

**MINUTES**  
**ABERDEEN REGIONAL AIRPORT BOARD**  
**Regular Meeting**  
**December 9, 2010**

**MEMBERS PRESENT:** Mike Erickson, Nate Zeeb, Steve Kaiser

**MEMBERS ABSENT:** Rolf Johnson

**OTHERS PRESENT:** Bob King, Gary Dahlerup, Stan Beckler, Allen Beckler, John Aman, Al Ruhlman, Lynn Lander, Sam Muntean, Comm. Mike Wiese, Kevin Braun, Darrell Hillestad, Jeff Mitchell, Adam Altman, Julie Johnson, Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:31am on Thursday, December 9, 2010.

Item added on the agenda is the report on the progress on the Airport Manager/Transportation Director position.

Zeeb moved approval of the minutes from the November 4, 2010 meeting, seconded by Kaiser. Motion carried.

Old Business: (Storage Shed) We are in the process of working on the Storage shed. We do have the water run into it and they started on the electrical. Hopefully by the end of the week we will have this part completed. Kaiser suggested using some of the marketing dollar to put a sign up on the side of the Storage building that says "Thank you for using the Aberdeen Regional Airport" and maybe we can see if Delta would like their logo on it. Zeeb asked if there is a sign ordinance in the City. King stated yes there is and we will just follow the rules. (2011 Chevy) We were expecting this to be here this week. Dan Lamb from Lamb Chevy was contacted and informed King that this got delayed by one week. (Kiosk and Display Board) This morning they are hooking up the final two kiosks. On the display board, we are still in the loop to get this. (Safety and Loss Control Conference) King attended this conference in Pierre and thanks the Board for approving him to go. The conference was very informative and they brought up a lot of safety issues that did pertain to the airport like parking lots and sidewalks.

Al Ruhlman, HR Director stated the process for the Transportation Director with Osborn retiring is that we went nationwide. There were about 20 -25 applications and Ruhlman and Lander City Manager screened these applications. They brought in 5 for interviews and completed the interviews about three weeks ago. We made an offer on Monday of this week, tentative offer contingent on pre-employment physical, drug screen and background check to Mike Wilson out of Brookings. Wilson is the Airport Manager in Brookings Airport right now. Wilson comes to us highly recommended and will start on January 24<sup>th</sup>.

Zeeb moved approval of the bills for the month of November, seconded by Kaiser. Kaiser asked about the Airport Board insurance. Altman stated the Airport Board insurance is a separate insurance from any City insurance. Zeeb asked about the concrete. King stated this is for the storage shed. Motion to pay the bills for the month of November is carried.

Zeeb moved approval of the November financial report, seconded by Kaiser. Motion carried.

King stated with the advent of us getting the jet for our first flight out and last flight in, our November passenger counts are up. We are doing quite well with the morning flight. It's been about 35 to 45 people boarding in the morning. We are actually up 213 passengers this month above last year that are enplaned and 121 deplaned. Our first month of operation with the jet definitely made an impact here at the Airport. For those who worked on this, they did well. King added he is including the sign lighting as part of the electrical work with the storage building. We did check with third floor for the sign ordinance. Kaiser stated he heard a rumor that Pierre will start an ad campaign on start of a jet service to Pierre. Kaiser thinks it is important that we put the word out a little more extensively to the public. As far as Kaiser knows the leaders of our community know it, the Chamber had an output on this; other than this the public does not know. Kaiser does not know if we can get Absolutely Aberdeen to fund a campaign in conjunction with the Development Corporation. Kaiser talked to Julie Johnson, Absolutely Aberdeen about this idea and Julie Johnson is in favor of the idea of us advertising the jet service. It would be nice if we could get a coop deal with Delta. Lander, City Manager asked when Kaiser says advertise what specifically is Kaiser thinking of. Kaiser stated he does not think we should limit it to TV or maybe we should not even use TV maybe radio or newspapers. Pew Research had finished a study nationwide that people still three to one say that TV news is their number one source of getting news. This is one we probably should not forget, but can we afford TV advertisement. Kaiser thinks that this should go to the committee (Marketing/Air Service) and ask for input. It would be nice if we had been leading the way with advertising of the jet service, but we do not want to look that we do not have it either. Comm. Wiese stated the Pierre service is with Delta too and is also out of Minneapolis. Chairman Erickson stated perhaps we can do more pictures of the actual planes and the inside of the plane with seating. Councilman Mitchell asked is the Pierre service a direct flight. Kaiser stated he does not have an answer to this and not sure if they are stopping in Watertown or

not. Kaiser thought the last time he heard, Watertown is separate. King stated he is not sure. They were trying to separate them that Pierre would have a direct flight. About the same time we were getting our jet service they were doing the same thing since they are phasing out the Saab 340. Most regional airports are going to have jet eventually. Kaiser stated he will keep working on this and just wanted the Board to be aware. Kaiser will see if he can get the marketing group together.

#### Helms and Associates:

Kaiser moved approval of invoice #7 in the amount of \$3,639.96 for Environmental Assessment (EA), seconded by Zeeb. Muntean stated we are in a waiting phase. We resubmitted the draft EA with the changes that were requested by the FAA. Now we are waiting for them to review. They told us in October when they gave those revision that more than likely they will not have anybody to review this until mid January. Motion to pay invoice #7 is carried.

Zeeb moved approval to pay PE #2 in the amount of \$7,350.15 for Construction Administration and Engineering Services for AIP Project #3-46-0001-30-2010, seconded by Kaiser. King stated with the GA Apron Expansion when they dig since this goes in front of Hangar 9, Hangar 9 will have to make arrangements as their building will not be usable. Aman from Hangar 9 stated with the snow on the ground, we have a few days to see what their options are between now and when construction starts. King stated the tentative start date is April. Aman stated after the first of the year once the new Airport Manager comes on board then we can figure out what we can do to mitigate as much as we can. Muntean stated prior to start of the project; we will have a pre-construction conference and will make sure Hangar 9 is involved. Aman asked if the electrician will move the main line this winter. Muntean stated the last he heard the electrician had ordered and received his supplies, but at this time the electrician will not work on frozen ground. With this Aman stated King can access the manhole if anything needs to be done. King stated we can get at them now and this is one of his requests. Chairman Erickson asked what's all been done on this. Muntean stated in their contract there is also to oversee the Hangar 9 access road, so most of this cost is for their inspection and administration services for the access road. Motion to pay PE #2 is carried.

Kaiser moved approval to pay PE #12 (Final) in the amount of \$10,057.03 for Construction Administration and Engineering Services for AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Zeeb. King stated this is for our five taxilanes and finally got the close out and everything completed. Issues we had have been taken care of. Muntean stated the next item is the financial close out which is ready to be signed and submitted to the State. Overall, the engineering cost came under budget by \$8,369. Kaiser asked what is cost of money on the billing. Muntean stated this is a number that is established by the State. It's basically interest and this gets audited by the State and they set this value each year. Motion to pay PE #12 is carried.

The Financial Close Out report for AIP Project #3-46-0001-2-2009 was received and will be forwarded to the City for signature and then to the State for their signature.

#### Hangar 9, Inc.:

Zeeb moved approval of Change Order #2 to Lien Transportation increasing contract amount by \$17,738.45 and increasing contract time by 166 calendar days, seconded by Kaiser. King stated when we initially did this project we had an island that would have directed traffic through. The change order includes putting up some traffic signs (as people are taking off against the one way traffic) and key pad lock access control gates for security, so the pilot can get off the field and the general public cannot get in the airfield. The reason for the extension is that it does require contract work and we have to wait until April. Muntean stated the way the change order is written is that the time extension is just for the gate work. Kaiser stated so this is not really just a Hangar 9 project; it is but it isn't. Muntean stated it is because it is under this contract and one of the gates is for Hangar 9. Everything under this contract is all AIP eligible. Aman stated the access gates were written under a previous grant and approved. It's just been waiting to be done. Chairman Erickson asked how access is going to be controlled. King stated what the pilot have to do is get the code from their FBO who will be responsible for their own gates. It is up to the individual FBO's to set their own code. Muntean added this can be reset at any time. Motion approving Change Order #2 is carried.

Kaiser moved approval to pay PE #3 in the amount of \$97,579.80 to Lien Transportation for work completed on Hangar 9 Access Road, seconded by Zeeb. Chairman Erickson asked about the balance remaining. Muntean stated the balance remaining although it is showing \$24,000 is not truly correct as some of the items had under run. The main things that are left to be installed are the electric gates. Although the seeding was all done we only paid for half as it was done in freezing conditions, so therefore we said we will allow them to seed we will only pay for half plus we are holding 10% retainage until spring when we can see if there are growth or not. Motion to pay PE #3 is carried.

Stan Beckler is one of the farmers that have hay land. Stan stated he's been involved with this Airport for over 30 years and in that time he had seen Airport Managers leave for reasons, let go, and retire. We had gone through seven Airport Managers. Originally when they dealt with Antonides and dealt with Mark Anderson, previous City Attorney this was describe as a service contract that they are doing. It is more than just a lease. They are doing the Airport a service by mowing the grass and taking care of it. They are also trying to make some money. They also believe that if you look at City grasslands around the City that they are paying more than anybody else for the grass. In the 30 years that Stan had been involved, the safety zones had changed which the Board is aware of. They use to farm further up to the runway, it use to be 200' to 300'. King stated depending on which runway its 300' to 400'. Stan stated the grassland that they are putting up is all outside the safety zone. Where all the hay is stored is at least far away from the safety zone as it could be. Behind Jobee Acres it is almost ¾ of a mile between the runway and where it is stored. Out here it's about 1000'. There are a couple of places down in the south end of the runway that it may be 500' to 600', in the middle between the runways it's put in the middle. The reason why it was put there and the problems that Stan and the other

