

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD
Regular Meeting
April 9, 2009

MEMBERS PRESENT: Mike Erickson, Rolf Johnson, Chuck Bensen, Steve Kaiser

MEMBERS ABSENT: Nate Zeeb

OTHERS PRESENT: Dave Osborn, Bob King, Kevin Braun, Wade Outka, John Aman, Joel Weig, Gary Dahlrup, Mitch Aman, Sam Muntean, Jeff Mitchell, Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:30am on Thursday, April 9, 2009.

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

Old Business: (March mtg with FAA) During the month of March, Osborn met with FAA and talked about the funding for the storage building by the terminal to use the Fuel Tax to build the building up and this was approved for \$18,000. This will be based upon what we do spend to build the building up and concrete. The bills will be paid by the City and reimbursed through the Fuel Tax Fund. Johnson asked when we can start on this project. Osborn stated we will probably start late May early June as this is not a priority right now. (Quest – sewer line) Osborn and Braun had met and came up with some plans. Discussed items of what the Airport can do to assist to find the answer. As of yesterday, someone from the City came over and opened up a hole and what was found was the 'Y' end was not attached as it should to the clean out. This might be the reason why it froze up in the one area and expanded and might have been where the leakage was. Osborn believes this had been repaired. Braun stated the pipe has been repaired. Osborn stated they had talked about other issues that are going to be coming up because of our projects for this year. Part of the work will be in the taxiway area and we will have the same issue with the pipe underneath the taxiway that we will be working with. This is not a dead issue and will continue to work more with Muntean from Helms and FAA to see what funding can be done. Osborn added Braun has some ideas and other ways on handling the project or taking care of the problem on a long term basis. Braun stated as of 10:00am this morning, Airport staff are still working on the line and it is still froze. Bensen asked if there were any thoughts on putting insulation while it is still open. Braun stated they need to abandon the line. Osborn stated he had discussed this with Muntean the other day; they have to look at one plan to correct the problem. Kaiser asked if Muntean have any idea on the cost to fix this by fall. Muntean stated Quest was getting an estimate and would wait until this cost is available. Braun stated he met with Osborn yesterday and suggested to get an estimate from a private contractor to go from the Quest building to connect into the main sewer line, eliminate the pumping and this is where Braun is now with B&B Contracting. John Aman from Hangar 9 asked Muntean if it would make sense to just extend or put a 'Y' on the main line the same area where Hangar 9 would have to dig in and tie into for gravity flow and just extend in that direction. Muntean stated the issue with this is that Braun could not gravity flow into it. Right now what Quest and B&B are looking at is rerouting the line over behind the old maintenance shop that is the same manhole terminal line that Hangar 9 would be tying into, flows to, but this manhole is much lower than where it is where Hangar 9 would be tying into. Muntean does not think that Quest could get gravity line on this; they would not be able to gravity flow so they still have to put a pump pit. Osborn stated what Quest is trying to do is get away from the pump pit now and gravity flow only. As to where they are now it probably would not work with the height. (FAA-Rainey) From last month, Osborn stated he did contact FAA and still no word back on possibly moving the item by Rainey. (Airport Conference) Osborn stated there was a lot of good training available for everybody. There were some speakers that were not able to make it because of the storm that came in the area. There were probably about 20% of airports that did not make it also. Overall, Osborn thought it was a good meeting and they had a lot of information both the first and second day. Not all the information that Osborn would have liked, but things changed and rules and regulations changed. Osborn added we are going to see FAA changes on winter operations. We had to do our packet all over. Our operation program is already different so in the fall when we meet with the FBO's we will go through the new FAA regulations. In the meantime Osborn will keep the Board abreast of those changes because it would be based on pilots report as far as how they feel the runway conditions are. And one of those issues is going to be as Osborn stated last month, if there is a pilot that comes in and says its nill we have to close our runway down until we go out and do an inspection. Bensen stated which brings a question, if Dahlrup is coming in with his jet and he's landing and he's got problem and Bensen is coming in with 172, there is a difference in aircraft and yet we are closing the airport and telling Bensen he can't land. Osborn stated basically by FAA regulation we are being told to close the runway, inspect it, and get a reading. In the same conversation, Osborn stated we are being told they are questioning the instrument we are using for measuring device and they will come out with the standards with this. Osborn is hoping that nothing will happen during the summer, but we had to do our Winter Operations program by April 30th, which we had redone and sent in today. Bensen asked what was the reason for the change. Osborn stated there had been a couple of issues at other airports where they had some issues with winter

