

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD
Regular Meeting
September 6, 2012

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

MEMBERS ABSENT:

OTHERS PRESENT: Mike Wilson, Julie Johnson, Shawn Meilke, Lynn Lander, Kevin Braun,
Sam Muntean, Bob King, Jeff Bahr, Jeff Mitchell, Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:30 am on Thursday, September 6, 2012.

Item #2 - Approval of minutes from August 9, 2012 meeting – Moved by Broadhurst, seconded by Johnson.
MOTION CARRIED.

Item #3 Adoption of the agenda – Moved by Broadhurst, seconded by Gellhaus. **MOTION CARRIED.**

Item #4 – Next meeting is scheduled for Tuesday, October 9, 2012.

Old Business:

Item #5 – Beautification Program – This item was brought up by Kaiser last month and Broadhurst did some work on it. Wilson stated he had one of the staff trim all hedges and do some weeding. Broadhurst had a proposal from de Villiers to clean all the planters and to plant in the spring, summer, fall and winter for so much a planter. Wilson does not see a need for four seasons of flowers during the year. Spring, summer and fall are what we thought we could do. De Villiers also has some ideas of different trees to plant, but Wilson has not researched this. They also had proposed two cast iron pots to put up in the front of the building which Wilson thought was reasonably priced after checking prices in town. We had four pots that were out in front of the building. Wilson was informed that they were used as ashtrays, so they were moved to the statue area. Wilson still needs to look at the budget to see if we have the funds. The other concern is the pots being used as ashtrays. Wilson will try the two pots to get the fall one going this year and then do the spring and summer mix next year. As far as the other areas having a third planter, Wilson's understanding is that de Villiers felt with the building and the statues, it looked better having it symmetrical; one planter on each side of the statues. Broadhurst stated de Villiers thought if we are looking at cost then we can do without the third planter and try to get something in other areas that she had looked at. Kaiser stated his thought is that as people drive up the first thing they would see are flowers; maybe the pots would work there and maybe not. As for symmetric, Kaiser did not think this would not be destroyed. Broadhurst stated we could put two or three more planters in. The problem Broadhurst see is that we should work with what we have first. Make something of this and then add to it. Kaiser stated anything we do is an improvement. Wilson stated even having de Villiers plant the areas is reasonable cost over what our cost of the flowers would be too. We will just have to continue to weed and water. Kaiser asked if this is the only proposal we have. Wilson stated so far it is. Kaiser asked do we need another one. Wilson stated is not planning fall decorations on the planters. We will do one for the entrance of the terminal building. We'll have the winter to work on other proposals for maintaining the other areas. Broadhurst asked what is the proposed for the next 4 or 5 months until spring comes. Wilson stated they had winter decorations proposed and does not understand it. The area where the planters are is where our snow from the road goes in the winter. Broadhurst stated he looks at this as Wilson and the FAA looks at the need of having an engineer do all the work with runways and taxiways; we should have a professional and expects them to do the work in this area. People pay a lot for facility fees and we should include the outside. Wilson does not disagree, but he does not understand what winter decorations would do with a pile of snow over them. Broadhurst does not either, but if we asked women, they would tell us what they would do. Kaiser stated for winter it would be evergreen. Broadhurst asked do we have any evergreen. No we do not. Wilson stated this is what being proposed to be place in the middle area. Erickson asked if we had talked to the Parks and Rec Forester of what we can plant. Wilson stated he hasn't talked to them. Kaiser stated as along as we are doing something to beautify the place, at least we are doing something.