people putting up the grass is there are two that does not have cattle anymore, so they have to find buyers. Buyers during the summer do not want hay piled in their yards for fire, lighting, and they have to deal with this problem. They also have to deal with weather problems; they have no control when it is going to rain and how much it rains. When they take piles of hay which are twenty tons or better, put them on a stack mover and its wet, it's not going to move. One thing they did not do last year is that they did not pile hay as this is the worst thing you can do on wet grounds; as they will not dry out underneath and the stack mover will get stuck. They also have to deal with people that they sell hay to. They all have different movers. They have to get movers in here, engines blow up and this is why the hay was not off. The person Stan had the hay sold to, his engine blew up. Most of these guys do not get other people to move their hay because the guys that are out here moving hay have all the customers they can have. Stan also wants to stress that he is an ex-Air Force pilot and is very conscious of safety and they try to do everything they possibly can to get those bales away from the safety zone as quickly as they possibly can. The other fact is access. Stan stated he does not know how many Board members actually know where the gates they actually have to go through. The one on the south end of Jobee Acres is a slough; it holds water, water moves through that slough. In 1990's when Jobee Acres decided to asphalt all their roads and this is before the fences where up, there was a commitment made between the management of the Airport at that time that there would be a road built across that slough. The culvert laid for that road four or five years and finally removed. To this date there's never been a road built through that slough. Basically the whole south end of the Airport where the grassland is, there is no access besides going through a slough or there are no gates for those fields to get to the roads around. The area between the two runways north of Beving's hangar, they have to get through sloughs to get the hay out. Stan added as for the weeds, the Airport was all sprayed by the farmers on their grassland last year. The only area that did not get sprayed was the flying service down by 35. The Airport also has to take some responsibility and did spray this year. Stan added we have to get these weeds out of the fence line because all it does is Canadian thistle grows and it blows out on their field and they can't control it. The other thing is the construction site that we just got done. There is cement all over out where the trucks backed in where they cleaned their trucks. Stan stated he told King about it and the cement is still out there. Last year Stan picked up two chunks of electrical grounding rods that took out knives out of his machinery. Lastly, Brome grass is what they were told to plant out here. All we have to do is plant four acres and red fescue was planted. Stan was told that this meets the requirements. Why we could have planted what we already have. Stan stated he is open to questions, but before the Board makes a decision he suggests that the Board drive to the fields and look at the sloughs and look at what they have to do. Stan added he would love to get the hay off instantly, but it is not a perfect world. If they have to leave it here, Stan stated it would be better off not to stack it. Stan is aware that if they leave bales there would be mice, but the bales are piled as far away from the runway as possibly it could be. Allen Beckler stated he has hay set on his yard which is right next to the Airport fence. The only thing is that it is on the other side of the fence and Allen had to get these off the airport; really what did we gain. Chairman Erickson stated the Board, King and others appreciates what Stan and others are doings for us and this is the reason the Board is here to see what we can do to improve this. Stan stated he definitely agree with the safety issues that is why they try to move it as far away from the safety zones as they possibly can as quickly as they can. Allen stated if the Board can see them work this summer, they had three balers and rake within ten days they had it all out. The Board can try rent to other people, but how many people would want to take big tracts of land. Chairman Erickson stated he was not aware of the road and does not recall if the Board had ever approved this. Stan stated there is probably something from the old minutes and they can get along without it as long as they can wait. It's an expense that does not need to take place. Kaiser stated it is our responsibility to give the farmers access and it should not be difficult access. King stated with the construction site debris, we walked this area twice and obviously some things got missed. Stan stated it would have been nice if all the construction trucks cleaned their trucks in one spot. Muntean, Helms and Associates stated he would like to see the bill for the damage done on Stan's equipment and if there are any pictures. Both contractors were told when they were cleaning this area up that this area would be farmed and hayed. If they leave any debris, it will be picked up by farm equipment and they will be paying the bill. King stated as for the Airport fence line we did do better on this and kept this up and we do spray and spends about \$6,000 in chemicals. It's a continuing problem and we try to stay on this. We will try to do a little better next year. Stan thinks the original contract states that there would be enough room to go around the fence. King stated he thinks its 8' from the fence. Stan stated this is not a problem, but we need to have the Canadian thistle under control. They had to take less for the hay this year. King stated as for the road to the slough on the south side. This is before King's time and would have to research this. As for the gates after Stan mention this before, King took a drive and it's more or less by Beving's. There is a gate here for them to get through and it was not used because they have their crops here. It did get used after they moved their crops. King stated he is trying to figure out how we can improve this by either with his staff or working it into a project to take this gate that is on the end of Beckler's property move it over to build an approach right on the road. Stan stated the grassland in between the runways is kind of a **rust** north of Beving's. There are actually three spots. One right by Beving's and then there's a hill and the drainage ditch off the runway. For them, to get the hay off the hill, it would be by the windsock. The stack mover has to go up to about the runway, go over the hill for the drainage ditch and then come back to go through another slough to get through Beving's then go through another slough to get to the gate that is at the end of the old Melgaard Road. This is what they are facing with. King stated we have issues that we have to address (access to the Airport in between sloughs). One we can take care of fairly easy by moving one gate, the other we have to look into. King stated he complimented the farmers last year by moving the hay next to the fence line. They were very safety cautious and applaud them for doing this again. For the future they should keep up on doing this. The issue King had this time comes about for how long the hay was sitting there. King acknowledged Stan addressing the wildlife issues. This year was an exception for how wet it was. Stan stated we did have four inches of rain in September. King stated when he sent the letter he wanted the hay off by hunting season. As for the type of grass, it should have been the same type of what we had and we are going to check on this and possibly take care of this. Dahlerup, local pilot stated he was at one of our

meetings where we were going to make an ordinance that if the hay were not moved at a certain time, the City was going to end up with it. King stated this was discussed at the last meeting. It was not necessarily have the City ending up with it and that is why King contacted the City Attorney to come up with a possible solution. Dahlerup stated if they give us a good explanation, maybe we should rescind this. Chairman Erickson stated we never adopted this as a policy. Altman, City Attorney stated it sounds like that there will have to be some changes to the lease regardless. Obviously, we cannot expect people to move stacks of hay when it is muddy. Altman's expectation is to wait until the new manager come on board. Altman would want to meet with the new manager, King and the people who have the hay lessees to see what can be done to come up with a solution. The idea of the City acquiring the right to the hay is the least likely scenario. We just have to come up with a solution that fits everybody's need. Hillestad, local pilot stated one thing he did like is when they bale they come in with big force. The bales were at the end of the runway one day and they were gone the next. So, if you have an engine failure there's no bales there. They took care of getting it away. King stated we had an issue last year where they stacked bales right at the end of 35, after they had discussed it they got stacked in a different spots. Safety is being taken into consideration. Comm. Wiese stated as he recall part of the frustration during harvest season is the lack of communications; what the circumstances and what the expectations. King tried to make phone calls and sent letters out and not getting a response. Chairman Erickson asked how much hay do they move off. Stan stated he had close to 900 bales. By the time he pays the cash rent and the fertilizer (\$50); it is not a big money making thing. Chairman Erickson stated we will leave this to the new manager to work with the farmers. Kaiser suggested that Stan and others meet with airport staff twice a year in a regular meeting in the spring and fall about issues. Stan stated they are very conscious with security. Allen stated he did not know that Pro Ag Service was going in here and he had fertilized that ground. He got his cash rent back, but was out \$50 for fertilizer. If we would have meetings then he would have known. Stan encouraged the Board to take a look at where the gates and the sloughs are and the Board will understand what Stan and others have to go through.

The Board received the 2011 budget. King stated this is the approved 2011 budget from the City of Aberdeen. It is a workable budget that we should be able to maintain everything in a reasonable manner.

Aman stated with the LT Parking, the Airport still has not met with the FBO's to work on this. In regards to the billing, Aman received two billings which he found out is for the month of November and December. There is ambiguity in the billing. The billing should states the timeframe being billed for. With snow removal, we have been fortunate and have not been hit with a bunch of snow. We also have to remember that the access road that everybody refers to as Hangar 9 is a public access road and it does need to be bladed as well. It has not been touched as of yet. King stated with the billing we did rescind the one for December. With the LT parking meeting, King stated he got a hold of Aman and just have not been able to meet. With snow removal, King stated he never thought of that access road and will get staff to work on this. Aman added he does not know if we put sand down. Aman noticed last night as he was leaving that the GA entrance is really icy. There is still a little bit of an incline. King stated we will work on this.

Dahlerup shared a picture taken on December 4<sup>th</sup> at 7:30am of the hangar area with snow. Dahlerup stated they were told at the snow removal meeting that the GA road will be taken care of. King stated taken care of, but not that there will not be ice as we can't control this. King stated they were on a snow removal the morning of December 4<sup>th</sup>. Chairman Erickson asked if Dahlerup called anyone. Dahlerup stated he did not. Zeeb asked when was it cleared. Dahlerup stated it's cleared now, but if one would have to go after it snows it would be pretty hard to do. Lander, City Manager asked did we know the conditions of the day. Dahlerup stated if we look at the pictures the whole Airport was plowed out, but the main alley was not plowed. They can get out of their hangar, but can't go anywhere. Hillestad stated King will not be able get to it out of the way within 72 hours, but the same thing goes with the letter sent to all of the FBO's; we put a deadline of 72 hours to move planes. By the pictures to Hillestad, we did not clean this area out in a manner that everybody likes. If Hillestad would tie his plane down and was gone for a week and gets charge for it, he will be a little irritated. Hillestad understands that one has to move their planes, but have we talked to the three FBO's and worked out something out where they move planes. If Hillestad would have his plane out there, one of the FBO's he does maintenance at is going to be responsible and would think would move his plane rather than sending out bills. Hillestad stated that once we get an Airport Manager in this would be resolved. We get somebody that knows how to deal with planes; Hillestad does not think we will have any problems. Hillestad shared the letter that was sent out. It was the Snow Removal Policy on GA ramp and the LT Aircraft policy. There is no need to waste postage, work with the three FBO's. To say this is the way it is; it's like the hay discussion. Work with the people and we could actually get things done. King stated in the pictures we have cleaned out from the doors out to the center of the taxilane. What we are doing is waiting for the loader to come back to finish moving this. King was back here with a skid steer bringing it back out in the center of the taxilane and the staff who was in the loader did come probably within half hour later when King got this done. This is part of our snow removal process. We started snow removal that morning at 3:00am and with our priorities we do the runways and taxiways first and then the private hangar area. As one can see in the pictures we were working on this area.

Hillestad asked when it snows we do a NOTAM out that the Airport is closed until 15 minutes prior. King stated this is correct. Hillestad asked if this is from Chicago or are we taken this on ourselves. King stated there is an Advisory Circular that came out. What FAA wants us to do is actually close the airport whenever we have snow removal operations. Hillestad asked if he can have a copy of this Advisory circular. King stated he can. Hillestad stated he has an issue with this as a head of liability with his company when he flies his plane; he flies a lot of important people around and a lot of money involved and does not want law

suits. First of all, fifteen minutes out is going to be over the interstate (I-29) or even farther and will not be able to get a hold of us. Secondly, Minneapolis (MSP) Center is telling him that the runways are closed. If Hillestad is able to get a hold of us, whose managing the radio? King stated each equipment that is out there has an aircraft radio. Visibility is down ½ mi 200' and understands that we have to be out there, Hillestad gets permission from staff and informs him that staff is off the runway shoots the approach and land and hits somebody on the runway. Hillestad stated the Airport is closed. He's not suppose to land. King stated except for the 15 minute PPR. Hillestad asked is there a recording that says the Airport approved him to land. Did we call MSP Center and say the Airport is open? King stated what we do is when we issue our NOTAM we call down to Fort Worth, Texas and we issue the NOTAM that the Airport is closed except for 15 minutes PPR (Prior Permission Request). And then MSP Center disseminates the information to the pilots which gives us enough time to clear off. Hillestad asked who calls the Airport and ask to get staff off the runway. King stated the pilots, who can call the CTAF or the cell phone which we list when we call in the NOTAM. This is also the process that Rapid City Airport uses when their tower is closed so they can maintain operations. Hillestad stated he wants the Advisory Circular because this throws the liability back on him as a pilot. They are landing on a closed airport. If something happens they are liable and this is not right. King stated the only way he can get around without closing the entire airport is to issue the 15 minutes PPR. Hillestad stated but we have two runways. We should try to keep one open and leave the other one closed. King stated this is exactly what he usually does. King will close rwy 17/35 as it does not have the approach. Hillestad stated but King is closing the Airport which he does not like. This puts the responsibility back on the pilots. They cannot land on this Airport when the runways are closed. If there is a recording here, when we say they can land is a different story. Hillestad stated he is not blaming King as there is an Advisory Circular. Hillestad will have to go to whoever wrote the circular. Hillestad asked if we can try not to do it as much as we can as this really put them wide open for a law suit. King added that the Advisory Circular also wants the runways closed even when we do our runway inspections during the day. This would actually close the Airport two hours a day, just to do twenty minutes of work. Aman stated if a pilot is traveling six miles a minute, fifteen minutes out and is south of Mitchell or even at the South Dakota border. Cell phone will not work at 40,000' and the radio will not reach Aberdeen; who are they going to talk to 15 minutes prior to request the runway to be open. Hillestad stated you can't that is why he wanted to bring this to our attention to understand what the pilots are dealing with. King stated he can get Hillestad a copy of the circular. Aman asked which approach King is talking about as 17/35 has the NAVAID approach GPS. To physically close this one, we are putting Aberdeen at a greater liability as we are taking half of the capabilities away. King stated when he issue the NOTAM, he will issue the NOTAM for 13/31 (main runway) closed except for 15 minute PPR. Then 17/35 is closed entirely. This way we can maintain the main runway, main taxiway and the ramp areas. King stated they talked about low visibility approach and if it gets this bad they can't use 17/35 anyway. They have to use 13/31 that is why we maintain this one, keep it open so we can still have air traffic come in. Hillestad stated we use to have Flight Service Station (FSS) on every airport that is not ILS and this all got taken away. They controlled the people on the ground; everybody had to talk to FSS. Now the ground people and pilots are not talking to anybody and MSP Center is confused. It's a big accident waiting to happen. Dahlerup stated MSP Center is confused. He left yesterday morning and had to get prior permission and when he came back at 4:00pm there is still a NOTAM on that the place is not clean. Dahlerup stated he was calling by I-29 over by Sioux Falls and couldn't get anybody, nobody answered. Dahlerup called Quest Aviation they could hear him. After talking to Quest, someone must have realized that Dahlerup must be calling and was told that we were off. Dahlerup called MSP Center and informed them that he was told we are off. MSP Center has us that people and equipment are working. Hillestad stated it's an issue that needs to be address. Dahlerup stated he does not have the answer, but this is not working. Kaiser stated we are one essential person short that we are operating right now. Kaiser thinks this will probably take care of itself once we get a new manager, so King does not have to do two jobs. Comm. Wiese stated he understands that there is a systematic problem here. They have taken away people on the ground here with responsibility and resources and it left these guys hanging. By the time the information gets around or does or doesn't get updated, they are left with bad information. Hillestad stated all the airports he goes to that does not have ILS, they use the internet as a tool. Hillestad stated his goal is to talk to someone as there is no reason for anybody to be driving a pick up on the runway when the weather is down because as a pilot legally they cannot taxi on the runway without a clearance, so why does it make it that a pick up could be on there. This all started when we had Flight Services, then they drop it. Now, they left it to the Airport Manager to take care of it. Somebody is going to get hurt somewhere in this country because all the rules are the same. Dahlerup agrees like the PPR, they use this where they have FAA facilities where they are running the radio, clearing the pick up and taking the pick up off. Dahlerup stated he is not picking on King personally. This is a problem where we have to do something as this is getting out of hands. Braun from Quest asked what the transmitting distance of the mobile radios. King stated he honestly does not know. Braun stated but we have a base radio in the office. King stated this is correct. Braun stated they can receive up to 100 miles away. With the Airport base radio, if no one was in the office like yesterday and with the radios that are on the vehicles, Braun does not think we have the capability. We can't pick them up as we are running on a mobile station. Dahlerup added that 122.7 is not just Aberdeen. Stan stated what would be wrong if the pilots call King and inform him of when they will be here. Kaiser stated the only problem with this is that King is not the only one here and is not here full time and is not doing this full time. Kaiser thinks with the new manager coming in they can address this situation and concern. King can fill him in or the pilots can fill him in. Muntean suggested that maybe Tom Schauer can help with this as he works with compliance issues. King stated the first time we use it when we were painting the threshold this summer as we knew it was coming that we had to close the Airport during snow removal. When King and Osborn went to meetings, they had asked other airport managers how they went around and did this. The manager from Rapid City does this with the 15 minute PPR when their tower is closed. Hillestad stated one thing about a towered airport is that even though it's closed, it is recorded. This is

fine, and then the liability does not go back on the pilot. King stated the staff here are for the 15 minute PPR as when it comes to safety they know when they have to get off the runway.

The meeting adjourned at 1:34pm.