operations and how they are handled. Unfortunately sometimes this is one size fits all and it doesn't. Osborn stated they had their meeting and given his thoughts and ideas and we are one of many airports that will have issues with this. Bensen asked if someone lands on 31 and gives a nil report, are we just shutting down 31. Osborn stated this is our intent to close the runway that is reported nil. Dahlrup, a local pilot, agrees with Bensen as they will have issues too as sometimes they will not understand how this works. Osborn added it would also be based on experience of the pilot. We could have a pilot come in from Florida and had never been on ice this would make a difference. Osborn stated what FAA is doing is making us responsible for the safety of the airport. Bensen stated it also brings into question not only if we just close down 31 which Bensen prefers, but it brings up the question of safety. If 31 is the primary runway because of the winds and we don't close 35 down, now we will have somebody come in maybe not quite as experience landing on slippery runway in crosswind which is more unsafe than straight down the runway. Osborn stated to keep in mind that the fact is if we get readings in the forties, we will report this and open the runway right away. There may be a fifteen minutes delay where a pilot can circle for awhile. Osborn stated this will all depends on the plane, the weight, the wind and there are so many other factors involved. Dahlrup stated the brakes on the planes are different where on his plane he goes on how many thumps and most pilots goes on how many thumps and the speed of the thumps and if it is really bad it is continuous. If it is nil, we will see a sheet of ice out there. What Dahlrup is worried about is like what Osborn had said a pilot who comes in from Florida and reports nil and Dahlrup is right behind him now he is in trouble because he has limited time to gas and now have to wait. Dahlrup either has to go someplace else or come in. Osborn stated this is still in discussion and had given FAA his thoughts and ideas. FAA is still working on a plan, what kind of instrument they will have everybody use as Bowmonk and others are being talked badly about. Osborn stated we had good instrument readings and things are going well and find this as difference in opinion. Osborn just wanted everybody informed on this as to what is coming up. Bensen asked what AOPA is doing on this. Mitch Aman, AOPA liaison stated he just heard about this and it is so primitive in the plan. Mitch Aman stated personally he does not care for it and asked if this gives the Airport Management the option on closing down the runway or do we wait for a pilot report. Bensen stated as he understands it there is no option. Osborn stated if the pilot reports it as nil, but we are a non-tower airport who are they going to report to. Are they going to report it to Minneapolis, FBO's, or Airport Management? Osborn stated as the Airport Manager he is the one responsible and have to get this report somehow. So if they are reporting it to the FBO they will have to get a hold of Osborn. Dahlrup stated more than likely it would be reported to Minneapolis Control which Bensen agrees. Dahlrup added they will ask after you land what the runway condition is and he had been asked before after he landed what the runway conditions are. Osborn stated this is something we have to work on as we are a non-tower airport and make sure that everyone communicates well with each other. Dahlrup thought a lot of this came about because of the Midway accident.

Bensen moved approval of the bills for the month of March, seconded by Johnson. Motion carried.

Bensen moved approval of the March financial report, seconded by Johnson. Motion carried.

Osborn reported they had a recent Air Show meeting. This year they talked about just doing static displays. They are trying to get FAA to approve a flower drop and based on where the pilots hit we will have a candy drop for kids in a different area. Another thing that was discussed was having a multi-religious program. When we open the door we can have a little church service, have the displays open and food. We will also try to have airplane rides. Every other year we will try to do it this way to try to get pilots to come here as well. As far as how they will market this was also discussed and how they will get this to AOPA. There is a lot of competition this year for Air Shows and it is a good time to do something a little quieter. Kaiser stated he thinks this would be confusing as people get into a habit of things. Osborn stated we will still have the displays. There will be all kinds of brochures that will be going out of what we are doing and the timeframe. We are coordinating this with Wheels and Wings weekend and will be published in the paper and there will be a lot marketing wise to make sure the public knows and what to expect. John Aman asked will this be classified as a Fly-Inn. Osborn stated yes. John Aman asked if they were any thoughts of advertising it in GA News as this is free advertising for Fly-Inn or Air Shows. Osborn stated there had been a number of discussions and this is part of the marketing strategy. Mitch Aman added the group probably would want to contact SDPA (SD Pilot Association) also. Osborn stated they also discussed doing a special packet for people that are coming in for the weekend as part of the funding for this program comes from the Hotel Alliance. Kaiser asked are we by passing the show portion because of funding. Osborn stated yes, as finding people to donate for fuel in the amount we ask for every year is very expensive. When we have three FBO's and only two doing fuel it becomes burdensome. We do not want to push this too far and we suddenly have them say no. Johnson stated fuel cost alone is about \$20,000. Kaiser asked have we asked the CVB. Osborn stated we can't under the Governor's grant. We cannot get funding directly from the Chamber or CVB as this is written in the agreement for the million dollar match. We received more funds from the million dollar grant than what we could have received from the Chamber and CVB. Osborn stated there will be a program all weekend long that will involved the Airport like scavenger hunt, but our program is actually scheduled for Sunday, August 30th. Chairman Erickson stated if there is anybody who wants to help on the Air Show committee, they welcome them to come to the meetings. Mitch Aman stated this is one of the things AOPA wants them to do is to help bring people to the airport. Johnson stated if Mitch would give them his email address then they will keep him informed. Osborn stated the next Air Show meeting is scheduled for May 6th at 10:00am.

Helms and Associates:

Bensen moved approval of PE #13 in the amount of \$5,503.24 for the Airport Master Plan/Airport Layout Plan, seconded by Johnson. Johnson asked if Helms does a 3% retainage. Muntean stated this is what is left to do on the Airport Layout Plan. Motion carried.

Bensen moved approval of PE #4 in the amount of \$7,229.89 for work completed in the Environmental Assessment, seconded by Kaiser. Motion carried.

Muntean stated there are 23 different impact categories that are addressed when we do an Environmental Assessment process. One of them is archeological resources. One of the things that came back from the State Historic Preservation Office was that since this project will actually involved disturbing dirt and ground that hasn't been disturbed before that they will require on-site archeological survey to insure that there are no artifacts that will be disturb as part of the project. Muntean stated this is something they knew was possible and did not budget right away because it might not have to be done. They did have an allowance in the total amount of the project for this, if it was needed. Bensen asked why was there a big difference in price. Muntean stated he's not sure. Osborn stated he thinks it's based upon the time they thought it would take them to do this. There were three proposals received to do the on-site Archeological survey. They were from Dakota Research Services for \$1,200, Quality Services, Inc for \$2,115 and Augustana College Archeology Laboratory for \$3,350. Johnson asked if this guarantees that we do not get shut down. Muntean stated if they do the survey and they don't find anything we will be able to move with the Environmental Assessment process, however if we go into the project and uncover and on earth anything we would still at that point have to stop. Bensen moved to accept the recommendation from Helms and Associates to go with Dakota Research Services, seconded by Johnson. Motion carried.

Outka stated he would like to put a cement floor, heater and replace his existing door with a bi-fold door in his hangar. Osborn stated the recommendation from the Airport is a reminder that Outka does need to go to Third Floor (City Planning and Zoning) to get a permit and because of the gas fire heater he also needs to check with the Fire Marshall to make sure there are no issues between hangars with fuel because sometimes the National Fire Prevention code changes from when the building was built until now, since he is making an improvement. Johnson moved approval for Outka to make improvements in his hangar, seconded by Kaiser. Motion carried.

Osborn stated Morgan had talked to him about putting a motorcycle in the airport which Morgan had been restoring for a long time. Osborn had told Morgan that his biggest concern is how it would be protected. The letter that the Board received from Morgan states that the Airport will have no responsibility for any damages. Morgan will also be responsible to corridor it off and check it to make sure that someone does not damage it. Johnson asked if we have room for this and will there be plaque explaining the item. Osborn stated we can rearrange some items in the lobby and he had also talked to Morgan about providing the plaque of information and items to corridor it off to protect it. Kaiser asked if this has anything to do with flying. Osborn stated it is a commemorative type motorcycle that commemorates the Flying Tiger. Johnson asked how long Morgan is asking to display this. Osborn stated Morgan was asking from spring to summer. Osborn's recommendation is through late August, right after the Air Show. Bensen moved approval of the application for May until after the Air Show, seconded by Johnson. Erickson asked if Osborn had checked with legal as to what our responsibility would be. Osborn stated he will check with the City Attorney. Motion carried.

