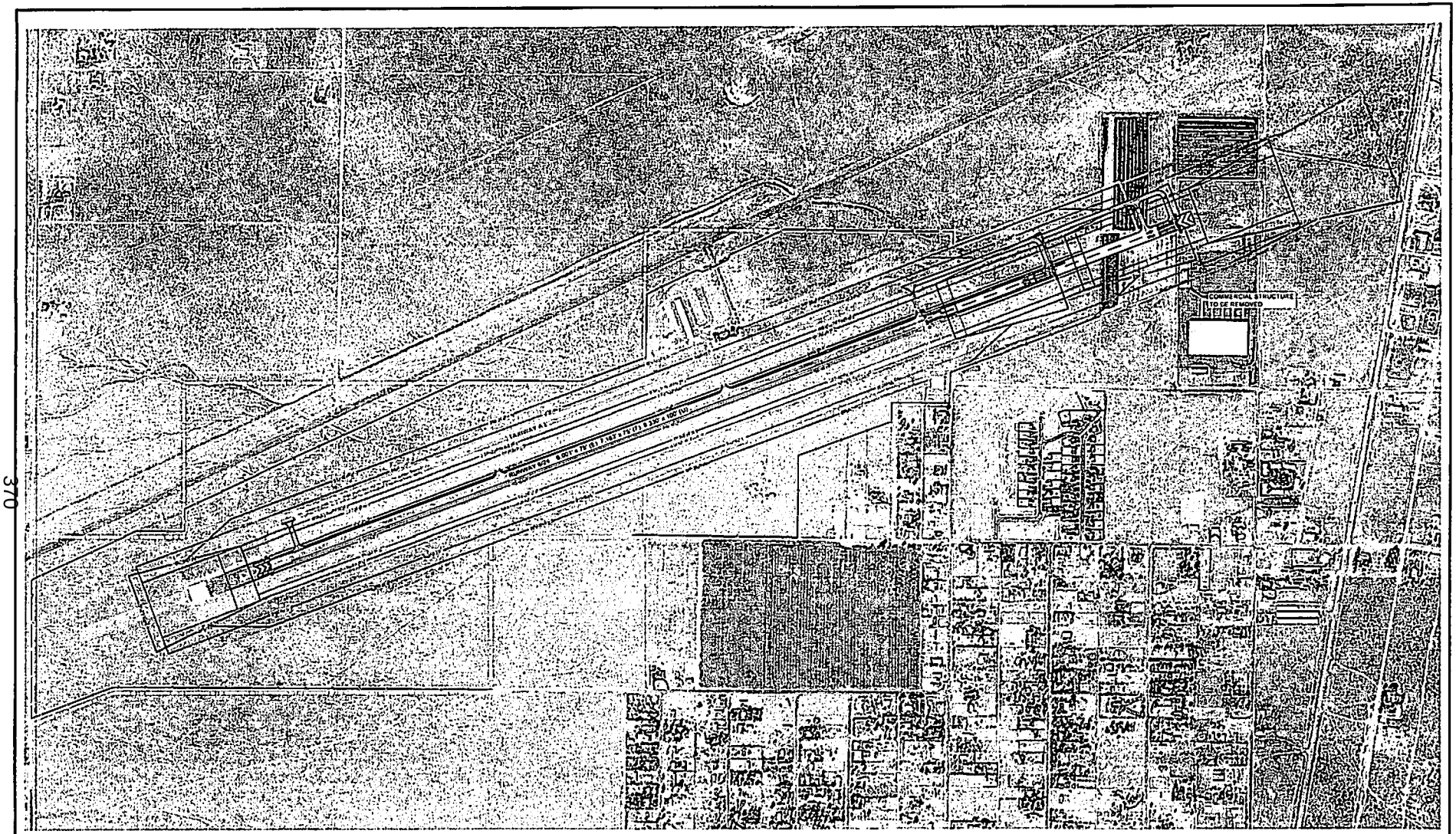
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

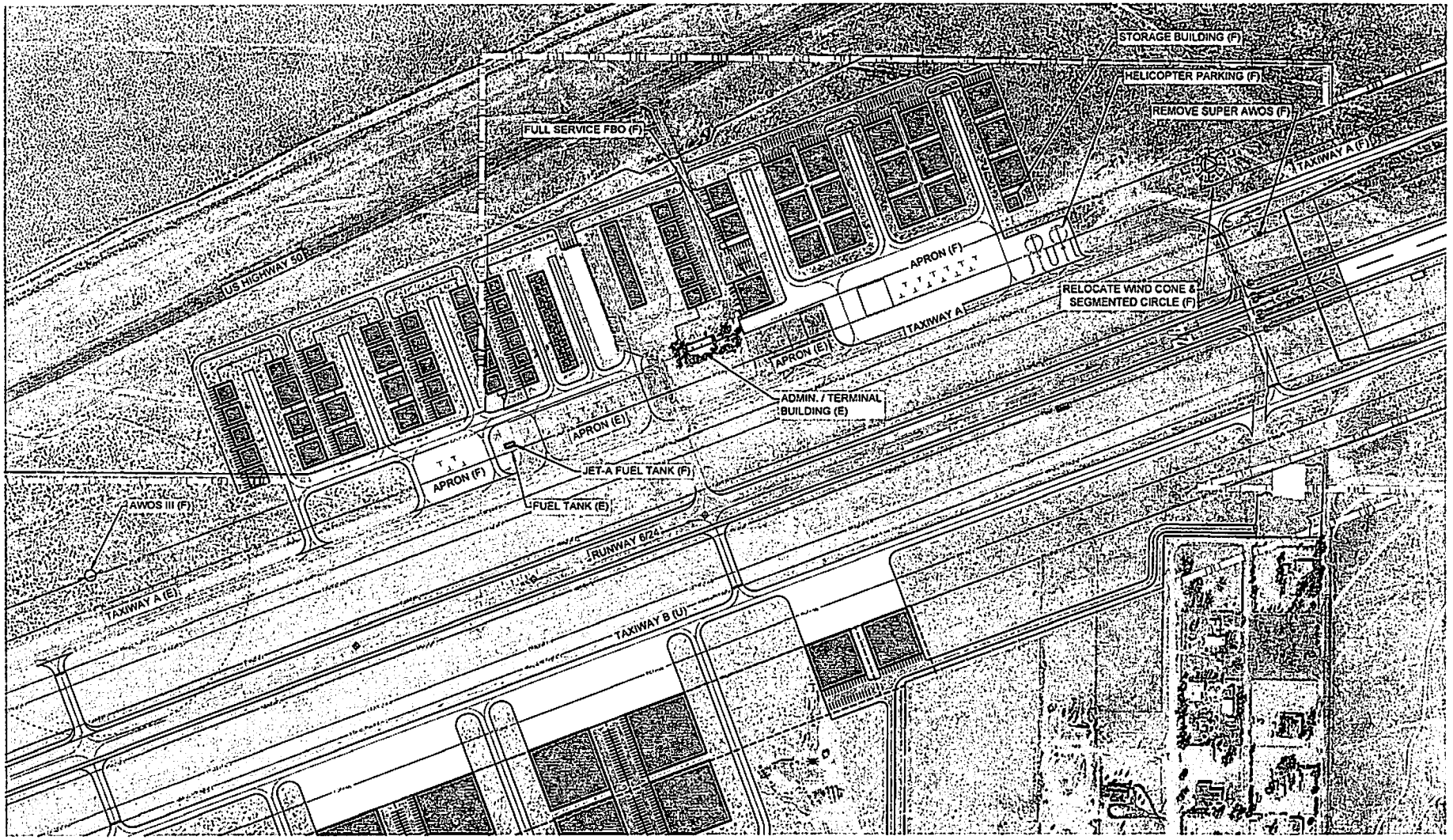
RUNWAY ALTERNATIVE 2

SCALE	PER BAR SCALE	DATE	03/2018
DRAWN	LAD	FILE	8140008-ALT 2
CHKD	JMR	JOB NO	136140


COMMERCIAL STRUCTURE TO BE REMOVED
LEGEND
EXISTING AIRPORT PROPERTY LINE
FUTURE AIRPORT PROPERTY LINE
FUTURE AIRFIELD DEVELOPMENT
EXISTING STRUCTURE TO BE REMOVED
0
400
800
SCALE IN FEET
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
RUNWAY ALTERNATIVE 3
SCALE PER BAR SCALE
DATE 03/2018
DRAWN LKD
FILE 8140004 ALT 3
CHKD AMR
JOB NO 136140


LEGEND
EXISTING AIRPORT PROPERTY LINE
FUTURE AIRPORT PROPERTY LINE
FUTURE AIRFIELD DEVELOPMENT
EXISTING STRUCTURE TO BE REMOVED
0
400
800
SCALE IN FEET
N
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
RUNWAY ALTERNATIVE 4
SCALE PER BAR SCALE
DATE 6/2016
DRAWN LKD
FILE 6143004 ALT 4
CHKD JMR
JOB NO 136140


COMMERCIAL STRUCTURE
TO BE REMOVED
LEGEND
EXISTING AIRPORT PROPERTY LINE
FUTURE AIRPORT PROPERTY LINE
FUTURE AIRFIELD DEVELOPMENT
EXISTING STRUCTURE TO BE REMOVED
0
400
800
SCALE IN FEET
N
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
RUNWAY ALTERNATIVE 5
SCALE PER BAR SCALE
DATE 04/2018
DRAWN LKG
FILE 6140004 ALT 5
CHK'D AMR
JOB NO 130140



LEGEND

EXISTING AIRPORT PROPERTY LINE	FUTURE AIRFIELD DEVELOPMENT
FUTURE AIRPORT PROPERTY LINE	FUTURE BUILDING/FACILITY
CORPORATE PARCEL LINE	FUTURE ROAD
FUTURE FENCE	TO BE REMOVED
EXISTING FENCE	FUTURE AWOS

0 150 300
SCALE IN FEET

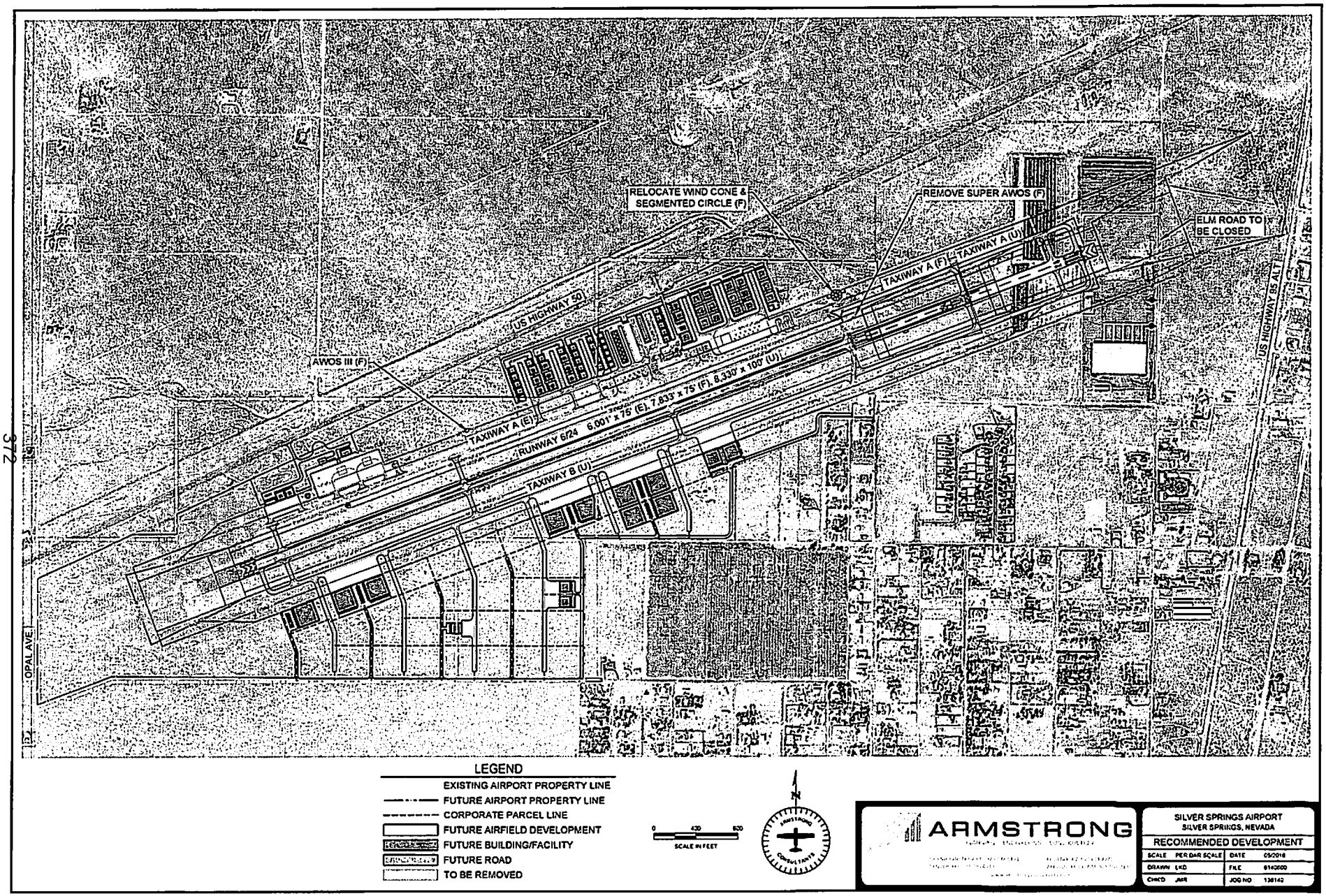
ARMSTRONG CONSULTANTS

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

RECOMMENDED DEVELOPMENT

SCALE	PER BAR SCALE	DATE	05/2018
DRAWN	LKD	FILE	8140000
CHK'D	JMS	JOB NO	138140


RELOCATE WIND CONE & SEGMENTED CIRCLE (F)
REMOVE SUPER AWOS (F)
ELM ROAD TO BE CLOSED
US HIGHWAY 50
TAXIWAY A (F)
TAXIWAY A (U)
US HIGHWAY 95 ALT
AWOS III (F)
TAXIWAY A (E)
RUNWAY 6/24 6,001' x 75' (E), 7,833' x 75' (F), 8,330' x 100' (U)
TAXIWAY B (U)
OPAL AVE
LEGEND
EXISTING AIRPORT PROPERTY LINE
FUTURE AIRPORT PROPERTY LINE
CORPORATE PARCEL LINE
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
TO BE REMOVED
0
420
840
SCALE IN FEET
N
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
RECOMMENDED DEVELOPMENT
SCALE PER BAR SCALE
DATE 05/2016
DRAWN LKD
FILE 6142600
CHKD JMR
JOB NO 136142

CHAPTER FIVE
AIRPORT LAYOUT PLANS

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

SILVER SPRINGS AIRPORT

SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

PREPARED BY:

ARMSTRONG CONSULTANTS, INC.

A.I.P. NO. 3-32-0023-014-2012

A.C.I. PROJECT NO. 136140

DATE: MAY 2016

DRAFT

LOCATION MAP

VICINITY MAP

INDEX TO SHEETS

DRAWING	SHEET
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AIRPORT DATA SHEET	3
TERMINAL AREA DRAWING	4 - 8
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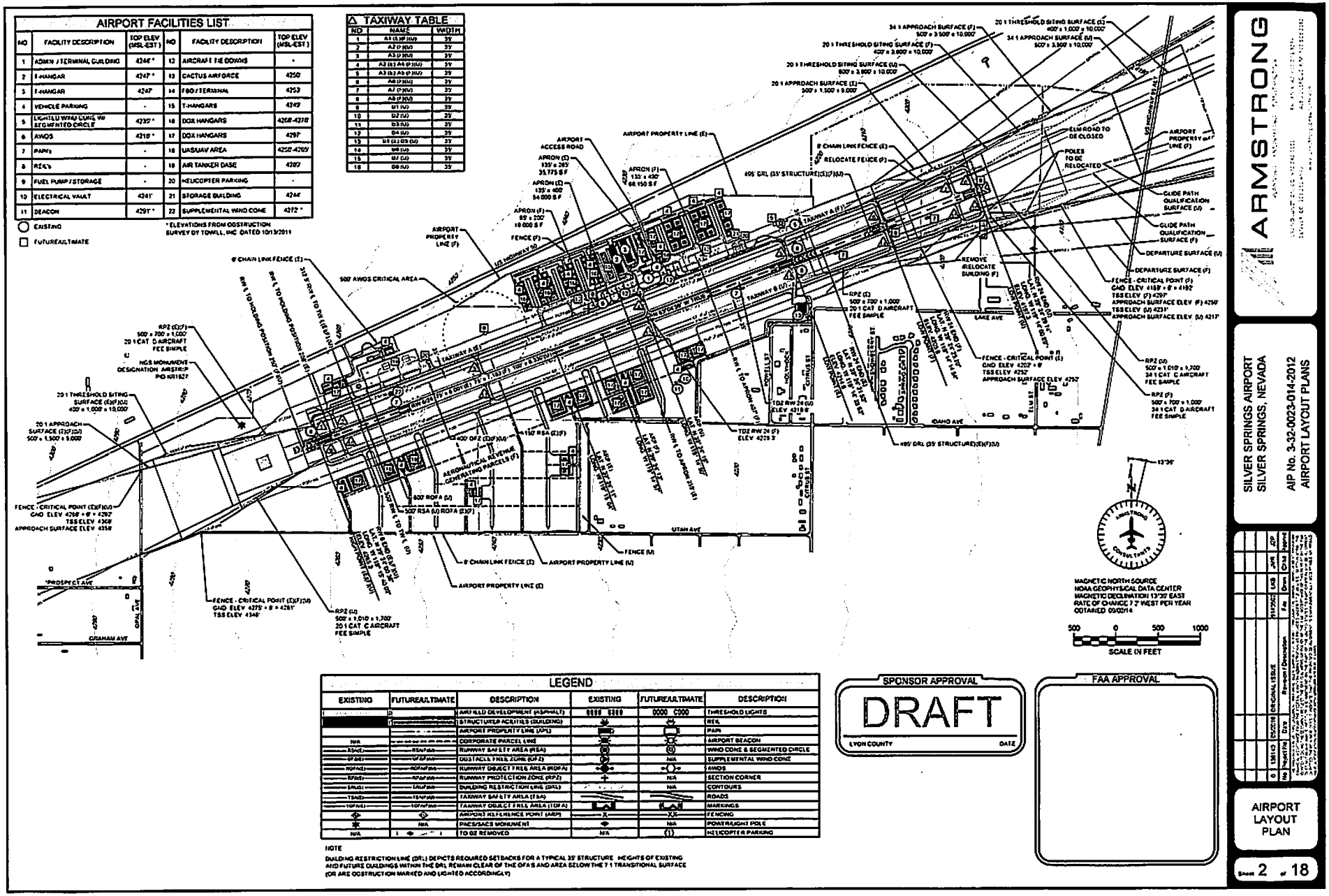
RUNWAY 24 INNER APPROACH (E)	12
RUNWAY 24 INNER APPROACH (F)	13
RUNWAY 24 INNER APPROACH (U)	14
ON AIRPORT LAND USE	15
OFF AIRPORT LAND USE	16
EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP	17
AERIAL PHOTOGRAPH	18

(E = EXISTING, F = FUTURE, U = ULTIMATE)

ARMSTRONG



NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST)	NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST)
1	ADMIN / TERMINAL BUILDING	4246' *	12	AIRCRAFT TIE DOWNS	-
2	T-HANGAR	4247' *	13	CACTUS AIRFORCE	4250
3	T-HANGAR	4247'	14	FBO / TERMINAL	4253
4	VEHICLE PARKING	-	15	T-HANGARS	4249
5	LIGHTED WIND CONE W/ SEGMENTED CIRCLE	4235' *	16	DOX HANGARS	4268-4278
6	AWOS	4218' *	17	DOX HANGARS	4297
7	PAPI's	-	18	UAS/UAV AREA	4252-4269
8	REILs	-	19	AIR TANKER BASE	4289
9	FUEL PUMP / STORAGE	-	20	HELICOPTER PARKING	-
10	ELECTRICAL VAULT	4241'	21	STORAGE BUILDING	4244'
11	BEACON	4291' *	22	SUPPLEMENTAL WIND CONE	4212' *

○ EXISTING
□ FUTURE/ULTIMATE

* ELEVATIONS FROM OBSTRUCTION SURVEY BY TOWILL, INC DATED 10/13/2011

NO	NAME	WIDTH
1	A1 (L) A1 (P) (U)	35'
2	A2 (P) (U)	35'
3	A3 (P) (U)	35'
4	A2 (L) A4 (P) (U)	35'
5	A3 (L) A5 (P) (U)	35'
6	A6 (P) (U)	35'
7	A7 (P) (U)	35'
8	A8 (P) (U)	35'
9	B1 (U)	35'
10	B2 (U)	35'
11	B3 (U)	35'
12	B4 (U)	35'
13	B5 (L) B5 (U)	35'
14	B6 (U)	35'
15	B7 (U)	35'
16	B8 (U)	35'

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	0000 0000	0000 0000	THRESHOLD LIGHTS
		STRUCTURES/FACILITIES (BUILDING)			REIL
		AIRPORT PROPERTY LINE (APL)			PAPI
N/A		CORPORATE PARCEL LINE			AIRPORT BEACON
RSA(E)	RSA(F/U)	RUNWAY SAFETY AREA (RSA)			WIND CONE & SEGMENTED CIRCLE
OFZ(E)	OFZ(F/U)	OBSTACLE FREE ZONE (OFZ)		N/A	SUPPLEMENTAL WIND CONE
ROFA(E)	ROFA(F/U)	RUNWAY OBJECT FREE AREA (ROFA)			AWOS
RPZ(E)	RPZ(F/U)	RUNWAY PROTECTION ZONE (RPZ)	+	N/A	SECTION CORNER
BRL(E)	BRL(F/U)	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSA(E)	TSA(F/U)	TAXIWAY SAFETY AREA (TSA)		N/A	ROADS
TOFA(E)	TOFA(F/U)	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
		AIRPORT REFERENCE POINT (ARP)	X	XX	FENCING
	N/A	PACS/SACS MONUMENT		N/A	POWER/LIGHT POLE
N/A	1	TO BE REMOVED	N/A		HELICOPTER PARKING

NOTE
BUILDING RESTRICTION LINE (BRL) DEPICTS REQUIRED SETBACKS FOR A TYPICAL 35' STRUCTURE. HEIGHTS OF EXISTING AND FUTURE BUILDINGS WITHIN THE BRL REMAIN CLEAR OF THE OFA'S AND AREA BELOW THE 7:1 TRANSITIONAL SURFACE (OR ARE OBSTRUCTION MARKED AND LIGHTED ACCORDINGLY)

RUNWAY DATA

ITEM		RW 6/24 - EXISTING (E)		RW 6/24 - FUTURE (F)		RW 6/24 - ULTIMATE (U)	
RUNWAY IDENTIFICATION		6	24	6	24	6	24
RUNWAY DESIGN CODE (RDC) / RUNWAY VISUAL RANGE (RVR)		B-II-VIS		B-II-VIS	B-II-5000	C-II-VIS	C-II-5000
DEPARTURE REFERENCE CODE (DPRC)		B-II-VIS		B-II-5000	B-D-VIS	C-II-5000	C-II-VIS
SURFACE MATERIAL PAVEMENT STRENGTH & MATERIAL TYPE	SURFACE MATERIAL	ASPHALT		ASPHALT		ASPHALT	
	STRENGTH BY WHEEL LOADING (LBS)	30,000 SWG / 60,000 DWG		30,000 SWG / 60,000 DWG		33,000 SWG / 63,000 DWG	
	PCN (FOR BEARING STRENGTH OF 12,500 LBS OR GREATER)	6 F/C/Y/T		TBD		TBD	
	SURFACE TREATMENT	NONE		NONE		NONE	
EFFECTIVE RUNWAY GRADIENT	EFFECTIVE (%)	0.64		0.63		0.62	
	MAXIMUM (%)	1.12		1.12		1.12	
	LINE OF SIGHT MET (Y OR N)	Y		Y		Y	
PERCENT WIND COVERAGE	A / D-I - 10.5 KTS	96.62%		96.62%		96.62%	
	A / D-II - 13 KTS	96.23%		96.23%		96.23%	
	C-II - 16 KTS	96.73%		96.73%		96.73%	

RUNWAY DATA

ITEM							
RUNWAY DIMENSIONS (FT)		6,001 x 75		7,183 x 75		8,330 x 100	
RUNWAY SAFETY AREA DIMENSIONS (RSA)	WIDTH (FT)	150		150		500	
	LENGTH BEYOND RUNWAY END (FT)	300	300	300	300	1000	1000
RUNWAY END COORDINATES (NAD 83)	LATITUDE	N 39° 24' 00.38"	N 39° 24' 21.53"	N 39° 24' 00.38"	N 39° 24' 25.70"	N 39° 24' 00.38"	N 39° 24' 29.74"
	LONGITUDE	W 119° 15' 43.02"	W 119° 14' 28.62"	W 119° 15' 40.02"	W 119° 14' 14.54"	W 119° 15' 43.02"	W 119° 14' 00.69"
	DISPLACED THRESHOLD LAT	N/A	N/A	N/A	N/A	N/A	N/A
	DISPLACED THRESHOLD LONG	N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY ELEVATIONS (NAVD 88)	RUNWAY END (FT)	4,205.2	4,214.6	4,205.2	4,205.6	4,205.2	4,197.3
	DISPLACED THRESHOLD (FT)	N/A	N/A	N/A	N/A	N/A	N/A
	TOUCHDOWN ZONE (TDZ) (FT)	N/A	N/A	4,205.2	4,228.3	4,205.2	4,219.8
	HIGH POINT (FT)	4,205.2		4,205.2		4,205.2	
	LOW POINT (FT)	4,214.6		4,205.6		4,197.3	
RUNWAY LIGHTING TYPE		MIRL		MIRL		MIRL	
RUNWAY PROTECTION ZONE DIMENSIONS (RPZ) (FT)		500 x 700 x 1,000	500 x 700 x 1,000	500 x 700 x 1,000	500 x 700 x 1,000	500 x 1,010 x 1,700	500 x 1,010 x 1,700
RUNWAY MARKING TYPE		NPI	NPI	NPI	NPI	NPI	NPI
14 CFR PART 77 APPROACH	APPROACH TYPE	VISUAL	VISUAL	VISUAL	NPI	VISUAL	NPI
	VISIBILITY MINIMUMS (FT)	VISUAL	VISUAL	VISUAL	5000	VISUAL	5000
	APPROACH SLOPE DIMENSIONS (FT)	500 x 1,500 x 5,000	500 x 1,500 x 5,000	500 x 1,500 x 5,000	500 x 3,500 x 10,000	500 x 1,500 x 5,000	500 x 3,500 x 10,000
	APPROACH CATEGORY (SLOPE)	20:1	20:1	20:1	34:1	20:1	34:1
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH		N/A	N/A	N/A	VERTICALLY GUIDED	N/A	VERTICALLY GUIDED
RUNWAY DEPARTURE SURFACE (YES OR N/A)		N/A	N/A	YES	N/A	YES	N/A
RUNWAY OBJECT FREE AREA (ROFA)	WIDTH (FT)	500		500		800	
	LENGTH BEYOND RUNWAY END (FT)	300	300	300	300	1000	1000
OBSTACLE FREE ZONE (OFZ)	WIDTH (FT)	400		400		400	
	LENGTH BEYOND RUNWAY END (FT)	200	200	200	200	200	200
THRESHOLD SITING SURFACE (TSS)	DIMENSIONS (FT)	400 x 1,000 x 10,000	400 x 1,000 x 10,000	400 x 1,000 x 10,000	400 x 3,800 x 10,000	400 x 1,000 x 10,000	800 x 3,800 x 10,000
	PENETRATIONS	NO TSS PENETRATIONS	NO TSS PENETRATIONS	NO TSS PENETRATIONS	NO TSS PENETRATIONS	NO TSS PENETRATIONS	NO TSS PENETRATIONS
VISUAL AND INSTRUMENT NAVAIDS		PAPI / REIL (SPONSORED OWNED)	PAPI / REIL (SPONSORED OWNED)	PAPI / REIL (SPONSORED OWNED)	PAPI / REIL / LDIN (SPONSORED OWNED)	PAPI / REIL (SPONSORED OWNED)	PAPI / REIL / LDIN (SPONSORED OWNED)

TAXIWAY AND TAXILANE DATA

TAXIWAY AND TAXILANE DATA	ALL (E)	ALL (F)	ALL (U)
TAXIWAY AND TAXILANE DESIGN GROUP (TDG)	TDG-2	TDG-2	TDG-2
TAXIWAY AND TAXILANE WIDTH (FT)	35	35	35
TAXIWAY AND TAXILANE SAFETY AREA DIMENSIONS (FT)	79	79	79
TAXIWAY AND TAXILANE OBJECT FREE AREA DIMENSIONS (FT)	TW 131 TL 115	TW 131 TL 115	TW 131 TL 115
TAXIWAY AND TAXILANE SEPARATION (FT)	TW 105 TL 97	TW 105 TL 97	TW 105 TL 97
TAXIWAY AND TAXILANE LIGHTING	RETROREFLECTOR MARKERS	MITL	MITL

HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD 83), VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88) ELEVATIONS & RUNWAY END COORDINATES FROM SURVEY BY TOWILL, INC. SURVEY DATA DATED 10/13/2011

MODIFICATION TO STANDARDS APPROVAL

DESCRIPTION	STANDARD TO BE MODIFIED	EXISTING	PROPOSED	PROPOSED ACTION	AIRSPACE CASE NO.	APPROVAL DATE
NONE REQUIRED						

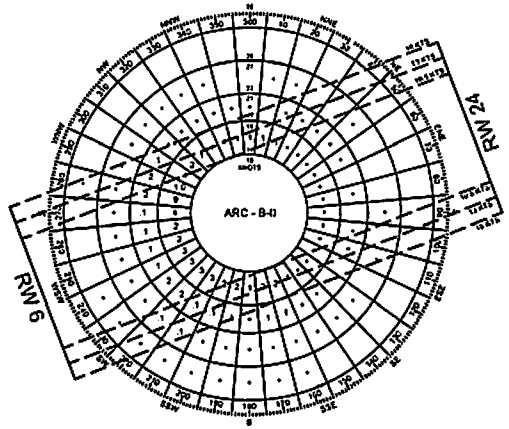
DECLARED DISTANCES

ITEM	EXISTING		FUTURE		FAA APPROVAL DATE
	RW 6	RW 24	RW 6	RW 24	
TAKEOFF RUN AVAILABLE (TORA) (FT)	NONE REQUIRED				
TAKEOFF DISTANCE AVAILABLE (TODA) (FT)					
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) (FT)					
LANDING DISTANCE AVAILABLE (LDA) (FT)					

AIRPORT DATA

ITEM		EXISTING (E)	FUTURE (F)	ULTIMATE (U)
AIRPORT REFERENCE CODE (ARC)		B-II	B-II	C-II
MEAN MAX. TEMP OF HOTTEST MONTH (°F) (JULY)		93.8	93.8	93.8
AIRPORT ELEVATION (MSL, FT) (NAVD 88) *		4,205	4,205	4,273
AIRPORT NAVIGATIONAL AIDS		BEACON	BEACON	BEACON
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE	N 39° 24' 11"	N 39° 24' 13"	N 39° 24' 15"
	LONGITUDE	W 119° 15' 06"	W 119° 14' 57"	W 119° 14' 50"
MISCELLANEOUS FACILITIES		WIND CONE / SEGMENTED CIRCLE / SUPER AWOS	WIND CONE / SEGMENTED CIRCLE / AWOS	WIND CONE / SEGMENTED CIRCLE / AWOS
ARC AND CRITICAL AIRCRAFT	ARC	B-II	B-II	C-II
	AIRCRAFT	BEECHCRAFT KING AIR 200	CESSNA CITATION II	BOMBARDIER CHALLENGER CL-604
	WING SPAN (FT)	54.5	50.00	61.80
	UNDERCARRIAGE (FT)	17.20	10	10.50
	APPROACH SPEED (KTS)	103	110	125
AIRPORT MAGNETIC VARIATION	VARIATION	13°30' EAST	TBD	TBD
	DATE	8/2014	TBD	TBD
	SOURCE	NOAA GOC	TBD	TBD
NPIAS SERVICE LEVEL		GA	GA	GA

* EXISTING ELEVATIONS & RUNWAY END COORDINATES FROM TOWILL, INC. SURVEY DATA DATED 10/13/2011



RUNWAY	10.5 KNOTS 12 MPH	13 KNOTS 15 MPH	16 KNOTS 20 MPH
6/24	96.62%	96.23%	96.73%

ALL WEATHER WIND ROSE

WIND DATA SOURCE: DEAD CAMEL MOUNTAIN RAWS 16 NM SE OF SPZ AT 4,450 MSL, 2013 (COLLECTION BETWEEN 2003 - 2009)
RANGE OF OBSERVATIONS: 98.67%

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Project No	Date	Revision / Description	File	Dwn	Chkd	Apvd
0	139143	2/5/2015	ORIGINAL ISSUE	11x17.dgn	LKB	JKR	ZEP

AIRPORT DATA SHEET

Sheet 3 of 18

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ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AIRPORT LAYOUT PLANS
TERMINAL AREA DRAWING
Sheet 4 of 18
LEGEND
AIRPORT FACILITIES LIST
AIRPORT PROPERTY LINE (E)
AIRPORT PROPERTY LINE (F)
ACCESS GATE (E)
ACCESS GATE (F)
TERMINAL AREA FENCE (F)
8' CHAIN LINK FENCE (E)
AIRPORT ACCESS ROAD
US HIGHWAY 95
SCALE IN FEET
MAGNETIC NORTH SOURCE
NOAA GEOMAGNETIC DATA CENTER
MAGNETIC VARIATION 13°56' EAST
RATE OF CHANGE 7.7' WEST PER YEAR
OBTAINED 05/2014
EXISTING
FUTURE/ULTIMATE
RW 1 TO HOLDING POSITION 250' (E)
RW 1 TO HOLDING POSITION 250' (F)
RW 1 TO APRON 400' (E)
RW 1 TO APRON 400' (F)
RW 1 TO APRON 360' (E)
RW 1 TO RW 19 (E)
RW 1 TO RW 19 (F)
TAXIWAY A (E)
TAXIWAY A (F)
APRON (E)
APRON (F)
LIGHT POLE (E)
FENCE (F)