Item #6 – EA Update – Wilson stated Muntean from Helms and Associates notified him a couple of weeks ago that we have a signed cover page for our FONSI (Finding of No Significant Impact). This is bad news as it is not the actual FONSI. Then we had a FONSI ROD and then we did not have a FONSI ROD as the FAA pulled it as there were revisions they had to do right away. Wilson called the FAA today and asked for an update. They said they will have it done within two weeks; signed within two weeks. There were changes in management in BIS ADO. They are trying to get caught up. Wilson told them today that a while ago he heard that they would have the FONSI ROD completed as early as next week. There was not really a finite time as to when it will be done. Wilson informed them that he would like to know if this will be done in 2 or 4 weeks. Wilson was told to call on September 17th and they will have it done within 2 weeks. We should not see this slip any further. FAA had said not having the completed FONSI ROD is not going to hold up our projects for next year. They will still get completed on time. Wilson had mentioned to them that we need to get Helms under contract for the Wetland Mitigation this fall and have them start work on the design of the Wetland Mitigation if we are going to get this project going next year. FAA had said we can start getting our contracts and everything together ahead of the FONSI ROD. Wilson had asked Muntean to have the contract ready for next month's Board meeting. Muntean added the Director of the BIS ADO is the one that signs the FONSI. It is a big issue for them because it's one of the few things that a Federal employee when they sign this document, they are also taking personal liability issues. Most of the acts they do as Federal employee for the agency, they are not personally responsible. When they sign an environmental document, they are taking personal liability so they do not do this as quickly as the others. Helms also have a staff that checks on this. Kaiser asked we have to have this for our runway connections. Wilson stated its FAA accepting our EA. This is dealing with all the projects where we will have environmental impact like the runway decoupling and filling in wetlands.

New Business:

Item #7 Bills – An updated bill list was distributed. Johnson moved approval of the bills for the month of August, seconded by Kaiser. Broadhurst asked what are we using rebar for and recalibrate of the altimeters. Wilson stated we have been doing concrete work. We redid the area where we keep our sand and an area by one of the Quest's hangars. With our weather observation, we have to have altimeters on property that we check daily. Every other year they have to be recalibrated to make sure they are still accurate. Johnson asked if this affects ASOS. Wilson stated if it goes down, we have to have a weather observer come in. Gellhaus asked if we have been satisfied with the new janitorial service. Wilson stated there were some areas that he missed telling them to pick up. We are cleaning this up; otherwise they are doing a good job. Erickson asked do we have to pay surcharge with JRS. Councilman Mitchell stated everybody is. What is the cap on it before they charge or the step? King stated they charge per load. Erickson asked what the price of fuel before their surcharge kicks in. Councilman Mitchell stated apparently JRS charge this as per their discretion. Broadhurst asked what the jack hammers are for. Wilson stated this is also used for concrete repairs. We had been borrowing tools from other departments for quite a while. Our 1959 air compressor broke. When this happened instead of fixing it and it was under powered for what we needed anyway, Wilson went to surplus. We have been looking to get a new compressor. A new 125psi air compressor is about \$15,000. Surplus had a 250cfm air compressor for \$3,500. They had the jack hammers for \$45 each. Online they were \$1,500. Broadhurst stated he cannot remember jack hammers are common item on the airport. Are we removing and doing things with concrete that we need this item. We have not done a lot in the past, but we are now. We have areas where we are getting blow out in the corners and our staff are repairing these rather than paying another company to do the work. Kaiser asked is this on the aviation side. Wilson stated this is on the air side. Out on the apron, we had done quite a few repairs. We also have five spots on the runway that they have to work on sometime this fall. We purchased some mix a few months ago for actual use on the runways. Our staff are not doing full depth repair. They are just getting the bad stuff out and repairing it. Broadhurst asked what about the WL collection kit. Wilson stated these are Wildlife collection kits (baggies and alcohol swabs). We had a bird strike on a King Air that was reported for recently. We had asked the mechanic that recovered the bird what he did with it; he had just thrown it away. Wilson had explained what we should be doing with them; which is swabbing with an alcohol pad and putting it in the plastic baggie and sending it off to Smithsonian for identification. We had put together kits for all the FBO's for this purpose. **MOTION CARRIED approving the bills.**

Item #8 – Financial Report – Kaiser moved adoption of the financial report for August, seconded by Gellhaus. Broadhurst asked why the \$146.41 balance had been out for so long. It was reported that the person had been emailed and we did not get a response. We will contact him again. It's been said that he's been out of town a lot. Wilson stated B&B had a miscommunication on badges. They thought that since they returned the badges, they did not owe us any money, so we had to resend their bill. **MOTION CARRIED approving the financial report.**