Osborn stated last year when we went through the farmer's contract we did not make any changes and this was going to be reviewed this year. We are currently charging \$20 an acre and according to the recent Agricultural Land Market Trends the rate for low productivity hayland has gone up to \$28.65. This is the last year of the farmer's contract and they expire March 2010. Osborn would like for this Board to make it consistent like we have with the hangar contracts not to change it in midst and make an increase. This was discussed in the past and there is an item in the contract, but right now consistently with the hangar contract we are not raising it until it comes due. Bensen stated he would like to be consistent with the hangar contracts when their lease comes up for renewal. Johnson stated the farmers are concern and Bensen agreed. Johnson stated the biggest concern he heard was the fact that fairground went substantially more, but it wasn't the same kind of hay where they can get two to three cuttings. Bensen stated this is his concern also as we have a different type of hay where we restrict them because of wildlife. Bensen moved to keep the rate the same until the contract is renewed. Osborn stated one thing he wants to add is that we have to work with Helms as there is an area that had been tore up when we did the Taxiway D and this is one of Stan Beckler's areas and it will not be usable. This contract will have to be revised based on what is usable. Motion seconded by Kaiser. Motion carried.

Kaiser moved approval to continue the Wildlife Hazard Management contract with Bill Antonides d/b/a Gander Island Consulting Service, Inc, seconded by Bensen. Motion carried.

The Board received a list of items to surplus for the City Auction. Osborn stated this list goes out to other City departments to see if they can use them and if not then it goes in the City Auction scheduled for May 8th. Johnson moved approval of the 2009 surplus listing, seconded by Kaiser. Motion carried.

Kaiser moved approval of the Hangar 9, Inc contract, seconded by Johnson. Osborn stated he had discussed with the City Attorney a number of things what should be in the contract, since the Board received originally a hangar contract instead of FBO. We finally put the information in to get the contract out and the City Attorney did review this and made some minor changes. Osborn will get together with John Aman to make sure he has these changes. John Aman stated he did receive the contract, but only had gone through the first three pages. He also had forwarded the contract to the other members of Hangar 9 so they can print it and take it before legal counsel to make sure there are no problems. Osborn stated at this point, we are where the Board approves the contract as presented and if Hangar 9's attorney asks for changes then the contract will come back before this Board. Motion carried, with Bensen abstaining. Braun asked about the area of land south to southeast of the current building. Osborn stated based on the application the area of land that is 100x100 is part of the contract (area from the hangar towards the terminal). Braun asked if this is a 5 year lease. Osborn stated the FBO lease is a 20 year lease, but they are reviewed at 5 year increment. The 100x100 is leased as an open land only. John Aman stated before Hangar 9 does anything they do have to come back before this Board even for the expansion.

Mitch Aman stated the Obama administration had recommended user fees for General Aviation. They also approved a 6 month extension to the funding bill.

Bensen asked if the 12/5 program had been shelved. Osborn stated they are looking at it at another angle. Osborn does not think this is a dead issue or will ever be a dead issue. The groups that do represent airports are going to see that there is some legitimacy that needs to be discussed and worked out.

Osborn stated Johnson had shared an e-mail with him about Regional Air Service expanding. It talks about different airport and what is going on. A lot of this was written using Sixel Consulting Group. Johnson stated it also talks about Allegiant how it impacts recreational travelers and maybe business and how this affects more regional airports and its PFC. Bensen asked Osborn for a copy of the e-mail.

Osborn informed the Board that the PFC and grant audit will be next Monday and Tuesday. Osborn will also be meeting with Muntean from Helms about environmental issues on Tuesday.

Osborn stated in the last six months he had seen some issues that had come before the Board that had not come through him first. Osborn stated at this point in time if there are issues that are brought up to the meeting and it has not been addressed to the Airport itself, he would not want these discussed until the next meeting. Osborn stated these are things that he can take care of and does not need to take this Board's time. Secondly, are we going to have issues with an item on open meeting law where it not been scheduled. The meeting is open to the public and an item can be brought up, but it can be extended until the next meeting. Osborn just do not want anyone getting in trouble with open meeting law and at the same time if it is an issue he can look at and try to resolve and he can do his job.

Osborn offered a tour of the ARFF building for those who were in attendance at today's meeting.

Johnson moved to adjourn, seconded by Bensen. The meeting adjourned at 12:21 pm.