LEGEND

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	0000 0000	0000 0000	THRESHOLD LIGHTS
		STRUCTURE/FACILITIES (BUILDING)			REIL
		AIRPORT PROPERTY LINE (APL)			PAPI
N/A		CORPORATE PARCEL LINE			AIRPORT BEACON
ESALT	ESALT (F)	RUNWAY SAFETY AREA (RSA)			WIND CONE & SEGMENTED CIRCLE
OFZ(E)	OFZ (F)	OBSTACLE FREE ZONE (OFZ)		N/A	SUPPLEMENTAL WIND CONE
ROFA(E)	ROFA (F)	RUNWAY OBJECT FREE AREA (ROFA)			AWOS
RPZ(E)	RPZ (F)	RUNWAY PROTECTION ZONE (RPZ)		N/A	SECTION CORNER
ERLI(E)	ERLI (F)	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSA(E)	TSA (F)	TAXIWAY SAFETY AREA (TSA)			ROADS
TOFA(E)	TOFA (F)	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
		AIRPORT REFERENCE POINT (ARP)	X	XX	FENCING
	N/A	PACS/SACS MONUMENT		N/A	POWERLIGHT POLE
N/A		TO BE REMOVED	N/A		HELICOPTER PARKING

AIRPORT FACILITIES LIST

NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST.)	NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST.)
1	ADMIN. / TERMINAL BUILDING	4244' *	12	AIRCRAFT TIE DOWNS	-
2	T-HANGAR	4247' *	13	CACTUS AIR FORCE	4250'
3	T-HANGAR	4247'	14	FBO / TERMINAL	4253'
4	VEHICLE PARKING	-	15	T-HANGARS	4249'
5	LIGHTED WIND CONE W/ SEGMENTED CIRCLE	4235' *	16	DOX HANGARS	4208'-4218'
6	AWOS	4218' *	17	DOX HANGARS	4297'
7	PAPIs	-	18	UASAAV AREA	4258'-4265'
8	REIL's	-	19	AIR TANKER BASE	4289'
9	FUEL PUMP / STORAGE	-	20	HELICOPTER PARKING	-
10	ELECTRICAL VAULT	4241'	21	STORAGE BUILDING	4244'
11	BEACON	4297' *	22	SUPPLEMENTAL WIND CONE	4272' *

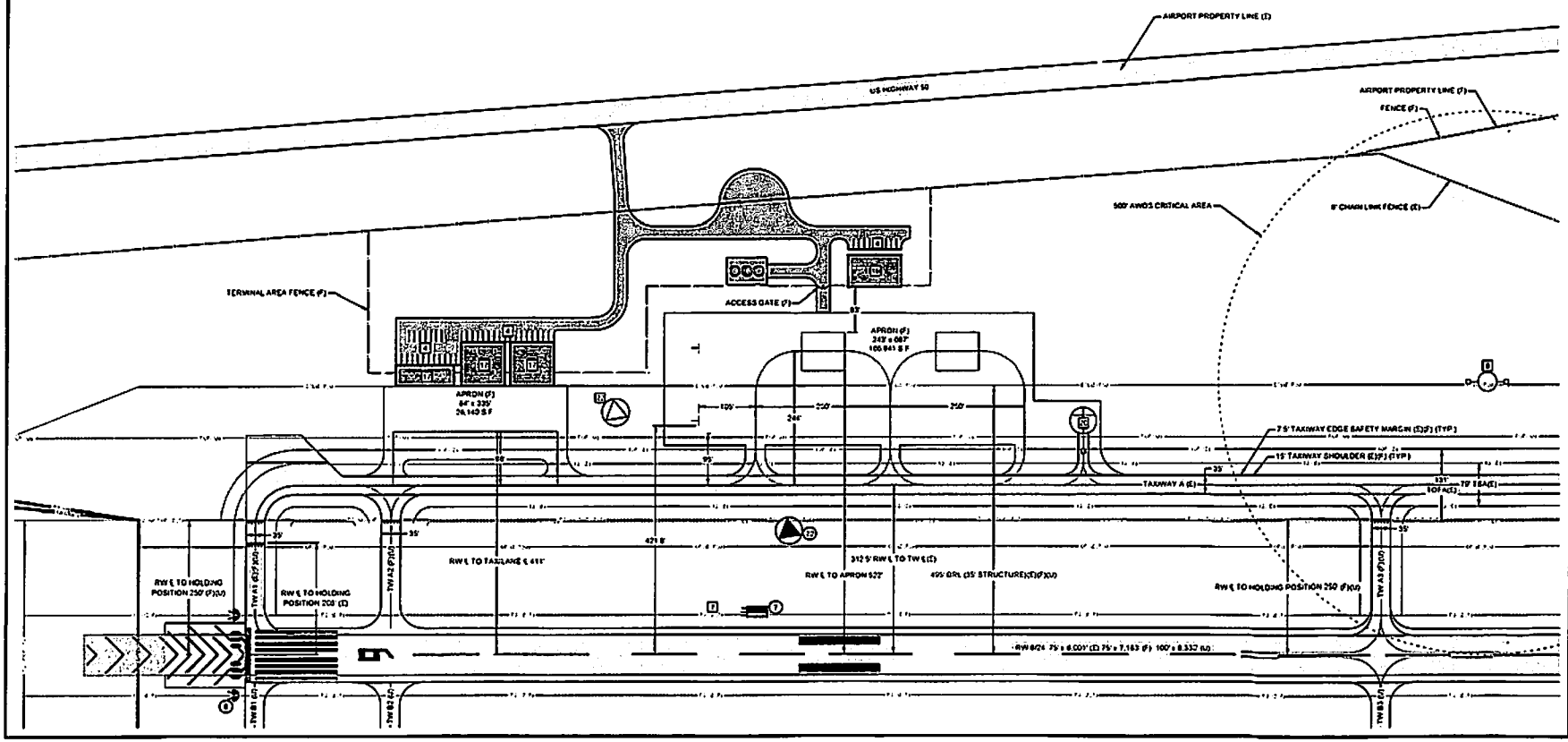
○ EXISTING
□ FUTURE/ULTIMATE

* ELEVATIONS FROM OBSTRUCTION SURVEY OF TOWILL, INC DATED 10/13/2011

13°39'

MAGNETIC NORTH SOURCE
NOAA GEOPHYSICAL DATA CENTER
MAGNETIC DECLINATION 13°39' EAST
RATE OF CHANGE 7.2' WEST PER YEAR
OBTAINED 09/02/14

100 0 100 200
SCALE IN FEET



ARMSTRONG

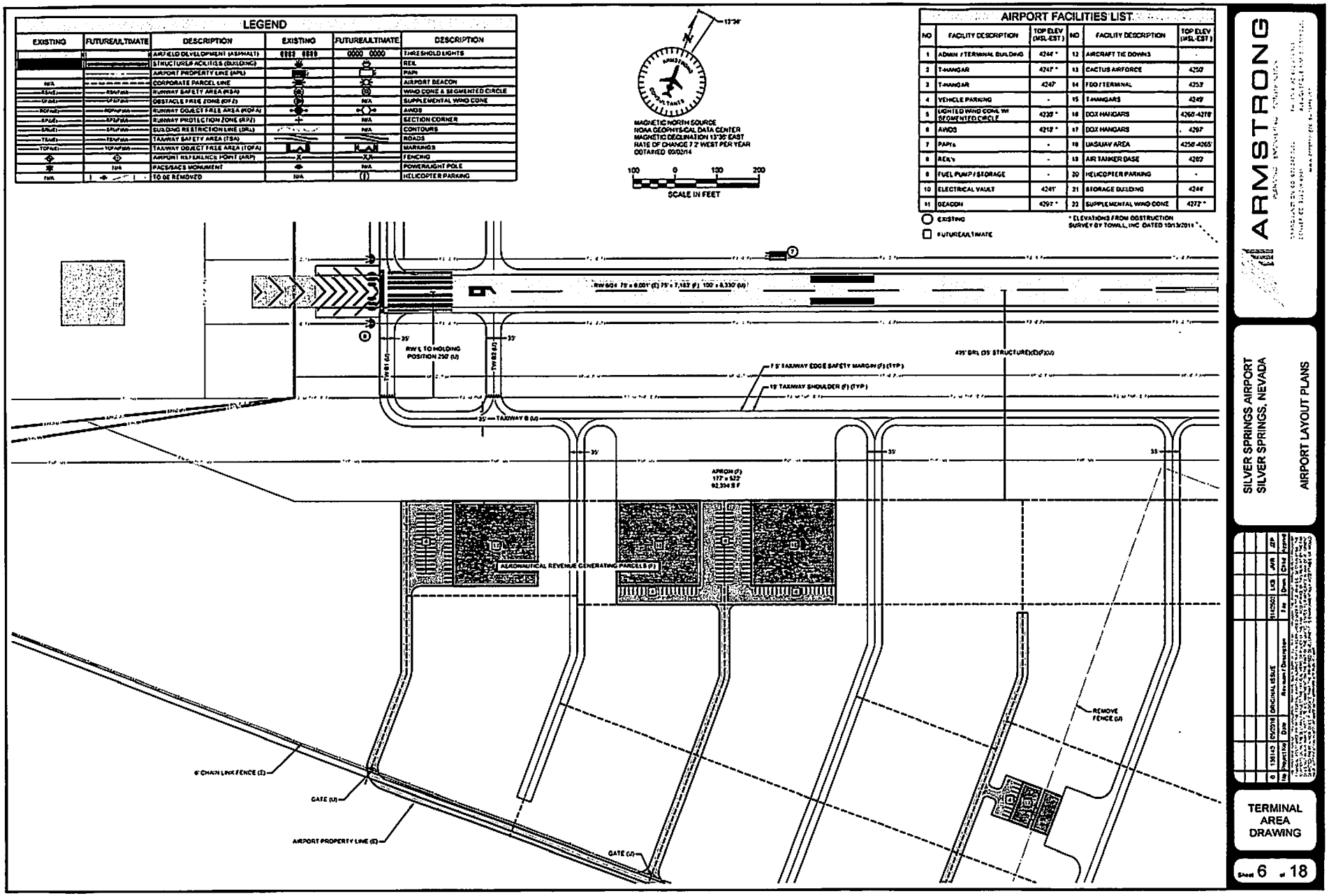
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Description	Date	Revision Description	File	Dsn	Dwn	Chkd	Approved
0	ESR13	05/2013	ORIGINAL ISSUE	31142GC	LKD	AKR	JEP	

TERMINAL AREA DRAWING

Sheet 5 of 18


LEGEND
EXISTING
FUTURE/ULTIMATE
DESCRIPTION
AIRFIELD DEVELOPMENT (ASPHALT)
STRUCTURES/FACILITIES (BUILDING)
AIRPORT PROPERTY LINE (APL)
CORPORATE PARCEL LINE
RUNWAY SAFETY AREA (RSA)
OBSTACLE FREE ZONE (OFZ)
RUNWAY OBJECT FREE AREA (ROFA)
RUNWAY PROTECTION ZONE (RPZ)
BUILDING RESTRICTION LINE (BRL)
TAXIWAY SAFETY AREA (TSA)
TAXIWAY OBJECT FREE AREA (TOFA)
AIRPORT REFERENCE POINT (ARP)
FACE/SACS MONUMENT
TO BE REMOVED
THRESHOLD LIGHTS
REIL
PAPI
AIRPORT BEACON
WIND CONE & SEGMENTED CIRCLE
SUPPLEMENTAL WIND CONE
AWOS
SECTION CORNER
CONTOURS
ROADS
MARKINGS
FENCING
POWER/LIGHT POLE
HELICOPTER PARKING
MAGNETIC NORTH SOURCE
NOAA GEOPHYSICAL DATA CENTER
MAGNETIC DECLINATION 13°35' EAST
RATE OF CHANGE 7.2' WEST PER YEAR
OBTAINED 09/02/14
SCALE IN FEET
AIRPORT FACILITIES LIST
NO
FACILITY DESCRIPTION
TOP ELEV (MSL-EST.)
EXISTING
FUTURE/ULTIMATE
* ELEVATIONS FROM OBSTRUCTION SURVEY BY TOWILL, INC DATED 10/15/2014
RW 6/24 75' x 6,001' (E) 75' x 7,183' (F) 100' x 8,330' (U)
RW 6 TO HOLDING POSITION 250' (U)
TAXIWAY B (U)
APRON (F) 177' x 522' 92,394 S.F.
AERONAUTICAL REVENUE GENERATING PARCELS (F)
REMOVE FENCE (U)
6' CHAIN LINK FENCE (E)
GATE (U)
AIRPORT PROPERTY LINE (E)
GATE (U)
ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AIRPORT LAYOUT PLANS
TERMINAL AREA DRAWING
Sheet 6 of 18

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AIRPORT LAYOUT PLANS
ARMSTRONG
TERMINAL AREA DRAWING
Sheet 7 of 18
LEGEND
AIRPORT FACILITIES LIST
SCALE IN FEET
0
100
200

LEGEND

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	0000 0000	0000 0000	THRESHOLD LIGHTS
		STRUCTURES/BUILDINGS (BUILDING)			REIL
		AIRPORT PROPERTY LINE (APL)			PAPI
N/A		CORPORATE PARCEL LINE			AIRPORT BEACON
RSA(E)	RSA(F/A)	RUNWAY SAFETY AREA (RSA)			WIND CONE & SEGMENTED CIRCLE
OFZ(E)	OFZ(F/A)	OBSTACLE FREE ZONE (OFZ)		N/A	SUPPLEMENTAL WIND CONE
ROFA(E)	ROFA(F/A)	RUNWAY OBJECT FREE AREA (ROFA)			AWOS
RPZ(E)	RPZ(F/A)	RUNWAY PROTECTION ZONE (RPZ)	+	N/A	SECTION CORNER
BRL(E)	BRL(F/A)	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSA(E)	TSA(F/A)	TAXIWAY SAFETY AREA (TSA)			ROADS
TOFA(E)	TOFA(F/A)	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
		AIRPORT REFERENCE POINT (ARP)			FENCING
	N/A	PACS/SACS MONUMENT		N/A	POWER/LIGHT POLE
N/A	TO BE REMOVED		N/A	(T)	HELICOPTER PARKING

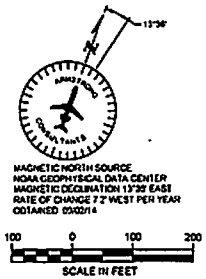
AIRPORT FACILITIES LIST

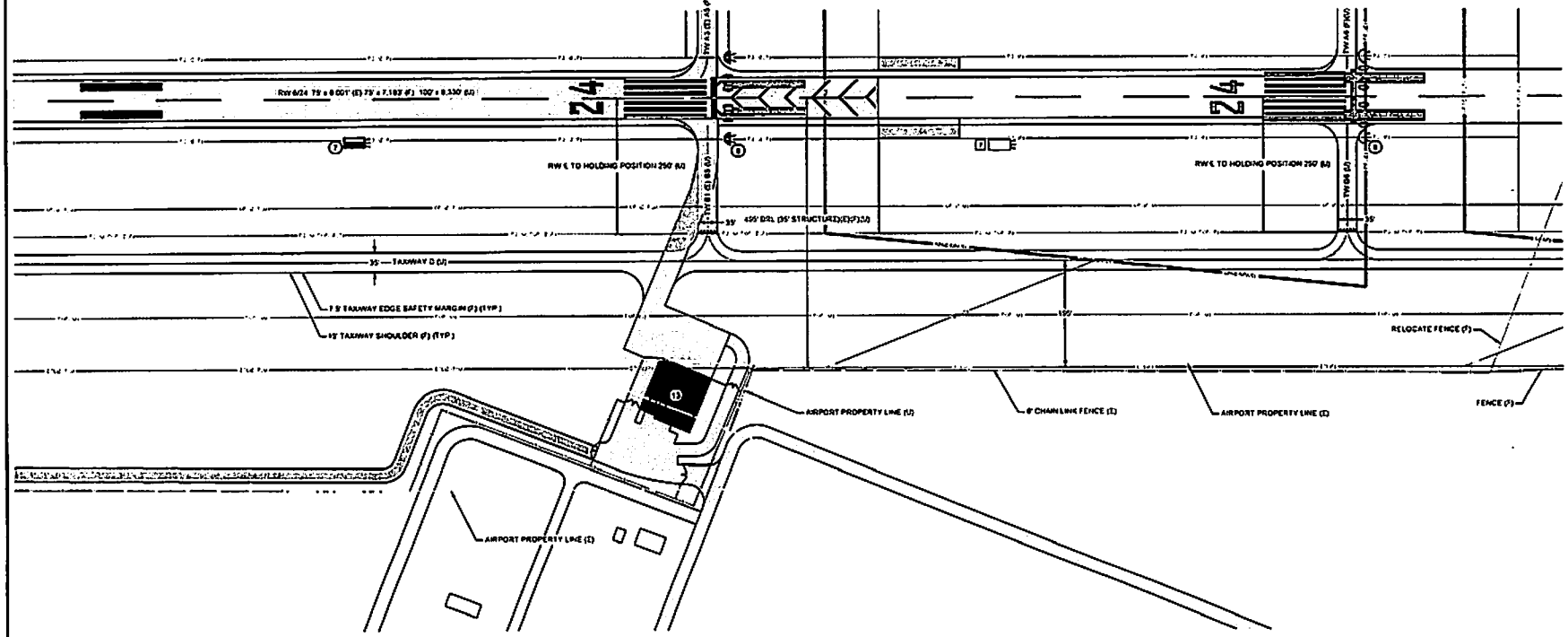
NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST)	NO	FACILITY DESCRIPTION	TOP ELEV (MSL-EST)
1	ADMIN / TERMINAL BUILDING	4244'	12	AIRCRAFT TIE DOWNS	-
2	T-HANGAR	4247'	13	CACTUS AIRFORCE	4250
3	T-HANGAR	4247	14	FBO TERMINAL	4253
4	VEHICLE PARKING	-	15	T-HANGARS	4249
5	LIGHTED WIND CONE W/ SEGMENTED CIRCLE	4239'	16	DOX HANGARS	4268-4278
6	AWOS	4218'	17	DOX HANGARS	4297
7	PAPIs	-	18	UAS/UAV AREA	4258-4265
8	REILs	-	19	AIR TANKER BASE	4289
9	FUEL PUMP / STORAGE	-	20	HELICOPTER PARKING	-
10	ELECTRICAL VAULT	4249	21	STORAGE BUILDING	4244
11	BEACON	4297'	22	SUPPLEMENTAL WIND CONE	4272'

○ EXISTING

□ FUTURE/ULTIMATE

* ELEVATIONS FROM OBSTRUCTION SURVEY OF SOWILL, INC. DATED 10/13/2011





ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Description	Date	Drawn	Checked	Approved
0	ORIGINAL ISSUE	01/15/15	EJL	JAR	JEP

TERMINAL AREA DRAWING

Sheet 8 of 18

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AIRPORT LAYOUT PLANS

No	Revision Description	Dwn	Chkd	Apprvd	Date
0	ORIGINAL ISSUE	LKD	JAS	JAS	03/20/19

FAR PART 77
AIRSPACE
DRAWING

Sheet 9 of 18

NOTES

1) AIRPORT ELEVATION 4215.2'

2) NO CURRENT HEIGHT RESTRICTION ZONING IN EFFECT

3) REFER TO "INNER PORTION OF THE APPROACH SURFACE DRAWING FOR DETAILS ON CLOSE IN APPROACH OBSTRUCTIONS

4) APPROACH SURFACES BASED ON ULTIMATE CONDITION

5) THE FAR PART 77 AIRSPACE DRAWING WAS BASED ON ESTIMATED RUNWAY END ELEVATIONS. THESE ELEVATIONS SHOULD BE VERIFIED ALONG WITH THE USE OF AIRSPACE EVALUATION CASES THAT HAVE BEEN SUBMITTED THROUGH THE FAA OBSTRUCTION EVALUATION/AIRPORT AIRSPACE ANALYSIS (OE/AAA) PROCESS. NO SURVEYS OF THE FAR PART 77 SURFACES HAVE BEEN CONDUCTED

MAGNETIC NORTH (SOURCE: NOAA GEOSPATIAL DATA CENTER MAGNETIC DECLINATION 11°30' E, ANNUAL RATE OF CHANGE 7.7 MINS PER YEAR, OBTAINED 03/2014)

SCALE IN FEET
2000 0 2000 4000

HORIZONTAL SURFACE
CONICAL SURFACE
PENETRATION
WATER

TRANSITIONAL SURFACE
APPROACH SURFACE
PRIMARY SURFACE

TYPICAL ISOMETRIC VIEW OF FAR PART 77 SURFACES

RUNWAY 6/24 PLAN (U)
SCALE PER DARGCALE

OBSTRUCTION CHART

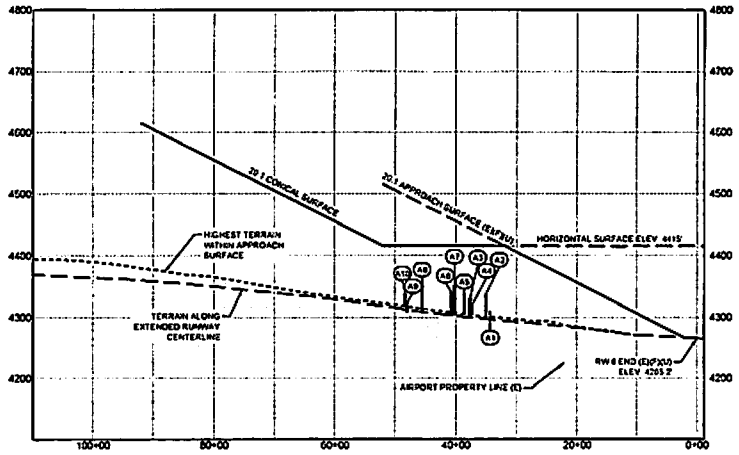
SURFACE	ITEM NO	DESCRIPTION	GROUND ELEVATION (MSL)	TOP ELEVATION (MSL)	PENETRATION	REMARKS
PRIMARY	(1)	* TERRAIN	4215'	4215'	0'	GRADE
APPROACH	(A1)	* ROAD	4294'	4309'	---	---
	(A2)	** TREES	4296'	4337'	---	---
	(A3)	** POLE	4299'	4330'	---	---
	(A4)	* ROAD	4217'	4232'	---	---
	(A5)	** POLE	4302'	4337'	---	---
	(A6)	** POLE	4302'	4340'	---	---
	(A7)	**TREES	4303'	4350'	---	---
	(A8)	** TREES	4307'	4352'	---	---
	(A9)	* ROAD	4308'	4323'	---	---
	(A10)	** ROAD	4217'	4332'	---	---
	(A11)	* ROAD	4186'	4201'	---	---
	(A12)	* ROAD	4183'	4200'	---	---
	(A13)	** TREE	4170'	4242'	---	---
	(A14)	** TREE	4178'	4222'	---	---
	(A15)	* ROAD	4183'	4198'	---	---
	(A16)	* ROAD	4180'	4195'	---	---
	(A17)	* ROAD	4180'	4195'	---	---
	(A18)	* ROAD	4178'	4193'	---	---
	(A19)	* ROAD	4178'	4193'	---	---
	(A20)	* ROAD	4175'	4190'	---	---
	(A21)	* ROAD	4170'	4185'	---	---
	(A22)	* ROAD	4170'	4185'	---	---
	(A23)	** ANTENNA	4187'	4270'	---	---
	(A24)	* ROAD	4170'	4185'	---	---
	(A25)	* RAILROAD	4170'	4193'	---	---
TRANSITIONAL	(14)	** TREE	4223'	4258'	1'±	---
HORIZONTAL	(15)	* TERRAIN	5063'	5063'	650'±	---
	(16)	** POLE	4426'	4462'	47'±	---
	(17)	** POLE	4426'	4461'	48'±	---
	(18)	** POLE	4417'	4462'	47'±	---
	(19)	** POLE	4474'	4508'	91'±	---
	(20)	** POLE	4475'	4514'	99'±	---
	(21)	** POLE	4465'	4503'	88'±	---
	(22)	** POLE	4478'	4507'	92'±	---
	(23)	** POLE	4484'	4529'	114'±	---
	(24)	** POLE	4633'	4667'	265'±	---
	(25)	** POLE	4681'	4712'	297'±	---
	(26)	** POLE	4577'	4625'	210'±	---
	(27)	** POLE	4510'	4543'	128'±	---
	(28)	** POLE	4532'	4567'	152'±	---
	(29)	** POLE	4507'	4548'	131'±	---
	(30)	** POLE	4444'	4491'	55'±	---
	(31)	** POLE	4428'	4478'	81'±	---
	(32)	** POLE	4392'	4440'	29'±	---
	(33)	** POLE	4382'	4430'	19'±	---
CONICAL	(2)	TERRAIN	4550	4501'	62'±	---
	(3)	TERRAIN	5320'	5292'	772'±	---
	(4)	** POLE	4629'	4672'	306'±	---
	(5)	TERRAIN	4496'	4496'	8'±	---
	(6)	** POLE	4703'	4733'	121'±	---
	(7)	** POLE	4696'	4690'	107'±	---
	(8)	** POLE	4488'	4521'	18'±	---
	(9)	** POLE	4556'	4581'	87'±	---
	(10)	** POLE	4559'	4580'	817'±	---
	(11)	** POLE	4554'	4583'	107'±	---
	(12)	** POLE	4500'	4548'	98'±	---
	(13)	** POLE	4630'	4667'	130'±	---
	(34)	** POLE	4631'	4649'	129'±	---
	(35)	** POLE	4607'	4639'	130'±	---
	(36)	** POLE	4591'	4619'	121'±	---
	(37)	** POLE	4574'	4604'	116'±	---
	(38)	** POLE	4527'	4564'	99'±	---
	(39)	** POLE	4507'	4550'	91'±	---
	(40)	** POLE	4485'	4507'	50'±	---
	(41)	** POLE	4426'	4461'	17'±	---
	(42)	** POLE	4421'	4461'	27'±	---
	(43)	** POLE	4474'	4495'	42'±	---
	(44)	** POLE	4516'	4553'	117'±	---
	(45)	** POLE	4491'	4529'	109'±	---

NOTES

SEE INNER APPROACH DRAWINGS FOR OBSTRUCTIONS IN RPZ

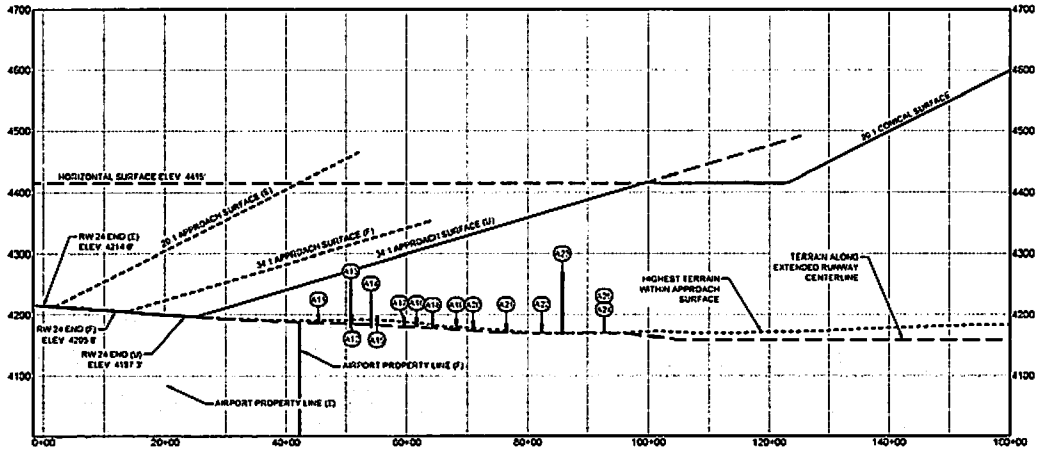
* ESTIMATED TOP ELEVATION FROM 30 M DEM

** TOP ELEVATION FROM OBSTRUCTION SURVEY BY TOWILL, INC., DATED 10/13/11



RUNWAY 6 END PROFILE (U)

SCALE PER GRID



RUNWAY 24 END PROFILE (U)

SCALE PER GRID

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

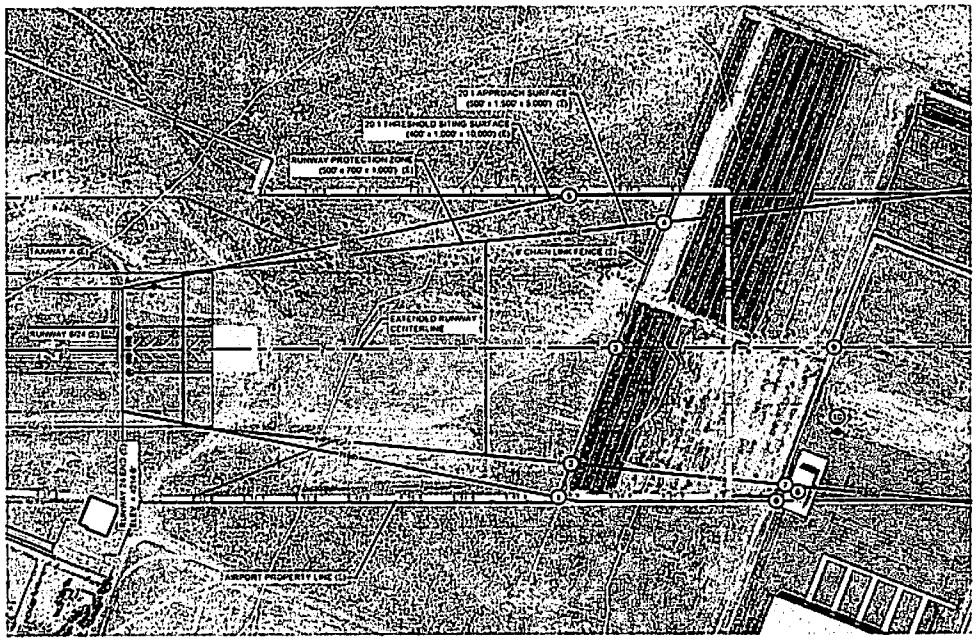
AIRPORT LAYOUT PLANS

No	Project No	Date	Revision/Description	FAA	Drwn	Chkd	Approved
0	136140	07/2016	ORIGINAL ISSUE	KS/CSH	KB	JMR	JP

FAR PART 77 PROFILE DRAWING

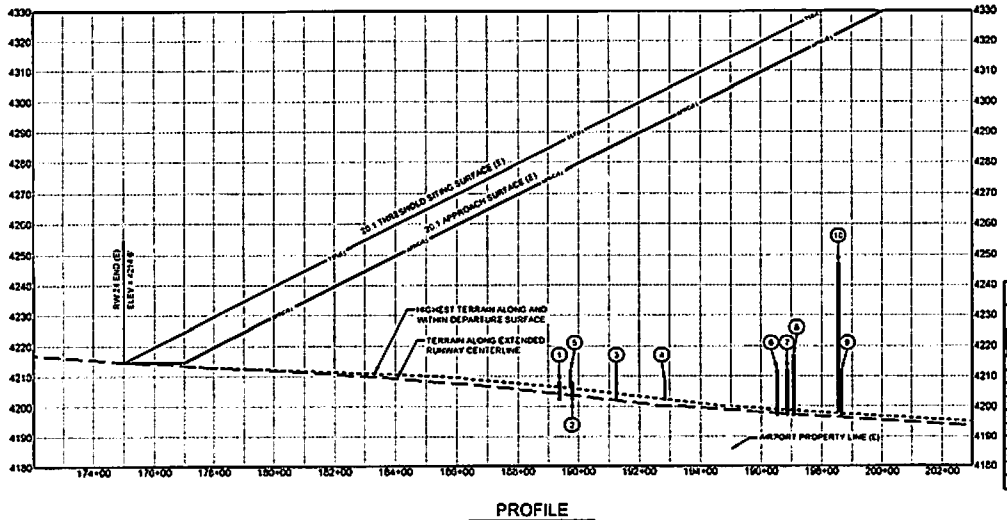
Sheet 10 of 18

ARMSTRONG
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AIRPORT LAYOUT PLANS
RUNWAY 6
INNER
APPROACH
(E)(F)(U)
Sheet 11 of 18
OBJECTS WITHIN RUNWAY 6, TSS AND APRC SURFACES (E)(F)(U)
NOTES
LEGEND
EXISTING
FUTURE/ULTIMATE
DESCRIPTION
PLAN
SCALE PER BAR SCALE
PROFILE
SCALE PER GRID
SCALE IN FEET



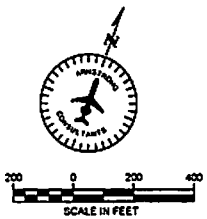
PLAN

SCALE PER BAR SCALE



PROFILE

SCALE PER GRID



OBJECTS WITHIN RUNWAY 24, TSS AND APRC SURFACES (E)

No	OBJECT	EST OBJECT HT	TOP ELEV (MSL)	20:1 TSS PEN	20:1 APRC SURFACE PEN	REMARKS
(1)	* FENCE	6'	4208'	NONE	-	N/A
(2)	* FENCE	6'	4203'	NONE	NONE	N/A
(3)	* FENCE	6'	4208'	NONE	NONE	N/A
(4)	* FENCE	6'	4208'	NONE	NONE	N/A
(5)	* FENCE	6'	4217'	NONE	-	N/A
(6)	* ROAD	15'	4213'	NONE	-	N/A
(7)	* ROAD	15'	4217'	NONE	NONE	N/A
(8)	* BUILDING	25'	4227'	NONE	NONE	N/A
(9)	* ROAD	15'	4217'	NONE	NONE	N/A
(10)	** POLE	45'	4247'	NONE	NONE	N/A

NOTE: OBJECT ELEVATIONS ARE FEET MSL (VERTICAL DATUM NAVD88)
* = OBJECT ELEVATIONS ARE ESTIMATED AND NOT BASED ON A SURVEY
** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON FAA OE/AAA
*** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON TOWNSEND, INC SURVEY DATA DATED: 10/13/11
(1) = OBJECT IS NOT LOCATED WITHIN THIS SURFACE
= OBJECT PENETRATION LOCATION
EST = ESTIMATED, ELEV = ELEVATION, HT. = HEIGHT, PEN = PENETRATION, N/A = NOT APPLICABLE, O/L = OBSTRUCTION LIGHT, GDS = GLIDE SLOPE QUALIFICATION SURFACE, APRC = APPROACH SURFACE, TSS = THRESHOLD SITING SURFACE, DPRT = DEPARTURE SURFACE

NOTES

1 APPROACH SURFACE PENETRATIONS LOWER, MARK AND LIGHT, OR REMOVE PER FAA FLIGHT PROCEDURES OFFICE DETERMINATION

2 (LESS THAN 35' LOW, CLOSE-IN DEPARTURE SURFACE PENETRATIONS ADD NOTE TO DEPARTURE PROCEDURE OR LOWER, MARK AND LIGHT, OR REMOVE PER FAA FLIGHT PROCEDURES OFFICE DETERMINATION

