

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD
Regular Meeting
June 4, 2009

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

MEMBERS ABSENT: Mike Erickson

OTHERS PRESENT: Dave Osborn, Bob King, John Aman, Comm. Mike Wiese, Jeff Mitchell, Mark Caven, Kevin Braun, Gary Dahlerup, Sam Muntean, Joel Weig, Matt Leidholt, Rhea Ketterling

Vice Chair Bensen called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:31am on Thursday, June 4, 2009.

Johnson moved approval of the minutes from the May 7, 2009 meeting, seconded by Zeeb. Motion carried.

Old Business: (Ground Communication Outlet-GCO) We have not given up on the GCO. Osborn received information from Dakota Electronics today through a website and who found the company and got information for us. We will need to dedicate a phone line, the unit is about \$5,000, the antenna is about \$100, and the installation is roughly is \$300. It is not a major cost, but we want to look at the best place on the field to do this. We will take some communication within the next month back from this company, give them the layout of the field, and talk about the best location. We want to make sure we place this box out where we can get the best out of it on the field as it only has a two foot antenna and is only as big as a bread box. Osborn is working with Muntean as far as getting it through AIP and tries to get this taken care of. Osborn thinks by the end of the summer we will have this placed and will take care of it ourselves rather than waiting for FAA to do their thing. (GLA) As been requested by the Board, Great Lakes had been removed from the report this month. (FAA meeting) Osborn had their meeting with FAA last month and talked about the EA ideas, the water, and the wildlife to make sure that they are all in the same page which basically this is what this meeting is all about. Osborn had also asked about possible funds available for the Hangar 9 issue, at that point in time FAA said no, but would look and Osborn had not heard anymore since. It was good a meeting where they are all in the same target area. (2009 Ford) This had been ordered and hopefully it will be in within the 90 day time frame it would be into this area.

Zeeb moved approval of the bills for the month of May, seconded by Kaiser. Kaiser asked about the bill from Fay's Refrigeration. King stated this was for the compressor where both units went out last winter. The bill is for labor as we got a new compressor since it is under warranty. Osborn added this is for the SRE Building. Kaiser stated we just built this building there should be warranty. King stated the compressor is under warranty. Vice Chair Bensen asked how much is a new compressor. King stated he did not ask for the cost since it was covered under warranty. Motion approving the bills for the month is carried.

Kaiser moved approval of the May financial report, seconded by Zeeb. Osborn informed the Board that NWA/Mesaba has a new payment program going into place. We have not been paid and we've tried to make contact. This morning we finally received an answer back from our contact from NWA. Payments we have received are very minimal amounts and this is basically for rooms under contract with NWA. The actual payments are supposed to come from Delta and we still trying to find if we have a phone contact for this and we don't. Our contact for NWA is leaving June 30th so we are trying to work our way through the new stuff. Osborn does not see this as a big issue, but we have to make sure that once they have the process down, it will not be a long process like this. Motion approving the financial report for the month is carried.

Osborn stated the next Air Show meeting is scheduled for next week, June 11th. Kaiser distributed a list of marketing ideas for the Airport which Kaiser and Amy Blackstone from the Chamber had worked on. Kaiser stated Minneapolis airport has a nice website. It was surprising to him how in depth and in detail it is about using their facilities, questions people might have about travel, an entire section of airlines with arrival and departure times, where they are coming from and where they are going to. This is the second page of what Kaiser had distributed and at minimum he thought that we should put something like this in our website. Also, to put a link to Northwest if they want to go to this site. Kaiser thought as part of a marketing idea that we can chamber with Delta/Northwest to see if we can come up with an occasional special of some kind when you are flying from Aberdeen Airport. To Kaiser this seems to be a really good idea, if we are willing to go out of our way to help market it, it would be one way to do this. The Chamber might also be willing to send an email of this to every member they have an email address for and Kaiser had gotten a commitment from Amy that they will do this, but will they do it for free permanent? If a commercial business wants something sent, they have to pay the Chamber a fee for this. Being we are their City government, Kaiser thinks that they would do it for nothing. Councilman Mitchell stated that we would probably be able to talk to them about the marketing fund that the City gives them. The

Traveler's Information website, Kaiser thinks that we can all benefit from because we can have links on this with the CVB, Car Rental Agencies, FBO's, etc. