

**MINUTES**  
**ABERDEEN REGIONAL AIRPORT BOARD**  
**Regular Meeting**  
**October 6, 2009**

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

**MEMBERS ABSENT:**

**OTHERS PRESENT:** Dave Osborn, Bob King, Kevin Braun, Rich Lacher, Mitch Aman, John Aman, Dean Knie, Cory Helms, Adam Altman, Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:33am on Tuesday, October 6, 2009.

Bensen moved approval of the minutes from September 3<sup>rd</sup>, 2009 meeting, seconded by Zeeb. Motion carried.

Old Business: (Airport Signs) Last month this was discussed. Osborn reviewed what is out there. About ½ a mile on each side of the highway there is a blue sign that says Aberdeen Regional Airport ½ mi. Within an 1/8 of a mi on each side of the highway there is a green sign that says General Aviation. We also have the entrance signs at the highway for the Airport itself and the field and the markings are there. At this point, Osborn does not believe that the State would be doing anything more unless we want to reword one of the signs. There is always a limit as to how many signs the highway will put up. They do mark the areas with two different colored signs. Bensen stated he would like to see Passenger Terminal versus Aberdeen Regional Airport. Osborn asked on the blue highway signs. Kaiser stated no, on the large entrance sign. Both Kaiser and Bensen thought there should be Passenger Terminal with an arrow on top of the entrance sign for the terminal and General Aviation with an arrow on top of the Saunder's Field sign. (Honor Flight) This is still scheduled for the 16<sup>th</sup> and 17<sup>th</sup> of October. Last time Osborn talked to anyone, the plane is to arrive at 7:00am the morning of the 16<sup>th</sup>. There are 162 World War II veterans and their company that will be going on this flight. The Governor will be here at 5:30am and will doing a speech to all the World War II veterans. The rest of the time will be getting the people check through TSA. The issues we are going to have obviously is the morning flight, hopefully will be gone and out of the way without a lot of commotion that they can bring the 737 up to the jet bridge and utilize this. There are still things that need to be worked out on this. They are expecting this flight to be outbound by 7:30am. There will be 50 people per group and they will be color coded. There will be possibly two security areas. We will possibly use the observation area and it will be roped off as the other security point. Sun Country is the airline that has the flight and had sent Bauer, Station Manager some bag tags and there not suppose to have bags. They are only supposed to have walk ons. We are trying to get some answers of what these are and what they are going to do. With the short amount of time that they have, the plane itself is bringing 50 wheel chairs based on the age of some of the veterans that they have all the accommodations that they can use. We are still waiting on wing span information so there will not be problem with the parking and the turning radius of the plane. The return flight is on the 17<sup>th</sup> with an 8:30pm arrival. The National Guard is supposed to set up all the chairs because the Governor is suppose to make his speech in the main lobby. During this time the gray ladies are planning on going through the process of what they are going to be doing for all the pheasant hunters that are coming in. They will be making pheasant sandwiches and handing these out. Chairman Erickson asked if we will have enough staff or will we need volunteers. Osborn stated his understanding is because the Guards are taking care of all the chairs, the set up time will be limited. We will have staff to make sure there are no issues with the field and probably open half an hour earlier. Our biggest concern is knowing the elderly, they like to be ready; what time will they start showing up, what kind of commotion are we going to have with the flight and all the other things that are going on. What we don't know is how many family members will be with them because this is from the Northeast region, how will we take care of cars and other things to make sure we have enough room. Kaiser stated there will probably be media coverage, so we want to be able to put a mic where the Governor will be talking. Osborn stated this is being handled by the group out of Sioux Falls with Augustana. We basically to do our thing as normal. They have planned everything and with the meeting Osborn had with them they are in charge of all the set up. Johnson asked how many Honor Flight they handle statewide. Osborn stated this is their third one. They started the first one in Sioux Falls and they had one in Rapid City. They are assuming that they will have one more. The majority of the veterans are from this Northeastern region, so they think they might have one more, but they have not determine this yet.

Bensen moved approval of the bills for the month of September, seconded by Johnson. Johnson asked what the MC3000-oil for. King stated this is for the chipped seal for the parking lot which the City did. Motion approving the bills for the month of September is carried.

Johnson moved approval of the September financial report, seconded by Zeeb. Motion carried.

Osborn stated they had an Air Show meeting. They reviewed the last Air Show and where they are financially. Based on the income that they have, they lost about \$900 on what was done this year. There was a letter received through the City that there was someone from Texas who was quite disappointed thinking that there was going to be a Show and not what was put on and had published in the paper. Osborn did response by sending a copy of the American News information back to the City Manager to certainly share with them that we had never advertised it as a Show per se. That it was an educational program this year due to the economics.

Helms and Associates pay requests:

Bensen moved approval to pay PE #10 for work completed in the Environmental Assessment project in the amount of \$36,084.57, seconded by Johnson. Osborn stated he and Muntean had gone over the pay estimates and will try to assist if there are questions. Cory Helms is here on behalf of Muntean. Zeeb asked on the cost of money at 9 ¾%, is this interest on unpaid balance to date. Osborn stated cost of money is an allowable item by the State of SD. Whenever there is a project, in every project there is a cost of money and it has to be State approved. They can't just do it on their own. Zeeb stated so is it just essentially an interest on unpaid balance. Osborn stated that it is. Motion approving PE #10 is carried.

Bensen moved approval to pay PE #4 in the amount of \$22,887.13 for Construction Administration and Resident Engineering Services for AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Zeeb. Motion carried.

Bensen moved approval to pay PE #23 in the amount of \$3,092.17 for Construction Administration and Resident Engineering Services for AIP Project #3-46-0001-27-2007 Reconstruction of Taxiway D, seconded by Johnson. Motion carried.

Johnson moved approval to pay PE #2 in the amount of \$309,335.24 to Dakota Contracting for work completed to date on AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Bensen. Chairman Erickson asked how much had been done on this project. Osborn stated they are actually on lane #4 which is the last lane, but because of the rain they were not able to do anything for almost a week in time. They will have to pump some water out. Density will probably be an issue for a period of time. Also on lane #3, they are getting this ready for concrete. These last two lanes are what we are holding. They are still expecting to be done by the end of the month, but this is based upon weather. Chairman Erickson asked if there had been any complaints. Osborn stated actually we try to make sure we took enough time in doing the planning we knew which lane we are going to. We try to call all the owners prior to closing the lane down to make sure they have the time to move stuff and make arrangements and do what have to be done. We have not had a big issue with anyone in particular at this time. Motion approving PE #2 is carried.

Johnson moved approval of Jacobson Electric CO #2 decreasing contract in the amount of \$14,917.10 for AIP Project #3-46-0001-27-2007 Reconstruction of Txy 'D', seconded by Zeeb. Osborn stated the reason for the decrease is when we did this project we did not do from Txy 'B' to Txy 'C'. The CO also note the days increasing the number of days to 276 in this contract, so the actual work completion date is August 2009. This is under the Federal requirement that we have to adjust the days in the change order. Motion approving CO #2 is carried. Kaiser moved approval of Jacobson Electric PE #12 (Final) with zero amount, seconded by Johnson. Osborn stated the purpose of this pay estimate is to show Jacobson Electric did not get done in a timely fashion. Because this is under the Federal contract, there are penalties that have to be done. Muntean calculated the penalty days to actually be 14 days. Jacobson had a retainage value of \$2,000. We actually kept track the number of days it took them once their penalty days came into place. There were four days that they came back and worked on items to complete the project. The daily rate for penalty was \$500. Osborn stated his recommendation to the Board is that the penalty is for 4 days at \$500 per day which is \$2,000, which was the amount of the retainage. What happens is that this contract will not be getting their retainage and will be returned under the contract. This is the penalty they signed for when they signed the contract. Johnson asked clarification on "will be returned". Osborn stated under FAA regulation if it is not utilized the money is returned to the Federal government, it is not ours to keep. It does not benefit us to penalize somebody, but if they don't follow the contract on the days that it supposed to be, we have to follow through. This Board has to assign a number of days. This Board could assign the full 14 days that it took them to get the 4 days work out of them or a 4 day timeframe. To us it makes no benefit to go 14 days then we have to be a collection agency. It's a lot easier to say here's the retainage, we'd tracked the days that they were here and we penalized them for the days they worked and got the things done. This job is complete and this gentleman had agreed that he will walk away with no issues at this time based on the 4 days of penalty. Motion approving Jacobson Electric PE #12 Final pay estimate is carried.