LEGEND

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	APRCH	APRCH	APPROACH SURFACE
		STRUCTURES/FACILITIES (BUILDING)	DPRT	DPRT	DEPARTURE SURFACE
		AIRPORT PROPERTY LINE (APL)	TSS	TSS	THRESHOLD SITING SURFACE
RSA	RSA	RUNWAY SAFETY AREA (RSA)	GDS	GDS	GLIDE PATH QUALIFICATION SURFACE
OFZ	OFZ	OBSTACLE FREE ZONE (OFZ)			THRESHOLD LIGHTS
ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)			RCL
RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)			DRAINAGE/CULVERT
BRL	BRL	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSA	TSA	TAXIWAY SAFETY AREA (TSA)			ROAD
TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
N/A		TO BE REMOVED	X	X	FENCE
	N/A	POWER/LIGHT POLE	N/A		CUT / FILL

ARMSTRONG

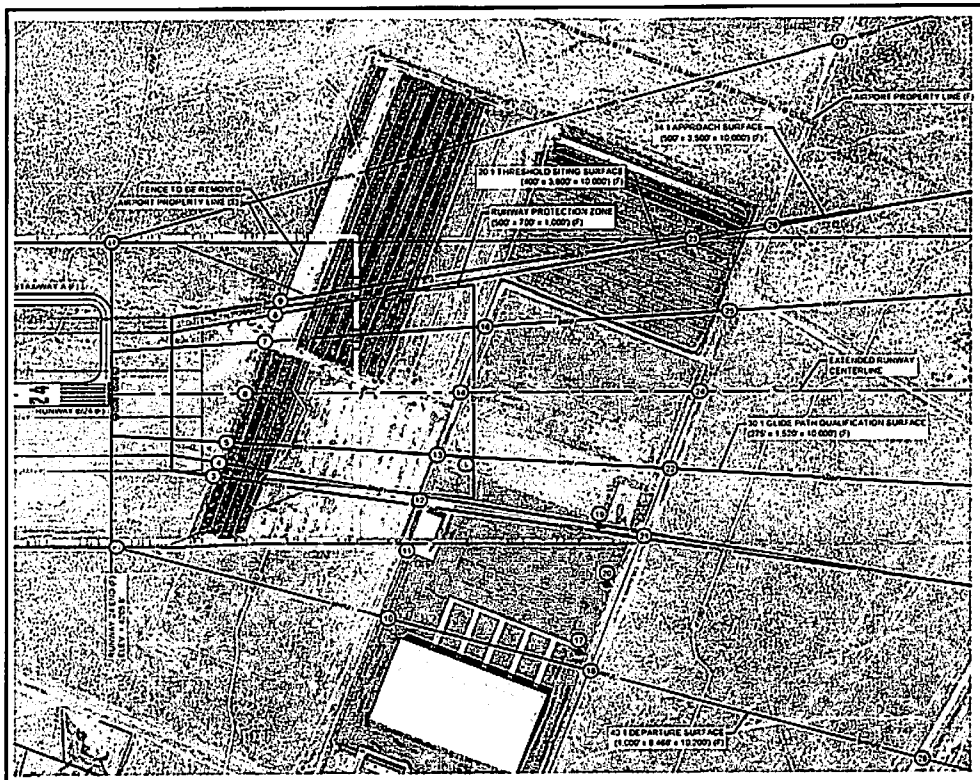
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Description	Date	Init	Dwn	Chkd	Approved
0	136143 DWGS (Original Issue)	04/25/12		Fax	DWG	ZP

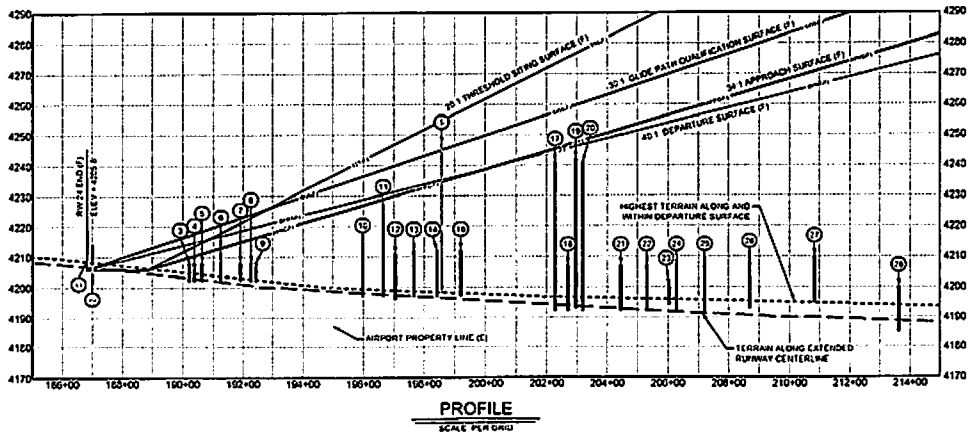
RUNWAY 24 INNER APPROACH (E)

Sheet 12 of 18



PLAN

SCALE PER BAR SCALE



PROFILE

SCALE PER GRID

OBJECTS WITHIN RUNWAY 24 GQS, TSS, APRC AND DEPARTURE SURFACES (F)

No	OBJECT	EST OBJECT HT	TOP ELEV (MSL)	30:1 GQS PEN (F)	20:1 TSS PEN (F)	34:1 APRC SURFACE PEN (F)	40:1 DPRT PEN (F)	REMARKS
(1)	* FENCE (L)	6'	4219	-	-	-	---	SEE NOTE 2
(2)	* FENCE (L)	6'	4212	-	-	-	---	SEE NOTE 2
(3)	* FENCE (L)	6'	4208	-	-	NONE	NONE	N/A
(4)	* FENCE (L)	6'	4202	-	NONE	NONE	NONE	N/A
(5)	* FENCE (L)	6'	4206	NONE	NONE	NONE	NONE	N/A
(6)	* FENCE (L)	6'	4208	NONE	NONE	NONE	NONE	N/A
(7)	* FENCE (L)	6'	4208	NONE	NONE	NONE	NONE	N/A
(8)	* FENCE (L)	6'	4208	-	NONE	NONE	NONE	N/A
(9)	* FENCE (L)	6'	4208	-	-	NONE	NONE	N/A
(10)	* PARKING LOT	15'	4212	-	-	-	NONE	N/A
(11)	* BUILDING	25'	4222	-	-	-	NONE	N/A
(12)	* ROAD	15'	4211	-	NONE	NONE	NONE	N/A
(13)	* ROAD	15'	4212	NONE	NONE	NONE	NONE	N/A
(14)	* ROAD	15'	4212	NONE	NONE	NONE	NONE	N/A
(15)	** POLE	48'	4241	-	NONE	---	---	REMOVE POLE
(16)	* ROAD	15'	4212	NONE	NONE	NONE	NONE	N/A
(17)	* POLE	48'	4207	-	-	-	NONE	N/A
(18)	* ROAD	15'	4211	-	-	-	NONE	N/A
(19)	* POLE	48'	4242	-	NONE	NONE	NONE	N/A
(20)	* POLE	48'	4242	-	-	-	NONE	N/A
(21)	* ROAD	15'	4207	-	NONE	NONE	NONE	N/A
(22)	* ROAD	15'	4207	NONE	NONE	NONE	NONE	N/A
(23)	* FENCE (L)	6'	4202	-	NONE	NONE	NONE	N/A
(24)	* ROAD	15'	4207	NONE	NONE	NONE	NONE	N/A
(25)	* ROAD	15'	4207	NONE	NONE	NONE	NONE	N/A
(26)	* ROAD	15'	4208	-	NONE	NONE	NONE	N/A
(27)	* ROAD	15'	4211	-	-	-	NONE	N/A
(28)	* ROAD	15'	4202	-	-	-	NONE	N/A

NOTE: OBJECT ELEVATIONS IN FEET MSL (VERTICAL DATUM NAVD88)
* = OBJECT ELEVATIONS ARE ESTIMATED AND NOT BASED ON A SURVEY
** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON FAA OE/AAA
*** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON TOWNSEL INC. SURVEY DATA DATED 10/13/11
○ = OBJECT IS NOT LOCATED WITHIN THIS SURFACE
● = OBJECT PENETRATION LOCATION

EST = ESTIMATED, ELEV = ELEVATION, HT = HEIGHT, PEN = PENETRATION, N/A = NOT APPLICABLE, OL = OBSTRUCTION LIGHT, GQS = GLIDESLOPE QUALIFICATION SURFACE, APRC = APPROACH SURFACE, TSS = THRESHOLD SITING SURFACE, DPRT = DEPARTURE SURFACE

NOTES

1 APPROACH SURFACE PENETRATION IS LOWER, MARK AND LIGHT, OR REMOVE PER FAA FLIGHT PROCEDURES OFFICE DETERMINATION

2 LESS THAN 35' LOW, CLOSE-IN DEPARTURE SURFACE PENETRATIONS ADD NOTE TO DEPARTURE PROCEDURE OR LOWER, MARK AND LIGHT, OR REMOVE PER FAA FLIGHT PROCEDURES OFFICE DETERMINATION

LEGEND

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	APRCH	APRCH	APPROACH SURFACE
		STRUCTURE/FACILITIES (BUILDING)	DPRT	DPRT	DEPARTURE SURFACE
		AIRPORT PROPERTY LINE (APL)	TSSE	TSS	THRESHOLD SITING SURFACE
RSAE	RSA	RUNWAY SAFETY AREA (RSA)	GQSE	GQS	GLIDE PATH QUALIFICATION SURFACE
OFZE	OFZ	OBSTACLE FREE ZONE (OFZ)			THRESHOLD LIGHTS
ROFAE	ROFA	RUNWAY OBJECT FREE AREA (ROFA)			R.S.A.
RPZE	RPZ	RUNWAY PROTECTION ZONE (RPZ)			DRAINAGE/CULVERT
BRLE	BRL	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSAE	TSA	TAXIWAY SAFETY AREA (TSA)			ROAD
TOFAE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
N/A	TO BE REMOVED		X	X	FENCE
	N/A	POWER/LIGHT POLE	N/A		CUT / FILL

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Description	Date	DESIGN	DRAWN	CHKD	APPVD
0	ORIGINAL ISSUE	01/05/2012	LAS	LAS	JEP	

RUNWAY 24 INNER APPROACH (F)

Sheet 13 of 18

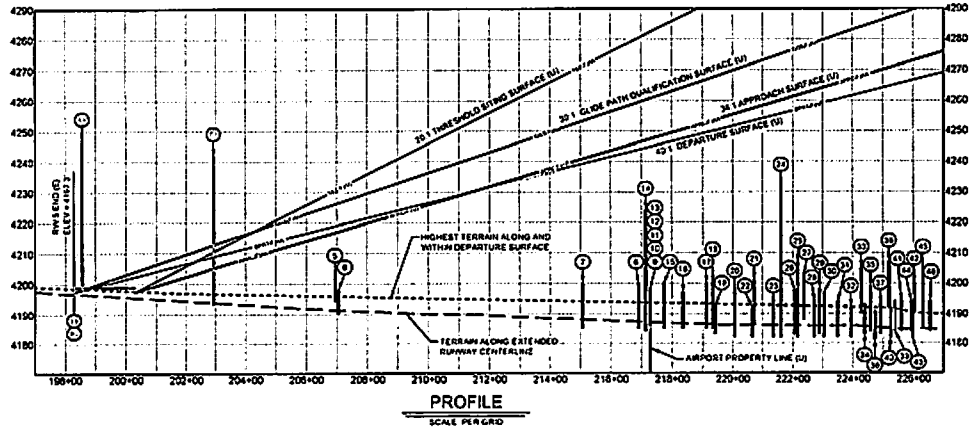
386

PLAN

SCALE PER BAR SCALE

200 0 200 400

SCALE IN FEET



PROFILE

SCALE PER GRID

OBJECTS WITHIN RUNWAY 24 GQS, TSS, APRC AND DEPARTURE SURFACES (U)

No	OBJECT	EST OBJECT HT	TOP ELEV (MSL)	30:1 GQS PEN (U)	20:1 TSS PEN (U)	34:1 APRC SURFACE PEN (U)	42:1 DPRT PEN (U)	REMARKS
(1)	* FENCE (U)	6'	4204	-	-	-	---	SEE NOTE 1
(2)	* FENCE (U)	6'	4202	-	-	-	---	SEE NOTE 1
(3)	*** POLE	43'	4247	-	-	-	---	REMOVE POLE
(4)	* POLE	47'	4242	-	-	-	---	REMOVE POLE
(5)	* FENCE (U)	6'	4209	-	NONE	-	NONE	N/A
(6)	* FENCE (U)	6'	4198	-	NONE	-	NONE	N/A
(7)	* ROAD	13'	4200	-	-	-	NONE	N/A
(8)	* ROAD	13'	4200	-	NONE	-	NONE	N/A
(9)	* FENCE (U)	6'	4192	-	NONE	NONE	NONE	N/A
(10)	* FENCE (U)	6'	4192	NONE	NONE	NONE	NONE	N/A
(11)	* FENCE (U)	6'	4193	NONE	NONE	NONE	NONE	N/A
(12)	* FENCE (U)	6'	4194	NONE	NONE	NONE	NONE	N/A
(13)	* FENCE (U)	6'	4196	-	NONE	NONE	NONE	N/A
(14)	* BUILDING	42'	4224	-	-	-	NONE	N/A
(15)	* ROAD	13'	4200	-	NONE	NONE	NONE	N/A
(16)	* BUILDING	17'	4197	-	NONE	-	NONE	N/A
(17)	* ROAD	13'	4200	-	NONE	NONE	NONE	N/A
(18)	* ROAD	13'	4200	NONE	NONE	NONE	NONE	N/A
(19)	* BUILDING	10'	4193	-	-	-	NONE	N/A
(20)	* ROAD	13'	4197	-	-	-	NONE	N/A
(21)	* ROAD	13'	4201	NONE	NONE	NONE	NONE	N/A
(22)	* BUILDING	10'	4192	-	-	-	NONE	N/A
(23)	* BUILDING	10'	4192	-	-	-	NONE	N/A
(24)	* TREE	50'	4252	-	-	-	NONE	N/A
(25)	* BUILDING	25'	4207	-	-	NONE	NONE	N/A
(26)	* ROAD	13'	4198	-	NONE	-	NONE	N/A
(27)	* ROAD	13'	4203	NONE	NONE	NONE	NONE	N/A
(28)	* BUILDING	12'	4194	-	NONE	-	NONE	N/A
(29)	* ROAD	13'	4196	-	NONE	NONE	NONE	N/A
(30)	* BUILDING	13'	4197	-	-	-	NONE	N/A
(31)	* BUILDING	12'	4194	-	-	-	NONE	N/A
(32)	* BUILDING	10'	4192	-	NONE	NONE	NONE	N/A
(33)	* ROAD	13'	4202	-	NONE	NONE	NONE	N/A
(34)	* BUILDING	10'	4187	-	NONE	NONE	NONE	N/A
(35)	* ROAD	13'	4199	NONE	NONE	NONE	NONE	N/A
(36)	* BUILDING	10'	4197	-	NONE	-	NONE	N/A
(37)	* BUILDING	10'	4193	-	NONE	NONE	NONE	N/A
(38)	* ROAD	13'	4201	-	NONE	-	NONE	N/A
(39)	* BUILDING	10'	4194	NONE	NONE	NONE	NONE	N/A
(40)	* BUILDING	10'	4192	-	NONE	NONE	NONE	N/A
(41)	* BUILDING	10'	4194	NONE	NONE	NONE	NONE	N/A
(42)	* BUILDING	10'	4194	NONE	NONE	NONE	NONE	N/A
(43)	* BUILDING	10'	4192	-	NONE	NONE	NONE	N/A
(44)	* BUILDING	10'	4200	-	NONE	-	NONE	N/A
(45)	* ROAD	13'	4200	NONE	NONE	NONE	NONE	N/A
(46)	* BUILDING	10'	4194	NONE	NONE	NONE	NONE	N/A

NOTE OBJECT ELEVATIONS IN FEET MSL (NAVD 88, GEOID 12A DATUM ORIGIN)

* = OBJECT ELEVATIONS ARE ESTIMATED AND NOT BASED ON A SURVEY

** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON FAA OE/AAA

*** = OBJECT TOP ELEVATIONS AND LOCATIONS ARE BASED ON TOWILL, INC. SURVEY DATA DATED 10/13/11

. = OBJECT IS NOT LOCATED WITHIN THIS SURFACE

O = OBJECT PENETRATION LOCATION

EST = ESTIMATED, ELEV = ELEVATION, HT = HEIGHT, PEN = PENETRATION, N/A = NOT APPLICABLE

OLS = OBSTRUCTION LIGHT, GQS = GLIDESLOPE QUALIFICATION SURFACE, APRC = APPROACH SURFACE, TSS = THRESHOLD SITING SURFACE, DPRT = DEPARTURE SURFACE

NOTES

1 LESS THAN 35' LOW, CLOSE-IN DEPARTURE SURFACE PENETRATIONS ADD NOTE TO DEPARTURE PROCEDURE OR LOWER, MARK AND LIGHT, OR REMOVE PER FAA FLIGHT PROCEDURES OFFICE DETERMINATION

LEGEND

EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULTIMATE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	APRON	APRON	APPROACH SURFACE
		STRUCTURES/FACILITIES (BUILDING)	OPRT	OPRT	DEPARTURE SURFACE
		AIRPORT PROPERTY LINE (APL)	PSS	PSS	THRESHOLD SITING SURFACE
RSA	RSA	RUNWAY SAFETY AREA (RSA)	GQS	GQS	GLIDE PATH QUALIFICATION SURFACE
OFZ	OFZ	OBSTACLE FREE ZONE (OFZ)			THRESHOLD LIGHTS
ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)			REIL
RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)			DRAINAGE/CULVERT
BRL	BRL	BUILDING RESTRICTION LINE (BRL)		N/A	CONTOURS
TSAE	TSAE	TAXIWAY SAFETY AREA (TSA)			ROAD
TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)			MARKINGS
N/A		TO BE REMOVED			FENCE
	N/A	POWER/LIGHT POLE	N/A		CUT/FILL

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Project No	Date	Revision Description	11"x25"	LEB	JER	JZP
0	136142	09/2016	ORIGINAL ISSUE	Fax	Chkd	Chkd	Approved

RUNWAY 24 INNER APPROACH (U)

Sheet 14 of 18

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ARMSTRONG

AIRPORT LAYOUT PLANS

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

ON AIRPORT LAND USE

Sheet 15 of 18

ARMSTRONG

AIRPORT LAYOUT PLANS

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

OFF AIRPORT LAND USE

Sheet 16 of 18

ORDINANCES IN EFFECT

LYON COUNTY OVERLAY ZONE

NOTICE OF PROPOSED CONSTRUCTION

An FAA Form 7460-1, "Notice of Proposed Construction or Alteration" must be submitted for any construction or alteration, (1) exceeding an imaginary surface extending outward and upward from any point on the nearest point of the airport's runway, 20,000 feet horizontally, and 200 feet vertically; (2) greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1 or greater in height than 200 feet above ground level.

NOTES

No land Es within 5 miles of the airport.

No Sceden (4F) land affected by the airport.

SCALE IN FEET

1000 0 1000 2000

LEGEND

EXISTING	FUTURE	DESCRIPTION
		LIMITED DEVELOPMENT (RUNWAY)
		STRUCTURES/ACQUIRES (BUILDING)
		AIRPORT PROPERTY LINE (APL)
		RUNWAY PROTECTION ZONE (RPZ)
		ROADS
		WARNING
		FENCING
		HELICOPTER PARKING

ZONING TYPE

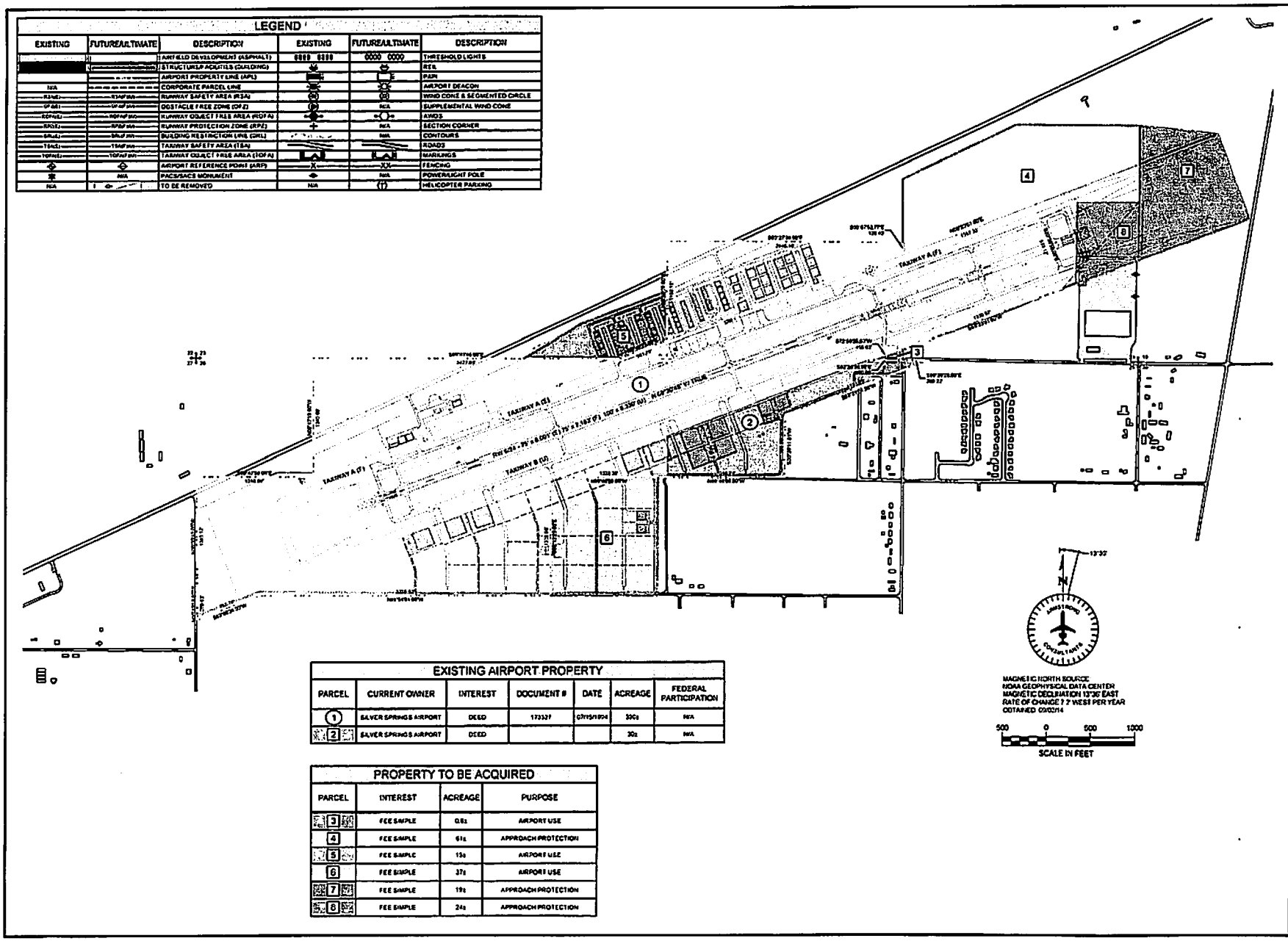
CHURCH	HOSPITAL	SCHOOL	PARK

ZONING DESCRIPTION

DOWNTOWN	
COMMERCIAL	
GENERAL	
HEAVY INDUSTRIAL	
LIGHT	
OPEN SPACE	
PARKS	
PUBLIC / QUASI PUBLIC	
RR	
SUB	

No	Revised to	Date	Description
0	1/30/13	06/2013	ORIGINAL ISSUE

Chkd	Chkd	Chkd	Approved
JP	JP	LKB	JP



EXISTING AIRPORT PROPERTY

PARCEL	CURRENT OWNER	INTEREST	DOCUMENT #	DATE	ACREAGE	FEDERAL PARTICIPATION
1	SILVER SPRINGS AIRPORT	DEED	173327	07/15/1974	330±	N/A
2	SILVER SPRINGS AIRPORT	DEED			30±	N/A

PROPERTY TO BE ACQUIRED

PARCEL	INTEREST	ACREAGE	PURPOSE
3	FEE SIMPLE	0.8±	AIRPORT USE
4	FEE SIMPLE	61±	APPROACH PROTECTION
5	FEE SIMPLE	13±	AIRPORT USE
6	FEE SIMPLE	37±	AIRPORT USE
7	FEE SIMPLE	19±	APPROACH PROTECTION
8	FEE SIMPLE	24±	APPROACH PROTECTION

ARMSTRONG

SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA

AIRPORT LAYOUT PLANS

No	Description	Date	Revised Description	Edit	Dwn	Chkd	Approved
0	13613	05/2016	ORIGINAL ISSUE	01/4/2021	LKB	JWR	JDP

EXHIBIT "A"
PROPERTY
MAP

Sheet 17 of 18

ARMSTRONG
AIRPORT LAYOUT PLANS
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
AERIAL PHOTOGRAPH
Sheet 18 of 18
SCALE IN FEET
400
0
400
800
AERIAL PHOTOGRAPH OBTAINED FROM TOWILL INC DATED 10/15/2011

International Fire Code Table B105.1 provides the preliminary fire flow based upon building size.

TABLE B105.1 MINIMUM REQUIRED FIRE FLOW AND FLOW DURATION FOR BUILDINGS[7]

FIRE-FLOW CALCULATION AREA (square feet)					FIRE-FLOW (gallons per minute)[b]	FLOW DURATION (hours)
Type IA and IB[a]	Type IIA and IIIA[a]	Type IV and V-A[a]	Type IIB and IIIB[a]	Type V-B[a]		
0-22,700	0-12,700	0-8,200	0-5,900	0-3,600	1,500	
22,701-30,200	12,701-17,000	8,201-10,900	5,901-7,900	3,601-4,800	1,750	
30,201-38,700	17,001-21,800	10,901-12,900	7,901-9,800	4,801-6,200	2,000	2
38,701-48,300	21,801-24,200	12,901-17,400	9,801-12,600	6,201-7,700	2,250	
48,301-59,000	24,201-33,200	17,401-21,300	12,601-15,400	7,701-9,400	2,500	
59,001-70,900	33,201-39,700	21,301-25,500	15,401-18,400	9,401-11,300	2,750	
70,901-83,700	39,701-47,100	25,501-30,100	18,401-21,800	11,301-13,400	3,000	
83,701-97,700	47,101-54,900	30,101-35,200	21,801-25,900	13,401-15,600	3,250	3
97,701-112,700	54,901-63,400	35,201-40,600	25,901-29,300	15,601-18,000	3,500	
112,701-128,700	63,401-72,400	40,601-46,400	29,301-33,500	18,001-20,600	3,750	
128,701-145,900	72,401-82,100	46,401-52,500	33,501-37,900	20,601-23,300	4,000	
145,901-164,200	82,101-92,400	52,501-59,100	37,901-42,700	23,301-26,300	4,250	
164,201-183,400	92,401-103,100	59,101-66,000	42,701-47,700	26,301-29,300	4,500	
183,401-203,700	103,101-114,600	66,001-73,300	47,701-53,000	29,301-32,600	4,750	
203,701-225,200	114,601-126,700	73,301-81,100	53,001-58,600	32,601-36,000	5,000	
225,201-247,700	126,701-139,400	81,101-89,200	58,601-65,400	36,001-39,600	5,250	
247,701-271,200	139,401-152,600	89,201-97,700	65,401-70,600	39,601-43,400	5,500	
271,201-295,900	152,601-166,500	97,701-106,500	70,601-77,000	43,401-47,400	5,750	
295,901-Greater	166,501-Greater	106,501-115,800	77,001-83,700	47,401-51,500	6,000	4
—	—	115,801-125,500	83,701-90,600	51,501-55,700	6,250	
—	—	125,501-135,500	90,601-97,900	55,701-60,200	6,500	
—	—	135,501-145,800	97,901-106,800	60,201-64,800	6,750	
—	—	145,801-156,700	106,801-113,200	64,801-69,600	7,000	
—	—	156,701-167,900	113,201-121,300	69,601-74,600	7,250	
—	—	167,901-179,400	121,301-129,600	74,601-79,800	7,500	
—	—	179,401-191,400	129,601-138,300	79,801-85,100	7,750	
—	—	191,401-Greater	138,301-Greater	85,101-Greater	8,000	

For SI: 1 square foot = 0.0929 m^2, 1 gallon per minute = 3.785 L/m, 1 pound per square inch = 6.895 kPa.

a. Types of construction are based on the *International Building Code.*
b. Measured at 20 psi residual pressure.

B105.2 Buildings other than one-and two-family dwellings.
The minimum fire-flow and flow duration for buildings other than one - and two-family *dwellings* shall be as specified in Table B 105.1.

Exception: A reduction in required fire-flow of up to 75 percent, as *approved,* is allowed when the building is provided with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1 or 903.3.1.2. The resulting fire-flow shall not be less than 1,500 gallons per minute (5678 L/min) for the prescribed durati on as specified in Table B105.1.

Automatic sprinklers are recommended for all structures to reduce fire flow requirements. The Central Lyon County Fire Protection District allows fire flow reductions for automatic sprinklers, however, the specific reduction amount involves several factors. ***For this water report, a 50% reduction is assumed, which is consistent value among Nevada municipalities. Table 2 lists the IBC fire flows and the 50% fire flow reduction.***

[7] http://publicecodes.cyberregs.com/icod/ifc/2012/index.htm?bu=IC-P-2012-000003&bu2=IC-P-2012-000019

Table 2 - Building Fire Area vs. 50% Fire Flow reduction

Type IIB and IIIB (square feet)	*Fire Flow (gpm.)*	*Reduced Fire Flow (gpm.)*	*Flow Duration (hours)*
0-5,900	1,500	1,500	2
5,901-7,900	1,750	1,500	2
7,901-9,800	2,000	1,500	2
9,801-12,600	2,250	1,500	2
12,601-15,400	2,500	1,500	2
15,401-18,400	2,750	1,500	2
18,401-21,800	3,000	1,500	3
21,801-25,900	3,250	1,625	3
25,901-29,300	3,500	1,750	3
29,301-33,500	3,750	1,875	3
33,501-37,900	4,000	2,000	4
37,901-42,700	4,250	2,125	4

WATER MODEL

Bentley WaterGEMS V8i (SELECTseries 4) was used to create a water model from Geographic Information System information provided by FarrWest Engineering and Manhard survey data. Hydrant 1 and 5 tests were used to calibrate the water model. If elevations are assumed at finished grade, static pressures are consistent with the Farr West values, and residual pressures are within 4-5 psi (the residual discrepancy appears to be the result of the pump station operating during the hydrant flow tests).

EXISTING SYSTEM CALCULATION

To assess the existing water system flow capability, the following parameters were applied to the water model:

- Tank 1 water elevation = 4363',
- Utilizing the most conservative condition – 20 psi during fire flow AND maximum day demand,
- 850 gpm for maximum day demand = 0.75-gpm per service connection,
- 1,500 gpm fire flow at Hydrant 5, and
- Hazen-Williams coefficient = 140.

The resulting residual pressure for Hydrants 1 is 36 psi and Hydrant 5 is 22 psi. This indicates that the existing airport water system can support limited development only near the existing hydrants. Because this pressure is borderline with the required minimum, proposed airport development will require water system upgrades.

PROPOSED SYSTEM CALCULATION

As the existing water system is hydraulically isolated – the existing pressure reducing valve is only active in emergency situations – a proposed pressure reducing valve is needed to ensure satisfactory flow and pressure for the proposed development. This valve was preliminarily located at the Opal and Spruce intersection, with outlet pressure matching Tank 1 high water level.

The proposed airport water model was divided into three zones (fire flow requirements in parenthesis):

- General Aviation (1,500 gpm),
- Air Tanker (1,500 gpm), and
- Corporate / Airpark (2,125 gpm).

GENERAL AVIATION

The proposed General Aviation zone is considered the hangar portion of the project and encompasses the airport property north of the runway to the east. Development includes installation of 12" diameter waterline that connects to the existing 10" waterline near Hydrants 2 and 5. The 12" waterline is necessary to maintain residual pressures above 20psi during fire flow + maximum day demand. ***If the proposed system is looped to Air Tanker and Corporate zones, the waterline may reduce to 10" diameter.***

Estimated waterline = 8,100 linear feet of 12" (10" if looped to Air Tanker and Corporate)

CORPORATE / AIRPARK

The proposed Corporate / Airpark zone is considered the commercial portion of the project and encompasses the airport property south of the runway. Development includes installation of 10" and 12"diameter waterline that connects to the existing water system at the following intersections:

- Lake and Citrus, (existing 8" waterline),
- Utah and Atkins (existing 8" waterline), and
- Opal and Spruce (existing 12" waterline),

Estimated waterline = 12,500 linear feet of 10" - 4,100 linear feet of 12"

AIR TANKER

The proposed Air Tanker zone is considered the governmental portion of the project and encompasses the airport property north of the runway to the west. Development includes installation of 10" diameter waterline that connects to the General Aviation and Corporate / Airpark 10" waterline

Estimated waterline = 4,500 linear feet of 10"

WATER MODEL RESULTS

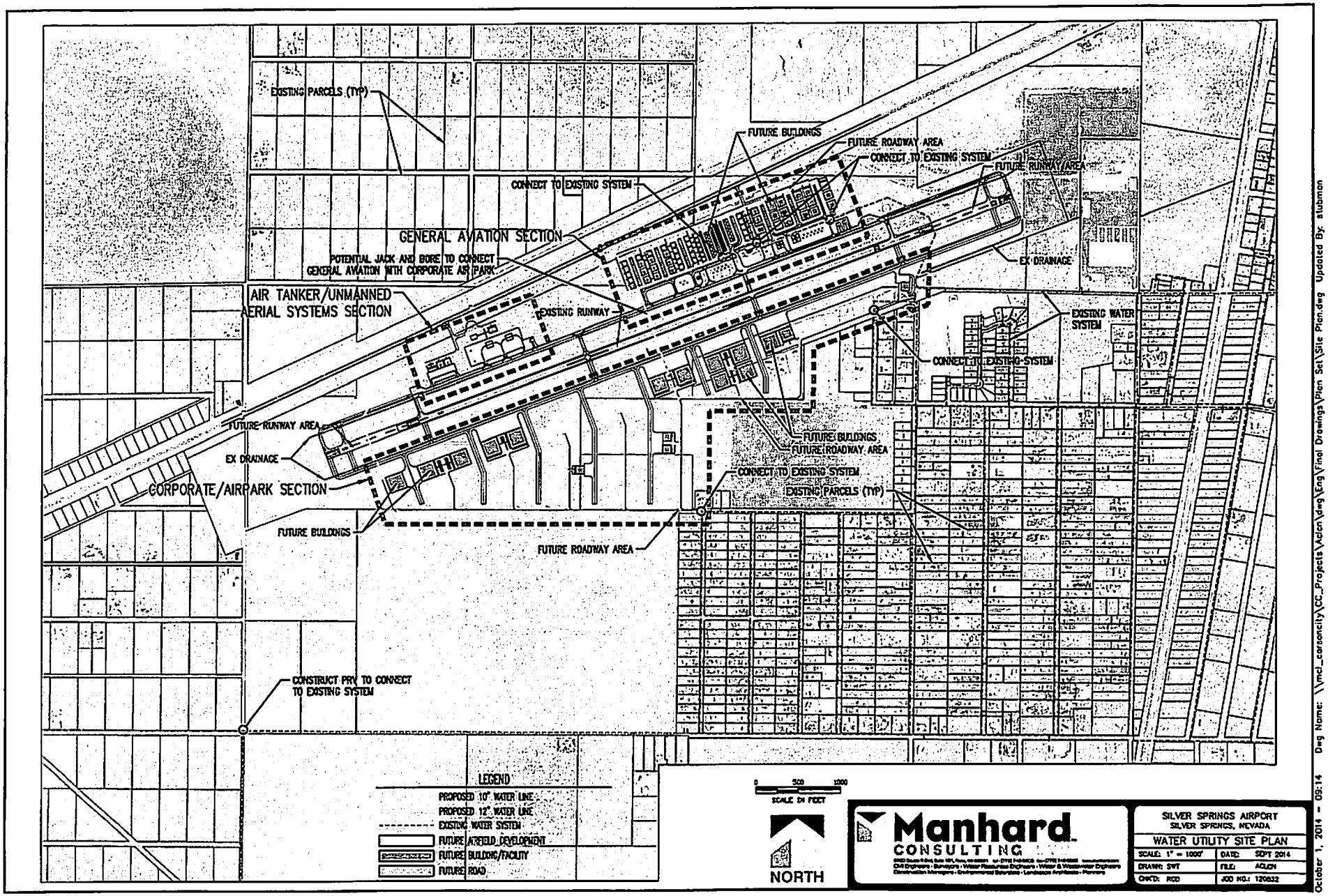
LOOPED

Looping is the preferred airport development model as shown on the Water Utility Site Plan. This design provides adequate pressures for a fire flow (reference table below) with maximum day demand (~850 gpm) scenario. When the proposed water network connects Corporate to Air Tanker to General Aviation, the waterline within General Aviation may be downsized to 10" to meet flow and pressure requirements. The following water pressures represent the ranges experienced in each zone based upon the listed fire flow:

Table 3 - Water System Results - Looped

Zone	*Fire Flow in Zone (gpm.)*	*Maximum Pressure (psi)*	*Minimum Pressure (psi)*
General Aviation	1,500	57	44
Corporate / Airpark		60	37
Air Tanker		40	38
General Aviation		58	46
Corporate / Airpark	2,125	59	33
Air Tanker		40	36
General Aviation		59	47
Corporate / Airpark		61	37
Air Tanker	1,500	40	35

Since fire flow is the worst case condition, only those numbers are provided with this report.


EXISTING PARCELS (TYP)
FUTURE BUILDINGS
FUTURE ROADWAY AREA
CONNECT TO EXISTING SYSTEM
FUTURE RUNWAY AREA
CONNECT TO EXISTING SYSTEM
GENERAL AVIATION SECTION
POTENTIAL JACK AND BORE TO CONNECT GENERAL AVIATION WITH CORPORATE AIRPARK
EX DRAINAGE
AIR TANKER/UNMANNED AERIAL SYSTEMS SECTION
EXISTING RUNWAY
EXISTING WATER SYSTEM
CONNECT TO EXISTING SYSTEM
FUTURE RUNWAY AREA
EX DRAINAGE
FUTURE BUILDINGS
FUTURE ROADWAY AREA
CONNECT TO EXISTING SYSTEM
EXISTING PARCELS (TYP)
CORPORATE/AIRPARK SECTION
FUTURE BUILDINGS
FUTURE ROADWAY AREA
CONSTRUCT PRV TO CONNECT TO EXISTING SYSTEM
LEGEND
PROPOSED 10" WATER LINE
PROPOSED 12" WATER LINE
EXISTING WATER SYSTEM
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
0 500 1000
SCALE IN FEET
NORTH
Manhard CONSULTING
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
WATER UTILITY SITE PLAN
SCALE: 1" = 1000'
DATE: SEPT 2014
DRAWN: SWT
FILE: ACLCN
CHKD: RCD
JOB NO.: 120832
October 1, 2014 - 09:14 Dwg Name: \\mcl_carsoncity\CC_Projects\Aclcn\dwg\Eng\Final Drawings\Plan Set\Site Plan.dwg Updated By: stubmon

Sewer

The onsite sanitary sewer system was designed in concurrence with the onsite water system, to minimize the number of required water/sewer crossing points, and with the most probable connection points to the existing Silver Springs sanitary sewer system. Per Lyon County Code Section 9.07.03B-Sewer Design Criteria, all sewer main lines shall be 8" PVC SDR-35, while all laterals shall be 4" PVC SDR-35, minimum slope for these lines shall be 0.4% with a minimum design velocity of 2 fps and a maximum design velocity of 10 fps. All manholes for the proposed sewer system shall have a maximum spacing of 400' per Section 9.07.03B and are assumed to be standard 48" diameter sanitary sewer manholes.

The existing sanitary sewer system generally runs east to the treatment plant. The trunk main pipes on the east side Highway 95 are approximately 13 feet deep and range in size from 18 to 24 inches in diameter. The existing pipes are run at minimum slopes and upsized for future development.

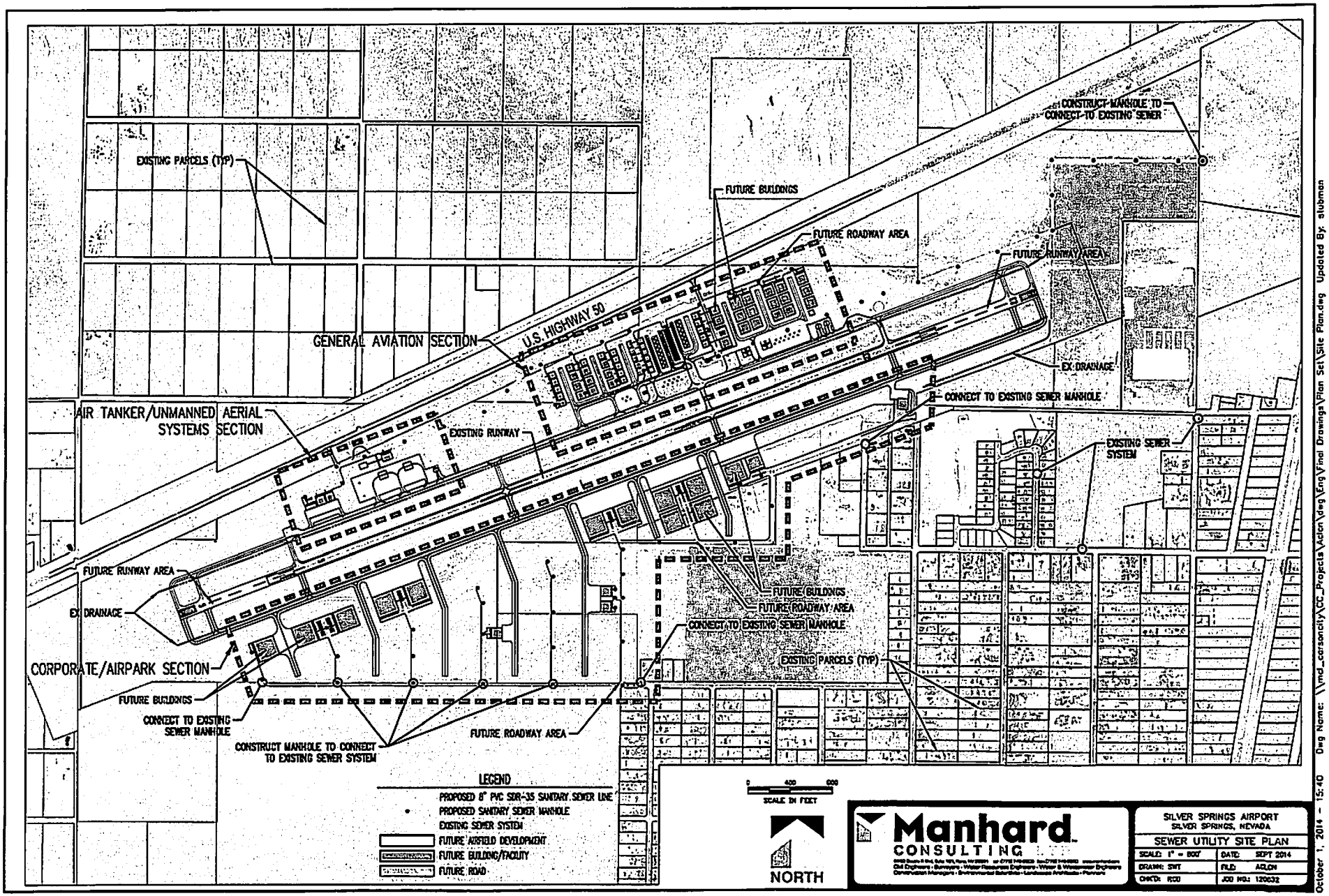
For the purpose of this master plan, a conservative sewer flow rate of Standard Industrial was assumed for the developed areas. This flow rate is based on 12 people per acre. Lyon County uses Ten State Standards as a basis for design, therefore 100 gpd per capita has been used in the attached calculations. For existing flows 14 people per acre was used as an average based on the parcel sizes served by the existing sewer system.

On the north side of the airport runway, the developed area is approximately 64 acres. The sewer for this area will be collected in an 8" main at a minimum slope of 0.4% that will run east and connect to the existing 12" main located in Elm Street. This main has capacity for this small increase in flow. See the attached calculations.

The south side of the airport will have two separate areas. The western most area will connection to the existing 8" main located in Utah Street. This area is approximately 104 acres, and could generate up to 0.5 cfs as shown on the attached calculations. The existing sewer main can handle this additional flow and maintain a d/D of less than 0.75. The eastern most area will connect to the existing main in Citrus Street. This area is approximately 37 acres and will not generate very much flow.

In addition to checking the connection points, we checked the existing system on Esmeralda Street just east of Fort Churchill where three sewer mains join. At this location we looked at the contributing area and found that this main has enough capacity to handle the additional flow from the Developed Airport.

In conclusion, the existing sewer system has enough capacity to handle the flow generated by the proposed development of the Silver Springs Airport. Multiple connections are needed due to the elevations and locations of the existing mains.


CONSTRUCT MANHOLE TO CONNECT TO EXISTING SEWER
EXISTING PARCELS (TYP)
FUTURE BUILDINGS
FUTURE ROADWAY AREA
FUTURE RUNWAY AREA
GENERAL AVIATION SECTION
U.S HIGHWAY 50
EX DRAINAGE
CONNECT TO EXISTING SEWER MANHOLE
AIR TANKER/UNMANNED AERIAL SYSTEMS SECTION
EXISTING RUNWAY
EXISTING SEWER SYSTEM
FUTURE RUNWAY AREA
EX DRAINAGE
CORPORATE/AIRPARK SECTION
FUTURE BUILDINGS
FUTURE ROADWAY AREA
CONNECT TO EXISTING SEWER MANHOLE
EXISTING PARCELS (TYP)
FUTURE BUILDINGS
CONNECT TO EXISTING SEWER MANHOLE
CONSTRUCT MANHOLE TO CONNECT TO EXISTING SEWER SYSTEM
FUTURE ROADWAY AREA
LEGEND
PROPOSED 8" PVC SDR-35 SANITARY SEWER LINE
PROPOSED SANITARY SEWER MANHOLE
EXISTING SEWER SYSTEM
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
0 400 800
SCALE IN FEET
NORTH
Manhard CONSULTING
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
SEWER UTILITY SITE PLAN
SCALE: 1" = 800'
DATE: SEPT 2014
DRAWN: SWT
FILE: ACLON
CHK'D: RCU
JOB NO.: 120032
October 1, 2014 - 15:40 Dwg Name: \\md_carsoncity\CC_Projects\Aclon\dwg\Eng\Final Drawings\Plan Set\Site Plan.dwg Updated By: slubman

NORTHERN AREAS:

CONNECT TO EX 12" CAP = 1.89 cfs (d/D = 0.75)
See attached flow master worksheet

TOTAL AREA 64 AC
PER CC Code Assume 10 people / AC
for Industrial

$\Rightarrow$ 64 (12) = 768 capita

100 gpd/capita per ID state standards (used by Lyon Co)

$\Rightarrow$ 768 (100) = 76,800 gpd = 0.12 cfs

FUTURE/EX FLOW TO ELM

≈ 315 AC @ 14 capita/AC = 4410 capita

4410 capita (100) = 441,000 gpd = 0.7 cfs

0.7 + 0.12 < 1.89 OK

TOPS 35500

SOUTHERN AREAS:

WESTERN: Connect to sewer in Utah 8"
CAP = 0.88 cfs
(See attached worksheet)

TOTAL AREA = 104 AC

104(12)(100) = 124,800 gpd = 0.2 cfs

EX FLOW INTO 8" ON UTAH

212 AC (14)(100) = 0.46

0.2 + 0.46 = 0.66 < 0.88 OK

EASTERN: CONNECT TO SEWER IN CITRUS
CAP = 0.88
(See attached worksheet)

TOTAL AREA = 37 AC

37 (12)(100) = 44,400 gpd = 0.07 cfs

EX FLOW

13.6 AC (14)(100) = 19,040 gpd = 0.03 cfs

0.07 + 0.03 = 0.10 cfs < 0.88 cfs OK

CHECK CROSSING @ FORT CHURCHILL

APPROX 1200 AC

$Q = (1200)(14)(100) = 2.6$ cfs

$2.6 + 0.7 + 0.2 + 0.7 = 4.2$ cfs

CAP EX 18" = 7.81 cfs OK

12" Tie-in on Elm St

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00220	ft/ft
Normal Depth	0.74	ft
Diameter	0.98	ft

Results

Discharge	1.89	cfs
Flow Area	0.61	ft²
Wetted Perimeter	2.06	ft
Hydraulic Radius	0.30	ft
Top Width	0.84	ft
Critical Depth	0.59	ft
Percent Full	75.5	%
Critical Slope	0.00408	ft/ft
Velocity	3.10	ft/s
Velocity Head	0.15	ft
Specific Energy	0.89	ft
Froude Number	0.64	
Maximum Discharge	2.21	cfs
Discharge Full	2.06	cfs
Slope Full	0.00186	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	75.51	%
Downstream Velocity	Infinity	ft/s

12" Tie-in on Elm St

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.74	ft
Critical Depth	0.59	ft
Channel Slope	0.00220	ft/ft
Critical Slope	0.00408	ft/ft

8" Tie-ins on Utah St

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00400	ft/ft
Normal Depth	0.50	ft
Diameter	0.66	ft

Results

Discharge	0.88	cfs
Flow Area	0.28	ft²
Wetted Perimeter	1.38	ft
Hydraulic Radius	0.20	ft
Top Width	0.57	ft
Critical Depth	0.45	ft
Percent Full	75.0	%
Critical Slope	0.00520	ft/ft
Velocity	3.20	ft/s
Velocity Head	0.16	ft
Specific Energy	0.65	ft
Froude Number	0.81	
Maximum Discharge	1.04	cfs
Discharge Full	0.97	cfs
Slope Full	0.00333	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	75.00	%
Downstream Velocity	Infinity	ft/s

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.50	ft
Critical Depth	0.45	ft
Channel Slope	0.00400	ft/ft
Critical Slope	0.00520	ft/ft

8" Tie-in on Citrus St

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00400	ft/ft
Normal Depth	0.50	ft
Diameter	0.66	ft

Results

Discharge	0.88	cfs
Flow Area	0.28	ft^2
Wetted Perimeter	1.38	ft
Hydraulic Radius	0.20	ft
Top Width	0.57	ft
Critical Depth	0.45	ft
Percent Full	75.0	%
Critical Slope	0.00520	ft/ft
Velocity	3.20	ft/s
Velocity Head	0.16	ft
Specific Energy	0.65	ft
Froude Number	0.81	
Maximum Discharge	1.04	cfs
Discharge Full	0.97	cfs
Slope Full	0.00333	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	75.00	%
Downstream Velocity	Infinity	ft/s

8" Tie-in on Citrus St

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.50	ft
Critical Depth	0.45	ft
Channel Slope	0.00400	ft/ft
Critical Slope	0.00520	ft/ft

18" on Esmeralda Ave at Fort Churchill Rd

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00440	ft/ft
Normal Depth	1.10	ft
Diameter	1.47	ft

Results

Discharge	7.81	cfs
Flow Area	1.36	ft²
Wetted Perimeter	3.07	ft
Hydraulic Radius	0.44	ft
Top Width	1.28	ft
Critical Depth	1.09	ft
Percent Full	74.8	%
Critical Slope	0.00452	ft/ft
Velocity	5.73	ft/s
Velocity Head	0.51	ft
Specific Energy	1.61	ft
Froude Number	0.98	
Maximum Discharge	9.23	cfs
Discharge Full	8.58	cfs
Slope Full	0.00364	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	74.83	%
Downstream Velocity	Infinity	ft/s

18" on Esmeralda Ave at Fort Churchill Rd

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	1.10	ft
Critical Depth	1.09	ft
Channel Slope	0.00440	ft/ft
Critical Slope	0.00452	ft/ft

Storm Drain

Existing Drainage System

In the existing condition, storm water is conveyed from west to east through the airport property utilizing open channels and culverts. The soils in the Silver Spring Airport project area are derived from granitic rock that are coarse textured that are well drained. The existing topography on the site trends from west to east and has an average slope of 0.5% - 1% with sparse native high desert sagebrush communities.

The Silver Springs Airport has an existing storm drain system that consist of existing stormdrain and drainage channels. It is unknown at this time if the existing on-site drainage facilities are sized to adequately convey the runoff from a 5-year or 100-year storm event.

Proposed Drainage System

Hydrologic analysis was performed to determine the peak discharge for the 5-year and 100-year peak flow events. *Autodesk Sanitary and Sewer Analysis* (SSA) was used to perform a *Rational Method* analysis to model the hydrologic basins that would contribute to the proposed storm drain system. The on-site analysis was performed using the NOAA Atlas 14 precipitation data for the centroid of the subject property. The Rational Method peak flows for the 5-year event were used to size the proposed storm drain system and 100-year peak flows were used to size the detention facilities for the proposed Master Plan project. Storm Events in excess of the 5 year storm event will be conveyed to the detention/retention facilities via surface drainage. Estimated storm drain pipe sizing is based on an estimated flow using the Rational Method with the following criteria:

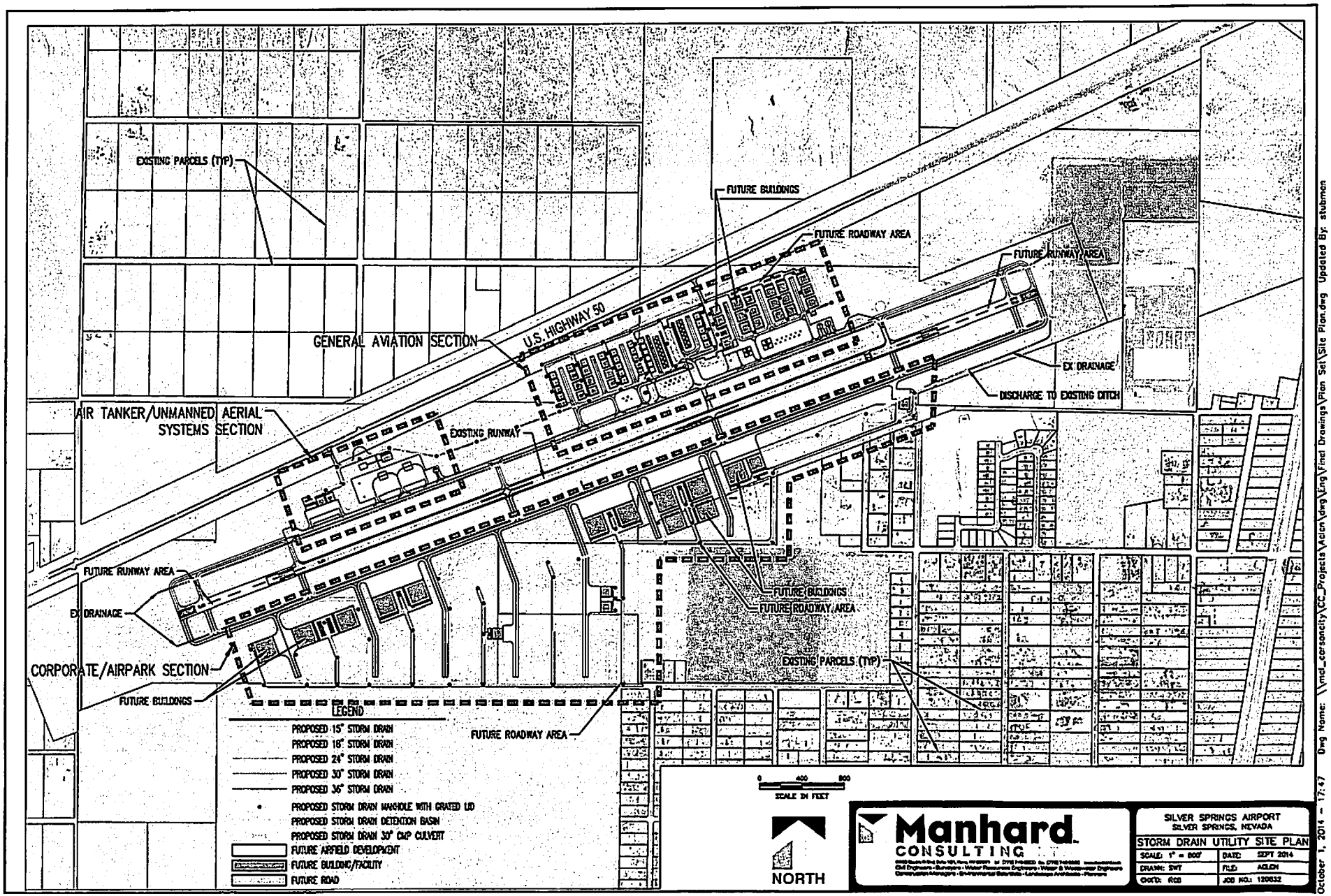
1. **Drainage Area**
   Drainage areas was preliminarily based on the proposed Master Plan development.
2. **Time of Concentration**
   Time of Concentration was estimated to be 10-minutes for each sub-basin
3. **Runoff Coefficients**
   The Rational Runoff Coefficients were based on the Truckee Meadows Drainage Manual and were determined to be 0.88 and 0.93 for the 5-year and 100-year peak flows, respectively.
4. **Rainfall Intensity**
   Rainfall Intensities were determined to be 1.45 in/hr. for the 5-year event and 3.51 in/hr. for the 100-year event.

Hydraulic analyses were performed using the associated hydrologic data to provide the estimates of the pipe capacities for the selected recurrence intervals. Pipe capacities were computed in SSA using hydrodynamic routing. Hydrodynamic routing solves the complete Saint Venant equations throughout the drainage network and includes modeling of backwater effects, flow reversal, surcharging, looped connections, pressure flow, and interconnected ponds. Hydrodyanmic routing provides a formulation for channels and pipes, including translation and attenuation effects.

The proposed detention facilities, engineered channels, and the associated storm sewer system were modeled in SSA using the Darcy-Weisbach equation. The Darcy-Weisbach Formula was developed for use in the analysis of pressure pipe systems along with the Manning's Roughness Coefficient. The proposed storm drain system was modeled using a Manning's n of 0.013. This is an industry standard for RCP pipe.

- The storm drain system on the north side of the airport will generally drain from west to east, discharging into a detention retention facility located just east of the General Aviation area. A storm drain collection system will intercept and convey stormwater flows from the Air Tanker/Unmanned Aerial System section through the General Aviation section to the detention/retention facility located directly east of the proposed northern facilities and south of US 50. The storm drain system will generally consist of 15" to 36" pipe, catch basin inlets and manholes located at angle points and intersections.

The south side of the airport shall drain to three different locations. The southwestern portion of the Corporate/Airpark Section shall drain to a proposed detention basin near the intersection of Utah Avenue and Atkins Street, where the detention basin will then discharge into the existing drainage channel along Utah Avenue. The central northern portion of the Corporate/Airpark Section shall drain to a proposed detention basin north of Idaho Street, east of the intersection of Powell Street. This detention basin shall discharge into an existing drainage channel along Idaho. The northeastern portion of this section shall drain directly into an existing onsite drainage ditch, which will require some re-grading and improvements. The proposed southern storm drain system will generally consist of 15" to 36" pipe, catch basin inlets and manholes located at angle points and intersections.

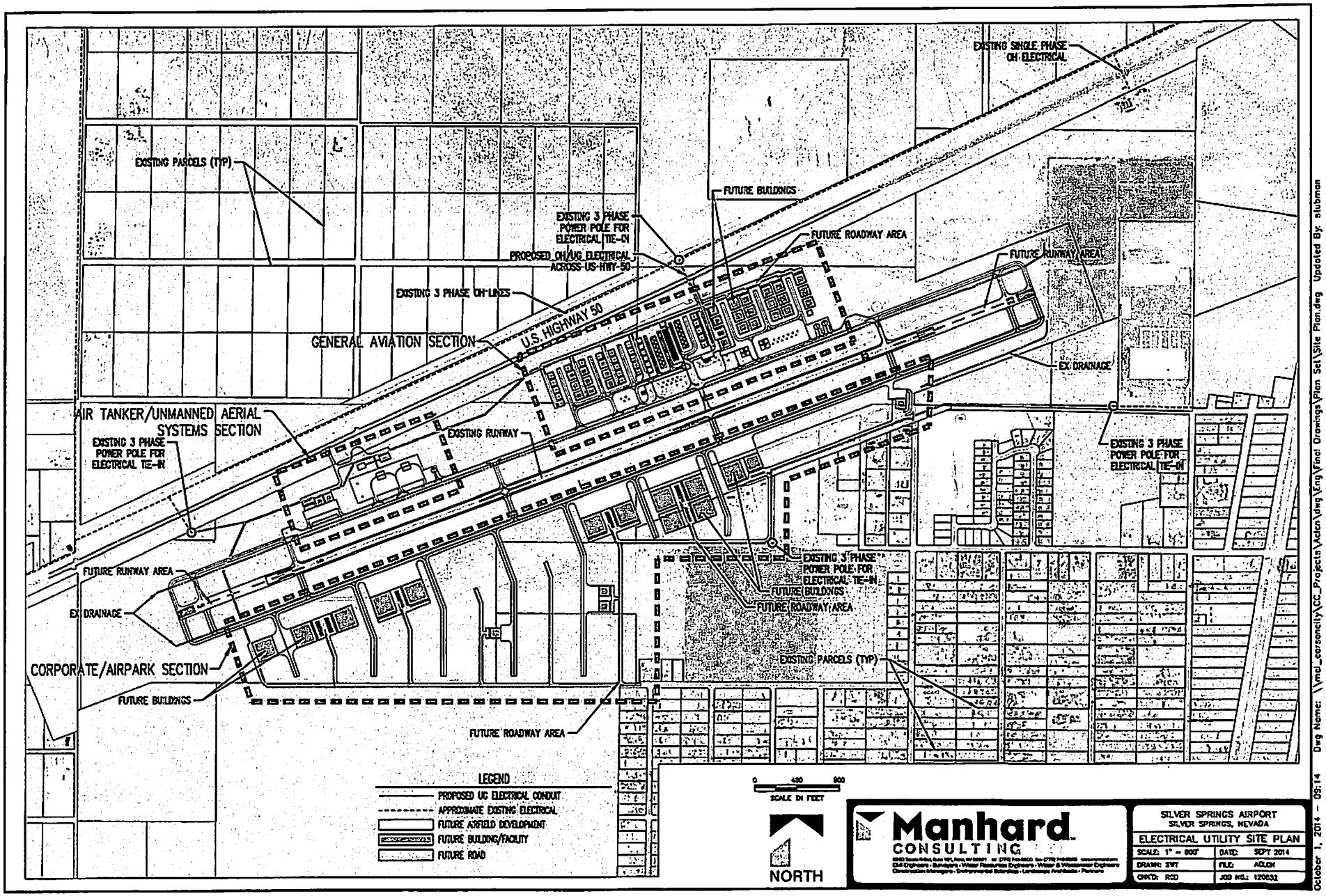

EXISTING PARCELS (TYP)
FUTURE BUILDINGS
FUTURE ROADWAY AREA
FUTURE RUNWAY AREA
U.S. HIGHWAY 50
GENERAL AVIATION SECTION
EX DRAINAGE
DISCHARGE TO EXISTING DITCH
AIR TANKER/UNMANNED AERIAL SYSTEMS SECTION
EXISTING RUNWAY
FUTURE RUNWAY AREA
EX DRAINAGE
CORPORATE/AIRPARK SECTION
FUTURE BUILDINGS
FUTURE ROADWAY AREA
FUTURE BUILDINGS
FUTURE ROADWAY AREA
EXISTING PARCELS (TYP)
FUTURE ROADWAY AREA
LEGEND
PROPOSED 15" STORM DRAIN
PROPOSED 18" STORM DRAIN
PROPOSED 24" STORM DRAIN
PROPOSED 30" STORM DRAIN
PROPOSED 36" STORM DRAIN
PROPOSED STORM DRAIN MANHOLE WITH GRATED LID
PROPOSED STORM DRAIN DETENTION BASIN
PROPOSED STORM DRAIN 30" CMP CULVERT
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
0 400 800
SCALE IN FEET
NORTH
Manhard CONSULTING
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
STORM DRAIN UTILITY SITE PLAN
SCALE: 1" = 800'
DATE: SEPT 2014
DRAWN: SWT
FILE: ACLCN
CHKD: RCB
JOB NO.: 120632
October 1, 2014 - 17:47 Dwg Name: \\mcl_carsoncity\CC_Projects\Aclcn\dwg\Eng\Final Drawings\Plan Set\Site Plan.dwg Updated By: stubmon

Electrical

The existing on site electrical infrastructure was determined not to meet proposed improvement requirements. The following layout design criteria were determined from the recommendations of NV Energy. All site power and telephone shall be underground to avoid issues with runway clearance height requirements. The number and location of all connections are based on the suggestions of NV Energy. The power and telephone to the site shall be provided from both the north and south side of the runway and shall be looped around the west side of the existing runway.

On the north side of the runway, electrical service shall be connected at two locations. The first connection shall be to the existing 3 Phase electrical lines on the north side of Highway 50 near the entrance to the General Aviation section. This connection may be overhead or bored under Highway 50 with the distribution lines within the General Aviation area being underground. The second connection to the NV Energy system shall be to the existing 3 phase power pole on the northwesterly side of the runway, south of US Highway 50, and shall primarily serve the Air Tanker/Unmanned Aerial System Section. This 3 phase system on the north side of the runway will be looped with the proposed 3 phase facilities on the south side of the runaway to provide system redundancy.

The electrical service for the Airpark section of the master plan on the south side of the runway will connect to the NV Energy system in two places. The first connection shall be to the three phase pole currently located on Silver Springs Airport property, on Idaho Street, near the existing maintenance and storage area. The second connection point shall tie into the existing system on Lake Avenue, at the existing power pole located west of Elm Street. All new lines run within the Airpark portion of the master plan will be underground.


EXISTING SINGLE PHASE OH ELECTRICAL
EXISTING PARCELS (TYP)
FUTURE BUILDINGS
EXISTING 3 PHASE POWER POLE FOR ELECTRICAL TIE-IN
PROPOSED OH/UG ELECTRICAL ACROSS US-HWY-50
FUTURE ROADWAY AREA
FUTURE RUNWAY AREA
EXISTING 3 PHASE OH LINES
U.S. HIGHWAY 50
GENERAL AVIATION SECTION
RRR
EX DRAINAGE
AIR TANKER/UNMANNED AERIAL SYSTEMS SECTION
EXISTING RUNWAY
EXISTING 3 PHASE POWER POLE FOR ELECTRICAL TIE-IN
FUTURE RUNWAY AREA
EX DRAINAGE
EXISTING 3 PHASE POWER POLE FOR ELECTRICAL TIE-IN
FUTURE BUILDINGS
FUTURE ROADWAY AREA
EXISTING PARCELS (TYP)
CORPORATE/AIRPARK SECTION
FUTURE BUILDINGS
FUTURE ROADWAY AREA
LEGEND
PROPOSED UG ELECTRICAL CONDUIT
APPROXIMATE EXISTING ELECTRICAL
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
0 400 800
SCALE IN FEET
NORTH
Manhard CONSULTING
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
ELECTRICAL UTILITY SITE PLAN
SCALE: 1" = 800'
DATE: SEPT 2014
DRAWN: SWT
FILE: ACLCN
CHK'D: RCD
JOB NO.: 120632
October 1, 2014 - 09:14 Dwg Name: \\mcl_carsoncity\CC_Projects\Aclcn\dwg\Eng\Final Drawings\Plan Set\Site Plan.dwg Updated By: slubman

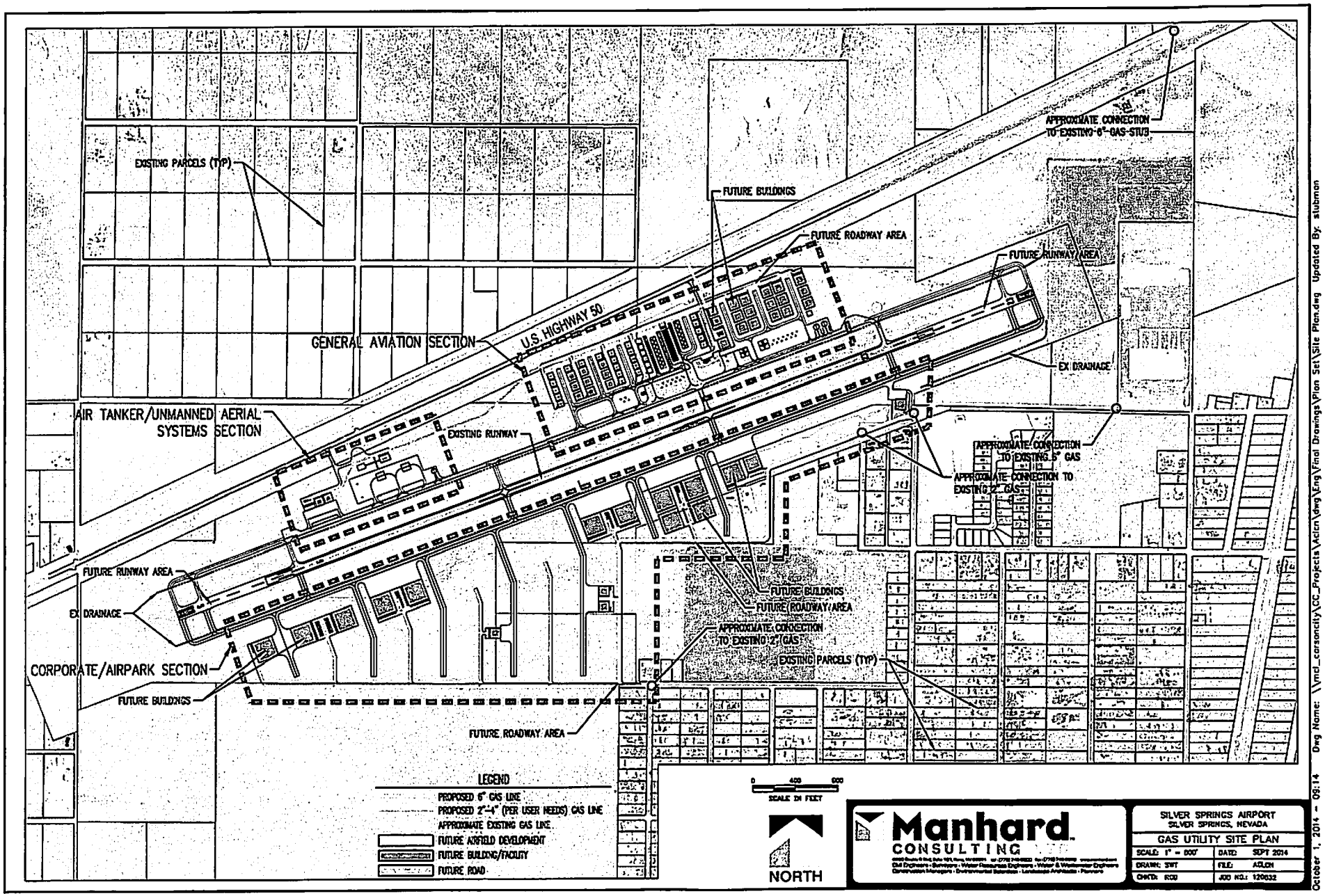
Gas

No gas service currently exists on the airport property, therefore the proposed improvements shall require connecting to the existing Southwest Gas system that is adjacent to the site to the east and south. All layout design criteria was determined from the recommendations of Southwest Gas Corporation. The proposed gas main will likely be a 6" main from each point of connection throughout the onsite system. If less than 6" line is found to be sufficient for the off-site portions of the main, Southwest Gas may provide cost sharing up to the difference in cost between line sizes. Gas laterals may be sized at 2" or 4" according to user demand. The number and connection points of all gas lines are based on the recommendations of Southwest Gas Corporation.

