

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD
Regular Meeting
June 6, 2012

MEMBERS PRESENT: Rolf Johnson, Steve Kaiser, Dr. Kennon Broadhurst, Lon Gellhaus

MEMBERS ABSENT: Mike Erickson

OTHERS PRESENT: Mike Wilson, Bob King, Gary Dahlerup, Kevin Braun, Comm. Mike Wiese, Jeff Mitchell, Sam Muntean, Rhea Ketterling

Vice Chairman Johnson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:32 am on Wednesday, June 6, 2012.

Item #2 – Kaiser moved approval of the minutes from the May 3, 2012 meeting, seconded by Broadhurst. **MOTION CARRIED.**

Item #3 – Broadhurst moved the adoption of the agenda, 2nd version, seconded by Kaiser. **MOTION CARRIED.**

Item #4 – Next meeting is scheduled for Tuesday, July 3rd.

Old Business:

Item #5 – Terminal Building Remodel – A new drawing of the remodel was included in the packet. Muntean stated we finally received approval on meeting all of the TSA requirements, the best we can. We also went to FAA for eligibility because we are adding on the baggage breakdown area which is a non-public area. The initial response was it was not going to be eligible for funding. After making the argument that all of the areas that we are building out as public areas, were originally not eligible for funding and the only reason we are expanding the baggage breakdown area was so we would have more public areas. FAA came back and determined that they will make this all eligible except for the 10x10 equipment room that TSA will be leasing. This room will be bid out separate, so we can keep the cost separate. The architect, the structural engineer and mechanical/electrical engineers are working on putting the plan and specifications together, so that we are ready for bid as soon as the FAA gives us the go ahead. They have not sent out the tentative allocation letters yet, but had started to send them out on other airport projects. We do expect this in the next few weeks. Wilson stated to go along with the funding, what they were originally saying was everything for moving the building further to the SE was going to be ineligible and they wanted to bid this as a separate project; this would involve the dirt work, asphalt, footings and all the exterior walls as solely City dollars. When we received word that everything would be funded and eligible, this saved the City probably about \$150,000. Johnson asked what would TSA use the 10x10 room. Wilson stated TSA wants their modem and routers secured. Right now they have a black cabinet in the checkpoint and this will go in a cabinet in that room. Johnson asked about the baggage office. Wilson stated this is the janitor's closet. In the drawing there should be a wall from this room over to the right where the two X's are. This would be a hallway and will not be a public area. Broadhurst asked vending is limited to the security area. Not that he wanted this in front of the building. Wilson stated his thought in vending is that we will probably move it out by TSA on the SE. Kaiser asked what the average wait time is in the central hold room. Wilson stated the average is not that much right now, but there are days where there are people in there for a few hours at the time. And these are the days when the 39 seats are extremely cramped for people. Typically, because of the size of the room they try to move people directly through where they screen and board them right away. Kaiser stated one of the complaints that were made to him was that the room was small. He had said that we are doing something about it pretty soon. Johnson asked is there a standardized policy what items should be open and ready for inspections in a carry-on luggage. Some airports want the laptop open and turned on and some do not even look. Some want your shoes off and some want them on. Do we have anything we want to do for signage to help passengers? Wilson stated TSA usually tells the passengers anything electronic has to be in a bin. As for shoes, jackets, belts, overcoats, etc., these should all be off. Broadhurst stated there is supposed to be a rule that anyone above 75 years of age do not have to take their shoes off. Wilson stated this was just implemented May 23rd of this year. TSA's website has all this information and our website has the link to TSA.

Item #6 GA (General Aviation Road Project) – Wilson stated the design, plans and specifications for the Road

project are complete. It went through the City Council two meetings ago. It is out for bids and the bid closing date is June 12th. The City Engineer went through the spec and found that there was an item for oil that is not typically used for road projects so they will be doing a change order to change the spec. The bid opening date is June 12th and we will know then how much we will be spending on the project. They gave a completion date of September 30th. They are expecting the actual work to take 2 to 3 weeks. They are not foreseeing any problems having it done before hunting season.

Item #7 EA (Environmental Assessment) Update – Wilson stated we had bad news on the EA for a while. FAA wanted us to go through and put together an Administrative Record because the entire time through the EA we had been under the understanding that we are doing a finding of no significant impact or a FONSI at the end. The latest contact with the FAA person in Chicago that is reviewing the EA said we are looking good, everything is ready and we just need to do an Administrative Record so they can sign off the FONSI ROD. The ROD adds in a Record of Decision which takes the time that someone can litigate against our EA from 5 years down to 60 days. It's every single communication, every reference that has been used to make a decision anywhere in the EA. They want us to put together in this Administrative Record that we would pay Helms and Associates \$30,000 to \$50,000 to put together and would take 3 months to do. We argued against doing this. Muntean from Helms and Associates argued it with the FAA. We told them we do not want to do this. We do not think it is necessary because we do not see a lawsuit coming from the actual EA. The FAA finally somewhat agreed that we do not need to do the Administrative Record, but they would still put together the ROD, so if someone comes forward and wants to sue, we would have to within 60 days put together an Administrative Record. FAA is working on their FONSI ROD. Wilson thinks that this would be done in a month or two. Winner did a FONSI and it was pretty straight forward. Wilson stated these documents that they put together saying it's alright to move forward on our project can be 20 pages long. Hopefully, soon we will see this and we can start to move forward on our project. Muntean added to keep in mind that going through a ROD it limits the timeframe that any litigation or any lawsuits can be filed on the EA from 5 years, if it is FONSI down to 60 days. This lawsuit will go against the FAA not the City. So, the FAA wants to go to a ROD to protect them not the City. This is why they make this determination as it protects them because now within 60 days they are covered and do not have to worry about anything. It also moves it if there is a lawsuit or challenge in court it goes straight to Federal Appeals Court not the District Court. The ROD does not protect the City at all as Altman, City Attorney had said, from, if later on in the future we do any work on the project; we change the drainage, we do the wetlands and we do the mitigation and in the future someone challenges it that we are draining more water onto their land than they use to get and sues the City. Somebody can do this at any time in the future and they can do this 10 years from now. This has nothing with to do with that. As Altman had said they will not go after the EA, they will go after the City for damages. Wilson stated at the EA hearing, 90% of the comments were that people do not want us to put more water on their property, how are we going to handle their drainage. Our answers were, this is final design. We are not working on this in the EA. We say we are going to do it, but we do not say how. This is all in final design. If we are to have lawsuits, Wilson sees it would be on final design not the EA. The EA is an FAA document. They are the ones that are signing off and they are the ones that want the FONSI ROD. Gellhaus asked is this separate from the impact statement. Wilson stated that an EA gets a FONSI and is a step below the Environmental Impact Statement.

New Business:

Item #8 Bills – An updated bill list was distributed to the Board. Kaiser moved approval of the bills for the month of May, seconded by Broadhurst. Broadhurst asked what the 9.6v batteries are used for and are they rechargeable. Wilson stated they are used for the lights for the construction barricades. What about the Century Link bill. Wilson stated this is for the crash phone which directly connects to the Airport Fire Station. Is Century Link the only company that can provide this? Yes and we have checked with NVC previous and they can't do this. What about the G&R Control. Broadhurst stated as he recall our contract with them allows us to have something checked. Wilson stated they would check the system not the actual boilers. We are paying for monitoring our entire system. The bill is for cleaning and checking the boilers. When they checked the boilers, they found two cracks and we have a local company that will be doing the repair. Councilman Mitchell asked is this a yearly service. King stated we do not have to have the boilers checked every year, we do on the system. This is the first time we had to have the boiler worked on since 2003. Wilson stated we had some air flow issues and temperature problems. Broadhurst asked what about the fire alarm monitoring bill. Is this another company that we go through before it goes to the Fire Department? Wilson stated yes. What about the cab for the mower? Is this the one that we changed; it was a canopy when we bought the mower. Now we found the need and the money to get the cab. King stated yes. Wilson stated whenever there is wind everything kicks to the right side of the mower. If you take a look at the cab now it is just pelted on the right side with grass clippings. There was definitely a need for it as staff is out on this for 8 hours a day. **MOTION CARRIED approving the bills.**

Item #9 – Financial Report – Kaiser moved approval of the financial report for May, seconded by Broadhurst. SkyWest rent is one month behind. Landing fees for April is paid. **MOTION CARRIED approving the financial report.**

Item #10 – New Hangar Request – Morgan Beving – Beving stated he had been working with Wilson on building a hangar and the suggestion of the location is perfectly acceptable to him. He keeps two aircraft at Hangar 9 right now. Johnson asked Wilson if Beving has to make changes to the fence. Wilson stated Beving will be responsible when he touches the fence. Beving will take the old stuff and will have to provide 10' section in between the two hangars of fence and then his building will act as a fence and butt to it on the other side. Beving can have a back door into his building and be able to park outside of the Airport, so it would be less vehicles on the apron. The hangar will go by Arment's hangar. Beving can drive down the Hangar 9 road and park on the right hand side and have access into his building without actually going on to the Airport through a gate. Johnson asked does Beving have to do anything special like a security door because he has public access? Wilson stated what we have is a wildlife fence. As far as TSA is concerned, as long as the door is locked and Beving keeps it locked which we will have to put on his lease and put some fees if it is found unlocked or anyone else gains access to it. As long as Beving locks the door, there will not be any security issues. TSA does not pay for security fences for airport like ours. They expect us to keep the area secure, but it is not actually a security fence. Johnson asked if there is an apron Beving has to pour. Wilson stated they are responsible for their approach to the taxiway and this is also included in the lease as leased space. Johnson asked have we drawn up a sample lease? Wilson stated we have our standard lease, but we have not drawn up a lease for Beving. Kaiser stated the Board is not approving the lease today. Wilson stated no. Beving is asking for approval to move forward with his plan to get the 7460 done for constructing the hangar. Johnson asked has this been done and what is the timeframe. Beving stated he had submitted the 7460 and he would like have the hangar constructed this summer. Johnson asked what's realistic with the application. Beving thinks its 30 days. Wilson added he would say its 45 days. On airport construction takes longer as it goes to the ADO (Airport District Office) and because we are Part 139 it goes to our Airport Certification Inspector and also the FAA office in Texas. Johnson asked if the hangar will be heated. Beving stated he is not planning on heating the hangar or putting water out to the hangar. Wilson stated Beving had questions on freeze wall and other things. Beving will have to meet all the City Building codes. The hangar will have to have a concrete hard surface floor. One of the building codes is that it has to have a hard surface floor that drains to front of the hangar in case of any fuel spills. Johnson on the north end of the hangar does it have to have a fire wall? Wilson stated there are clustering rules and Beving is not meeting the square footage to require a fire wall there as far as Wilson is aware of. Beving will not need freeze wall because there is no plumbing or heating otherwise he would. Johnson asked is it going to be steel or wood structure? Beving stated he is planning on wood. It would also depend on bids that come back. Broadhurst stated he does not quite understand that Beving be able to reach into his hangar from the road. Wilson asked Beving is he is putting a garage door on the back of the hangar or just a locked door. Beving stated he was intending to put a walk door. Wilson stated Beving can put a walk door on the back of the hangar and he can park outside the fence and walk into his building. Broadhurst asked will Beving's building be abutting the fence. Wilson stated it will be the fence. They will remove the fence where the building is and the fence will be on the each side. Comm. Wiese stated so there is no required setback. We can actually use the building as the fence. Wilson stated yes. Wilson added a lot of airports will do this; where they all run the fence through all the buildings so that everyone parks outside and no one drives out on the apron or out on the taxiway. Broadhurst stated so all the way up and down from Arment's hangar as long as the buildings are close to each other or adjacent to each other they will be able to have their own entrance through a back door. Comm. Wiese added which should be deep enough to reach the fence. Wilson stated yes. Broadhurst stated the reason he asked these question is that not too long ago, someone was talking about buying Harley Taylor's hangar because he could have access directly from the outside or they can go through a store and get around through the gate and get around to it and it did not seem to meet too much of an agreement. Wilson stated as long as people lock their building and they are responsible for it and we have this on the lease, Wilson does **not** see an issue with this. It's no different when someone driving through a gate and we require them to have the gate closed behind them. If someone drives through a gate and leaves the gate open, it's a lot harder to go find that person than someone that has a door on their own structure that is found open or unlocked. Braun from Quest stated with this type of set up, we would have less vehicle traffic on the airport side, which is a huge safety issue and also debris coming onto the taxiways. Most places are laid out this way. Wilson stated he would prefer this for every single hangar if we could have it. Braun stated over the years as development got going the street structure did not keep up with it. This is a nice set up. Johnson stated the B1 area that is being discussed, is there a minimum or maximum of what Beving has to lease. Wilson stated Beving will be leasing the footprint of his hangar and the approach to his hangar. Johnson asked so there is no particular lot size. Wilson stated back in the 90's, the airport's rules said that the standard hangar width was 42'. Wilson stated he does not know where this came