Item #9 – Helms and Associates:

9a: Recommendation to approve Amendment #1 to Agreement for Professional Service for AIP Proj. 3-46-0001-32-2012 Environmental Assessment, For Shifting Runways 13/31 and 17/35 and Wildlife Hazard Mitigation Terminal Renovations – Moved by Gellhaus, seconded by Broadhurst. Muntean stated this is an amendment for the contract to the EA. The original contract for the EA was directly with the City and was funded with the Fuel Tax fund. We are now going to move it and fund it with an AIP grant this year. This amendment is to bring the extra time spent because the scope changes on the EA. This also covers the scope and fees to cover the additional cost. Wilson added the costs had also been approved by the State; for the hours and time that these take. This will be reimbursed at 98% being it will be under a grant this year. **MOTION CARRIED approving Amendment #1.**

9b: Recommendation to pay PE #11 (Final) in the amount of \$3,740.69 for AIP Proj. #3-46-0001-30-2010 GA Apron Rehab & Expansion, Construction Admin/Resident Engineering Servs – Moved by Gellhaus, seconded by Johnson. **MOTION CARRIED.**

9c: Recommendation to pay PE #1 in the amount of \$25,297.57 for AIP Proj. #3-46-0001-32-2012 Airport Approach Survey, 29% complete – Moved by Kaiser, seconded by Gellhaus. Wilson stated for this project, he created the project online and filled in the scope of work. Muntean stated the statement of work was put together. AeroMetric had done the aerial photography. When they do the aerial photography, they identify certain item features on the ground as control points. Helms will then set-up and do surveying to establish the exact location of the control points, so it can tie up to the aerial photography to a data on the ground. This work had started. In addition, Helms had started identifying items closed enough to certain surfaces that AeroMetric want field surveyed or items that aerial photography will not pick up such as water tower antenna. Kaiser asked how far out of Airport property are we photographing. Muntean stated somewhere around 40,000'. The FAA has established guidelines on how far you need to go on footprints. Kaiser asked if this is for safety measures. Wilson stated this will be for the new runway ends. Muntean added to establish the approaches of the new runway ends and also the FAA pushing for the database. They had set-up an electronic database that they want to have on all the airports. Johnson stated for instance if Walmart or the bank would want to do something different, the FAA could access this database that they did not have before. Kaiser stated but it changes every day. Johnson stated it does not change unless the FAA approves it. Kaiser stated the survey does; like 2 or 5 years from now. This is a lot of money for surveying of things. Wilson stated if we want an instrument approaches, we have to do this. Muntean stated it had to be done. It is actually getting more cost efficient, the more it's being done. Erickson stated his understanding is this actually can be used for future projects, not just this one. Muntean stated yes and yes it becomes obsolete from the minute the data is collected as trees grow and other things change. **MOTION CARRIED approving PE #1.**