The nearest gas connection on the north side of the airport exists offsite, near Elm Street, north of US Highway 50. This 6" gas main stub shall be extended to cross into the airport driveway by boring under US Highway 50 near the General Aviation entry. If it is determined that the 6" extension to the site is oversized for the needs of the airport, a reimbursement may be available from Southwest Gas.

On the southerly side of the runway, the onsite gas shall connect to the existing Southwest Gas network at four locations for looping and supply purposes. Three connections will be 2" at Utah Avenue, Powell Street and Citrus Street. The fourth connection will be to the existing 6" stub offsite on Lake Avenue, west of Elm Street.

All gas mains and system facilities will be designed by Southwest Gas. Certain users may have gas needs that are above and beyond the normal use seen in this type of development area, which may drive the need for larger mains and distributions lines.


EXISTING PARCELS (TYP)
FUTURE BUILDINGS
FUTURE ROADWAY AREA
FUTURE RUNWAY AREA
APPROXIMATE CONNECTION TO EXISTING 6" GAS STUB
U.S. HIGHWAY 50
GENERAL AVIATION SECTION
EX DRAINAGE
AIR TANKER/UNMANNED AERIAL SYSTEMS SECTION
EXISTING RUNWAY
APPROXIMATE CONNECTION TO EXISTING 6" GAS
APPROXIMATE CONNECTION TO EXISTING 2" GAS
FUTURE RUNWAY AREA
EX DRAINAGE
FUTURE BUILDINGS
FUTURE ROADWAY AREA
APPROXIMATE CONNECTION TO EXISTING 2" GAS
CORPORATE/AIRPARK SECTION
EXISTING PARCELS (TYP)
FUTURE BUILDINGS
FUTURE ROADWAY AREA
LEGEND
PROPOSED 6" GAS LINE
PROPOSED 2"-4" (PER USER NEEDS) GAS LINE
APPROXIMATE EXISTING GAS LINE
FUTURE AIRFIELD DEVELOPMENT
FUTURE BUILDING/FACILITY
FUTURE ROAD
0 400 800
SCALE IN FEET
NORTH
Manhard CONSULTING
SILVER SPRINGS AIRPORT
SILVER SPRINGS, NEVADA
GAS UTILITY SITE PLAN
SCALE: 1" = 800'
DATE: SEPT 2014
DRAWN: SWT
FILE: ACLCN
CHK'D: RDB
JOB NO.: 120632
October 1, 2014 - 09:14 Dwg Name: \\mcl_carsoncity\CC_Projects\Aclcn\dwg\Eng\Final Drawings\Plan Set\Site Plan.dwg Updated By: slubman

Manhard CONSULTING
9850 Double R Blvd., Suite 101, Reno, Nevada 89521
(775)746-3500 ~ Fax (775)746-3520

Project: Silver Springs Airport
Subject: Site Utility Improvements
Client: Armstrong Consulting
Job Code: ACLCN
Date: 9/16/2014 **By:** RJW/SWT

PUBLIC UTILITIES

Description	Unit	Quantity	Unit Cost	Total
6" Gas Main	LF	15,200	$ 30.00	$ 456,000.00
2"-4" Gas Lateral	LF	13,200	$ 20.00	$ 264,000.00
UG 6" Electrical	LF	25,600	$ 75.00	$ 1,920,000.00
			Subtotal:	$ 2,640,000.00

SANITARY SEWER

Description	Unit	Quantity	Unit Cost	Total
48" Dia. SSMH	EA	76	$ 3,630.00	$ 275,880.00
8" SDR 35 PVC SS Main	LF	21,800	$ 50.00	$ 1,090,000.00
4" SS Lateral	EA	66	$ 1,250.00	$ 82,500.00
			Subtotal:	$ 1,448,380.00

STORM DRAIN

Description	Unit	Quantity	Unit Cost	Total
Storm Drain Manhole w/ Grate Lid	EA	101	$ 2,900.00	$ 292,900.00
Detention Basin Outlet Structure	EA	3	$ 3,500.00	$ 10,500.00
Detention Basin Grading	CY	13,200	$ 3.00	$ 39,600.00
Re-Grade Ditch	LF	800	$ 4.50	$ 3,600.00
Rock Riprap	SF	1,800	$ 3.95	$ 7,110.00
30" CMP Culvert	LF	1,155	$ 90.00	$ 103,950.00
30" Flared End Section	EA	22	$ 1,000.00	$ 22,000.00
15" RCP Storm Drain	LF	6,400	$ 60.00	$ 384,000.00
18" RCP Storm Drain	LF	9,500	$ 67.00	$ 636,500.00
24" RCP Storm Drain	LF	4,400	$ 85.00	$ 374,000.00
30" RCP Storm Drain	LF	3,900	$ 100.00	$ 390,000.00
36" RCP Storm Drain	LF	2,600	$ 125.00	$ 325,000.00
			Subtotal:	$ 2,589,160.00

WATER SYSTEM

Description	Unit	Quantity	Unit Cost	Total
10" PVC Water Main	LF	24,200	$ 44.00	$ 1,064,800.00
12" PVC Water Main	LF	4,200	$ 60.00	$ 252,000.00
Potential Jack and Bore Connection	LF	1,200	$ 200.00	$ 240,000.00
1" Water Service	EA	66	$ 850.00	$ 56,100.00
Fire Hydrant + lateral + valve	EA	20	$ 3,000.00	$ 60,000.00
Pressure Reducing Station	EA	1	$ 26,000.00	$ 26,000.00
			Subtotal:	$ 1,698,900.00

COMBINED SUBTOTALS	$ 8,376,440.00
CONTINGENCIES	$ 1,675,288.00
TOTAL PROJECT COST	**$ 10,051,728.00**

Does not include offsite drainage improvements- see storm drain feasibility study alternatives

Storm Drain Feasibility Section:

General

The portion of the Ramsey Canyon drainage that discharges to the Silver Springs Airport is approximately 51 square miles, mostly in Lyon County, Nevada. The Ramsey Canyon drainage flows from northwesterly to southeasterly direction, crosses U.S. Highway 50 (US 50) and extends through the intersection of US 50 and U.S. Route Alt 95A (US 95A). The watershed has a drainage area of 51 square miles upstream of the Southern Pacific Railroad, which includes 28.9 square miles upstream of US 50 and west of Opal Avenue. The basin consists primarily of sagebrush with a desert grass understory and slopes of 15% to 30% in the upper reaches and 0.5% - 2% in the floodplain. Well defined channels exist in the higher elevations which flow onto flatter alluvial fan areas in the lower elevations. Most of the floodplain that receives the Ramsey Canyon flows is comprised of shallow/unconfined flow which provides some measure of attenuation.

The vast majority of the Ramsey Canyon drainage is undeveloped. The small portion that is developed are primarily single family residents on large lots and US 50. The lower part of the watershed flows into the community of Silver Springs which includes a mixture of commercial, retail, and residential land uses. Additionally, SILVER SPRINGS AIRPORT is located in the southeastern portion of thee Ramsey Canyon drainage. The existing conditions of the drainage also include existing flood control measures that include the existing channel and berm north of US 50, the culverts under US 50, and the channel east of the Silver Springs Airport and south of US 50.

The Federal Emergency Management Agency (FEMA) has a designated Special Flood Hazard Area (SFHA) within the airport property. The SFHA is a Zone The FEMA FIS revised September 30, 1992, included a hydrologic analysis of the unnamed wash (Ramsey Canyon Watershed) impacting the community of Silver Springs. This analysis was conducted using the U.S. Army Corps of Engineers' (USACE's) HEC-1 computer program utilizing the Natural Resources Conservation Service (NRCS) Curve Number and Unit Hydrograph methodology. This study estimated the 1-percent ACE discharge at 4,827 cfs at US 95A and 5,915 cfs at the Southern Pacific Railroad. The Federal Emergency Management Agency (FEMA) has a designated Special Flood Hazard Area (SFHA) within the airport property. The SFHA is a Zone AE through the eastern portion of the property. The limit of the AE floodplain/floodway is at US 50 near the eastern edge of the property and is shown on FEMA FIRM map numbers 32019C 0211E and 0213E, dated January 16, 2009. The Manhard analysis *"Ramsey Canyon Watershed Flood Control Study"* (RCFCS), dated May 2012 determined that the 100-year 24-hour peak flows are approximately 2,400 cfs at the eastern edge of the airport property. For this Feasibility Study, Manhard Consulting is assuming that the RCFCS will be submitted to FEMA in the form of a Letter of Map Revision (LOMR) application. The LOMR will propose a revision to the effective FEMA Flood Insurance Study (FIS) and the RCFCS's estimated 2,400 cfs will be adopted for this study.

Background

Manhard Consulting was contracted to review several existing hydrologic analyses to determine the most applicable and cost effective method to convey the flows from Ramsey Canyon drainage downstream of the Silver Springs Airport. Eight flood control Alternatives were developed and modeled based on the RCFCS report. The general concept was to develop scenarios around potential airport improvements that could be coordinated with the Silver Spring Airport project.

Hydrology

The RCFCS utilized HEC-HMS Version 3.5 (USACE, 2010) to create a model that incorporated the data and parameters that were defined in Sections 2 and 3 of RCFCS and the more accurate hydrologic abstraction, rainfall transformation, and hydrograph routing methods. The Green and Ampt watershed abstraction

method was used to model the estimated hydrologic abstraction; the Snyder Unit hydrograph transformation method was used to determine the estimated runoff hydrograph; and the Muskingum-Cunge runoff hydrograph routing method was used to determine the estimated routing for the Ramsey Canyon drainage. A summary of the hydrologic results from the HEC-HMS within the RCFCS report (Table 4.1 from RCFCS) are provided below.

Table 1 – Summary of Peak Flows for Ramsey Canyon at Silver Springs (Table 4.1 in RCFCS)

Location	Drainage Area (mi^2)	Peak Flows (cfs)						
		2-Year	5-Year	10-Year	25-Year	50-Year	100-Year	500-Year
Ramsey Canyon East of Opal Avenue	28.9	0	70	342	976	1653	2,588	5,462
Unnamed Tributary at Opal Avenue	10.0	3	15	130	406	678	1,052	2,248
Unnamed Tributary at Opal Avenue	1.8	1	2	22	105	194	310	693
Intersection of Spruce and Opal	11.8	19	25	30	59	153	339	1,155
US 50 near Quartz Avenue	44.5	-	-	-	-	-	1,300	-
Highway US 95A	47.8	-	-	-	-	-	2,400	-
Southern Pacific Railroad	50.6	-	-	-	-	-	2,160	-

Hydraulics

The RCFCS developed a FLO-2D and an EPA SWMM5 model to analyze the wide spread and shallow flows anticipated to impact the detailed study area. According to RCFCS, the EPA SWMM5 model was a better for the alternatives analysis. The flow inputs into the RCFCS FLO-2D model included the flood hydrographs from the Ramsey Canyon HEC-HMS model. The topographic data from the RCFCS Flo-2D model and supplemental field surveying was performed and field measurements were collected for several areas and features within the watershed area. The areas and features include: the flow split at the western end of the model, roadways and culverts along US 50 and US 95A, and existing flood control channels.

Flood Mitigation Alternative Analysis

This study is considered to be the first phase to determine the best alternative that meets the objectives of the overall flood mitigation goals of the proposed SILVER SPRINGS AIRPORT development. The alternative that was based upon the 100-Year effective FIS peak flows of 4,827 cfs was not considered because the associated construction costs would be too expensive. In addition to the construction cost, an intensive hydraulic analysis would be required to analyze the effective FIS peak flows and the impacts to downstream. Therefore; the alternatives are based on the revised hydrology and the associated reduced flows (2,400 cfs) from RCFCS and the fact that a FEMA approved hydraulic study be completed and submitted as a LOMR application to FEMA for approval.

The flood mitigation alternatives evaluated in this study were developed based upon previous flood control efforts that have been constructed in the study area. The major existing flood control components analyzed in RCFCS included:

- The surface flow control berm along the north side of US 50 (west of Silver Springs) and related culvert crossing;

- The large box culverts and main channel that crosses under U.S. Highway 95A (just south of the US 50 and US 95A intersection) that convey flows through some of the developed areas of Silver Springs and eventually to Lake Lahontan; and
- Stormwater facilities associated with the Silver Springs Airport

The following Flood Mitigation Alternatives were developed and analyzed based upon the RCFCS study for the Silver Springs Airport Feasibility Study.

Alternative #1:
New detention facility upstream of US 50 and new channels and culverts down to US 95A. Includes the improvement of the existing ephemeral channel (north of Glick Road) to convey 2,000 cfs and the construction of a 350 ac-ft. detention facility one mile west of Opal Avenue and north of US 50. Construction of flood control channels downstream to US 50 with culverts under existing road crossings along the alignment. The existing flood control channel north of US 50 would be improved to provide appropriate capacity as well as the upgrading of to the existing culvert crossing under US 50. A new flood control channel would be constructed from the outlet of the upgraded US 50 culvert to US 95A. The detention facility would be sized to reduce the 100-year peak flows discharge from 2,400 cfs to 1,150 cfs and minimize the overall sizes of the proposed flood control structures. An additional 36" culvert would need to be installed under US 95A. This alternative is depicted in Figure – Hydraulic Alternative #1.

Alternative #2:
Alternative #2 is identical to Alternative #1 except for the addition of a second detention facility located north of us 50 and adjacent to Opal Avenue. This detention facility will have a proposed storage volume of 80 ac-ft. In comparison to Alternative #1, the additional storage volume would reduce the flows at the US 50 culvert from 1,150 cfs to 820 cfs at US 95A. This alternative is depicted in Figure - Hydraulic Alternative #2.

Alternative #3:
Alternative #3 would include the same detention facility, proposed channel alignments, and culverts at road crossings as Alternative #1. The difference would begin where the new flood control channel connects to the existing channel north of US 50. The flow would be split so that the existing channel north of US 50 would only need to be cleaned out and the existing culverts at road crossings would not be upgraded. A new channel would be constructed on airport property to convey the split flows (530 cfs) from the proposed US 50 culvert to the downstream end of the existing US 50 culvert. A new flood control channel would be constructed from the confluence point of the outlet of the existing US 50 and the new channel constructed on airport property to US 95A. The detention facility would be sized to reduce the 100-year peak flows discharge from 2,400 cfs to 1,150 cfs and minimize the overall sizes of the proposed flood control structures at US 95A. An additional 36" culvert would need to be installed under US 95A. This alternative is depicted in Figure - Hydraulic Alternative #3.

Alternative #4:
Alternative #4 is identical to Alternative #3 except for the addition of a second detention facility located north of us 50 and adjacent to Opal Avenue. This detention facility will have a proposed storage volume of 80 ac-ft. In comparison to Alternative #3, the additional storage volume would reduce the flows at the new US 50 culvert from 1,150 cfs to 720 cfs at US 95 A. This alternative is depicted in Figure – Hydraulic Alternative #4.

Alternative #5:
Alternative #5 is based upon no detention upstream of US 50. Larger flood control channels would need to be constructed and a major culvert upgrade constructed under US 50 to convey the channelized flows. The proposed flood control channel would begin approximately 1,000 feet west of Topaz Street and construction of new culverts at the road crossings at Topaz Avenue, Onyx Street, Opal Avenue, and Ruby Avenue. The new channel would be required to convey 2,120 cfs from 1,000 feet west of Topaz Street to the existing channel north of US 50, which would have to upgraded to convey 2,300 cfs to the upgraded culvert under US 50. A new flood control channel would be constructed from the outlet of the upgraded US 50 culvert to US 95A. Additionally, a 300 ac-ft. detention facility would be constructed just west (upstream) of US 95A to reduce the flows enough to not exceed the capacity of the existing flood control channel between US 95A and Union Pacific Railroad. This alternative is depicted in Figure – Hydraulic Alternative #5.

Alternative #6:
Alternative #6 is identical to Alternative #5 except for the proposed engineered flow split. The difference would begin where the new flood control channel connects to the existing channel north of US 50. The flow split requires that the existing channel north of US 50 would only be upgraded to convey 1,150 cfs and the existing culverts would need culvert upgrades at road crossings. A new channel would be constructed on airport property to convey the split flows (1,150 cfs) from the proposed US 50 culvert to the downstream end of the existing US 50 culvert. This alternative is depicted in Figure - Hydraulic Alternative #6.

Alternative #7:
Alternative #7 is identical to Alternative #5 with no detention upstream or downstream of US 50. Larger flood control channels would need to be constructed and a major culvert upgrade constructed under US 50 to convey the channelized flows. The proposed flood control channel would begin approximately 1,000 feet west of Topaz Street and construction of new culverts at the road crossings at Topaz Avenue, Onyx Street, Opal Avenue, and Ruby Avenue. A new flood control channel would be constructed from the outlet of the upgraded US 50 culvert to US 95A. New culverts would have to constructed at US 95A and the flows (2,400 cfs) **would likely exceed** the capacity of the existing flood control channel between US 95A and Union Pacific Railroad, which would create the need for an additional hydraulic study that may determine the need for additional construction of downstream stormwater facilities to mitigate the peak flows. This alternative is depicted in Figure – Hydraulic Alternative #7.

Alternative #8:
Alternative #8 is identical to Alternative #7 except for the proposed engineered flow split. The difference would begin where the new flood control channel connects to the existing channel north of US 50. The flow would be split so that the existing channel north of US 50 would only be upgraded to convey approximately 1,150 cfs and the existing culverts at road crossings would need to be upgraded. A new channel would be constructed on airport property to convey the split flows (1,150 cfs) from the proposed US 50 culvert to the downstream end of the existing US 50 culvert. New culverts would have to constructed at US 95A and the flows (2,400 cfs) **would likely exceed** the capacity of the existing flood control channel between US 95A and Union Pacific Railroad, which would create the need for an additional hydraulic study that may determine the need for additional construction of downstream stormwater facilities to mitigate the peak flows. This alternative is depicted in Figure – Hydraulic Alternative #8.

The mitigation alternatives described above with the flood control channels were sized to convey the 100-peak discharge with approximately one foot of freeboard. Table 2 summarizes the advantages and disadvantages of each alternative based upon the analysis conducted for RCFCS.

Table 2 – Summary of Peak Flows for Ramsey Canyon at Silver Springs

ID	Description	Advantages	Disadvantages
1	Upstream 350 ac-ft. detention facility, larger flood control channels, improved existing flood control channel, and new and upgraded culverts north of US 50	• Proposed channel contains the 100-year floodplain • 100-year peak flow is reduced such the flows are contained within the existing flood control channel in Silver Springs downstream of US 95A • Channel construction remains outside the airport property • Reduced downstream flows due to detention	• Extensive excavation and dam construction required for large detention facility
2	Two upstream detention facilities (350 ac-ft. and 80 ac-ft.). larger flood control channels, improved existing flood control channel, and new and upgraded culverts north of US 50	• Reduced flows in comparison to Alternative #1 • 100-year peak flow is reduced such the flows are contained within the existing flood control channel in Silver Springs • Proposed channel contains the 100-year floodplain • Channel and culvert improvements downstream are smaller than that of Alternative #1 • Channel construction remains outside the airport property	• Extensive excavation and dam construction required for large detention facility • Includes construction of an additional detention facility • Includes additional culvert crossing under US 50 •
3	Upstream 350 ac-ft. detention facility and an engineered flow-split between existing north channel and new channel south of US 50	• Proposed channel contains the 100-year floodplain • No improvements necessary to existing culvert under US 50 • 100-year peak flow is reduced such the flows are contained within the existing flood control channel in Silver Springs	• Extensive excavation and dam construction required for large detention facility • Additional culvert crossing under US 50 • Proposed Silver Springs Airport development would need to be revised
4	Two upstream detention facilities (350 ac-ft. and 80 ac-ft.) and an engineered flow-split between existing north channel and new channel south of US 50	• Reduced flows in comparison to Alternative #3 • 100-year peak flow is reduced such the flows are contained within the existing flood control channel in Silver Springs • Proposed channel contains the 100-year peak flows • No improvements necessary to existing culvert under US 50 • 100-year peak flow is reduced such the flows are contained within the existing flood control channel in Silver Springs	• Extensive excavation and dam construction required for large detention facility • Includes construction of an additional detention facility • Includes additional culvert crossing under US 50 • Proposed Silver Springs Airport development would need to be revised
5	No upstream detention. Flood control channels north of US 50 and a 300 ac-ft. and a detention facility downstream of the airport property and adjacent to US 95A	• Proposed channel contains the 100-year floodplain • Upstream detention facility not required • Less detention facility excavation is required than Alternative #1 - #4	• Detention facility downstream • Large flood control channels and culverts • May be difficult to obtain drainage easements • Significant Easement/Land Acquisition cost

ID	Description	Advantages	Disadvantages
6	No upstream detention and an engineered flow-split between existing north channel and new channel south of US 50 and a 300 ac-ft. an a detention facility downstream	• Proposed channel contains the 100-year floodplain • Upstream detention facility not required • Less detention facility excavation is required than Alternative #1 - #4	• Detention facility downstream • Large flood control channels and culverts • May be difficult to obtain drainage easement along Spruce Avenue • Significant Easement/Land Acquisition costs • Proposed Silver Springs Airport development would need to be revised
7	No upstream or downstream detention. Flood control channels north of US 50, all the way to US 95A	• Proposed channel contains the 100-year floodplain • Upstream detention facility not required • Less detention facility excavation is required than Alternative #1 - #6	• Large flood control channels and culverts • May be difficult to obtain drainage easement along Spruce Avenue • Significant Easement/Land Acquisition costs • May exceed the existing flood control channel between US 95A and Union Pacific Railroad • Additional hydraulic model to determine capacity downstream of US 95A • Additional construction of drainage facilities downstream of US 95A may be required
8	No upstream or downstream detention. Flood control channels north and south of US 50, all the way to US 95A	• Proposed channel contains the 100-year floodplain • Upstream detention facility not required • Less detention facility excavation is required than Alternative #1 - #6	• Large flood control channels and culverts • May be difficult to obtain drainage easement along Spruce Avenue • Significant Easement/Land Acquisition costs • May exceed the existing flood control channel between US 95A and Union Pacific Railroad • Additional construction of drainage facilities downstream of US 95A may be required

Flood Mitigation Costs

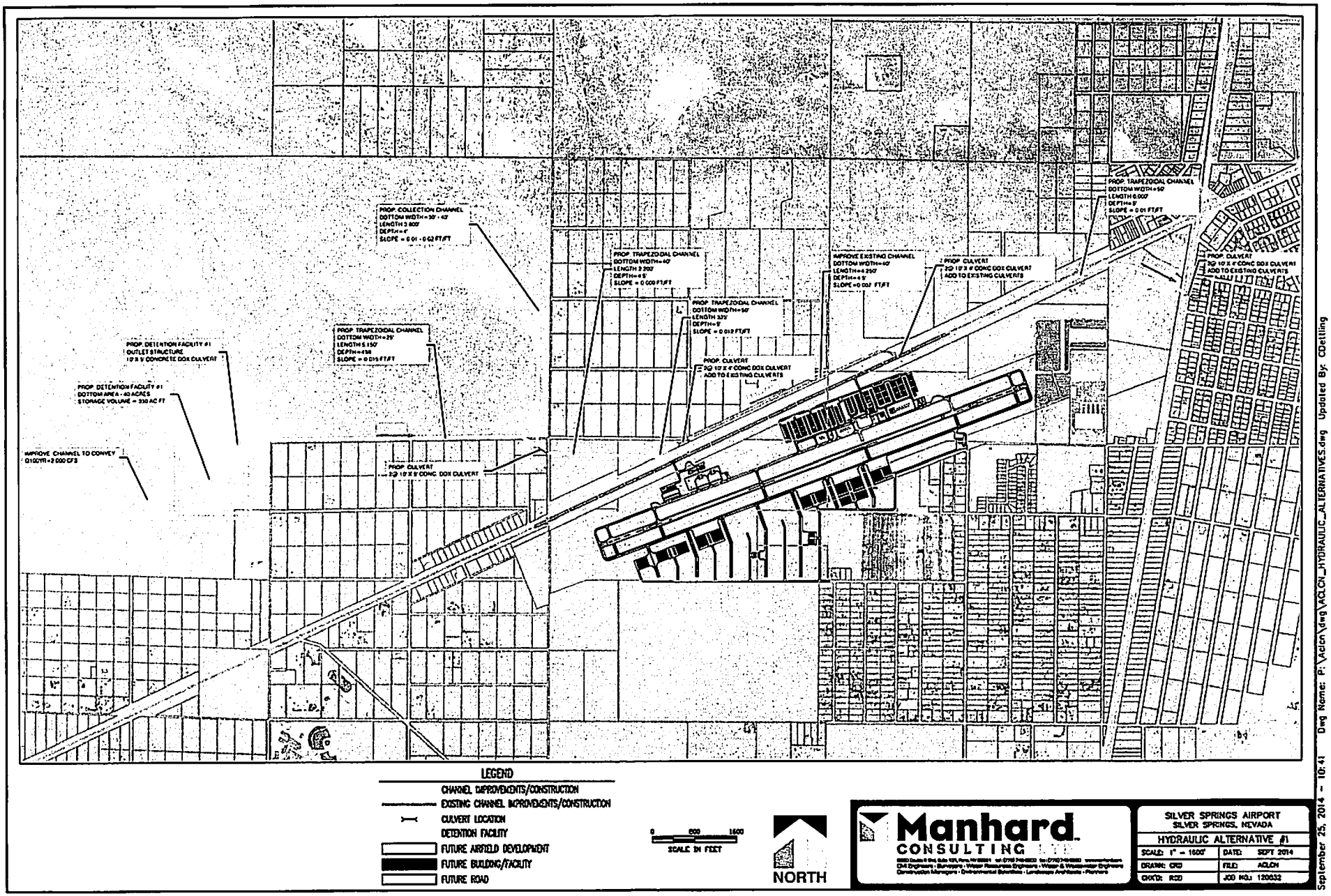
This Feasibility Study for Silver Spring Airport was conducted based on the RCFCS study. Preliminary Engineers Opinion of Probable Cost (EOPC) estimates were prepared for each of the evaluated mitigation alternative so that a comparison could be made between the differing alternatives previously discussed.

The costs listed below are based upon preliminary, concept-level designs. Table 3 summarizes the preliminary EOPC totals for each of the alternatives.

Table 3 Summary of Preliminary EOPCs

Alternative	Construction ($1,000)	Engineering/ Permitting/CM 15% ($1,000)	20% Contingency ($1,000)	Land Acquisition ($1,000)	Total Estimated Cost ($1,000)
1	$9,100	$1,360	$1,820	$600	$12,900
2	$11,200	$1,680	$2,300	$530	$15,710
3	$9,300	$1,400	$1,860	$500	$13,060
4	$11,250	$1,700	$2,250	$480	$15,700
5	$10,900	$1,650	$2,200	$750	$15,500
6	$10,200	$1,530	$2,100	$750	$14,580
7[1]	$6,700	$1,350	$2,000	$300	$10,350
8[1]	$6,500	$1,300	$2,000	$300	$10,100

Note [1] – An additional 10% was added to the Contingency and an additional 5% was added to the estimated cost for a hydraulic study for the existing drainage channel from US 95 to the Union Pacific Railroad. Additional construction costs may incur if the hydraulic study warrants additional flood control measures to prevent flooding downstream of us 95A.



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 1**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide upstream detention, flood control channels, and culvert upgrades to convey 100-year peak flows and reduce flooding (see report for full description).

COSTS

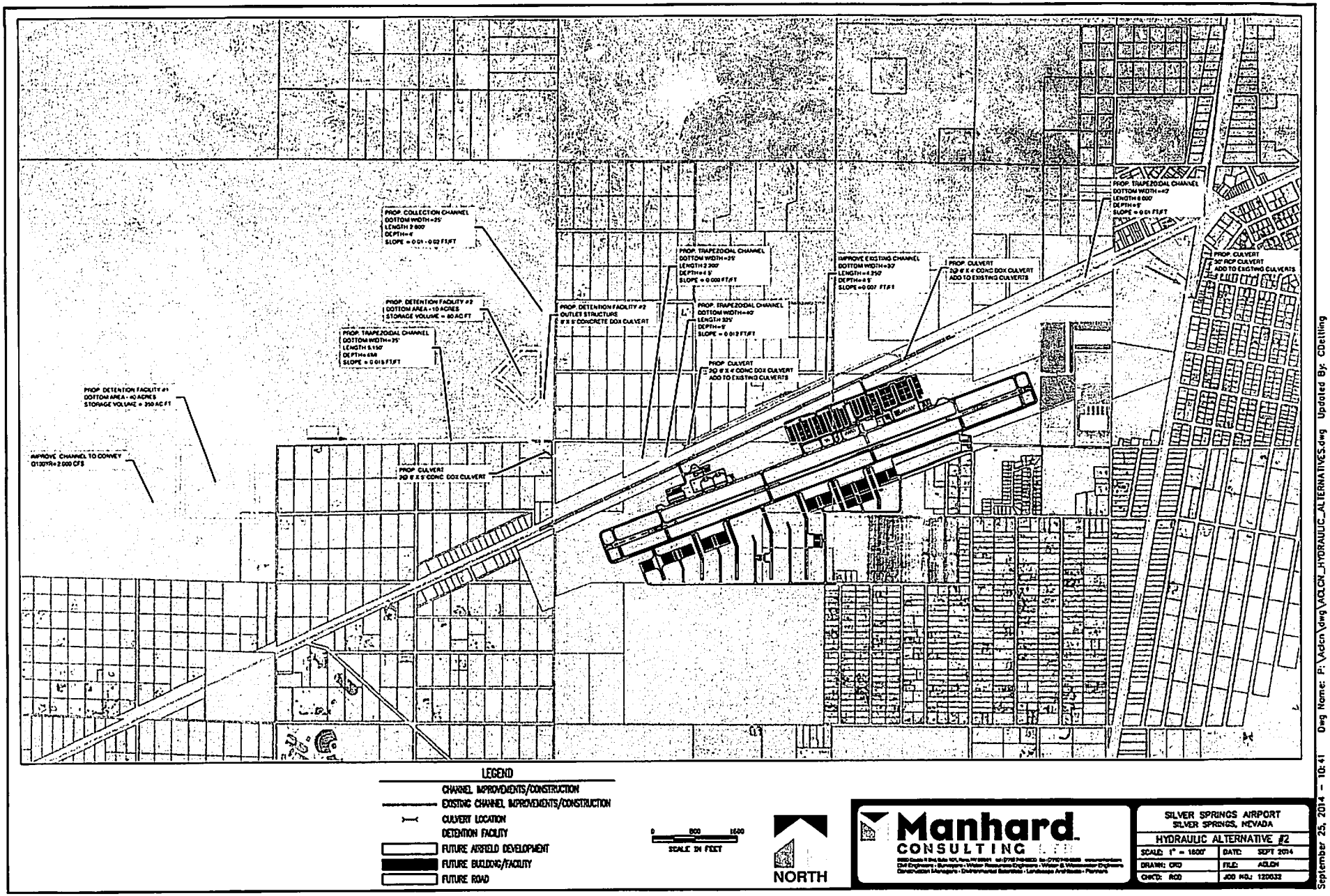
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	232,000	CY	$ 696,000.00
Haul and Place Channel Material	$ 5.00	per CY	232,000	CY	$ 1,160,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF		LF	$ -
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF	800	LF	$ 416,000.00
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	
F) 8' (W) X 5' (H)	$ 480.00	per LF		LF	$ -
G) 10' (W) X 5' (H)	$ 570.00	per LF	400	LF	$ 228,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF		LF	$ -
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF		LF	$ -
B) 42" Diameter RCP	$ 90.00	Per LF		LF	$ -
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF	70	LF	$ 30,800.00
Detention					
Detention Facility Excavation	$ 3.00	per CY	719926		$ 2,159,778.00
Haul and Place Detention Facility Material	$ 5.00	per CY	719926		$ 3,599,630.00
Dam Embankment Construction	$ 32.00	per CY	20750		$ 664,000.00
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 9,104,208.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,365,631.20
Contigency	20%				$ 1,820,841.60
Easement Acquisition	$ 50,000.00	per Acre	12	Acres	$ 600,000.00
				Additional Cost =	**$ 3,786,472.80**

Total Cost=	**$ 12,890,680.80**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 2**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide two upstream detention, flood control channels, and culvert upgrades to convey 100-year peak flows and reduce flooding (see report for full description).