from and why would we want a standard width as every building out here is different anyway. Johnson stated he did not know if there was some language that stipulated that this expansion area will be divided into so many spots. Wilson stated we do not have any language on the expansion area that Wilson knows of. Johnson stated there is across the way a much larger separation. Wilson stated his only rule is that we start at the end where the development is right now and work our way down, so we do not end up with a big gap in the middle. Wilson does not know when the other buildings were constructed and if that's what had happened on them. Broadhurst stated when we were doing the Minimum Standards for FBO's, Wilson had mentioned that he wanted to establish a Minimum Standards for Hangars. Do we have such a thing or is Wilson still planning on doing this. Wilson stated we have a City Building code that does address hangars. Wilson stated he is not sure if the Minimum Standards for Hangars are really necessary. We have the old standards which are outdated. Broadhurst stated as far as Wilson is concerned we meet all the requirements necessary to allow Beving to move on with his hangar. Wilson stated yes and he would like the Board to give approval for the building and we can start working on what exactly his approach size is going to be, how he is going to work the fence so we can get the security requirement on the lease, and if they are going to have parking spots on the landside which will be in the lease as storage space. These details can be worked out and we can bring the lease back next month. Broadhurst moved approval of allowing Beving to have the space as he had requested, seconded by Gellhaus. **MOTION CARRIED.**

Item #11 – Recommendation to pay Helms and Associates PE #9 for AIP Proj. #3-46-0001-32-2012 Ag Sprayer Taxiway, Construction Admin/Resident Engineering Servs in the amount of \$15,139.83 – Moved by Kaiser, seconded by Broadhurst. Wilson stated to explain the grants every year the number increases by one. Last year's grant was #31 and on this we did not have enough funds available. The FAA decided we were not going to overrun it and had us split the engineering costs and we are getting this on the #32 grant this year. Every other cost on the Ag Taxiway project is on the #31 grant except for the engineering cost. **MOTION CARRIED to pay PE #9.**

Item #12 – Recommendation to pay PE #4 to Lien Transportation for AIP Proj. #3-46-0001-31-2011 Ag Sprayer Taxiway for materials and work completed to date in the amount \$145,718.91 – Moved by Kaiser, seconded by Broadhurst. Muntean stated the bulk of all the prep work up to paving had been completed. They are looking at starting asphalt paving on Tuesday or Wednesday of next week. Kaiser asked are we ever putting a connection road to the Ag Sprayer area. Muntean stated the access will come from the County road. One of the reasons for this is they have semi delivery and we do not want the semi's coming through the terminal road, if at all possible. Wilson stated we had a portion of the taxiway closed. This is the second week of its closure. We will open this back up on Friday and have it closed back down on Tuesday when they start the paving. Dahlerup, local pilot stated he appreciates the barricades rather than just "it's closed". It was really nice to see this closure done like this. Wilson stated they had half of the fence posts in and half of them left to do as of this morning. Then they will have the fence put around and remove the old and they will start grading in the ditch and then build a new approach into the parking lot from the County road. Kaiser asked how many Ag sprayers are operating out of here now. Are they both moving to the new space? Wilson stated we have two. Performance Ag/Aerial is ready to go. We have been having them wait until we are done with our portion of the project so there is no confusion with two different projects going on. Kraft will be most likely moving over next year. He wants to get over to the new space too, but we will probably have to get some Fuel Tax funds to help move his structure or buy it as extra storage for the Airport. Johnson asked didn't he just paid for his concrete a year and a half ago. Wilson stated Performance Ag/Aerial did. What they probably will end up doing is getting us the bill for what they paid for and we may end up just putting it towards the cost of their new building. **MOTION CARRIED to pay PE #4.**

Item #13 - Recommendation to renew Lease agreements for Daryl Theobald, Lease #1, Hangar #9; Weylin Huber, Lease #5, Hangar #8 and Darrell Hillestad, Lease #4, Hangar #6 - Kaiser moved approval of the lease renewal for Theobald #1, Huber #5 and Hillestad #4, seconded by Gellhaus. Wilson stated these are standard lease renewals for 5 years each. **MOTION CARRIED.**