Johnson moved approval of UPCI CO #2 decreasing contract in the amount of \$72,138.43 for AIP Project #3-46-0001-27-2007 Reconstruction of Txy 'D', seconded by Zeeb. Osborn stated this CO has a number of different issues with it as to remove, adjust and replace manhole covers that had to be done, has a partial depth spall repair, also to decrease the amount of contract, and a time change. The time change should be an increase of 365 days not

decrease and a new sheet was distributed to show this change. This follows November 1, 2009 date which is the last day UPCI can do work and they have a punchlist to finish up the project. Motion approving CO #2 is carried.

Osborn stated this is a standard five year lease renewal and it shows the new rate of \$0.11 per sq. ft. Bensen moved approval of lease renewal for Lease #59, hangar 24, seconded by Johnson. Motion carried, Kaiser abstained.

Osborn stated the rate for this year's snow removal bid is up. For motor grader it is up \$20 from last year, front end loader and end dumps are up \$5 per unit per hour. It is not a major increase, but since this bid was done Osborn had a supervisor meeting. They had discussed this as the City also does bidding with Lien's. Next year, we will not do this alone. We will do this through the City so we have one bid because the City uses a number of different entities. Osborn is not sure as we have not done any comparison to see if there is actually better bidding. We do not use this, we only have it as back up but rather than both of us doing it they certainly thought that to save some advertising dollar and manpower this may change in the next year. Bensen moved approval to accept Lien's Transportation bid for winter 2009 -2010 snow removal bid, seconded by Zeeb. Motion carried.

Osborn stated the Fall seminar in Bismarck is what FAA puts out every year. This gets us ready for putting in our grant for the next year to see what changes are on grant requirements. It also gives update on things that are changing and where Federal funding will be next year. This will be held in Bismarck this year. The Board is certainly welcome to attend. Osborn and King are scheduled attend. Osborn asked the Board to approve a minimum of \$700 for expenses for this conference. Kaiser moved approval of the travel expense, seconded by Bensen. Motion carried.

Aman from Hangar 9, Inc stated the request is actually a re-submittal of the original application and the addendum that was submitted last January and acted on by the Board. As Aman stated last month they did finally received approval from the ADO office for construction in the hangar 19 area which is Hangar 9's hangar right up on the ramp. At this point they are resubmitting everything for the Board's approval based on the fact that they have permission to move forward. In working with Osborn and Altman, City Attorney the land lease there was no changes. This would be the same as was approved back in June 2009 or thereabouts. They have since worked on the Construction agreement on what came out to the Board packet on Friday. Aman and Osborn had met yesterday after having time for Dr. Bormes review as well as counsel with just a couple of changes and a couple of other concerns. Once these changes are done, barring anything else that would jump out, Aman does not foresee any problems himself with the land lease unless there are typos. Aman asked the Board's approval on the Construction agreement as well. Osborn distributed an email that was sent to Altman to talk about Hangar 9's request. Osborn added they met as a group including the Board Chair to discuss some things. The meeting with Aman on Monday there was a request for some items to be changed. This was emailed to Altman to ask for the changes. As Osborn talked to Altman this morning, he believes these changes are done in the contracts. The contracts will be ready as soon as Altman gets back on his system and print these out. The items that are requested by Hangar 9's attorney are what Osborn is addressing. The other items Aman and Osborn did discuss. These are not issues that affect contracts. These are issues that bothered Aman other than the asphalt on the 100x100 area. This is just an exception to we cannot put asphalt on top of that line not over culverts. Basically as far as contractual wise according to Hangar 9's attorney and the City Attorney with these exceptions the contract would be explicit based on the construction. The only change to the Hangar lease is the actual dates of the contract; same contract that the Board have before. Altman stated for the Board's benefit the changes that were made on this Construction agreement from the one that the Board had seen before is located in paragraph 11 where the City and the Airport would agree to request to include a request for a ramp in from of the Hangar 9 site in its next AIP funding request. This is something that is going to be an obligation on this Board that Altman think that this Board had not been made aware before. And paragraph 12 where the Airport Board will recommend that the City pre-pay those costs associated with the construction of the roadway and fencing based on allowable costs. Altman stated the idea here is that this Board will have the obligation on executing this agreement to recommend that the City Council front some money. It's not that the City Council pays for it, it's that City Council fronts it with the expectation that it will be probably be reimbursed. If for some reason it does not get reimbursed then Hangar 9 will be obligated to repay the City for that money. The City will not be out of out of pocket money, it will get reimbursed one way or the other; either through the FAA or through Hangar 9. The Airport Board obviously cannot guarantee Hangar 9 that the City Council will follow its recommendation because obviously this Board can't bind the City Council. Even the City Council cannot bind future City Council, but the Board can recommend that they do this to benefit Hangar 9 because it shouldn't really cost the City anything as the City will be reimbursed one way or the other. Osborn stated the other issue that is pending is the Board's decision on a move date. Contractual wise by this Board, we said that they have to do something by October 15<sup>th</sup> this year. Osborn stated his recommendation is that if contracts are approved by the Board to go out and that they are signed and returned to this Board by the 14<sup>th</sup>. So, if not this Board can act upon the official 15<sup>th</sup> date. Johnson stated this is a week and a day. Zeeb asked Aman if this would be a problem. Aman stated quite frankly he does not foresee a problem as when they met last Wednesday Dr. Bormes was there for the entire meeting as well. With Aman having spoken with Dr. Bormes and with counsel and with an email that he received from Dr. Bormes on Friday, Dr. Bormes felt that it was very positive and does not foresee any issues. Aman added this was also the information conveyed to Dr. Wischmeier, the other party. Johnson moved approval of the