COSTS

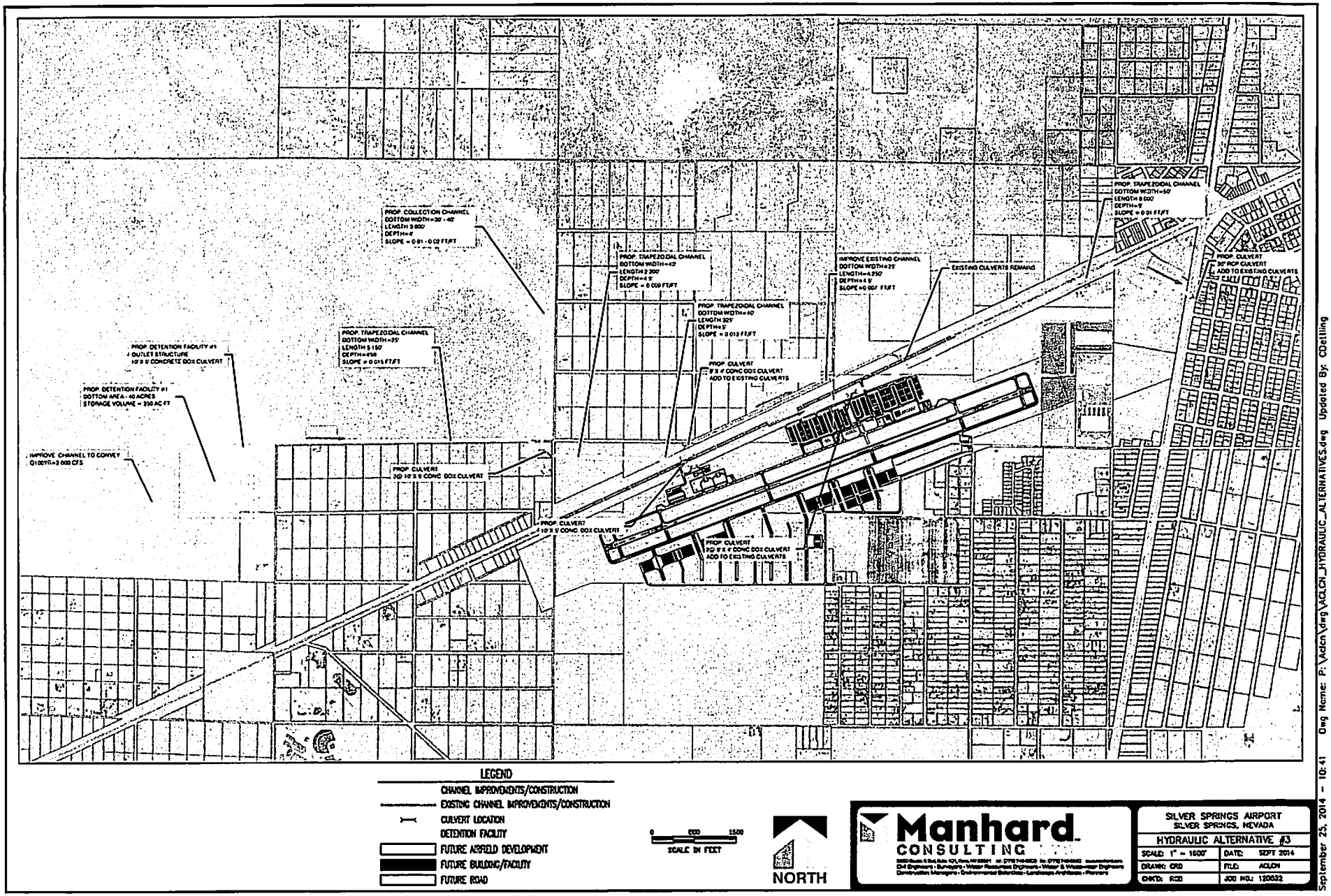
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	203,000	CY	$ 609,000.00
Haul and Place Channel Material	$ 5.00	per CY	203,000	CY	$ 1,015,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF	800	LF	$ 296,000.00
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF		LF	$ -
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	
F) 8' (W) X 5' (H)	$ 480.00	per LF	500	LF	$ 240,000.00
G) 10' (W) X 5' (H)	$ 570.00	per LF		LF	$ -
H) 10' (W) X 6' (H)	$ 600.00	per LF		LF	$ -
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF	210	LF	$ 15,330.00
B) 42" Diameter RCP	$ 90.00	Per LF		LF	$ -
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY	955852		$ 2,867,556.00
Haul and Place Detention Facility Material	$ 5.00	per CY	955852		$ 4,779,260.00
8' X 6' Elliptical RCP	$ 440.00	Per LF	70		$ 30,800.00
Dam Embankment Construction	$ 32.00	per CY	32600		$ 1,043,200.00
Outlet Structure	$ 150,000.00	per LS	2		$ 300,000.00
				Construction Cost =	**$ 11,196,146.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,679,421.90
Contigency	20%				$ 2,239,229.20
Easement Acquisition	$ 50,000.00	per Acre	10.5	Acres	$ 525,000.00
				Additional Cost =	**$ 4,443,651.10**

Total Cost=	**$ 15,639,797.10**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 3**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide upstream detention, flood control channels, and culvert upgrades to convey 100-year peak flows and reduce flooding (see report for full description).

COSTS

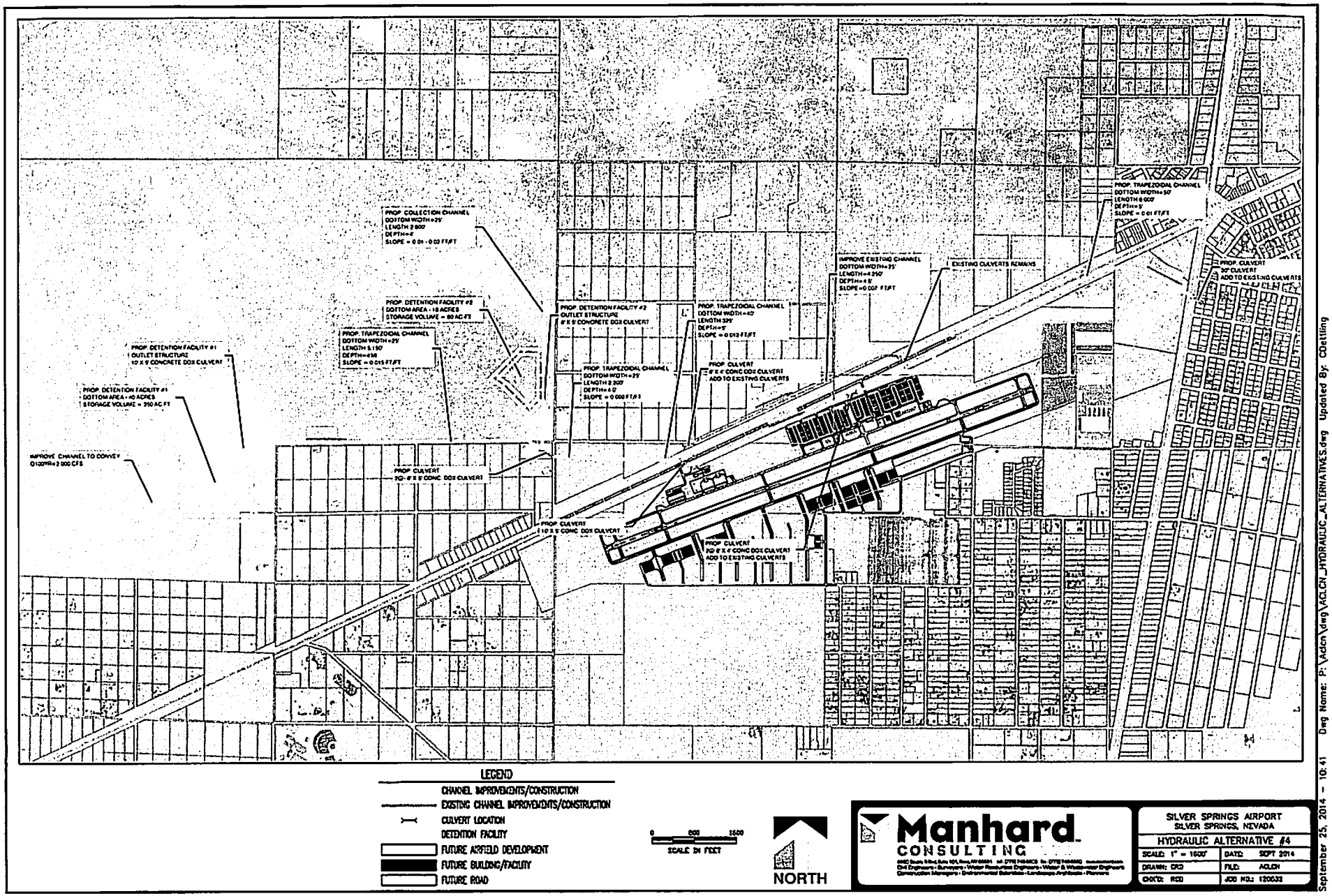
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	236,000	CY	$ 708,000.00
Haul and Place Channel Material	$ 5.00	per CY	236,000	CY	$ 1,180,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF		LF	$ -
C) 8' (W) X 4' (H)	$ 450.00	per LF	400	LF	$ 180,000.00
D) 10' (W) X 4' (H)	$ 520.00	per LF	300	LF	$ 156,000.00
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	
F) 8' (W) X 5' (H)	$ 480.00	per LF		LF	$ -
G) 10' (W) X 5' (H)	$ 570.00	per LF	800	LF	$ 456,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF		LF	$ -
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF	140	LF	$ 10,220.00
B) 42" Diameter RCP	$ 90.00	Per LF		LF	$ -
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY	719926		$ 2,159,778.00
Haul and Place Detention Facility Material	$ 5.00	per CY	719926		$ 3,599,630.00
Dam Embankment Construction	$ 32.00	per CY	20750		$ 664,000.00
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 9,263,628.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,389,544.20
Contigency	20%				$ 1,852,725.60
Easement Acquisition	$ 50,000.00	per Acre	10	Acres	$ 500,000.00
				Additional Cost =	**$ 3,742,269.80**

Total Cost=	**$ 13,005,897.80**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 4**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide two upstream detention, flood control channels, and culvert upgrades to convey 100-year peak flows and reduce flooding (see report for full description).

COSTS

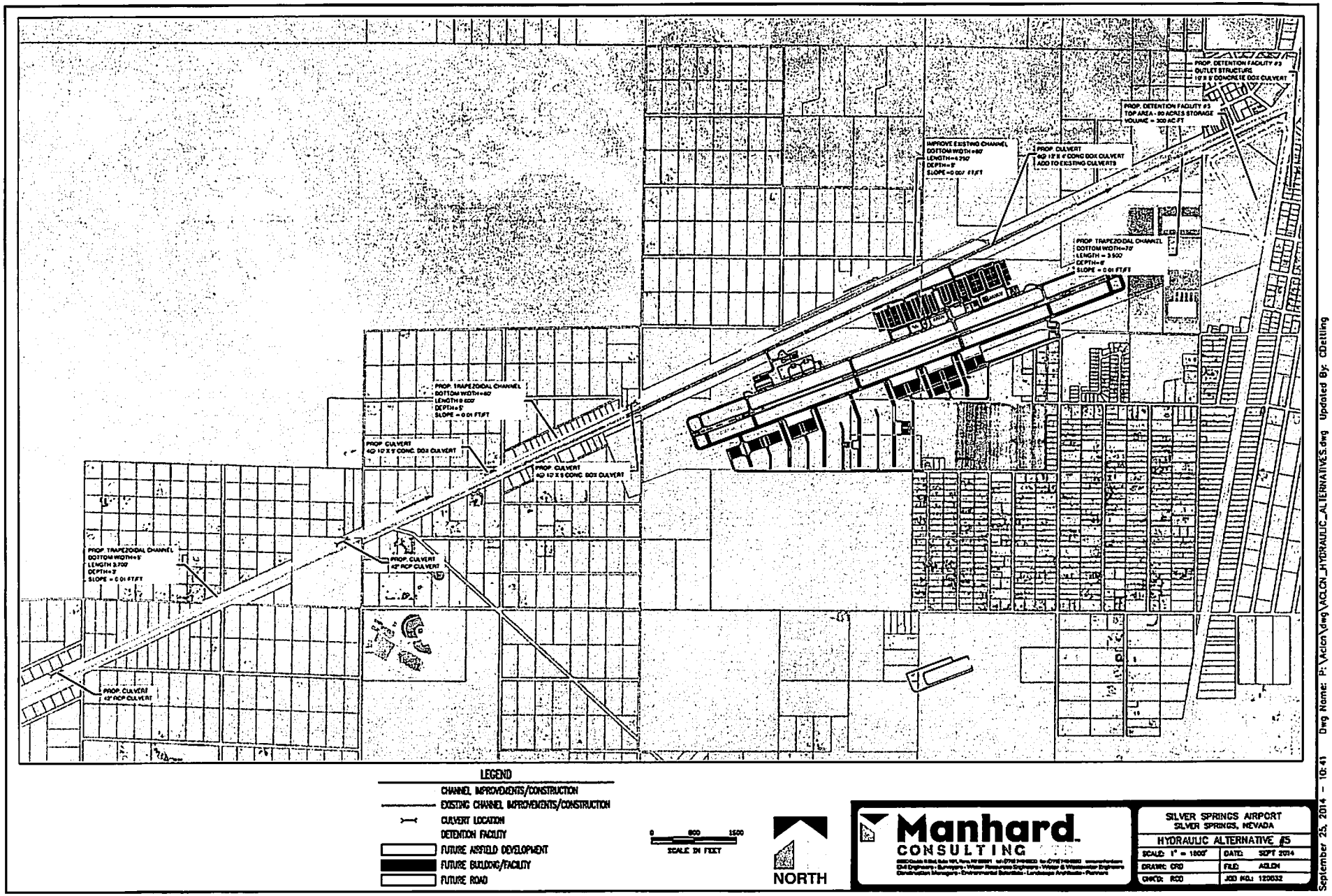
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	204,000	CY	$ 612,000.00
Haul and Place Channel Material	$ 5.00	per CY	204,000	CY	$ 1,020,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF		LF	$ -
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF		LF	$ -
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	
F) 8' (W) X 5' (H)	$ 480.00	per LF	800	LF	$ 384,000.00
G) 10' (W) X 5' (H)	$ 570.00	per LF	400	LF	$ 228,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF		LF	$ -
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF	400	LF	$ 29,200.00
B) 42" Diameter RCP	$ 90.00	Per LF		LF	$ -
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY	955852		$ 2,867,556.00
Haul and Place Detention Facility Material	$ 5.00	per CY	955852		$ 4,779,260.00
8' X 6' Elliptical RCP	$ 440.00	Per LF			$ -
Dam Embankment Construction	$ 32.00	per CY	32600		$ 1,043,200.00
Outlet Structure	$ 150,000.00	per LS	2		$ 300,000.00
				Construction Cost =	**$ 11,263,216.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,689,482.40
Contigency	20%				$ 2,252,643.20
Easement Acquisition	$ 50,000.00	per Acre	9.5	Acres	$ 475,000.00
				Additional Cost =	**$ 4,417,125.60**

Total Cost=	**$ 15,680,341.60**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 5**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide flood control channels, and culvert upgrades to convey 100-year peak flows and a new detention facility upstream of US 95A to reduce flooding (see report for full description).

COSTS

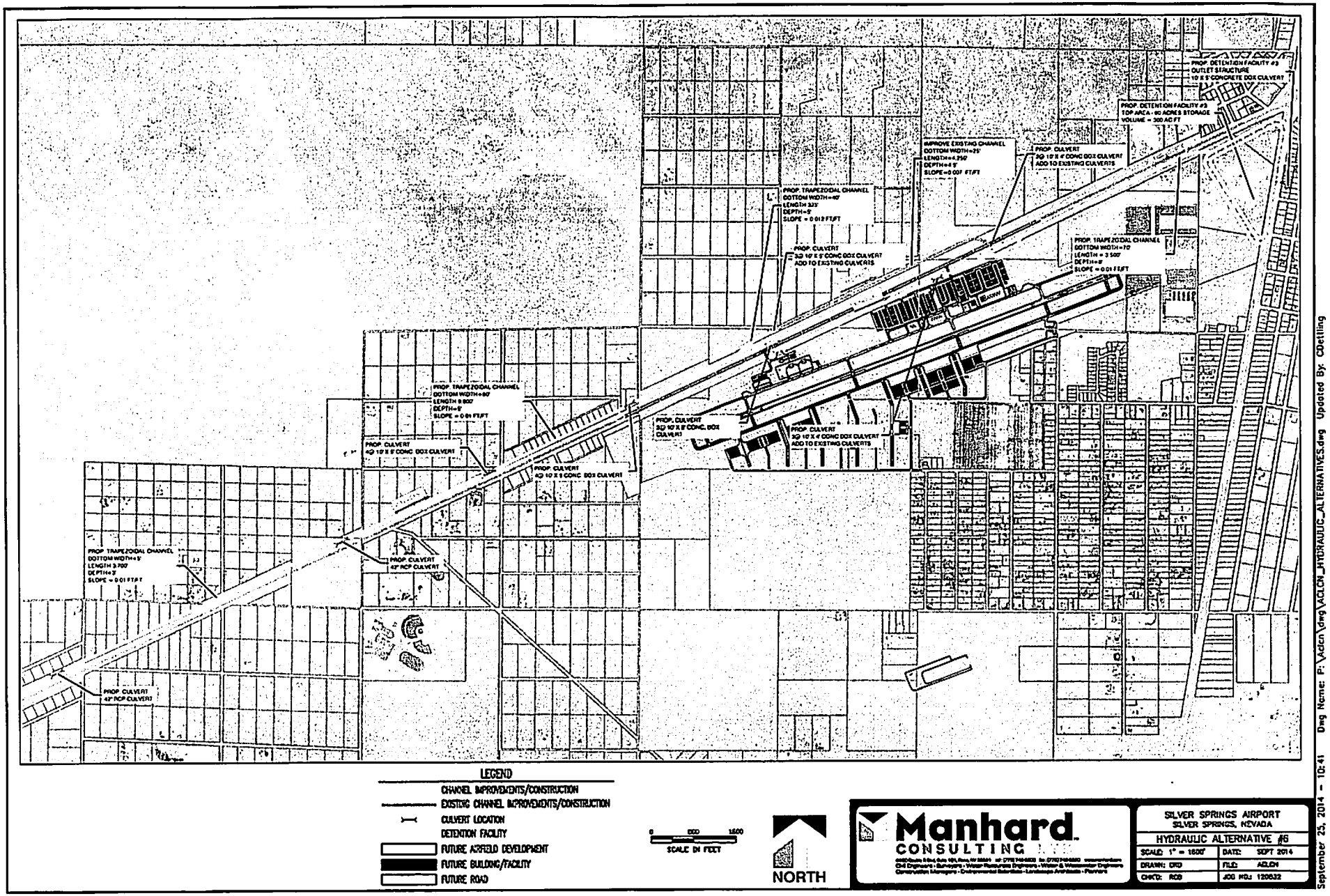
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	290,000	CY	$ 870,000.00
Haul and Place Channel Material	$ 5.00	per CY	290,000	CY	$ 1,450,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF		LF	$ -
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF		LF	$ -
E) 12' (W) X 4' (H)	$ 600.00	per LF	1600	LF	$ 960,000.00
F) 8' (W) X 5' (H)	$ 480.00	per LF		LF	$ -
G) 10' (W) X 5' (H)	$ 570.00	per LF	1600	LF	$ 912,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF	600	LF	$ 360,000.00
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF		LF	$ -
B) 42" Diameter RCP	$ 90.00	Per LF	400	LF	$ 36,000.00
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY	684444		$ 2,053,332.00
Haul and Place Detention Facility Material	$ 5.00	per CY	684444		$ 3,422,220.00
Dam Embankment Construction	$ 32.00	per CY	20750		$ 664,000.00
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 10,877,552.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,631,632.80
Contigency	20%				$ 2,175,510.40
Easement Acquisition	$ 50,000.00	per Acre	15	Acres	$ 750,000.00
				Additional Cost =	**$ 4,557,143.20**

Total Cost=	**$ 15,434,695.20**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 6**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide flood control channels, and culvert upgrades to convey 100-year peak flows and a new detention facility upstream of US 95A to reduce flooding (see report for full description).

COSTS

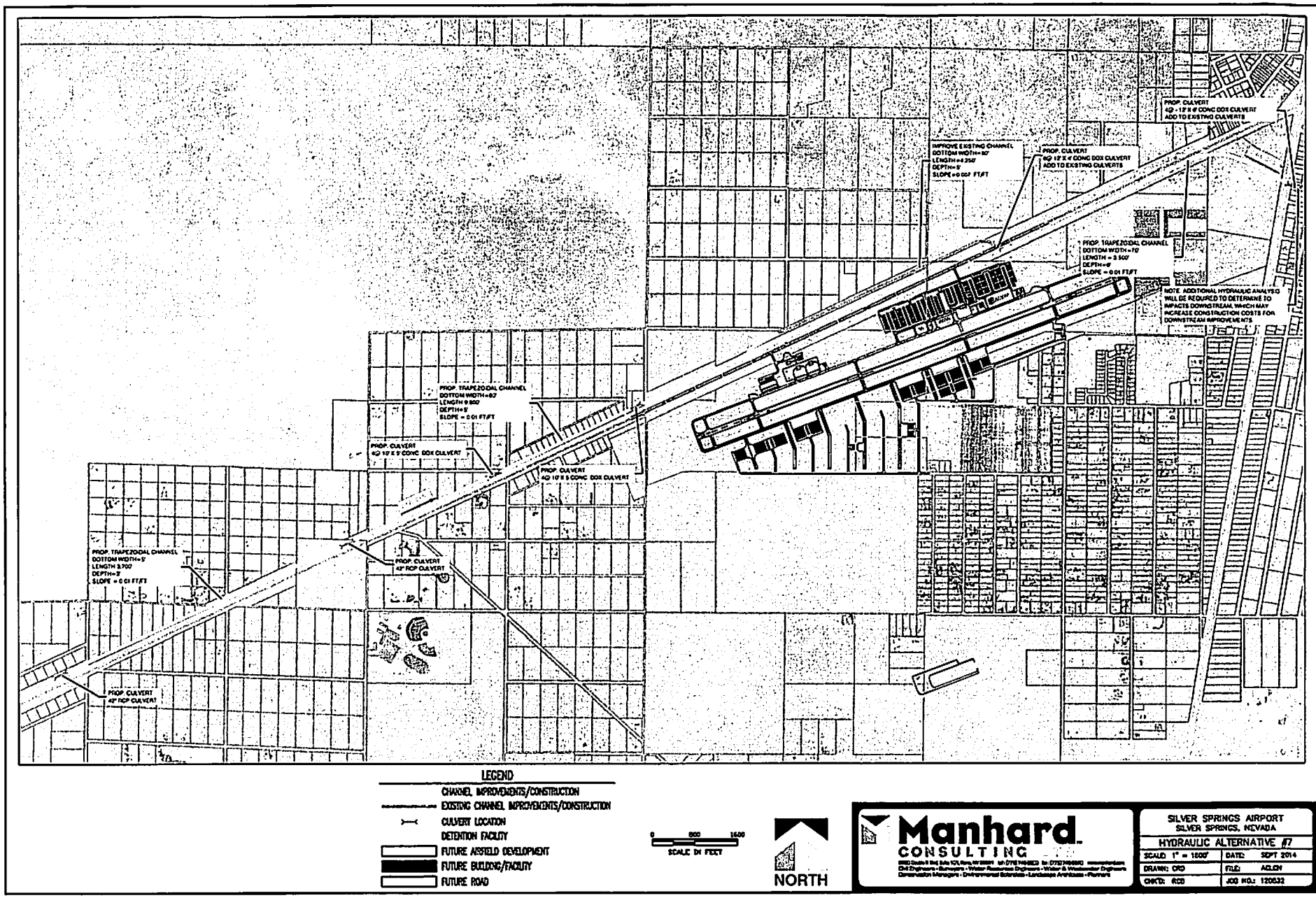
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	204,000	CY	$ 612,000.00
Haul and Place Channel Material	$ 5.00	per CY	204,000	CY	$ 1,020,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF	500	LF	$ 185,000.00
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF	800	LF	$ 416,000.00
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	$ -
F) 8' (W) X 5' (H)	$ 480.00	per LF	400	LF	$ 192,000.00
G) 10' (W) X 5' (H)	$ 570.00	per LF	1800	LF	$ 1,026,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF	600	LF	$ 360,000.00
I) 12' (W) X 6' (H)	$ 670.00	per LF		LF	$ -
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF		LF	$ -
B) 42" Diameter RCP	$ 90.00	Per LF	400	LF	$ 36,000.00
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY	684444		$ 2,053,332.00
Haul and Place Detention Facility Material	$ 5.00	per CY	684444		$ 3,422,220.00
Dam Embankment Construction	$ 32.00	per CY	20750		$ 664,000.00
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 10,136,552.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	15%				$ 1,520,482.80
Contigency	20%				$ 2,027,310.40
Easement Acquisition	$ 50,000.00	per Acre	15	Acres	$ 750,000.00
				Additional Cost =	**$ 4,297,793.20**

Total Cost=	**$ 14,434,345.20**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 7**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide flood control channels, and culvert upgrades to convey 100-year peak flows and a new detention facility upstream of US 95A to reduce flooding (see report for full description).

COSTS

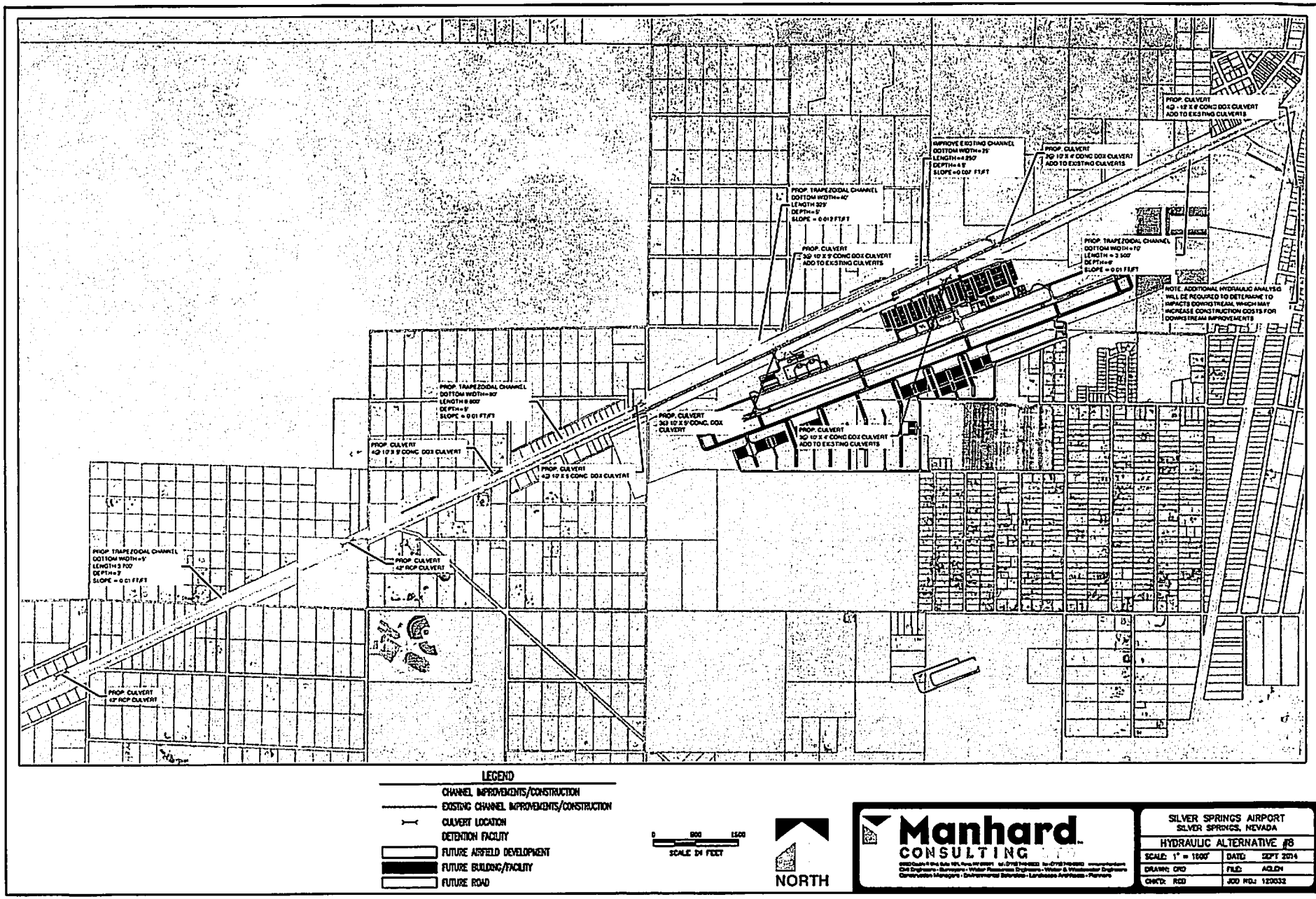
Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	445,000	CY	$ 1,335,000.00
Haul and Place Channel Material	$ 5.00	per CY	445,000	CY	$ 2,225,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF		LF	$ -
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF		LF	$ -
E) 12' (W) X 4' (H)	$ 600.00	per LF	1600	LF	$ 960,000.00
F) 8' (W) X 5' (H)	$ 480.00	per LF		LF	$ -
G) 10' (W) X 5' (H)	$ 570.00	per LF	1600	LF	$ 912,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF	600	LF	$ 360,000.00
I) 12' (W) X 6' (H)	$ 670.00	per LF	1000	LF	$ 670,000.00
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF		LF	$ -
B) 42" Diameter RCP	$ 90.00	Per LF	400	LF	$ 36,000.00
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY			$ -
Haul and Place Detention Facility Material	$ 5.00	per CY			$ -
Dam Embankment Construction	$ 32.00	per CY			$ -
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 6,648,000.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	20%				$ 1,329,600.00
Contigency	30%				$ 1,994,400.00
Easement Acquisition	$ 50,000.00	per Acre	6	Acres	$ 300,000.00
				Additional Cost =	**$ 3,624,000.00**

Total Cost=	**$ 10,272,000.00**



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SILVER SPRINGS AIRPORT FEASIBILITY STUDY **SCENARIO ID: 8**
CAPITAL IMPROVEMENT PROJECTS
CONCEPTUAL COST ESTIMATES

Watershed Name: Ramsey Canyon
Alternate Analysis: Unnamed Wash at Silver Springs
CIP Goals: Reduce flooded area, reduce/eliminate roadway overtopping, reduce peak flows to improve performance of existing flood control channel
Project Description: Provide flood control channels, and culvert upgrades to convey 100-year peak flows and a new detention facility upstream of US 95A to reduce flooding (see report for full description).

COSTS

Construction

Channel	Unit Cost	Units	Quantity	Units	Estimated Cost
North Channel Construction					
Channel Construction	$ 3.00	per CY	435,000	CY	$ 1,305,000.00
Haul and Place Channel Material	$ 5.00	per CY	435,000	CY	$ 2,175,000.00
Culvert					
Box Culvert and Headwall					
A) 12' (W) X 3' (H)	$ 500.00	per LF		LF	$ -
B) 6' (W) X 4' (H)	$ 370.00	per LF	500	LF	$ 185,000.00
C) 8' (W) X 4' (H)	$ 450.00	per LF		LF	$ -
D) 10' (W) X 4' (H)	$ 520.00	per LF	800	LF	$ 416,000.00
E) 12' (W) X 4' (H)	$ 600.00	per LF		LF	$ -
F) 8' (W) X 5' (H)	$ 480.00	per LF	400	LF	$ 192,000.00
G) 10' (W) X 5' (H)	$ 570.00	per LF	1800	LF	$ 1,026,000.00
H) 10' (W) X 6' (H)	$ 600.00	per LF	600	LF	$ 360,000.00
I) 12' (W) X 6' (H)	$ 670.00	per LF	1000	LF	$ 670,000.00
Pipe Culvert					
A) 36" Diameter RCP	$ 73.00	Per LF		LF	$ -
B) 42" Diameter RCP	$ 90.00	Per LF	120	LF	$ 10,800.00
C) 8' X 6' Elliptical RCP	$ 440.00	Per LF		LF	$ -
Detention					
Detention Facility Excavation	$ 3.00	per CY			$ -
Haul and Place Detention Facility Material	$ 5.00	per CY			$ -
Dam Embankment Construction	$ 32.00	per CY			$ -
Outlet Structure	$ 150,000.00	per LS	1		$ 150,000.00
				Construction Cost =	**$ 6,489,800.00**

Additional

Engineering, Permitting, CM, Testing, Etc...	20%				$ 1,297,960.00
Contigency	30%				$ 1,946,940.00
Easement Acquisition	$ 50,000.00	per Acre	6	Acres	$ 300,000.00
				Additional Cost =	**$ 3,544,900.00**

Total Cost=	**$ 10,034,700.00**

APPENDIX C
ACRONYMS

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

COMMONLY USED ACRONYMS

AC	Advisory Circular
AD	Airport Design
ADG	Airplane Design Group
AGL	Above Ground Level
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ALS	Approach Lighting System
ARC	Airport Reference Code
ARP	Airport Reference Point
ARTCC	Air Route Traffic Control Center
ASDA	Accelerate Stop Distance
ASR	Airport Surveillance Radar
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation system
BRL	Building Restriction Line
CAT	Category
CFR	Code of Federal Regulations
CWY	Clearway
CY	Calendar Year
DME	Distance Measuring Equipment
EL	Elevation
EMT	Emergency Medical Technician
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FSS	Flight Service System
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
HIRL	High Intensity Runway Lights
IEMT	Intermediate Emergency Medical Technician
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
LDA	Landing Distance Available
LOC	Localizer
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Intensity Approach Lighting System with Sequenced Flashers
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
ME	Multi-Engine
MIRL	Medium Intensity Runway Lights
MITL	Medium Intensity Taxiway Lights
MLS	Microwave Landing System
MOA	Military Operating Area
MSL	Mean Sea Level
NAVAID	Navigational Aid
NDB	Nondirectional Beacon
NM	Nautical Mile
NPIAS	National Plan of Integrated Airport Systems
ODALS	Onmnidirectional Approach Lighting System
OFA	Object Free Area
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
RAIL	Runway Alignment Indicator Lights
RDC	Runway Design Code
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RVR	Runway Visual Range
RW	Runway
SWY	Stopway
TDG	Taxiway Design Group
TH	Threshold
TL	Taxilane
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available
TSA	Taxiway Safety Area
TVOR	Very High Frequency Omni range on an Airport
TW	Taxiway
USGS	United States Geological Society
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOR	Very High Frequency Omni range

APPENDIX D
GLOSSARY OF TERMS

SILVER SPRINGS AIRPORT
AIRPORT MASTER PLAN

ARMSTRONG

GLOSSARY OF TERMS

Above Ground Level (AGL)	A height above ground as opposed to MSL (height above Mean Sea Level).
Advisory Circular (AC)	Publications issued by the FAA to provide a systematic means of providing non-regulator guidance and information in a variety of subject areas.
Airport Improvement Program (AIP)	The AIP of the Airport and Airways Improvement Act of 1982 as amended. Under this program, the FAA provides funding assistance for the design and development of airports and airport facilities.
Aircraft Mix	The number of aircraft movements categorized by capacity group or operational group and specified as a percentage of the total aircraft movements.
Aircraft Operation	An aircraft takeoff or landing.
Airport	An area of land or water used or intended to be used for landing and takeoff of aircraft includes buildings and facilities, if any.
Airport Elevation	The highest point of an airport's useable runways, measured in feet above mean sea level.
Airport Land Use Regulations	Are designed to preserve existing and/or establish new compatible land uses around airports, to allow land use not associated with high population concentration, to minimize exposure of residential uses to critical aircraft noise areas, to avoid danger from aircraft crashes, to discourage traffic congestion and encourage compatibility with non-motorized traffic from development around airports, to discourage expansion of demand for governmental services beyond reasonable capacity to provide services and regulate the area around the airport to minimize danger to public health, safety, or property from the operation of the airport, to prevent obstruction to air navigation and to aid in realizing the policies of a County Comprehensive Plan and Airport Master Plan.
Airport Layout Plan (ALP)	A graphic presentation, to scale, of existing and proposed airport facilities, their location on the airport and the pertinent applicable standards. To be eligible for AIP funding assistance, an airport must have an FAA-approved ALP.
Airport Master Record, Form 5010	The official FAA document, which lists basic airport data for reference and inspection purposes.
Airport Reference Code (ARC)	The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport.