Item #14 -Airport Manager's Report

14a: 2013 Budget – Wilson stated he looked at the budget from the last 3 years and figured out which accounts we had excess in and which accounts we need more funds in. Wilson did not increase a lot of the line items. Regular salaries he did 2% increase. Temporary/Seasonal salary was increased by \$1,500. Insurance is an item that the City controls and they had told us to go 15% above of what was spent this year. Johnson asked about the Professional Services as there is significant increase from prior years. Wilson stated not on the budgeted amount, this always had been the same. This is used in case we need electrical work and this also had the Wildlife contract in the past. Wilson's plan for this line item is to get some cleaning services for the terminal too. With everything our staff has to do on the weekend, they are not getting the terminal clean as Wilson would like it to be. This account also pays for

the Weather Service contract. As for the operating budget, everything is pretty close to what it had been in the past. Kaiser asked if the Marketing/Promotion includes his next planter. Wilson stated he does not think we will be doing another planter. Johnson asked about the Machinery/Equipment for \$25,000. Wilson stated this would be for a new large air compressor and possibly a sand blaster or a snow blower for the skidsteer. What about pay loaders or other large equipment purchases, Johnson asked. Wilson stated this would be on the other capital expense which is the AIP budget. The budget for next year is a big number. On a call with the FAA when they were trying to work on all the details, the FAA had said hypothetically if they can get us \$2M more, would we be able to use it. Wilson and Muntean had stated to them hypothetically should we plan on getting \$2M more next year. They had stated yes. We do not have a guarantee that we are getting \$3M next year, but there is a chance that we will. Rather than not having this on the budget, Wilson is putting in the budget that we are getting the money. If we get the money, it would be for the design of the project, wetland mitigation, and possibly starting the dirt work for the runway ends. Councilman Mitchell stated if we get the money then it would increase the local funds. Wilson stated yes. This year's local match is 2%, next year it's going up to 5%. With the AIP grant the total amount for next year is \$3,333,333. The additional amount on top of this is \$183,000 for non-federal reimbursable agreement for engineering services for the FAA to look at moving all their NAVAIDs. We paid \$20,000 last year to do the preliminary study on moving their NAVAIDs on the same type of agreement. They have done their preliminary study and had been working on it. Now, we are going to have another \$183,000 bill from them to actually do the engineering to actually move all of their NAVAIDs. This cannot be reimbursed until after the EA is over. After the EA is over then we can get this in a grant and get it reimbursed. We will most likely pay this bill in January and they will start their engineering so it does not slow the project at all. Kaiser asked the NAVAIDs that they are moving are these new installations of equipment or just moving the old ones to a new location. Wilson stated this is just for engineering services for moving the NAVAIDs, not for moving the NAVAIDs. Muntean stated part of their engineering process is they will decide if they are going to relocate the existing ones or install new equipment. This will be part of their design process to make the determination which equipment is so obsolete that is not worth moving and which equipment they are actually going to move and do the design work for it. The good news is that out of the \$183,000 if they do not use it all on their design they will send it back. Wilson stated the bad news is we have no choice. We have to use the FAA for their equipment. Muntean stated the way the EA was written and the way it was stated was that those NAVAIDs will be relocated or replaced. Even the FAA when they looked at their equipment had said they do not know. Some of them dated back in the 80's and some are just fine. Some other equipment they would like to upgrade, but it is going to depend if there is funding available to do this. All of this comes out of the Airport's AIP funding. Wilson stated he also received an email saying here's the agreement, sign it and send it back with a check for \$183,000 by October. Wilson contacted the FAA and had said that we did not plan for this. They had said it will be fine to sign the agreement and send the check within 90 days. Kaiser asked what Wilson's plan is for marketing/promotion budget for this year and next year. We never have enough money for this. Wilson stated some would be for the Air Show. There will be a \$4,200 bill next month from KELO for TV advertising, also a bill for radio ads and news print ads. Next year's money would probably be mostly towards the Air Show. Kaiser asked what the KELO ads were. Wilson stated these were the ads that McQuillen had made last year which Wilson had offered in previous meeting if the Board would like to see them. Wilson asked Kaiser if he would like to see it. They are running this 3 times a day for 100 days. Kaiser asked why we only went with KELO. Wilson stated they gave him the best offer. Kaiser stated in what sense. Wilson stated he met with KSFY last year and they wanted a lot more per ad than what KELO and did. Kaiser stated usually KSFY if you asked them they would cut the price in half for public agency. Wilson stated they did not offer this to him when he met with them last year. It was a lot higher than our entire budget had in it. Kaiser stated he would not mind doing some advising when Wilson does this kind of buy. Wilson asked if Kaiser works for KSFY. Kaiser stated no, but he works in the KSFY building and occasionally works for others too. Johnson stated if you buy a certain time slot like the 10 o'clock news you are going to pay high price. Wilson stated this is a mix that he had purchased; some 10 o'clock, some 6 o'clock and daytime and it will run until the end of August 3 times a day. Broadhurst stated he had seen an advertisement on an off channel advertising the Airport. Wilson stated we also have an ad running through NVC and this runs 12 times an hour. Kaiser asked if we have a radio ad right now. Wilson stated all we have is the morning dramatic read at 94.1 which they run for free. Councilman Mitchell asked we do not pay for the ads on this program. Wilson stated no and they started this when we had advertised with them and they just kept doing it. Councilman Mitchell stated you actually get a 20 seconds spot every time.