Limited FBO application and placed it on file, seconded by Zeeb. Motion carried with Johnson, Zeeb, and Chairman Erickson voting aye. Bensen and Kaiser both abstained. Osborn stated the effective date is what changes in the FBO lease with effective date of the 15<sup>th</sup>. Zeeb moved approval of the FBO lease, seconded by Johnson. Motion carried with Zeeb, Johnson, and Chairman Erickson voting aye. Bensen and Kaiser both abstained. Johnson moved approval of the Construction agreement with changes discussed with the City Attorney, seconded by Zeeb. Motion carried with Johnson, Zeeb, and Chairman Erickson voting aye. Bensen and Kaiser both abstained.

Osborn stated he received an email through the Senate and they did pass the temporary funding for AIP dollars. It is a one month extension due to the way funding is. What Osborn is worry about is the fact that funding may come in again at 10%, 20%, or 30% and to keep in mind with what the Board is saying with this contract does not guarantee that there will be \$1m available. Some of the things that had been worked out with Muntean, Helms and Associates is when they go to their meeting this month if at that point in time they have a reasonable assurance of what is going to happen, FAA will tell us what percentage we can apply for. For us, it maybe waiting again till next spring to actually make the application. One of the things in this application is we are going to make the apron area out front of Hangar 9 FBO a priority. This will be one of the top items we will put down on our application. What worries Osborn is what kind of money will be available. In their contract we did say based upon funding availability, so it does make a difference of what we do have. Kaiser asked if we are going to apply for FAA funds for the FBO for both the fence as well as apron improvement in front. Osborn stated by contract we will try to put it as priority for our FAA money to build an apron in front of the contracted FBO at this point in time. The fencing is their requirement. They are going to be asking the City to allow the City to pay up front the \$40,000 that will be matched AIP. This will have to go to our 5-year plan, but Osborn cannot put this in our 5-year plan until their contract is signed. Kaiser asked but before they can start construction they have to put a fence in. Osborn stated they have to put a temporary fence in based on the Construction agreement that we have. They can do a permanent fence if they want, but TSA recommended a 6' temporary fence before they can put their permanent fence up, it's their choice. Chairman Erickson stated the apron is in our Master Plan, we are just stepping it up a little bit.

A letter from FAA was received regarding the site visit on July 14<sup>th</sup>, 2009 that all of our discrepancies had been reviewed and corrected according to FAA standards.

Late yesterday afternoon Osborn received a call from Steve Hedden from Delta Airlines. Delta was letting us know as of yesterday, they are considering taking Aberdeen down to two flights during the months of January through May based upon low boarding for our Aberdeen community. Osborn stated he had asked them to review this simply because of a number of issues. One was there was a lot of cancellations out of Minneapolis beyond our control. The other issue is the fact that we had looked how many people did not travel because of the high cost of fuel. Osborn asked them to look at their revision because when Delta said they were buying the airline they were going to make rates more standardize, Osborn had not seen this. We had asked them to review their rates for this area because we can take the rates in Sioux Falls, Fargo and Bismarck and yesterday Osborn found a rate from Aberdeen to Minneapolis for \$600.00, extremely expensive. Until they come back and look at these rates, our numbers aren't going to be there. Osborn also talked to them about leakage to these other airports. Osborn had talked to Bauer, Station Manager and Bauer has no knowledge of this coming up and have not been in their planning sequence. This is the first person that Osborn had talked to from Delta that actually talked about our region and what they are going to do. Osborn does not know if this is a permanent decision by them, but had let us know that this is one of the things they are considering. Osborn suggested putting a committee together to review rates from Fargo, Bismarck, and Sioux Falls and compare rates throughout the United States and send this back to Delta to look at, as rate is one of their discussions. Osborn stated the cut has not been confirmed. Bensen stated this is totally counter-productive. Osborn stated the tough part about this is that they did not say if they are going to a jet service to do this change, so based on this it will limit us. Osborn worries that this will limit our AIP funding, not being able to increase. Osborn asked if they are going to do this what percentage do they need to increase it back to three flights in the winter time. We need to have the people in our community understand that if you are not going to use the service in the winter and you are going elsewhere we can loose flights. Zeeb asked what flight times are they looking at. Osborn stated basically we will still have the overnight flight and this will take off in the morning and the other is a 12:08pm arrival. Mitch Aman asked if Delta had offered any deals like lower rates. Osborn stated this will be part of his conversation with them that we need to really look at the price structure because this is one of their selling points in making this merger that they will be more consistent flight prices and we have not seen it. Johnson stated he tried to fly out in January three days in a row between conflicts in Minneapolis and the weather here. Johnson asked what the minimum temperature is for them not fly. Johnson thought it was 42 below when he tried to fly out and nothing fires in 42 below. Osborn stated it's not just temperature they also consider wind speed, breaking action and other factors that affects each flights based on the dispatch. And to keep in mind that the pilot makes the last decision even with dispatch. Chairman Erickson asked if we need a few travel agents to be involved. Osborn stated he's got the numbers now and got two contacts that we can make some communication with. The first thing is look at prices. Put the committee together and get to working on this right away and talk about this before they make their final decision within the next month. Try to get some information on three different airports and try to get this to them to show where our leakage are based on our surveys

and marketing from the last two years. Make us competitive so that we can keep people in our area, keep their planes full. Osborn would love to tell them what percentage of people goes elsewhere not with them, but we don't have this information. Whatever they leak to Fargo, how many flies with another airline rather than Delta. Zeeb thought that this information would be available through the travel agencies. Kaiser thought that we have this in the marketing survey. Osborn stated we did not have anything firm. About two years ago there was group that said that they will help with leakage report and will give us numbers of what the leakage is of what went to other airlines within this report, but we did not take this up at that time. Johnson asked how would one get this information. Osborn stated based on their communication with airlines, knowing the numbers and where people have initially had tickets and resold it. These are information Osborn does not have access to or how to get all this information. There are agencies like Mead Hunt that do physical leakage report and can get us this information. Zeeb stated we could ask the travel agencies. We would not be able to catch anyone who is booking flights online, but at least we can catch the people who are using a travel agent in Aberdeen. We should be able to find out who are flying out of Aberdeen versus the other airports. This would be a good baseline. Osborn stated this would be a very good possibility. Johnson stated leakage is a personal decision whether someone is online and how we can quantify any data base on someone making an economic decision. Osborn stated we also think of people that go out of Sun Country out of Minneapolis and how many people drive out of Aberdeen to go there because they won't fly and pay a fee here plus a fee there. Braun stated we can do a survey with just a couple hundred of people as he gets asked all the time. Braun thinks that half the people we would talk to are leaving to go on an airline in some other town. John Aman suggested posting a question in the paper where they "Ask the Editor"; for booking travel would it be Aberdeen, Sioux Falls, Fargo or Bismarck and then we can see the percentages on each one. Braun, Quest Aviation stated from the private sector they are filling a lot more charter calls as people are fed up with the service that is going on here in Aberdeen. John Aman stated statistically if we look at the percentages on the four choices through the newspaper, even if we put a margin of error 3% or 5% plus or minus we would still have relatively a safe number to work with to take back to Delta. Kaiser thought that newspaper does not really do a survey and that we would get skewed result so it is not considered a scientific survey, but the one we did was pretty scientific. Johnson stated he thinks it had changed during the last six months. Kaiser stated probably as this is the problem with surveys they are only as good the day they are taken. Johnson stated he was talking to a TSA agent and they were telling him what was coming in and going out in the evenings and mornings. It had changed dramatically. Bensen stated when they reduced a flight a day this changes everything too and the flight times had all changed also. Kaiser asked what have they said about the morning flight. Johnson stated he thinks this is booked and this is the only way you can connect up. John Aman stated if you don't get out on the red eye then you don't make your connecting flights in Minneapolis. Osborn stated part of what we have to consider also is the fact that is affecting stuff is the construction that is going on in Minneapolis Airport. This has a big affect on us here because there have been times that they have delayed and cancelled flights as they were only allowing so many flights in as they have one runway. The large flights are getting first priority and we're not; 340 Saab's are not their priority which turns some people off too. We understand that construction has an affect also. Kaiser stated one figure we can rely on is our boarding and departures numbers. Osborn stated from his office he would like to study the last five years of where our boarding is and have it as our base. At the same time price structure is still something we want to address because this is the reason we lost a lot of boarding. Johnson asked if the industry has an independent survey/audit of competitiveness market share. Osborn stated he knows Mead Hunt puts information out occasionally of cost per mile per airline, but this does not follow the same, it's an overall. It's your large city cost like Minneapolis to Boston, Minneapolis to Las Vegas. These are skewed because it's just the large airlines and they have their weekend specials and other things. So, there is information that is put out there but it's nowhere near and if someone is using this for their mileage it not going to be close. Last minutes flights are terrible regardless of where you are trying to go out of. But trying to do a pricing that is compatible on a three week basis prior to your departure it's not close either. At the same time the merger that happened with large airlines like this, we do have a lot of involvement with Senators. Osborn thinks if this becomes more of a reality, we may need to take this to those constituents to say how can we loose 50% of our possible seats within a year of them allowing this merger and ask them to help us. They may be included in our information going out to keep them informed of what is going on. Osborn does not think Aberdeen is the only City that will be seeing this. He believes Watertown is down to one flight a day and not positive of what is happening with Pierre and others. They will be going to their meeting later this month and he will find out with other airports in the area what Delta is doing with them. Johnson asked what did Delta go from to what they went to in the amount of leased space in Minneapolis during the merger. Osborn stated he does not know this contract. He knows that they gave up some buildings. The merger was talking about possibly going to the Detroit area or to Atlanta and they were going to close down Minneapolis. Since this time they continued with Minneapolis. Johnson stated these hubs are the key to their business strategy. Mitch Aman stated whatever we do we have to be proactive about this and get the survey done soon and look into this before we are actually in the chopping block. We can't let this drag out. Kaiser stated he thinks the congressional delegation is probably one of the best directions to take. Osborn stated he knows this is one of our first steps. We also need to do a response letter and include them to show that we are remarking directly to the airlines and that we may be asking for their attention at a later time. Osborn stated he would like to meet with the committee (Mitch Aman and Kaiser) sometime next week.

Braun, Quest Aviation asked what is the status of the remote radio booster (GCO). Osborn stated the last time he talked to FAA there is a complaint filed out of the Minneapolis office. They are putting in new equipment and Osborn had asked them to discuss this so that when they bring these new equipment in that they put it in the Weather Service Station. We have to wait until they put their project together. Osborn stated we had made a complaint that we should not be spending our money for a remote access radio that this should be their issue and there are things going on. Osborn would love to have pilot to start telling Minneapolis that they have problems communicating, so if the FBO's can help us to let the pilots know. If you can't get them on the ground, make the complaint in Minneapolis. Braun stated yesterday there were four jets leaving at 4:00 o'clock and everything was bottled up. Braun does not know what more complaining they need to do or they have to experience it. Osborn stated Minneapolis told him when he made the complaint that there are no complaints in their office from pilots in Aberdeen. This is one of those things that we know its there, we'd seen the issues on the ground, we made our complaints. What happens now the area we complained to they cannot get this off until there is an issue to be done to resolve it. It's now in the hands of the Safety Officer in Minneapolis who has to resolve it. Otherwise it's an outstanding thing that sits on the desk and we did this by when we had the FAA staff who works on our Airport with ILS we made a complaint on their review and this had to go to Minneapolis. It now sits on their desk until they resolve it.

Bensen moved to adjourn, seconded by Johnson. The meeting adjourned at 12:38pm.