Airport Reference Point (ARP)	The latitude and longitude of the approximate center of the airport.
Airspace	Space above the ground in which aircraft travel; divided into corridors, routes and restricted zones.
Air Traffic	Aircraft operating in the air or on an airport surface, excluding loading ramps and parking areas.
Approach Surface	A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
Automated Weather Observing System (AWOS)	This equipment automatically gathers weather data from various locations on the airport and transmits the information directly to pilots by means of computer generated voice messages over a discrete frequency.
Based aircraft	An aircraft permanently stationed at an airport.
Building Restriction Line (BRL)	A line, which identifies suitable building area locations on airports.
Ceiling	The height above the earth's surface of the lowest layer of clouds or other phenomena which obscure vision.
Conical Surfaces	A surface extending outward and upward form the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
Controlled Airspace	Airspace in which some or all aircraft may be subject to air traffic control to promote safe and expeditious flow of air traffic.
Critical/Design Aircraft	In airport design, the aircraft which controls one or more design items such as runway length, pavement strength, lateral separation, etc., for a particular airport. The same aircraft need not be critical for all design items.
Day Night Level (DNL)	24-hour average sound level, including a 10 decibel penalty for sound occurring between 10:00 PM and 7:00 AM.
Decibel	Measuring unit for sound based on the pressure level.
Design Type	The design type classification for an airport refers to the type of runway that the airport has based upon runway dimensions and pavement strength.
Federal Aviation Administration (FAA)	The federal agency responsible for the safety and efficiency of the national airspace and air transportation system.
FAR Part 77	A definition of the protected airspace required for the safe navigation of aircraft.

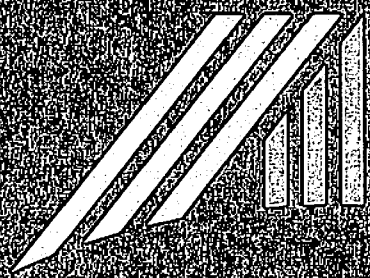
Fixed Base Operator (FBO)	An individual or company located at an airport and providing commercial general aviation services.
Fuel Flowage Fees	A fee charged by the airport owner based upon the gallons of fuel either delivered to the airport or pump at the airport.
General Aviation (GA)	All aviation activity in the United States, which is neither military nor conducted by major, national or regional airlines.
Glider	A heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine (FAR Part 1).
Global Positioning System (GPS)	The global positioning system is a space based navigation system, which has the capability to provide highly accurate three-dimensional position, velocity and time to an infinite number of equipped users anywhere on or near the Earth. The typical GPS integrated system will provide: position, velocity, time, altitude, groundspeed and ground track error, heading and variation. The GPS measures distance, which it uses to fix position, by timing a radio signal that starts at the satellite and ends at the GPS receiver. The signal carries with it, data that discloses satellite position and time of transmission and synchronizes the aircraft GPS system with satellite clocks.
Hazard to Air Navigation	An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities or existing or potential airport capacity.
Horizontal Surface	A horizontal plane 150 feet above the established airport elevation, the perimeter which is constructed by swinging arcs of specified radii form the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.
Imaginary Surfaces	Surfaces established in relation to the end of each runway or designated takeoff and landing areas, as defined in paragraphs 77.25, 77.28 and 77.29 of FAR Part 77, *Objects Affecting Navigable Airspace*. Such surfaces include the approach, horizontal, conical, transitional, primary and othersurfaces.
Itinerant Operations	All operations at an airport, which are not local operations.
Jet Noise	The noise generated externally to a jet engine in the turbulent jet exhaust.
Knots	Nautical miles per hour, equal 1.15 statute miles per hour.
Large Airplane	An airplane of more than 12,500 pounds maximum certified takeoff weight.

Local Operations	Operations by aircraft flying in the traffic pattern or within sight of the control tower, aircraft known to be arriving or departing from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
Location Identifier	A three-letter or other code, suggesting where practicable, the location name that it represents.
Maneuvering Area	That part of an airport to be used for the takeoff and landing of aircraft and for the movement of aircraft associated with takeoff and landing, excluding aprons.
Master Plan	A planning document prepared for an airport, which outlines directions and developments in detail for 5 years and less specifically for 20 years. The primary component of which is the Airport Layout Plan.
Mean/Maximum Temperature	The average of all the maximum temperatures usually for a given period of time.
Mean Sea Level (MSL)	Height above sea level.
Medium Intensity Runway Lights (MIRL)	For use on VFR runways or runway showing a nonprecision instrument flight rule (IFR) procedure for either circling or straight-in approach.
Minimum Altitude	That designated altitude below which an IFR pilot is not allowed to fly unless arriving or departing an airport or for specific allowable flight operations.
National Airspace System	The common network of United States airspace, navigation aids, communications facilities and equipment, air traffic control equipment and facilities, aeronautical charts and information, rules, regulations, procedures, technical information and FAA manpower and material.
National Plan of Integrated Airport Systems (NPIAS)	A plan prepared annually by the FAA which identifies, for the public, the composition of a national system of airports together with the airport development necessary to anticipate and meet the present and future needs of civil aeronautics, to meet requirements in support of the national defense and to meet the special needs of the Postal Service. The plan includes both new and qualitative improvements to existing airports to increase their capacity, safety, technological capability, etc.
NAVAID	A ground based visual or electronic device used to provide course or altitude information to pilots.
Noise	Defined subjectively as unwanted sound. The measurement of noise involves understanding three characteristics of sound: intensity, frequency and duration.
Noise Contours	Lines drawn about a noise source indicating constant energy levels of noise exposure. DNL is the measure used to describe community exposure to noise.

Noise Exposure Level	The integrated value, over a given period of time of a number of different events of equal or different noise levels and durations.
Non-Precision Instrument	A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which a straight-in nonprecision instrument approach procedure has been approved.
Notice to Airmen (NOTAM)	A notice containing information (not known sufficiently in advance to publicize by other means concerning the establishment, condition or change in any component (facility, service, or procedure) of or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.
Object	Includes, but is not limited to, above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain and parked aircraft.
Object Free Area (OFA)	A two-dimensional ground area-surrounding runways, taxiways and taxilanes which is clear of objects except for object whose location is fixed by function.
Obstacle Free Zone (OFZ)	The airspace defined by the runway OFZ and, as appropriate, the inner-approach OFZ and the inner-transitional OFZ, which is clear of object penetrations other than frangible NAVAIDs.
Obstruction	An object which penetrates an imaginary surface described in the FAA's Federal Aviation Regulations (FAR), Part 77.
Parking Apron	An apron intended to accommodate parked aircraft.
Pattern	The configuration or form of a flight path flown by an aircraft or prescribed to be flown, as in making an approach to a landing.
Precision Approach Path Indicators (PAPI)	The visual approach slope indicator system furnishes the pilot visual slope information to provide safe descent guidance. It provides vertical visual guidance to aircraft during approach and landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that they are "on path" if they see red/white, "above path" if they see white/white and "below path" if they see red/red.
Primary Surface	A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway, but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway.
Rotating Beacon	A visual navaid operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport.
Runway	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway Design Code (RDC)	A code signifying the design standards to which the runway is to be built.
Runway End Identifier Lights (REIL)	REILs are flashing strobe lights which aid the pilot in identifying the runway end at night or in bad weather conditions.
Runway Gradient	The average gradient consisting of the difference in elevation of the two ends of the runway divided by the runway length may be used provided that no intervening point on the runway profile lies more than five feet above or below a straight line joining the two ends of the runway. In excess of five feet the runway profile will be segmented and aircraft data will be applied for each segment separately.
Runway Lighting System	A system of lights running the length of a system that may be either high intensity (HIRL), medium intensity (MIRL), or low intensity (LIRL).
Runway Orientation	The magnetic bearing of the centerline of the runway.
Runway Protection Zone (RPZ)	An area off the runway end used to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion form the runway.
Segmented Circle	A basic marking device used to aid pilots in locating airports and which provides a central location for such indicators and signal devices as may be required.
Small Aircraft	An airplane of 12,500 pounds or less maximum certified takeoff weight.
Taxiway	A defined path established for the taxiing of aircraft from one part of an airport to another.
Taxiway Design Group (TDG)	A classification of airplanes based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear distance (CMG).
Terminal Area	The area used or intended to be used for such facilities as terminal and cargo buildings, gates, hangars, shops and other service buildings, automobile parking, airport motels, restaurants, garages and automobile services and a specific geographical area within which control of air traffic is exercised.
Threshold	The beginning of that portion of the runway available for landing.
Touch and Go Operations	Practice flight performed by a landing touchdown and continuous takeoff without stopping.
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on or taking off form an airport. The usual components are the departure, crosswind, downwind, and base legs; and the final approach.

Transitional Surface	These surfaces extend outward and upward at right angles to runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.
Universal Communications (UNICOM)	A private aeronautical advisory communications facility for purpose other than air traffic control. Only one such station is authorized in any landing area. Service available are advisory in nature primarily concerning the airport services and airport utilization. Locations and frequencies of UNICOMs are listed on aeronautical charts and publications.
Visual Flight Rules (VFR)	Rules that govern flight procedures under visual conditions.
Visual Runway	A runway intended for visual approaches only with no straight- in instrument approach procedure either existing or planned for that runway.



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Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: Riverview Elementary School overnight field trip request

Recommendation: That the LCSD Board of Trustees approve an overnight trip to Lake Tahoe for Riverview Elementary School (RES) 6th grade students to participate in the Great Basin Outdoor School from October 4, 2016 through October 7, 2016.

Background Information

RES is requesting to participate in the Great Basin Outdoor School field trip experience, an educational opportunity for the RES 6th graders at the Camp Galilee site in Lake Tahoe. The field trip will last 4 days and 3 nights. Students will be saying in same gender cabins with their same gender-approved chaperones. During this time, students will be supervised at a ratio of 10 students to 1 adult, and will participate in a variety of educational activities, including astronomy, nature hikes, ecology lessons, life cycles, echolocation, water quality, aquatic ecosystems, Great Basin Geology, leadership, team building and journaling. Several Nevada Academic Content Standards will be covered. These standards are listed on the supporting documents.

Budget Considerations

N/A. Riverview Elementary School students, along with fundraisers and scholarships, will pay for the entire cost of the trip.

Discussed at Previous Meeting

Yes. RES 6th grade teacher Ms. Donna Anderson addressed the Board at the June 28, 2016 during public participation.

Attachment:

Yes. Please see attached letter and supporting documents.

Respectfully Submitted,
Wayne Workman, Superintendent

Riverview Elementary School
1200 Ferretto Parkway
Dayton, NV 89403
Phone (775) 246-6170
Fax (775) 246-6299
Hawks- Learning For Life!

Barbara Harris, Principal
Robbie Wickware, Dean
Marie DuFresne, Counselor

July 15, 2016

To:

Lyon County School District Board of Trustees

Lyon County School District Superintendent, Wayne Workman

Dear LCSD Board Members and Superintendent Workman,

Please accept this request for permission to take the 6th grade students from Riverview Elementary School to the Great Basin Outdoor School (GBOS) which is held at Camp Galilee at Lake Tahoe. We wish to take our students on Tuesday, October 4th and return on Friday, October 7, 2016. The students will be chaperoned by the 6th grade teachers, approved volunteer parents and other RES staff at a ratio of at least 1 adult to every 10 students.

Cost of the trip will be paid by the students and supported by Riverview Elementary School fundraisers. Additionally, GBOS offers scholarships to support students in need. RES and fundraisers will also pay for the LCSD transportation costs to transport the students to and from the camp site on the east shore of Lake Tahoe.

GBOS will offer a wonderful opportunity to build a strong community within the grade level at the beginning of the year, teach several Nevada Academic Content Standards and also build leadership skills among the 6th graders. In summary, GBOS will give new experiences to students and broaden knowledge bases that are sometimes difficult to achieve in the classroom setting.

After attending GBOS, the RES students would be happy to do a follow-up presentation for the School Board to share this experience, our learning and to thank the School Board in person for allowing us to attend.

Please see attached documents for additional details on the GBOS trip for our 6th graders. In closing, we thank you for your consideration.

Sincerely,

Donna Anderson

Ms. Donna Anderson
6th Grade Teacher

Barbara Harris

Ms. Barbara Harris
Principal, Riverview Elementary School

Great Basin Outdoor School for schools.

Additional information can be found at: http://www.greatbasin-os.org/

Riverview Elementary 6th grade Trip details:

- 4 days, 3 nights at Camp Galilee, October 3-7, 2016
- 50 students with 5 chaperones
- Students will be sleeping in cabins, by gender, with 10-12 to a cabin
- Cost is $200 per camper, which covers: transportation, food, lodging, and other camper needs, except personal items
- Parents will receive a packet with: (Spanish forms are available)
    - Permission slip
    - Behavior and safety standards
    - Staff and cabin leader information
    - Safety and risk
    - Emergency Information sheet for each student
    - Health Conditions and Medication form
    - Discipline Procedures
    - Marine Research and Education Participant permission and release

Agenda:

- Day 1
    - Get connected with one another as a community and connect with nature
    - Do fun team challenges to learn interdependence
    - Make new friends and build new skills
    - Evening: Astronomy
- Day 2:
    - Hike Spooner Lake stopping along the way for activities on wildlife and forest ecology

- Trail lunch
- Nature journaling
- Study life cycles, adaptations and local species
- Evening: Night Hike focusing on echolocation

- Day 3:
  - Learn about water quality and aquatic ecosystems aboard Tahoe Research boat
  - Study Great Basin geology
  - Guest presenter
  - Choose a fun educational elective class
  - Evening: Songs & Skits
- Day 4:
  - Commit to earth-friendly actions to reduce our ecological footprint and protect the planet
  - Volunteer on conservation project to keep Tahoe blue
  - Share new knowledge
  - Take home what we learned

Financial Responsibility:

- Parents of the upcoming 6th grade students were invited to an informational meeting on April 26, 2016 to discuss the GBOS, educational benefits for students, costs and fundraising opportunities.
- Additionally, there was a Fundraising Committee meeting held in May to discuss specific fundraising options that parents were interested in exploring.
- GBOS is offering four full scholarships (2 per class). These can be used in full or split to offer reduced costs to more individual students.
- All costs incurred by this trip will be the responsibility of Riverview Elementary School, parents and students.

Educational Standards Supported by Great Basin Outdoor School:

- History & Social Studies
    - (CCSS.ELA-Literacy.RH.6-8.7) Integrate visual information with other information in print and digital texts
- Science & Technology
    - (CCSS.ELA-Literacy.RST.6-8.3) Follow precisely a multi-step procedure when carrying out experiments
    - (CCSS.ELA-Literacy.RST.6-8.4) Determine the meaning of symbols, key terms, and other domain-specific words and phrases as they are used in a specific scientific or technical context relevant to grades 6-8 texts and topics
    - (CCSS.ELA-Literacy.RST.6-8.7) Integrate quantitative or technical information expressed in words in a text with a version of that information expressed visually
- Writing
    - (CCSS.ELA-Literacy.WHST.6-8.2) Write information/explanatory texts, including the narration of historical events, sci procedures/or experiments, or technical processes
    - (CCSS.ELA-Literacy.WHST.6-8.7) Conduct short research projects to answer a question, drawing on several sources and generating additional related, focused question that allow for multiple avenues of exploration
    - (CCSS.ELA-Literacy.WHST.6-8.10) Write routinely over extended time frames for a range of discipline-specific tasks, purposes and audiences
- Speaking & Listening
    - (CCSS.ELA-Literacy.SL.6.1) Engage effectively in a range of collaborative discussions with diverse partners, building on others' ideas and expressing their own clearly
    - (CCSS.ELA-Literacy.SL.6.1b) Follow agreed upon rules for discussions and carry out assigned roles
    - (CCSS.ELA-Literacy.SL.6.1c) Pose and respond to specific questions by making comments that contribute to the discussion and elaborate o the remarks of others
    - (CCSS.ELA-Literacy.SL.6.1d) Review the key ideas expressed and draw conclusions in light of information and knowledge gained from the discussions

- (CCSS.ELA-Literary.SL.6.2) Interpret information presented in diverse media and formats and explain how it contributes to a top, text, or issue under study
- (CCSS.ELA-Literary.SL.6.4) Present claims and findings, sequencing ideas logically and using pertinent descriptions, facts, and details to accentuate main ideas or themes; use appropriate eye contact, adequate volume, and clear pronunciation
- (CCSS.ELA-Literacy.SL.6.5) Include multimedia components and visual displays in presentations to clarify information

- Language
  - (CCSS.ELA-Literacy.L.6.1) Demonstrate command of the conventions of standard English grammar and usage when writing or speaking
  - (CCSS.ELA-Literacy.L.6.3) Use knowledge of language and its convents when writing, speaking, reading, or listening
  - (CCSS.ELA-Literacy.L.6.5) Demonstrate understanding of figurative language, word relationships, and nuances in word meanings
  - (CCSS.ELA-Literacy.L.6.6) Acquire and use accurately grade-appropriate general academic and domain-specific words and phrases; gather vocabulary knowledge when considering a word or phrase important to comprehension or expression
- Mathematics
  - (CCSS.Math.Content.6.NS.C.5) Understand that positive and negative numbers are used together to describe quantities having opposite directions or values; use positive and negative numbers to represent quantities in real-world contexts, explaining the meaning of 0 in each situation
  - (CCSS.Math.Content.6.EE.B.6) Use variables to represent numbers and write expressions when solving a real-world or mathematical problem; understand that a variable can represent an unknown number, or, depending on the purpose at hand, any number in a specified set

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: GBBFA Employee Firearms in Schools

Recommendation
That the LCSD Board of Trustees approve a new LCSD policy GBBFA Employee Firearms in Schools as a first reading.

Background Information
LCSD continually works with Pool Pact officials to revise and update LCSD Board policies. Employee Firearms in Schools was a policy Pool Pact suggested all school districts have in place. The policy requires substantial training and approvals for any employee to be permitted to carry a gun on campus.

Budget Considerations
N/A

Discussed at Previous Meeting
No

Attachment:

Respectfully Submitted,
Wayne Workman, Superintendent

EMPLOYEE FIREARMS IN SCHOOLS

It is the policy that no employee, other than a peace officer, shall carry or possess a pistol, revolver or other firearm while on the Lyon County School District property or while in a Lyon County School District vehicle without first meeting the requirements set forth in this policy, and only after having received written permission from the principal, superintendent, and the LCSD Safety Committee.

Additionally, the following requirements must be met prior to requesting permission to carry or possess a pistol, revolver or other firearm while on the property of Lyon County School District, or while in a Lyon County School District (LCSD) vehicle:

1. A letter stating his/her intention to carry the concealed firearm on school grounds.
2. A copy of the applicant's concealed carry permit issued under NRS 202.3657
3. Proof of the required Firearms Training in all of the following areas:
    a. Active shooter
    b. Firearms safety and retention
    c. Limits on deadly force self-defense or defense of others from deadly threat
    d. Safe storage of firearms

Policy #K
Adopted 8/23/16

Legal Reference: NRS 202.265

EMPLOYEE FIREARMS IN SCHOOLS – ADMINISTRATIVE REGULATIONS

Procedures:

A. Concealed Firearm:

a. Firearms shall only be carried on school grounds in a concealed manner. No person shall openly carry a firearm.

b. It is important to recognize the inherent danger of firearms and to take reasonable steps to prevent unauthorized persons from taking control of such firearms. All reasonable steps must be taken to avoid the theft or use of a firearm in order to provide for the safety of our students and staff who may come into contact with the firearm.

c. Those authorized to carry a firearm are at all times responsible for the security of their firearms.

d. Employees shall carry their handgun on their person and at no time shall a handgun be left unsecured in an unlocked office or unlocked desk.

e. The concealed firearm shall be carried in a retention holster.

B. Concealed Carry Permit:

a. An employee seeking authorization to carry a concealed firearm on school grounds must submit a valid concealed carry permit authorized under **NRS 202.3657** to the school principal. This permitting process mandates the applicant's training include instruction in the use of handgun and in the laws of Nevada relating to the use of firearms and concealed carry of firearms, liability, and gun safety.

b. The employee seeking authorization to carry a concealed firearm must submit the request in writing to the principal.

C. Principal of the School:

a. The principal of the school where an employee has sought permission to carry a concealed firearm on school grounds in accordance with **Nev. Rev. Stat. Ann. § 202.265** can deny the request without cause.

b. The denial shall be issued in writing. The authority to deny a request to carry a concealed firearm on school grounds rests solely with the principal. There is no appeal process.

c. When the principal of the school, where a person has sought permission to carry a concealed firearm on school grounds in accordance with **Nev. Rev. Stat. Ann. § 202.265,** prepares to make a decision to grant permission to carry the concealed firearm, before the written permission is given, the principal shall forward to the Superintendent of Schools:

i. The written application of the person seeking permission to carry a concealed firearm

ii. A copy of the applicant's concealed carry permit issued under **NRS 202.3657**

iii. Proof of the required Firearms Training in the following areas cited in **Section III. F. a. b.** of this policy:

- Active shooter

DRAFT

- Firearms safety and retention
- Limits on deadly force self-defense or defense of others from deadly threat
- Safe storage of firearms

iv. A letter stating his/her intention to grant permission to the applicant to carry the concealed firearm on school grounds.

v. Prior to making a determination on the application the principal shall obtain an advisory opinion from the School Committee.

vi. Upon receipt of the Superintendent's decision, the principal shall notify the applicant in writing.

D. Superintendent of Schools:

a. Upon receipt and review of the application the superintendent shall either approve or deny the request.

b. The denial shall be issued in writing.

c. The written decision shall be provided to the Principal of the school who will notify the applicant.

d. There is no appeal process.

e. Where the Superintendent of Schools makes a recommendation to approve the principal's decision, the Superintendent shall forward to the LCSD Safety Committee for review the following:

i. The written application of the employee seeking permission to carry a concealed firearm

ii. A copy of the applicant's concealed carry permit issued under NRS 202.3657

iii. The principal's letter stating that he/she received an advisory opinion from the School Committee and his/her intention to grant permission to the applicant to carry the concealed firearm on school grounds.

iv. The School Superintendent's letter stating his/her recommendation to approve the principal's permission to the applicant to carry the concealed firearm on school grounds.

v. Proof of successful completion of the required firearms training under **Section III F. a. b.** of this policy.

vi. Upon receipt of the LCSD Safety Committee's decision, the Superintendent shall notify the principal of the decision in writing.

E. LCSD Safety Committee:

a. Upon receipt and review of the application and related documents the LCSD Safety Committee shall either approve or deny the applicant's request to carry a firearm concealed on school grounds.

b. The denial shall be issued in writing. The denial is final, there is no appeal process.

c. The LCSD Safety Committee shall not make a decision to grant permission to the applicant to carry the concealed firearm, until it has reviewed the applicant's proof of the required training to determine if it complies with this policy.

i. Active Shooter training conducted by a certified law enforcement agency
ii. Gun safety and retention training
iii. Limits on deadly force self-defense or defense of others from deadly threat.
iv. Safe storage of firearms

d. The LCSD Safety Committee's decision shall be in writing and that written decision shall be provided to the School Superintendent.

e. The LCSD Safety Committee shall be comprised of one or more of the following: principal; school counselor; at least one teacher at the school; at least one parent or guardian of a student enrolled in the school; and any other persons appointed by the principal.

II. Definitions:

A. Firearm: means any deadly weapon capable of expelling or propelling one or more projectiles by the action of an explosive or combustible propellant.

B. Firearm: includes an unloaded firearm, and any firearm that is inoperable but that can readily be rendered operable.

C. Concealed Firearm: is a loaded or unloaded handgun which is carried upon a person in such a manner as not to be discernible by ordinary observation. **NRS 202.3653**

D. Holstered Weapon: means a weapon carried on the person in a holster designed with a weapon retention system.

E. Concealed Carry Permit: A permit issued by the Sheriff of the County where the applicant resides. This process mandates the applicant's training include instruction in the use of handgun and in the laws of Nevada relating to the use of firearms and concealed carry of firearms, liability, and gun safety.

F. Firearms Training: Any persons authorized to carry a concealed weapon on school grounds must attend an **eight (8)** hour firearms training program taught by a certified law enforcement agency consisting of the following topics:

DRAFT

a. **Active Shooter Training:** A **four (4)** hour training course provided by a certified law enforcement agency that describes an active shooter and how to react to law enforcement first responders.

i. **Active Shooter Training:** An Active Shooter is an individual actively engaged in killing or attempting to kill people in a confined and populated area; in most cases, active shooters use firearms(s) and there is no pattern or method to their selection of victims. Active shooter situations are unpredictable and evolve quickly. Typically, the immediate deployment of law enforcement is required to stop the shooting and mitigate harm to victims. Because active shooter situations are often over within 10 to 15 minutes, before law enforcement arrives on the scene, individuals must be prepared both mentally and physically to deal with an active shooter situation.

ii. When law enforcement does arrive they will take command and control of the active shooter scene. Members authorized to carry firearms on school grounds must be trained in how to interact with arriving law enforcement officers.

b. **Gun Safety and Deadly Force Training**: A **four (4)** hour training course provided by a certified law enforcement agency consisting of the following topics:

i. Gun safety and retention training
ii. Limits on deadly force self-defense or defense of others from deadly threat
iii. Safe storage of firearms

DRAFT

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: KM Firearms in Schools

Recommendation
That the LCSD Board of Trustees approve a new LCSD policy KM Firearms in Schools as a first reading.

Background Information
LCSD continually works with Pool Pact officials to revise and update LCSD Board policies. Employee Firearms in Schools (GBBFA) is a policy Pool Pact suggested all school districts have in place. NRS 202.265 specifies "persons" having permission to carry or possess a weapon on a school campus. Therefore, a separate policy, KM, Firearms in schools, is being proposed to cover all persons other than employees (GBFA) who request to carry a weapon on a LCSD campus. The policy requires substantial training and approvals for any person to be permitted to carry a gun on campus.

Budget Considerations
N/A

Discussed at Previous Meeting
No

Attachment:

Respectfully Submitted,
Wayne Workman, Superintendent

FIREARMS IN SCHOOLS

It is the policy that no person, other than a peace officer, shall carry or possess a pistol, revolver or other firearm while on the Lyon County School District property or while in a Lyon County School District vehicle without first meeting the requirements set forth in this policy, and only after having received written permission from the principal, superintendent, and the LCSD Safety Committee.

Additionally, the following requirements must be met prior to requesting permission to carry or possess a pistol, revolver or other firearm while on the property of Lyon County School District, or while in a Lyon County School District (LCSD) vehicle:

1. A letter stating his/her intention to carry the concealed firearm on school grounds.
2. A copy of the applicant's concealed carry permit issued under NRS 202.3657
3. Proof of the required Firearms Training in all of the following areas:
    a. Active shooter
    b. Firearms safety and retention
    c. Limits on deadly force self-defense or defense of others from deadly threat
    d. Safe storage of firearms

Policy #K
Adopted 8/23/16

Legal Reference: NRS 202.265

FIREARMS IN SCHOOLS – ADMINISTRATIVE REGULATIONS

Procedures:

A. Concealed Firearm:

a. Firearms shall only be carried on school grounds in a concealed manner. No person shall openly carry a firearm.

b. It is important to recognize the inherent danger of firearms and to take reasonable steps to prevent unauthorized persons from taking control of such firearms. All reasonable steps must be taken to avoid the theft or use of a firearm in order to provide for the safety of our students and staff who may come into contact with the firearm.

c. Those authorized to carry a firearm are at all times responsible for the security of their firearms.

d. Persons shall carry their handgun on their person and at no time shall a handgun be left unsecured in an unlocked office or unlocked desk.

e. The concealed firearm shall be carried in a retention holster.

B. Concealed Carry Permit:

a. A person seeking authorization to carry a concealed firearm on school grounds must submit a valid concealed carry permit authorized under **NRS 202.3657** to the school principal. This permitting process mandates the applicant's training include instruction in the use of handgun and in the laws of Nevada relating to the use of firearms and concealed carry of firearms, liability, and gun safety.

b. The person seeking authorization to carry a concealed firearm must submit the request in writing to the principal.

C. Principal of the School:

a. The principal of the school where a person has sought permission to carry a concealed firearm on school grounds in accordance with **Nev. Rev. Stat. Ann. § 202.265** can deny the request without cause.

b. The denial shall be issued in writing. The authority to deny a request to carry a concealed firearm on school grounds rests solely with the principal. There is no appeal process.

c. When the principal of the school, where a person has sought permission to carry a concealed firearm on school grounds in accordance with **Nev. Rev. Stat. Ann. § 202.265,** prepares to make a decision to grant permission to carry the concealed firearm, before the written permission is given, the principal shall forward to the Superintendent of Schools:

i. The written application of the person seeking permission to carry a concealed firearm

ii. A copy of the applicant's concealed carry permit issued under **NRS 202.3657**

iii. Proof of the required Firearms Training in the following areas cited in **Section III. F. a. b.** of this policy:

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- Active shooter
- Firearms safety and retention
- Limits on deadly force self-defense or defense of others from deadly threat
- Safe storage of firearms

iv. A letter stating his/her intention to grant permission to the applicant to carry the concealed firearm on school grounds.

v. Prior to making a determination on the application the principal shall obtain an advisory opinion from the School Committee.

vi. Upon receipt of the Superintendent's decision, the principal shall notify the applicant in writing.

D. Superintendent of Schools:

a. Upon receipt and review of the application the superintendent shall either approve or deny the request.

b. The denial shall be issued in writing.

c. The written decision shall be provided to the Principal of the school who will notify the applicant.

d. There is no appeal process.

e. Where the Superintendent of Schools makes a recommendation to approve the principal's decision, the Superintendent shall forward to the LCSD Safety Committee for review the following:

i. The written application of the person seeking permission to carry a concealed firearm

ii. A copy of the applicant's concealed carry permit issued under NRS 202.3657

iii. The principal's letter stating that he/she received an advisory opinion from the School Committee and his/her intention to grant permission to the applicant to carry the concealed firearm on school grounds.

iv. The School Superintendent's letter stating his/her recommendation to approve the principal's permission to the applicant to carry the concealed firearm on school grounds.

v. Proof of successful completion of the required firearms training under **Section III F. a. b.** of this policy.

vi. Upon receipt of the LCSD Safety Committee's decision, the Superintendent shall notify the principal of the decision in writing.

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E. LCSD Safety Committee:

a. Upon receipt and review of the application and related documents the LCSD Safety Committee shall either approve or deny the applicant's request to carry a firearm concealed on school grounds.

b. The denial shall be issued in writing. The denial is final, there is no appeal process.

c. The LCSD Safety Committee shall not make a decision to grant permission to the applicant to carry the concealed firearm, until it has reviewed the applicant's proof of the required training to determine if it complies with this policy.

i. Active Shooter training conducted by a certified law enforcement agency
ii. Gun safety and retention training
iii. Limits on deadly force self-defense or defense of others from deadly threat.
iv. Safe storage of firearms

d. The LCSD Safety Committee's decision shall be in writing and that written decision shall be provided to the School Superintendent.

e. The LCSD Safety Committee shall be comprised of one or more of the following: principal; school counselor; at least one teacher at the school; at least one parent or guardian of a student enrolled in the school; and any other persons appointed by the principal.

II. Definitions:

A. Firearm: means any deadly weapon capable of expelling or propelling one or more projectiles by the action of an explosive or combustible propellant.

B. Firearm: includes an unloaded firearm, and any firearm that is inoperable but that can readily be rendered operable.

C. Concealed Firearm: is a loaded or unloaded handgun which is carried upon a person in such a manner as not to be discernible by ordinary observation. **NRS 202.3653**

D. Holstered Weapon: means a weapon carried on the person in a holster designed with a weapon retention system.

E. Concealed Carry Permit: A permit issued by the Sheriff of the County where the applicant resides. This process mandates the applicant's training include instruction in the use of handgun and in the laws of Nevada relating to the use of firearms and concealed carry of firearms, liability, and gun safety.