9d: Recommendation to pay PE #3 in the amount of \$5,536.00 for AIP Proj. #3-46-0001-32-2012 Terminal Renovations, Bidding Phase 100% complete – Moved by Johnson seconded by Gellhaus. Johnson asked about the granite exterior on the building. Are we going to have the same look when it's done? Wilson stated they will try to match it with some sort of material, but it will not be the same granite that is already out there. Do we know how much granite we need? Muntean stated it will be quite a bit. The difference is the wall that we are pushing out would be fairly similar, but we are going 16' out by 14' high that we will need materials for. Kaiser stated we only have the granite on one side. No, it's on all sides. Johnson is curious of how it would look. Would it look like that it was added onto? Muntean stated this had been part of the discussion. If it were on this side of the building, then we would have been more cautious of what we would get. Johnson had talked to the original contractor on the floor and he was told that the granite tiles would just pop right out. There is a membrane underneath them. Kaiser asked where are we not putting granite floor in. Muntean stated we are taking the granite flooring out of the baggage claim area. And replacing it with what, Kaiser asked. Muntean stated the baggage claim area, security hold room and the observation room area will be going to sheet vinyl with the welded seams, similar to what the new hospital has. What is the reason we are not putting granite in. Wilson stated part of it is moving the baggage system; we need something to mount this to. We cannot drill into our floor, so we are giving ourselves 1 1/4" by removing the granite tiles. The other part is the cost of the tiles and the difficulty on working with what we currently have. Kaiser asked if we keep the ones we have now, do we need to add about twenty more tiles. Wilson stated not only we have to add to them, we have to lift every tile, get a grout seam in between each of them as this is the area that they are butted to each other; as this is the area they started when they did the building. Kaiser hates to see that we are moving backwards, as some people would consider granite is more elegant. Muntean and Wilson do not disagree. Muntean stated we are not removing most of the granite in the main area. We are doing this in the break line. Johnson asked have we determined where the granite that is being taken out will go. Muntean stated no. Erickson asked if we have in the specs to salvage the granite. Muntean stated yes; the granite flooring and the granite tiling outside the building. Wilson stated they had talked about grabbing panels and moving them. The ones on the top have the

flashing coming down and then the other ones where the doors are cut into there's a lot of partial panels. They had talked about taking and salvaging and piecing them together to make them look the same, but Wilson think this would look like they were just piece together. This is when they left it up to the architect to make it look matched. Muntean stated this is something he can ask the contractor for pricing. Kaiser stated he would like this info. Johnson would like to know what material they are planning on using. Councilman Mitchell asked if they are planning on putting the preliminary drawings/elevation of the front of the building. Wilson stated they do not have any renderings of the building. The part we are impacting is in the back corner, nothing in the front. If they match it and the architect makes it look good, Wilson does not have any issues not having the granite. Wilson agrees that it would look nice. Kaiser stated it's nice to be consistent instead of add on. Wilson stated the pre-construction meeting on this project is next week and the project should move forward after this. Kaiser asked will the construction start before the hunting season. Wilson stated yes. It's which room do we want to impact during hunting season; the hold room or the baggage claim. No matter when we do this, we will be impacting one. Kaiser asked how long the project supposed to take. Wilson stated until the end of April. **MOTION CARRIED approving PE #3.**

Item #10 – Recommendation to pay B&B Contracting pay request #1 for GA Hangar Access Road work in the amount of \$91,852.54 – Moved by Johnson, seconded by Gellhaus. Wilson stated this project turned out well, but when they started doing construction there were areas that was not going to work. This is not a final bill. The original bid was \$92,700. We will be over by about \$20,000 because of the changes we had to make. Over by Aberdeen Flying Service had they done the way the plan shown, they would have cut the new road through and we would have an 18” drop down through the road, off of an approach. We had to have the contractor take out more materials to match it using asphalt in this area. Over at the old terminal parking lot was the same issue. The new road was higher to work the drainage to get the water to flow into the drain. We had to cut back further on the concrete and blend this in with concrete in this area. We also added a moldable curb further around the corner from what they had original shown in the project. Johnson asked if the bid specs were not done with survey. Wilson stated he had the City Engineering department do the bid specs and they had surveyed it. Since this is to be funded by Fuel Tax fund, we were trying to save money so Helms was not contracted. Johnson asked if the water will flow the way it's been done. Wilson stated the water will drain and King had done a hose test to make sure it works. Wilson recommended to the Board to see the new road. Johnson asked if they will defer seeding until the spring. Wilson thought that this will still be done this fall. There will be a change order coming next month with the final bill. Wilson will have to do an additional request to use the Fuel Tax since our original amount request was for \$50,000. Erickson asked how much is in the Fuel Tax after the mix up. Wilson stated \$180,000. **MOTION CARRIED to pay PE #1.**

Item #11 – Withdrawal of Morgan Beving's request to build a hangar – Moved by Gellhaus, seconded by Kaiser. Erickson asked if we have a written request from Beving. Wilson stated we have the Bill of Sale for the hangar he purchased, none from withdrawal of building. Kaiser does not think this matter. Broadhurst asked doesn't it cancel if they do not do something for a period of time. Wilson stated there was no lease drawn up. It was just that there was a spot approved to build. Gellhaus amended his motion to moved approval subject to Beving releasing his request to build a hangar, seconded by Kaiser. **MOTION CARRIED with amendment.**

Item #12 - Airport Manager's Report

12a: FAA Annual Inspection – We had our annual certification and safety inspection last week. The Letter of Correction is included in the Board's packet. The write up was that the two fire extinguishers at Hangar 9 fuel farm did not have tags on them. Hangar 9 said they were new, but could not provide the documentation. The requirement is that they are tested every twelve months. Since then, Wilson had signed off on this and sent the write up back. Wilson went out and checked the extinguishers again. There is a date of manufacture stamped on the bottom of the extinguishers “2012”. This satisfied the certification inspector. Wilson invited the Board Chair to the meeting, but not the full Board because we did not want a quorum then we had to make the meeting public. Wilson did not think the Certification Inspector would have wanted this meeting public as she was bringing issues to us. Broadhurst had mentioned to Wilson that he would have like to be at the meeting. Wilson is unsure if the FAA would have wanted this to be a public meeting. Kaiser stated we could have two members present. Wilson stated yes. The other issue for making this a public meeting with a quorum is that Wilson had 5 hour notice when we will have the exit review. Broadhurst stated if he remembers correctly the meeting in the old terminal, the FBO's were there. Broadhurst asked Braun from Quest if he had sit in, in any of the exit meetings. Braun stated he had and did not know we had one this year. Braun would have liked to attend in case they have a problem. Wilson stated the interpretation on opening meeting laws is that an Advisory Board may not be subject to open meeting laws, but it has not been tested by a court. It also states that if you regulate the conduct of others, you would be subject to open meeting laws. This Board does set the rules and regulations for the Airport. We do have to follow the open meeting laws even though

this Board is an Advisory Board. Kaiser asked Gellhaus what he thinks. Broadhurst stated what he proposed to the City Attorney is, what if there are three members of this Board that belongs to the same church. They could not go to church at the same time. Wilson stated the City Attorney's interpretation on this is that if the three members plan to go to church together, sit by each other and discussed Airport business. Gellhaus agrees that business cannot be discussed. Broadhurst stated they are not discussing business. Wilson stated at a Certification Inspection Safety exit review, you do. Broadhurst stated he is just there to listen of what she has to say; he is not a participant. Wilson stated but there is business that is being discussed. Gellhaus agreed that if there are any discussions, then we have to follow the open meeting laws. Broadhurst stated then we were all wrong before. Wilson stated next year prior to, we can decide which two members would attend the exit review. The Board agreed. Wilson added we should not have left the FBO's out and he apologized for this. We should have had them at the meeting. Braun thought that it would give members of the Board ability to see how the Airport is viewed in the eyes of the FAA inspector. Kaiser stated it would not be so hard if we know when the meeting will be. Wilson stated we have to give 24 hour notice. Wilson does not think the FAA Certification Inspector is an authorized representative to speak to the press. Johnson stated is it by design that we have a different inspector each time. Wilson stated she's been with us for 2 years and he expects her leaving us next year. FAA does not want their people getting complacent. They like having fresh set of eyes out there. Erickson stated Wilson and staff did a great. Wilson went over the FAA safety recommendations which are not write ups, but something the inspector would like us to pay attention to and have corrected possibly by the next meeting. Johnson stated the worst place to pick on was Hangar 9 for receipts that weren't within the last year. Wilson stated the issue with this was that where did they get the extinguishers. Every other extinguisher on the Airport has a tag that it's been inspected. These inspectors are very thorough. Erickson stated he had told her that there is a date stamped somewhere on the extinguishers that no one can take off. Kaiser asked for an update on the recommendation regarding NOTAM. Wilson stated we have a NOTAM log where we keep all of our NOTAM's issued. Some of them are self-cancelling. The inspector's recommendation is to have a box added on the form. We can use this box to check off that the particular NOTAM is self-cancelling. The inspector also recommended replacing the 1998 Fire truck. Wilson has this in our CIP for 2017, but with the inspector putting this in writing, the ADO office knows that we need this replaced and they can plan on getting us funding. Another recommended item is that currently the Fire Marshall inspects the fuel systems monthly. He is inspecting them on a different set of rules than we know of at airport's which is the NFPA 407. When Wilson was in Brookings, he would do quarterly inspections on fuel trucks, fuel systems, and audit the records of fuel personnel. We do not do this here. We rely on the Fire Marshall to do this. Our staff is going to start doing quarterly inspections. This way our employees know what they are looking for and we can fix these safety recommendations before it gets to this point. When Wilson walked out with the inspector, he saw that the signs were too low and some were mislabeled. We could have less write ups if we were doing quarterly inspections. Overall, the inspector was happy with the inspection. Wilson thought that this went well.

12b: Airport Emergency Plan (AEP) – Wilson submitted the final draft of the AEP to the Certification Inspector. Wilson used the Local Emergency Planning Committee (LEPC) meeting last month to finalize the AEP.

12c: Annual FAA ADO Conference – This is coming up October 10th and 11th in Mandan. It is being sponsored by ND Airport Association and SD Airport Management Association with the FAA invited as speakers.

12d: Concrete Repairs – We have been doing a lot of concrete repairs as been stated in expenses. The staff are doing a great job with this. We are to the point that they will be doing repairs on the runways.

12e: Air Show – Aman went to the City Council last week and asked for \$40,000. This week Councilman Bunsness brought up the item again as a budget amendment and had asked for \$15,000 and this was denied by the Council. Wilson thinks Aman will go again next year to asked for funding. Kaiser asked does this preclude us for getting something for the Air Show for this coming year. Wilson stated from the City promotion funds, yes. What about for the following years. No. Wilson stated this request was after the City had already established their promotion funds. For Aman to get funding for the 2013 Air Show, he would have had to make his request in in 2011. Erickson asked about the non-profit application. Wilson stated we are working on setting up a non-profit (501 (c) 3) for the Air Show. They had come up with Board of Directors for the non-profit. Now when people make donations, it will be tax deductible. Apparently, this was run through NECOG before. The City Attorney is drawing up the paperwork, so it is all correct. Kaiser stated so now it has its own standing. Wilson stated the Air Show will have its own EIN number. Johnson stated it will probably be tax exempt too, as far as expenses. Broadhurst stated there was a reason for us not having our own non-profit with the statues, but he could not remember what the reason was. Wilson stated there is a tax filing for this which is probably the hold up. Broadhurst thought it had something dealing with the City. Kaiser stated the City will be completely separate from any control over the Air Show.

Wilson stated he is not on the Board. Johnson added the Airport Board has no control over this committee. If you want to approach the Air Show Board, you should attend their meeting. Kaiser stated it is a separate Board, but it also means that the management of the Air Show is moving away from the Airport Board. Johnson stated the Airport Board was not part of it. We were briefed and a portion of the funds came out of our budget. Kaiser stated there were sub-group though as Osborn was in every meeting. Johnson stated there was not a sub-group. It was separate committee. Wilson believes that the committee had asked the Airport for money in the past. Erickson asked Wilson to check with the City Attorney about if the open meeting applies if the Airport Board would attend the Air Show meeting. Wilson stated as long as the Air Show meeting is advertised, it's fine and added he will double check on this.

12f: Quest Aviation, Lease #23 – We have an issue with this lease that Broadhurst had brought to our attention. The Quest lease has a date of 1995 and it's a 20 years. The signatory page was signed in 2002. The date was never changed in the actual lease. Wilson will have the City Attorney work on this. This lease should be good until 2022.

12g: Passenger Numbers – An updated passenger number was distributed. The numbers that were included in the packet is different from the updated data because in the past we were including non-rev passengers. Wilson had not been including the non-rev passengers. February through November 2011 did not include this information. The airline was not able to give us this information. Gellhaus asked to clarify. Wilson stated these are airline employees; they are free tickets. Johnson asked what about frequent flyers. Wilson believes these are considered revenue passengers. Broadhurst stated frequent flyers are considered revenue passengers. Wilson stated through August 2012, we are down 0.18%. Last year we had 134 seats available, this year we have 100 seats. As far as seats, we are filling a higher percentage than what we had last year. Kaiser stated he is trying to remember when we changed from 3 flights to 2. Wilson stated it was August 2011. Kaiser asked when we started jet service. Wilson stated November 2010. We went to 1 jet, 2 Saabs. April 2011 we went to 2 jets, 1 Saab then August 15, 2011 – 2 jets. Johnson stated the question that this does not answer is what percentage of the seats we are filling. This is the number Delta cares about the most. They never give us a report on this. Wilson stated they don't, but he might be able to get this from them. It is a higher percentage though because we had more seats last year. Johnson thought that they want 80%. Wilson thought that 75% and we are closer to 65% - 67%. Some months we get into the 70%'s like in October and November. Kaiser stated what disappointing is when SkyWest dropped the price into Minneapolis that it would make a difference. We have not done any advertising on the price reduction. Wilson stated he is not allowed to do any advertising on their rates. Kaiser stated we shouldn't, they should. Wilson stated because of the EAS program, they also are not allowed to do advertising on their rates.

12h: Expenses - We had a lawn mower that tipped over on a taxiway a couple of days ago. The engine is possibly shot. This is the mower we purchased last year. Broadhurst asked how did this happen. The staff had said that he had hit a bump and over steered. Broadhurst asked was the person hurt. Wilson stated luckily there was a cab and the driver did not get hurt. Our generator's engine is also blown. Apparently, this generator was salvage off something a long time ago. It's old and it is not worth fixing. We will be purchasing a new generator.

12i: PFC Report – A copy of the report was distributed to the Board. Wilson stated this report is due to the FAA at the end of the month. We just received the report yesterday afternoon that is why it is not on the agenda. We are going to submit this to the Council and bring it back to this Board next month. We will have to work on a new application soon as the one we have now runs out in November of next year.

Item #13 - OTHER:

13a: GA Road – Braun from Quest asked if the storm drain still in the works to be repair for this year. Wilson stated he has a contract lined up. It is just the matter of when they get out here to fix them.

13b: GA Apron – Braun asked what the total contract price for this project and what does this cost the Airport for the upkeep. Wilson stated for snow removal it will be minimal as we are already pushing snow down the apron. Fifteen to twenty years from now, for spall repair would probably be around \$1,000. This is one of the reasons why the FAA does not like building large aprons; if a hangar does not have a need to be on the apron. Muntean stated the total cost is \$1.2m which included the engineering cost. Braun asked for the City cost. Wilson stated 2%.

13c: Decoupling - Johnson asked when is the decoupling project scheduled. Wilson stated 2014. Is there anything before this? Wetland mitigation is next year. Is there a wetland mitigation plan? We do not have a wetland mitigation plan yet. We have to get Helms under contract this fall.

13d: Ag Sprayer - Johnson asked what about the sprayers. Wilson stated the one he wants to move this fall, but they have been busy. Kraft contacted Wilson today looking for an address on the new area. They might move soon without any assistance from us on moving the building over and just have them reimbursed later for the cost. Kaiser asked would we get a cost estimate before they move the building. Wilson thinks Kraft is leaning toward constructing a new building and seeing what the cost would be for moving the existing building and just applying this amount to their project. Kaiser wants to know the prices before we give them an approval. Wilson stated we are not giving them approval of how much we would spend. Kaiser hopes they realize this. Wilson stated this would be negotiated in the future. The other thing Kraft was wondering is if the building is theirs afterwards. Wilson stated if the existing building stays where it is at, it will be Airport property and we will be using this for storage.

Moved by Johnson, seconded by Gellhaus to adjourn. The meeting adjourned at 1:10 pm.