14b: FAA Reimbursable Agreement - - discussed above regarding the \$183,000.

14c: Arizona Commemorative Air Force B25 – The B25 will be here on June 18th thru the 21st. It's \$395 for the rear seats and \$600 or \$650 for the jump seat or cockpit. They will be arriving around noon on the 18th and leaving in the morning of the 21st. Johnson asked are they just coming through. Wilson stated yes and Aberdeen Flying

Service is the one that got them in here and they are paying for fuel and possibly their hotel. People can go through the Aberdeen Flying Service building and the plane will be parked by the SRE building and we will have personnel there throughout the day. People can go in and get a tour of the aircraft and give a donation or go on the rides. Kaiser asked if CVB is aware of this. Wilson stated he is not sure if he made them aware or not. Gellhaus asked how much of a demand is the ride selling for the B25. Wilson stated it does not go through us as they have a ride coordinator.

14d: Air Show – At 6:00pm on June 20th, Hillestad will have a hangar party get together at his hangar. They did one last night and had sent email on this. The turnout was pretty successful on a days' notice. Hillestad is also taking donations to help out the Air Show. Wilson had gotten email addresses from people that were there and will add to the list if there are interests on being in the committee. Hangar 9 also donated a ride on the Stearman last night. There were also some guys who are part of a band that is starting up, so they may start doing some music and try to get some fundraising this way too. The Air Show is scheduled for August 25, 2013. We had talked about originally having a two day show, but Downtown Association came to the last meeting and had said that they are still doing the Car Show on Saturday, August 24, 2013. With the Bid Board, they will give more money for new events. We may try Trains, Planes and Automobiles and try to get the Train Depot group involved in the event. Johnson stated we had a State grant that we received one year. Wilson stated the State grant is for marketing. With the Hotel Alliance Bid Board, they will put funding toward new events that are at least two days events that bring people into town. Councilman Mitchell stated with this money, Wilson will need some planning time so they can work it into their budget as they get tapped out pretty quickly. Wilson stated he thought he was told that January is the time to go to this group as this is the time they distribute their funds.

Item # 15 - OTHER:

Johnson stated decoupling the runways is an initiative on this Airport and our budget and for Helms and Associates to figure this out in our Master Plan. What is the status with requiring this on other airports? Wilson stated this is being required nationwide. Johnson stated he looks at the SD Airport guide, Sioux Falls has a huge problem; they are coupled in the middle. Wilson stated this is how the FAA wants them. Ideally runways cross in the middle. They do not want them on the end that a pilot can take off on a wrong runway. FAA does not want runway ends that touch and these are the ones that are being fixed. This is an FAA initiative to stop runway incursions. Johnson stated this is one risk and one hazard. Johnson looks at crossing in the middle another sort of hazards. Wilson stated FAA considers this safer because you only have two directions to look when crossing. Right now if you are coming onto the end and taking off on our crosswind runway, you have to check four directions, so FAA definitely prefers crossing in the middle. Comm. Wiese added there was also a situation years ago when a jet was taking off the short runway because they were not familiar with our runways. Wilson stated this did happen here, but it was the Lexington, Kentucky crash that really brought this to light.

Johnson stated about a month ago he became 25% partner in Zoom Incorporated which owns a 421 which is currently hangared at Hangar 9, which also shares partnership with Dr. Bormes, Dr. Wischmeier and Craig Golz. If there is ever a matter which Johnson has to abstain from a vote, this is primarily the cause and justification for it. Zoom Incorporated does not own any other assets. It does not have any corporate involvement with Hangar 9 other than a lease for the space. Wilson stated he had talked to the City Attorney about this and Johnson does not have to abstain from everything dealing with Hangar 9 just because Johnson owns an aircraft with the owners of Hangar 9. If Johnson feels there is a conflict of interest then he can abstain. The City Attorney recommended abstaining in any votes dealing with land lease of the building that the aircraft is in.

The meeting adjourned at 12:51 pm.