F. Firearms Training: Any persons authorized to carry a concealed weapon on school grounds must attend an **eight (8)** hour firearms training program taught by a certified law enforcement agency consisting of the following topics:

DRAFT

a. **Active Shooter Training:** A **four (4)** hour training course provided by a certified law enforcement agency that describes an active shooter and how to react to law enforcement first responders.

i. **Active Shooter Training:** An Active Shooter is an individual actively engaged in killing or attempting to kill people in a confined and populated area; in most cases, active shooters use firearms(s) and there is no pattern or method to their selection of victims. Active shooter situations are unpredictable and evolve quickly. Typically, the immediate deployment of law enforcement is required to stop the shooting and mitigate harm to victims. Because active shooter situations are often over within 10 to 15 minutes, before law enforcement arrives on the scene, individuals must be prepared both mentally and physically to deal with an active shooter situation.

ii. When law enforcement does arrive they will take command and control of the active shooter scene. Members authorized to carry firearms on school grounds must be trained in how to interact with arriving law enforcement officers.

b. **Gun Safety and Deadly Force Training**: A **four (4)** hour training course provided by a certified law enforcement agency consisting of the following topics:

i. Gun safety and retention training
ii. Limits on deadly force self-defense or defense of others from deadly threat
iii. Safe storage of firearms

DRAFT

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: LCSD Policy IKF: Graduation Requirements revisions

Recommendation

That the LCSD Board of Trustees approve revisions to LCSD Policy IKF: Graduation Requirements, as a second and final reading.

Background Information

LCSD has been working with stakeholders to examine our current graduation requirements, and comparing these requirements to Nevada's graduation requirements, as identified in Nevada Revised Statute 389 and Nevada Administrative Code 389. Revisions were necessary since the last update (11/26/13), especially with the recent changes from the High School Proficiency Exams (HSPE) requirements to the End of Course (EOC) exams requirements.

Extensive work towards this policy was conducted this past March and April with high school principals and counselors, who then sought feedback from students, staff and parents. Additionally, these draft revisions were shared with the LCSD Board of Trustees in an email dated on April 19, 2016. Finally, these draft revisions were posted on the LCSD website requesting feedback from stakeholders. LCSD received a total of five emails, along with feedback from several of our schools regarding the proposed revisions. This feedback was reviewed, the policy was revised again, and sent back to stakeholders for approval and any additional feedback.

Concerns were raised to the LCSD Board of Trustees on May 18, 2016 regarding eliminating economics as a graduation requirement in LCSD. Further discussion towards the revisions continued at the LCSD Board of Trustees meeting on June 28, 2016. Within the meeting, the LCSD Board directed district administrators to revise the policy to require Economics for graduation in Lyon County and to provide options to waive the requirement if necessary. District administrators have complied, and have also given principals some flexibility when working with seniors to waive the Economics course if extenuating circumstances exist. These recent revisions are highlighted in yellow.

Budget Considerations

N/A

Discussed at Previous Meeting

Yes. This revision was presented to the LCSD Board of Trustees on May 18, 2016. A motion was made to table the 1st reading until June 28, 2016. This policy passed a first reading on June 28, 2016 with directions to add Economics as a requirement to graduate in LCSD. IKF has since been revised accordingly.

Attachment:

LCSD Policy IKF and IKFD (proposed to be eliminated since the content is now in LCSD policy IKF)

Respectfully Submitted,
Wayne Workman, Superintendent

GRADUATION REQUIREMENTS

To receive a diploma from Lyon County high schools, a student must fulfill the following requirements:

- Meet the credit requirements as required by NRS 389.018 ~~and~~
- Successfully earn .5 credits in Economics
- Successfully pass the Nevada End Of Course ~~Proficiency~~ exams as required by NRS 389.805 ~~389.015~~.
- Take the college and career readiness assessment as required by NRS 389.807.

~~Students, who have otherwise met the credit requirements for graduation, hold a grade point average of not less than 2.75 and have passed the mathematics and reading NPEs shall be provided the opportunity to try to satisfy the alternative criteria established by the Department of Education for the Writing Exam.~~

1. The following requirements shall be in place for students graduating in 2016 and beyond:

a. Enrollment in and completion of 22.5 acceptable units of high school course work.

b. Eighteen and one half (18.5) credits in required areas of study. If a pupil satisfactorily completes a course of study in the use of computers during the sixth, seventh or eighth grade, he is not required to take the course of study in the use of computers and must only earn a minimum of ~~17 1/2~~ 18 units of credit for required courses. The course of study in the use of computers must be for at least one semester or trimester, or the equivalent, and must not be taught as part of another course of study.

c. Enrollment in 4 units of credit in mathematics to include Algebra I and Geometry; 2 laboratory science courses; and world history or geography.~~*~~

d. Four ~~and one-half~~ credits (4) in elective areas of study.

	SUBJECT	CREDITS
1.	English (English I, II, III, IV or ~~101~~ approved equivalent courses)	4
2.	Health	.5
3.	Mathematics (Including Algebra I and Geometry or approved equivalent courses)	4*
4.	Physical Education	2
5.	Sciences (Including 2 laboratory classes)	3*

6.	Social Studies	
	a. American Government	1
	b. ~~U.S.~~ American History	1
	c. Economics	.5*
	d. ~~Social studies elective (World History or World Geography)*~~ World History or Geography	~~.5~~ 1
7.	Humanities	1
8.	Use of computers	.5

~~*The above listing is the minimum required enrollment as directed in NRS 389.018 Section 2~~.

* Additionally, a pupil and his/her parent along with the school administration and ~~or~~ school counselor may agree to a modified course of study provided that modified course of study meets the minimum requirements for a standard diploma or an adjusted diploma. Twelfth grade/senior students new to LCSD may have the Economics course requirement waived by the principal due to extenuating circumstances.

~~3~~2. High School Graduation – Standard Diploma

Students who have earned the required 22.5 credits and have passed all of the End Of Course (EOC) ~~Nevada High School Proficiency~~ examinations shall be awarded a Standard High School Diploma. (EOC's applies to Class of 2019 & beyond)

a. A Biliteracy Seal is available if a student completes all courses of study in English Language Arts required for graduation with a minimum 2.0 GPA on a 4.0 scale, and passes the end of course exams in English Language Arts, and demonstrates proficiency in 1 or more languages other than English by passing the Advanced Placement Exam in a world language (score of 3 or higher) or by passing the AAPPL exam (Intermediate level).

43. High School Graduation ~~– Honors~~ Advanced Diploma (Qualifies for Millennium Scholarship)

Students who have earned a minimum of 24 ~~22.5~~ credits, including 4 credits of English, 4 credits of mathematics, 3 credits of science with at least two laboratory classes, and a weighted grade point average of at least 3.25 or higher, and have passed all of the End Of Course ~~Nevada High School Proficiency~~ examinations shall be awarded an Advanced ~~Honors~~ High School Diploma.

~~5~~4. High School Graduation – Standard or ~~Honors~~ Advanced Diploma with a Career and Technology Education (CTE) endorsement.

~~Students who have earned the required 22.5 or 24 credits and have earned 2 credits in Career and Technology classes. The 2 credits must be sequenced and terminal.~~

a. A Career and Technical Education endorsement seal is available if a student

meets the requirements of a standard or advanced diploma, and passes the End of Program assessment, passes the Work Place Readiness assessment, and earns a 3.0 or better GPA in the course sequence.
(This updated addition to IKF will eliminate the need for the IKFD policy)

~~6~~5. High School Graduation - Special Education

Students enrolled in exceptional pupil programs will be granted a standard diploma upon successful completion of the high school required credits of study and passage of the End Of Course ~~Nevada Proficiency~~ examinations. The educational needs of these students may require specially designed instruction, environment, or modifications in the format and administration of ~~the Nevada Proficiency~~ examinations. Those students who have otherwise met the goals and objectives in their Individualized Education Plan (IEP) and are unable to pass the End Of Course ~~Nevada Proficiency~~ examination(s) ~~or who have completed their course requirements by enrolling and completing courses containing the title SOP (Summary of Performance)~~ shall be granted an adjusted diploma upon completion of all graduation requirements as outlined in their Individualized Education Program. ~~The requirements will be different from those for a standard high school graduation diploma since the educational needs of these handicapped students require specially designed graduation requirements in addition to specially designed instruction and environment. The standards of proficiency required shall be outlined in the student's Individual Educational Program.~~

~~7~~6. High School Graduation - Adult High School Diploma Program

To receive a diploma through the Adult High School Diploma Program which is operated by the Lyon County School District, a student must fulfill all requirements as adopted by the State Department of Education.

~~2.~~ 7. Credit Regulations

a. Students must be regularly enrolled in a high school to be eligible for the granting of credit toward a diploma from Lyon County high schools.

b. Principals may require the enrollment in additional courses on a prescriptive basis for those students who continue to display skill deficiencies in the areas of reading, mathematics and language arts after fulfilling minimum course work.

c. The granting of credit shall be in accordance with the State of Nevada Secondary Course of Study and procedures outlined in the Nevada Pupil Accounting Manual.

d. Students may repeat a class to improve upon a grade and have that grade calculated into their grade point average provided that the first attempt continues to appear on the transcript with a designation of NG (no grade) to indicate that the

course was repeated. A student may not receive credit twice for a repeated course. ~~or improve grade by completing independent course work.~~

e. Seniors must be enrolled in the equivalent of five periods on a traditional-type schedule of which one of the periods can be work experience. This is per Nevada State Regulations for Pupil Accounting, adopted June, 1986.

f. Credit for correspondence or on-line alternative courses shall be granted toward graduation only when a student has received the written approval of the high school principal in advance of taking the course.

~~1) Courses for graduation must be initially taken on campus. Should a student want to repeat a course through correspondence or an on-line alternative course, he or she may do so upon written approval of the high school principal and counselor.~~

~~2~~1) The maximum allowable credits earned outside of the high school program toward high school graduation are four, including ~~university courses, community college courses,~~ correspondence courses and non LCSD on-line alternative courses.

~~3~~2) Elective correspondence or on-line alternative credit must be approved in advance by the high school principal or counselor.

g. Credit for community college or university level course work will be granted toward graduation under the following criteria:

~~1) All courses required for graduation, with the exception of elective classes must be taken at the high school.~~

~~2) The maximum allowable credits that may be earned outside of the high school program are four, including university, community college, and correspondence courses.~~

~~3~~1) ~~Generally,~~ The courses taken at the community college or the university should be courses that take the student beyond the high school course offerings, either in academic areas or employable skills.

~~4~~2) Distance learning courses offered for dual credit through the University of Nevada System may be taken by ~~eleventh and twelfth grade~~ high school students in pre-approved courses. ~~classes required for graduation.~~

3. Approved college level 3+ credit courses will be counted as 1 high school credit.

~~5~~4) Any exceptions to this policy must be approved in advance by the high school principal and Superintendent or designee.

h. Re-evaluation of all courses will continue to take place with special attention given to college preparatory courses, CTE ~~vocational education~~ programs, and elective courses.

i. Any exceptions to the above credit regulations must be reviewed and receive written approval by the Superintendent or designee. ~~Director of Curriculum and Accountability or the Deputy Superintendent.~~

8. Early Graduation

a. The Board of Trustees will not accept any modification of the four-year attendance requirement for high school graduation unless the student has satisfactorily completed all requirements as set forth by the Lyon County School District, the Nevada State Board of Education, and have the recommendation of his/her principal and counselor, the written consent of the legal guardian, and review and approval of the Superintendent or designee ~~Director of Curriculum and Accountability or the Deputy Superintendent~~ and the Board of School Trustees.

b. The student who chooses to follow a modified program will not be allowed to participate in school activities following withdrawal from regular attendance.

c. Students who choose to follow a modified program will make application for early graduation to the Superintendent or designee ~~Director of Curriculum and Accountability or the Deputy Superintendent~~ to be approved by the Board of School Trustees prior to the second semester of their sophomore year. Any exception to the procedure must be reviewed and approved by the Superintendent or designee.~~Director of Curriculum and Accountability or the Deputy Superintendent.~~

9. Academic Load Requirements

a. Students in grades 9-11 must be enrolled in a full load of courses based on the master schedule of the school. Students in grade 12 must be enrolled in a minimum of five (5) courses or the equivalent of five periods per day based on a traditional schedule. Only eighth grade and senior students will be permitted to serve as a Teaching Assistant (TA) in one class per semester if they are on track to graduate and maintain a 2.0 or better GPA. Teachers shall have only one TA per semester. Any exceptions must be approved by the principal.

b. A student's status as a member in a given class is determined by the number of completed semesters he/she has earned and coincides with testing regulations as specified below:

1) Sophomores must have completed a minimum of 2 semesters.
2) Juniors must have completed a minimum of 4 semesters.
3) Seniors must have completed a minimum of 6 semesters.

~~c~~b. The school principal or his designee shall evaluate the transcript of a student who transfers into the school from a school outside the school district to

determine his/her status under the requirements of this policy.

~~d~~c. The transcript of each student shall be audited at least once annually and notice to parents be provided as to each student's progress toward graduation. ~~This may be done by printing the graduation progress Screen from PowerSchool and sending it home with an accompanying cover letter~~.

~~e~~d. A student who has not earned the following number of credits in a given year, shall be deemed "credit deficient":

1) End of Freshman year 5 credits.
2) End of Sophomore year 11 credits.
3) End of Junior year 17 credits.

~~f~~e. A student ~~will~~ may be allowed a maximum of five (5) consecutive school years from the time he/she enters the ninth grade to complete all requirements for a high school diploma in the comprehensive high school setting at the principal's discretion. Students who do not complete the graduation requirements within this time limitation and intend to continue their education must withdraw from the comprehensive high school and enroll in the Adult Education Program.

Ref NRS 389 & NAC 389

Policy # IKF
Adopted 8/16/88
Revised ~~11/26/13~~ 7/26/16
This policy supersedes the Policy adopted ~~11/24/09~~ 11/26/13

DRAFT

LYON COUNTY SCHOOL DISTRICT
BOARD POLICY _____ ~~IKFD~~

~~*CAREER AND TECHNICAL EDUCATION CREDITS*~~

~~It shall be the policy of the Lyon County School District that students who earn 24 credits, four of which are Career and Technology Education (CTE) credits, be awarded a CTE Advanced Diploma. Students must earn a minimum of four occupational education credits leading to advanced skill attainment. To qualify for this diploma, students must be enrolled in a LCSD high school for at least two semesters and maintain a 3.0 grade point average.~~

Adopted 08/23/05

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: Revision to LCSD Board Policy IKB Homework

Recommendation
That the LCSD Board of Trustees approve revisions to LCSD Policy IKB: Homework as a second and final reading.

Background Information
Revisions were necessary to update LCSD Board Policy IKB, Homework Policy. For example, digital and Internet dependent homework may be assigned, and it is important that we consider our students' home resources before assigning this type of homework. Additionally, guiding questions were added in the Administrative Regulations, more autonomy is being provided to schools to make decisions on homework requirements and current research suggests homework's positive effects on learning may not always be as effective as once believed.

The last revision to the IKB Homework policy was in 1999. This policy was reviewed and revised with principals this past spring who sought stakeholder input from their staff. The revisions were also shared with local union leaders.

Budget Considerations
N/A

Discussed at Previous Meeting
No

Attachment:
Spring 2016 Feedback on IK, IKB, IKF

Respectfully Submitted,
Wayne Workman, Superintendent

LYON COUNTY SCHOOL DISTRICT
BOARD POLICY _____ IKB

HOMEWORK POLICY

~~The Lyon County School Board believes that homework is an important part of the educational process and that it is valid if it has the following objectives: To promote growth in self-responsibility and self-direction in learning; to direct students toward good work habits; to enrich and extend school research experiences; to bring pupils into contact with out-of-school learning resources; to help children learn to budget time; and to provide essential practice in developing skills.~~

Homework is defined as tasks assigned to students by teachers that are meant to be completed during non-school hours. The purpose of homework is to improve the learning processes, to aid in the mastery of skills, and to create and stimulate interest on the part of the pupil. All homework should have specific objectives. Homework should be planned and not haphazardly assigned or given for "busy" work. The purposes should always be clearly understood by both the teacher and the pupil.

The quantity of homework should be reasonable. Assignments should be planned and coordinated so that teachers ~~in the several areas~~ avoid excessive amounts of homework given to the student at any one time. Homework ~~A~~amounts and time limits must be set by each school and principal. The time required for completion will take into consideration the student's grade level, individual needs, ability, home situation, and the availability of resources in the home environment. Access to digital or Internet dependent homework must be considered prior to being assigned. The time required for student homework assignments ~~should normally~~ may increase as students' progress into higher grade levels.
~~Homework assignments should be consistent in terms of the amount given each day and the time required for each assignment so that a pattern of meaningful homework can be established by the teacher and/or the student.~~

~~Homework is a learning activity which should increase in complexity with the maturity of the pupil. With increased maturity, learning should become an independent activity. This should be established through consistent assignments which encourage students to investigate for themselves and to work independently as well as with others.~~

All homework should involve some type of follow-up and evaluation. All homework shall be evaluated, corrected, and returned to the student in a timely manner (preferably the next school day, but not to exceed one school week). Skills learned incorrectly and never corrected are nevertheless learned and reinforced.

All homework should reflect or reinforce materials already previewed and explained. Homework should be the follow-up to lesson presentations, not the introduction to future lessons. Reading and/or studying in preparation for a class discussion is appropriate ~~for homework assignment~~.

~~Homework should encourage the application of skills acquired in class. Reading, creative composition, problem solving, and home and community involvement are important factors in planning homework activities.~~
~~Study methods should be taught in every subject area. Students often do not study because they do not know how to approach independent work.~~

Homework assigned should demand successful completion and should carry proportional weight in grading as established by each school and principal. In assigning homework, the teachers should consider the individual student's needs, ability, home situation, and the availability of resources in the home environment. Homework should nurture life-long learning.

DRAFT

Policy #IKB
Adopted 4/18/84
Revised ~~7/22/97~~ 7/26/16

HOMEWORK POLICY – Administrative Regulations

Homework Guidelines

- Is homework assigned as practice for skill refinement or rehearsal, or as an introduction to new concepts in preparation for an upcoming class?
- Does the maximum weighting for homework lead to **truthfulness** of the student's grade?
- Does the weighting of homework vary by no more than 5 percentage points from teachers of like-courses so the grades are **reliable**?
- Does the school set appropriate guidelines for the amount of homework assigned and the time expected to complete the work?
- Is homework used as a means of providing appropriate and timely feedback to students?
- Is homework digitally or Internet dependent and is there adequate access in the home?

DRAFT

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: Revision to LCSD Board Policy ING Coaching

Recommendation
That the LCSD Board of Trustees approve revisions to LCSD Policy ING: Coaching as a second and final reading.

Background Information
Revisions were necessary to update LCSD Board Policy ING, Selection and Certification of Coaches. The last revision was completed in 2010. These proposed revisions include adding the NIAA required "Head Injuries/Concussion" to the course requirements, selection of coaches and conducting a more thorough evaluation of coaches. Additionally, this policy will allow coaches who are doing an exceptional job ("Highly Effective" evaluation) and building their program to continue in their coaching position without having to re-interview each year.

This policy was revised with athletic directors and principals in early June and recently shared with local union leaders.

Budget Considerations
N/A

Discussed at Previous Meeting
No

Respectfully Submitted,
Wayne Workman, Superintendent

LYON COUNTY SCHOOL DISTRICT
BOARD POLICY _____ _____ING

SELECTION AND CERTIFICATION OF COACHES

It is the policy of the Lyon County School District Board of Trustees to assure that students are safe and supervised at all times. The Trustees expect the standards of the persons selected to coach student sports to be commensurate with those expected in the schools. No child shall be put at undue risk while participating in sanctioned sporting events, nor the preparation of these events.

The Trustees seek to assure that all persons selected for coaching positions hold to the highest standards set forth herein and by the Nevada Interscholastic Activities Association (hereafter NIAA) in section (NAC) 386.832 which states:

> **Coaches: Required certification and courses. (NRS 386.430)** A coach of a school is not eligible to coach during the school year after the year the school hires him as a coach unless he is certified in cardiopulmonary resuscitation and completes the following courses, or the equivalent of those courses, offered by the Coaches Education Program of the National Federation of State High School Associations:
>
> 1. Coaching Principles; and
> 2. Sport First Aid.
> 3. Head Injuries/Concussion

The Trustees require all coaches to meet these three basic requirements of the NIAA 1) CPR, 2) First Aid, and 3) Coaching Principles before they will be considered for any coaching position. All paid coaches and assistants will need to be at least twenty-one (21) years of age. Due to the need to verify the aforementioned requirements, as well as to verify other facts submitted as part of the application process, all submissions for coaching positions shall be presented to the Lyon County School District Board of Trustees no later than two (2) calendar months previous to the commencement of the season for that particular sport. If practices would be expected to start earlier than two (2) months prior to the season starting, the submission will be presented at least two (2) months prior to the beginning of practices for that sport. Submitted candidates are expected to be those chosen by the School Administrator due to their superior qualifications~~; however, the Trustees reserve the right to reject a candidate or to ask for the other applications from the other candidates to be submitted to the board for review~~. In the event that a position becomes unexpectedly vacant (coach not available due to unforeseen circumstances), the school shall appoint an interim coach from the available applicants, the chosen applicant will be put before the board for approval ~~no later than three (3) weeks from the time the vacancy occurs. An interim candidate should be informed that the board may not approve their position, and in such a case, they will not be compensated for their time.~~

In order to assure that all students receive the attention in coaching that they deserve, no coach will be allowed to coach more than one sport at a time, nor will any individual be allowed to coach more than four sports in any calendar year, unless approved by the Superintendent or designee due to extenuating circumstances.

All coaches will be evaluated by the principal or athletic administrator ~~and athletic director~~ within two weeks of the conclusion of the respective sport's state tournament. If the coach receives a ~~satisfactory~~ "Highly Effective" evaluation for a given sport, a letter of intent to coach the following season will be issued, therefore not requiring the coach to reapply for the position he/she currently holds, regardless of whether the coach is a LCSD permanent employee or non-LCSD permanent employee. If a coach resigns or receives an ~~unsatisfactory~~ "Ineffective" evaluation for a given sport, the principal will advertise the position, conduct interviews, and submit the name of the best candidate to the Board of Trustees for approval. Any non-LCSD permanent employee coach receiving an " Effective" evaluation will be required to re-interview for their respective coaching position. Any coach receiving an ~~unsatisfactory~~ "Ineffective" evaluation will not be eligible to apply for that particular coaching position for at least two years. All coaching positions being filled with ~~off-campus~~ non-LCSD permanent employee coaches will be opened for interviews each year unless the coach received a "Highly Effective" evaluation.

All of the expectations outlined above will be reviewed each year to assure they are properly maintained.

This policy shall apply to coaching of sports at all grade levels in Lyon County.

Policy #ING
Adopted 4/7/09
~~Revised 4/27/10~~ 7/26/16
This policy supersedes policy adopted 4/7/09
This policy supersedes policy GCDE
(Policy on Extra Curricular Contracts for Sports)

Lyon County School District
Board Memo

Date: July 26, 2016

To: Board of School Trustees

From: Wayne Workman, Superintendent

Re: Time & Effort Policy

Requested by:
Claudia Fadness, Director of Elementary Curriculum & Keri Pommerening, Director of Secondary Curriculum
Lise Coudriet, Grants Manager

Recommendation
The Board of Trustees approve the new policy for Time & Effort Reporting as outlined in the Uniform Grants Guidance requirements as a second and final reading.

Background Information
Per the Uniform Grants Guidance revision dated December 26, 2014, all district and state organizations receiving federal funds must develop a Time & Effort Policy for reporting employee salary/benefit expenditures.

Respectfully Submitted,
Wayne Workman, Superintendent

Prepared by,

Lise Coudriet, Grants Manager
Claudia Fadness, Director of Elementary Curriculum, Instruction, and Assessment
Keri Pommerening, Director of Secondary Curriculum, Instruction, and Assessment

LYON COUNTY SCHOOL DISTRICT
BOARD POLICY _____DHA

TIME & EFFORT POLICY

This policy explains how District implements an effective time and effort reporting system for all federal and grant funding (based on Uniform Grants Guidance §200.413). This policy states the Districts minimum requirements with additional restrictions may be imposed by the Superintendent or person delegated by the Superintendent.

Time and Attendance Reporting – One Funding Code

Funds may be used to pay for employees whether on the job or absent on leave. The employee is to complete a Semi-Annual Certification form for federal and/or grant funding after work is completed. This certification must be prepared at least every six months, signed and dated by the employee or supervisor having firsthand knowledge of the work performed by the employees.

Time and Attendance Reporting – Between Two Funding Codes

If an employee works on two cost objectives a Personnel Activity Report (PAR) form identifying the amount of time and employee works on each cost objective is required. The PAR report may reflect exact time or a percentage of time work was performed in each cost objective. This certification must be prepared on a monthly basis, signed and dated by the employee or supervisor having firsthand knowledge of the work performed by the employee once work has been concluded for that period of time.

Time and Attendance Reporting – Between Multiple Funding Codes

If an employee works on multiple funding codes may qualify for a Consolidated Administrative Pool (CAP) authorization. A CAP Assurances page would need to be completed based on the following information: The Every Student Succeeds Act (ESSA) allows a local education agency (LEA), upon approval from the state education agency (SEA), to consolidate funds for the administration of one or more ESSA programs. The following Assurances must be signed and submitted to the Director of the Office of Student and School Support at the Nevada Department of Education (NDE).

However, if the employee does not qualify for CAP due to the funding cost objectives then a Personnel Activity Report (PAR) form identifying the amount of time an employee works on each cost objective is required. The PAR report may reflect exact time or a percentage of time work was performed in each cost objective. This certification must be prepared at least every month or as work is performed, signed and dated by the employee or supervisor having firsthand knowledge of the work performed by the employees.

Policy #DHA
Adopted: 07/26/2016

SCHOOL BOARD SELF-EVALUATION

This evaluation is based on the six dimensions of board competency, a description of successful board practices uncovered during the Trustee Demonstration Project. This five-year study involved trustee boards from more than 20 colleges, schools, and non-profit organizations in the United States. Listed under each of the six major headings are statements describing a variety of related board actions. You will score each action according to how frequently it occurs. At the end of each section, you will tabulate the scores and assign a grade for each of the six dimensions of competency. At the end of the evaluation, you will assign your board an overall grade.

DIMENSION I: CONTEXTUAL				
This action occurs:	**Frequently**	**Occasionally**	**Rarely**	**Never**
1. Board takes the time to learn about important issues facing schools through actions such as allowing teachers, students, and administrators to report at meetings.	10 9 8	7 6 5	4 3 2	1 0
2. Board discusses and researches events and trends in the larger community that may affect schools.	10 9 8	7 6 5	4 3 2	1 0
3. Board reviews district's mission statement.	10 9 8	7 6 5	4 3 2	1 0
4. Board recognizes the superintendent as chief executive officer and educational leader of the district.	10 9 8	7 6 5	4 3 2	1 0
5. I have been present at board meetings where discussions about values of the district were key factors in reaching a conclusion to a problem.	10 9 8	7 6 5	4 3 2	1 0
6. Board communicates its decisions to all affected by them.	10 9 8	7 6 5	4 3 2	1 0
7. Board keeps abreast of policies mandated by state and federal law, Department of Public Instruction, attorney general opinions, and the courts.	10 9 8	7 6 5	4 3 2	1 0
8. Board establishes and maintains a systematic plan for feedback on policies to determine effectiveness, their worth, and whether they need to be amended, modified, or canceled.	10 9 8	7 6 5	4 3 2	1 0

9. Board keeps informed about what children are learning through reports on scholastic achievement, vocational programs, and the impact of extracurricular activities.	10 9 8 7 6 5 4 3 2 1 0	
10. Board stays aware of its debt limitations and sets priorities based on total financial needs of the system and maintaining an adequate financial reserve.	10 9 8 7 6 5 4 3 2 1 0	
DIMENSION I SCORE:	_____/100 _____%	*** GRADE:**
* Use one of your school's grading scales to determine this.		

DIMENSION II: EDUCATIONAL				
This action occurs:	**Frequently**	**Occasionally**	**Rarely**	**Never**
1. Board assigns new members a mentor to help them learn the ropes and provides new members with detailed explanation of the board's mission.	10 9 8	7 6 5	4 3 2	1 0
2. Board requests a decision be postponed until further information can be obtained.	10 9 8	7 6 5	4 3 2	1 0
3. Board conducts an explicit examination of its responsibilities, discussing its role in district management.	10 9 8	7 6 5	4 3 2	1 0
4. At least once every two years, the board has a retreat or special session to examine its performance.	10 9 8	7 6 5	4 3 2	1 0
5. Board is given and reads the agenda and background materials well in advance of meeting.	10 9 8	7 6 5	4 3 2	1 0
6. Board participates in in-service programs at regional, state, and national levels.	10 9 8	7 6 5	4 3 2	1 0
7. I have participated in board discussions about what the board should do differently as a result of the mistakes made.	10 9 8	7 6 5	4 3 2	1 0
8. Board leadership goes out of its way to make sure that all members have the same information on important issues.	10 9 8	7 6 5	4 3 2	1 0
9. I read through the board's policies, procedures, and employee contracts.	10 9 8	7 6 5	4 3 2	1 0
10. Board has discussions about the effectiveness of its performance.	10 9 8	7 6 5	4 3 2	1 0
DIMENSION II SCORE:	_____/100 _____%		**GRADE:**	

DIMENSION III: INTERPERSONAL				
This action occurs:	**Frequently**	**Occasionally**	**Rarely**	**Never**
1. Board's split decisions do not result in a split board.	10 9 8	7 6 5	4 3 2	1 0
2. Board members are able to hold confidential items in confidence.	10 9 8	7 6 5	4 3 2	1 0
3. Board president and superintendent confer so that differences of opinion are identified.	10 9 8	7 6 5	4 3 2	1 0
4. Board members are able to speak their minds without fear of being ostracized.	10 9 8	7 6 5	4 3 2	1 0
5. I have discussed with fellow members common interests we share outside the boardroom.	10 9 8	7 6 5	4 3 2	1 0
6. Once a decision is made, the board works together to see that it is accepted and carried out.	10 9 8	7 6 5	4 3 2	1 0
7. At our board meetings, there is at least as much dialogue among members as there is among members and staff.	10 9 8	7 6 5	4 3 2	1 0
8. Board has adopted some explicit goals for itself, distinct from district goals.	10 9 8	7 6 5	4 3 2	1 0
9. Board provides biographical information that helps members get to know one another better.	10 9 8	7 6 5	4 3 2	1 0
10. Board handles conflict openly and constructively.	10 9 8	7 6 5	4 3 2	1 0
DIMENSION III SCORE:	_____/100 _____%		**GRADE:**	

DIMENSION IV: ANALYTICAL

This action occurs:	Frequently	Occasionally	Rarely	Never
1. I have been in board meetings where subtleties of issues dealt with escaped the board.	0 1 2	3 4 5	6 7 8	9 10
2. Board explicitly examines the "downside" or possible pitfalls of any important decision it is about to make.	10 9 8	7 6 5	4 3 2	1 0
3. Board questions administrative proposals, requiring the superintendent to defend or reconsider his/her recommendations.	10 9 8	7 6 5	4 3 2	1 0
4. Board is attentive to how it reaches conclusions.	10 9 8	7 6 5	4 3 2	1 0
5. Decisions of the board on one issue tend to influence how it handles other issues.	10 9 8	7 6 5	4 3 2	1 0
6. When faced with an important issue, the board often "brainstorms," generating a list of creative approaches or solutions to the problem.	10 9 8	7 6 5	4 3 2	1 0
7. Board seeks outside assistance from consultants or other districts when considering its work.	10 9 8	7 6 5	4 3 2	1 0
8. Board does not present new issues of a complex nature for immediate action.	10 9 8	7 6 5	4 3 2	1 0
9. Before reaching a decision on important issues, board requests input from students or staff likely to be affected by the decision.	10 9 8	7 6 5	4 3 2	1 0
10. Board handles issues that are ambiguous and complicated by appointing committees to conduct in-depth research.	10 9 8	7 6 5	4 3 2	1 0
DIMENSION IV SCORE:	_____/100 _____%		**GRADE:**	

DIMENSION V: POLITICAL				
This action occurs:	**Frequently**	**Occasionally**	**Rarely**	**Never**
1. Board shows an awareness of the impact its decisions will have on the community.	10 9 8	7 6 5	4 3 2	1 0
2. Board encourages the public to attend board meetings.	10 9 8	7 6 5	4 3 2	1 0
3. Board actively cooperates with the news media to spread information about schools programs.	10 9 8	7 6 5	4 3 2	1 0
4. Board has formed ad hoc committees/task forces that include staff and community representatives as well as board members.	10 9 8	7 6 5	4 3 2	1 0
5. Board offers committees referenced in #4 opportunities to report at meetings.	10 9 8	7 6 5	4 3 2	1 0
6. Board and its members maintain channels of communication with key community leaders.	10 9 8	7 6 5	4 3 2	1 0
7. If the board thinks a group of constituents is likely to disagree with an action it's considering, it makes sure to learn how the public feels before rendering the decision.	10 9 8	7 6 5	4 3 2	1 0
8. Board has adopted a policy on parent and public relations/involvement, which it references and reviews.	10 9 8	7 6 5	4 3 2	1 0
9. Board withstands the pressure of special interest groups.	10 9 8	7 6 5	4 3 2	1 0
10. Board is actively involved in state and federal education legislation.	10 9 8	7 6 5	4 3 2	1 0
DIMENSION V SCORE:	_____/100 _____%		**GRADE:**	

DIMENSION VI: STRATEGIC				
This action occurs:	**Frequently**	**Occasionally**	**Rarely**	**Never**
1. Board devotes more time to putting out fires than it devotes to preparing for the future.	0 1 2	3 4 5	6 7 8	9 10
2. Board sets clear organizational priorities for the year ahead.	10 9 8	7 6 5	4 3 2	1 0
3. At least once a year, board asks the superintendent to articulate his/her vision for the school district's future and offer strategies to realize that vision.	10 9 8	7 6 5	4 3 2	1 0
4. Board discusses where the school district will be five years from now.	10 9 8	7 6 5	4 3 2	1 0
5. Within the past year, board has reviewed school district strategies for attaining long-term goals.	10 9 8	7 6 5	4 3 2	1 0
6. I have been at board meetings where discussion focused on identifying or overcoming school district weaknesses.	10 9 8	7 6 5	4 3 2	1 0
7. Board makes explicit use of long-term priorities of the school district in dealing with current issues.	10 9 8	7 6 5	4 3 2	1 0
8. Board compares reports on schools' progress with the district's long-term goals.	10 9 8	7 6 5	4 3 2	1 0
9. Board has a procedure in place for conducting superintendent evaluations.	10 9 8	7 6 5	4 3 2	1 0
10. Board is periodically advised of availability of outside funds, such as state and federal grants, special programs, community resources, research programs and special construction funds.	10 9 8	7 6 5	4 3 2	1 0
DIMENSION VI SCORE:	_____/100 _____%		**GRADE:**	

OVERALL GRADE:		
_____/600	_____%	**GRADE:**

COMMENTS:

GOALS: