

**MINUTES**  
**ABERDEEN REGIONAL AIRPORT BOARD**  
**Regular Meeting**  
**March 5, 2009**

**MEMBERS PRESENT:** Mike Erickson, Rolf Johnson, Nate Zeeb

**MEMBERS ABSENT:** Chuck Bensen, Steve Kaiser

**OTHERS PRESENT:** Dave Osborn, Bob King, Emily Arthur-Richardt, Joel Weig, Sam Muntean, Comm. Mike Wiese, Kevin Braun, Jeff Mitchell

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:30am on Thursday, March 5, 2009.

Zeeb moved approval of the minutes from the February 5, 2009 meeting, seconded by Johnson. Motion carried.

Zeeb moved approval of the minutes from the February 20, 2009 Special Meeting, seconded by Johnson. Motion carried.

Old Business: (Tower on Radio – Rainey) Osborn had contacted FAA in Bismarck to get an update. FAA, BIS had made their contact with the Air Facility office in Fort Worth, Texas, but has not heard back as to bringing the radio up from Rainey so we have a better communication on the field. (Storage Bldg. for De-icing Truck) Osborn had contacted the State of SD and was informed that the request have to be in by the 13<sup>th</sup> this month so this can be in the program that will be here in Aberdeen on the 25<sup>th</sup> and 26<sup>th</sup>, March. Osborn will request about \$15,000 from the Fuel Tax fund to build the building. (Hangar 9, Inc) Osborn had contacted the City Attorney this morning as the minutes from the 20<sup>th</sup> February meeting stated that the contract would be here this morning. Osborn will check his email before the meeting is over to see if this had come in.

Johnson moved approval of the bills for the month of February, seconded by Zeeb. Motion carried.

Zeeb moved approval of the February financial report, seconded by Johnson. Johnson asked who is LiveTV. Osborn stated this is the Verizon contract we have for antenna. Motion approving the financial report is carried.

Osborn stated as far as marketing the Airport, the stimulus plan is always being discussed right now. Muntean from Helms and Associates was in Bismarck this week and as of right now they are working on the details, the rules and the disbursements. They have not given anybody information as to where this is at. They had collected data as to projects and plans that we have. Muntean and Osborn had talked to the people in Bismarck of the ideas they want to do if there are stimulus dollars. They had talked about the runways and that the environmental has to be complete before we can start on the runways. This may not be the project for this year, but as far as the Airport itself there are other items that there maybe use for stimulus money. Until they give us a dollar amount there's really not a lot more we can do. Osborn was informed by Fire Chief that there will be a representative from the Fire Department at all times and it would be Joel Weig. Weig stated he is a Shift Commander for B-Shift for Aberdeen Fire and Rescue. One of his duties is to oversee the ARFF. Johnson stated it was discussed having a meeting at the ARFF Station. Osborn stated we can have the next Board meeting at the ARFF Station. There was also a Wheels and Wings meeting, but it is still in the planning stage as they are still looking for funding. This meeting is held on Monday nights at 5:30p and Dani Roeker had been the representative.

Helms and Associates:

Muntean stated the Master Plan is completed. They are now working on the Airport Layout Plan which is updating the portion of it. Johnson moved approval of PE #12 in the amount of \$16,509.72 for the Airport Master Plan/Airport Layout Plan, seconded by Zeeb. Motion carried.

Zeeb moved approval of PE #3 in the amount of \$2,378.45 for work completed in the Environmental Assessment, seconded by Johnson. Motion carried.

Johnson moved approval of PE #19 in the amount of \$4,997.94 for AIP Project #3-46-0001-27-2007 Reconstruction of Taxiway 'D', seconded by Zeeb. Motion carried.

Osborn stated in the Board packet is a copy of a Security Snapshot which is a policy from AAAE. There had been a lot of concerns from the FBO's and for people that have a 12/5. What AAAE is looking at on the proposed rule making is they are saying that the proposed rule contradicts TSA's own most recent intelligence evaluation and conclusions (there are some issues with 12/5 rule and how it is laid out). They also proposed to make mandatory what is already in place without demonstrating the efficiency of the existing combination of mandatory and voluntary initiatives, they constitutes an

unfunded mandate pursuant to the Unfunded Mandate Act of 1995 (government can't mandate something that is not funded). They also say it ignores civil liberties protected by US Constitution and may inadvertently force some airports to violate federal law. These are the responses that the AAE is taking on the airports and FBO's that had contacted them. The comments were only to be received until February 27<sup>th</sup>. Osborn is not sure if others have heard from the Pilot Association or what others are doing, but Osborn knows that whoever is in these programs or committee feels that there are issues with the 12/5 rule. Osborn had a meeting this week with TSA and had talked about security of people that may have a plane that is a 12/5; how are they going to bio-check the people that come and go. They talked about Osborn's laptop computer which he has the ability of opening it by his finger; using his fingerprint to open his computer which is a biometric program. Basically they talked about using a computer where they have people logged in where they have done the background check and the TSA person that was here did not have a problem with this. Someone who has a laptop can add this item to it and can set-up a program to do the check. Until the rule is actually written there are other ways in doing this inexpensively. Johnson asked if this would be the pilot's responsibility. Osborn stated this would be the owner of the plane responsibility according to the rule as it is written right now, but they can have the pilot do this for them. Johnson stated they have to have a link to a database someplace to check. Osborn stated there is a TSA website we use where we check people by their name (i.e. for construction workers) and we keep a record that they have been checked.

Osborn stated Harr Motors has an advertising contract with us. Due to the economic problem they chose not to renew. The advertisement had been left up until the Board was notified. We will remove this and take that phone listing off which means there will be an opening if someone is looking at advertising at the Airport.

Johnson asked on the conference that is coming up, is there three members attending. Osborn stated there are two members that will be attending. Erickson asked if they can come for just a part of the conference. Osborn stated if there are parts that the Board wants to go to, this should be fine. It was asked if this is open to the public. Muntean stated this is open to anyone, but they have to register to attend the whole conference.

Osborn stated this week they had a phone meeting with FAA on Winter Safety Operations. They spent two hours talking about the new mandated rules. One of the biggest changes will be pilots are going to determine runway closures. If a pilot comes in and say that runway is nill and reports this nill, we have to close the runway and close the Airport. This will then have to be checked, if our staff can check it. For those people that are coming in and flying, it will have to be noted that it is going to be closed until the runway is checked. Osborn had asked about the reporting process; where this would be reported to whether it be the FBO's, our office, or MSP. This is an IOU from FAA to investigate further. It appears that they would have one agency do it which Osborn's prefer which is the same agency that does NOTAM. Osborn added that pilots are confident on NOTAM's that are out there. FAA is hoping to get the rule making done by September of 2009. Erickson asked what threshold are they using. Osborn stated this will be a good discussion because FAA talks about Mu reading and being part of the discussion is how this is clarified. At the same time we had people who came and certified our airport who had said that we cannot use poor, fair and so on reading. We have to give the actual Mu readings. Now they are talking about not utilizing the Mu as it may not be as accurate as everybody thought they were to be. So there is a lot of discussion on what they are going to use, what the breaking action is or how they will have something to determine it. They will have to come up with a program that actually has a specific way of measuring and specific way to calculate and to make sure everyone is on the same page. Osborn added by April this year we have to rewrite our Snow and Ice Removal System not knowing what FAA's plans are.

Braun from Quest asked the Board's thought or comments on the sewer line that is froze. Johnson asked what Braun had done about this. Braun stated they were pumping and now they had restricted water usage. This is two out of three years since the work was done and feels it's the responsibility of the Airport. Zeeb asked what is the permanent fix; reburying the line deeper. Braun stated possibly, someone had indicated that by cleaning the snow off allows the process to go down further and with snow equipment going through, he doesn't know. They had spent \$3,000 last year not sure how much yet this year. Erickson asked Osborn if he has any suggestions. Osborn stated basically by reviewing this with the City Attorney, the City of Aberdeen did get involved to open up areas where they can do clean out as Quest did not have clean out before. We used City equipments on personal items and opened it up to see for certain if there were issues that we had prior to what was done by us. This was opened up and helped them get some clean out in more than one location. Braun stated it was one location, two clean outs. Osborn stated basically this is what we did and got involved with last year. At that point is when we discovered that the height was not as deep as it was going to be at the location we had not been to. Braun stated this was also the same area where we have ruptured their line and hooked onto three years ago. Osborn stated this is correct and understandable and at that joint is where Quest's line and we connected to it. With the height not that deep that is an issue that probably always been Quest as far as it is going to freeze with less than 4'. Osborn was told by the City when he talked to them about it possibly 6' is where it need to be buried. Johnson stated he does not think the clean out helped, it's the freezing. It just allowed putting a steam air hose in, but they also have conduit for more cold air to get through to that point. Johnson thought the primary problem is the depth. Councilman Mitchell stated if it is only 4' deep they have a contractor in their subdivision where waterline has been buried and had to put insulation over so the frost can't go into the waterline. Zeeb asked how often the pump run to empty the tank. Braun

thought maybe daily, if they use enough water. Zeeb thought that insulation could work. Braun asked why does it freeze in the same spot the last two years when it was not bothered the last four years. Osborn asked why did it not freeze the first year after we did it. Braun stated it's probably has not been as cold. Basically it freezes where the pipe was rerouted to go around the addition that was moved to accommodate the BII taxiway. Zeeb stated if there is a dip, it would just sit there and freeze where it if it actually drains it wouldn't. It was stated that this is a force main. Osborn stated he had also talked to the City about what was going on. In the City at the same time after Braun had brought this up, the City had a couple of issues where there was a problem by the softball complex; part of it was freezing which is because of the wall was so thin. The City had also said what usually happen this time of year is that you see it get bare then when the sun does beat on the bare ground it actually takes the frost further down. We could see this for a period of time where it freezes deeper then comes back and thaws. Osborn is not sure if this is where we are at with Braun's problem. Osborn asked what Braun is expecting for this Board to do on this situation. Braun stated he would like to get this fix so it goes back that he does not have to worry about it. Osborn asked if Braun is considering burying all the lines to the depth that is needed so none of it is 3 ½'. Braun stated they had no problem with the depth right now. This has not been the problem the last two years, this part works fine. It's from when the new pipe was hooked on, downstream is where it's freezing and this is the problem that the Airport installed three years ago. Braun stated he is asking for consideration to get this problem fixed. Osborn asked how far back is this freezing. Braun stated this year, it's about 15'. Osborn asked King how far where we did the work. King stated just on the other side of the Quest clean out going all the way to the main, about 160'. Zeeb asked what is the estimated cost to dig and trench 160'. Braun stated he does not know how far of the 160' has froze and they will get by this year. Braun suggested with the new FBO going in this year from his understanding, the FBO will be putting sewer line coming from the terminal to hook into their building which is the proposed gravity flow. Muntean stated the way it looks now yes, but he has to verify this. Braun asked if there is some assistance that can be done if Quest goes from their building line, bore (for runoff on gray water) where the new FBO put in their main sewer line and drop from there. This would make it more of a gravity system for them to eliminate thousands of line that we do not have to worry about. But from the discussion last month with the FBO having to put the sanitary line in at their cost, the FBO will not let Quest tap into their system. This is just an idea to solve the problem and to get a lot of things cleared up. Johnson asked how far the line boring would have to go. Braun stated his guess is from the little building to come this way is probably about 50' and then from wherever the new FBO have to take their main line. Osborn stated the problem he would have is that he would not want more than one person sharing a line because if there is an issue of something illegally being dumped Osborn does not want two in one spot that there could be a problem. Secondly there is a quite bit of difference in amount of feet compare to what Braun is talking about. We have not been able to decide if this is the Airport's responsibility; we are talking about 160' compare to 400'. Osborn does not think that the City would grab onto an extra 250' of additional cost. Osborn's feeling is that he will try to get the City Street Department back here again and reassess to see if we can find out if there is an issue. If there is, we need to trench it and redo the 160'. Osborn will look at doing this, but he would not agree to going into somebody else's line either connecting or being part of. Johnson thought what Braun meant was he would join the line after it came to a main. Osborn stated this would be a separate line, but there are more feet involved. Comm. Wiese stated he is assuming that if Quest went this way that they will share some of the expense to do this. Braun stated he has to look at something as he cannot operate the way it is. If he has to tear all of it up for \$10,000 and if he can bore it for \$12,000 to eliminate their problem, he has to look at this. Braun stated he is asking the group as a Board, as a City where are we at. Johnson stated with the City, they can give Osborn some advice and suggested to get a private contractor to get a second opinion to figure out what way financially make sense. As obviously there will be a lot of dirt work involved trenching 160' or more. Someone had asked when this was done the first time, did we use a trencher or backhoe. King stated we had both. Braun asked with Muntean's expertise when a pipe goes underneath the taxiway what kind of frost step does the cement hold versus bare ground. Muntean stated the recommendation from SDDNR is that all force main pipe needs to be 6' deep. Force main pipe always have water in it, whether it is water or sewer regardless of what is on the surface. The depth is deeper where it is underneath concrete. Braun stated so if it is open from his building to his clean out and the two taxiway that never freezes and it freezes now. Muntean stated it depends on the depth. Braun stated we know where it was dug up its 3 ½'. Osborn stated if Braun is going to replace it, it may be cheaper to tie into the system where the old maintenance is as we are not using this anymore and it may be the cheapest route to go. Zeeb stated it would be easier if we have a cost to look at. Johnson added if we also have different scenarios. Councilman Mitchell asked if we know how much of the section is frozen or where does it starts freezing. Johnson stated if we wait until May to have a contractor to help diagnose this problem it would be too late, we have to do this now. Osborn stated he does not have a problem asking the City crew to come in to determine where it freezes and what can be done to start the process which what we did last year and helped them with the clean outs. Then, if we need to contact contractors and get prices then we do this. Johnson stated time is of the essence, if we put Braun off and he doesn't get good solid diagnostic while it's frozen. Doing it in May or June is a mute point as we don't know what we are fixing until December. Osborn stated he will call the City as soon as possible.

Zeeb moved to adjourn, seconded by Johnson. The meeting adjourned at 12:22 pm.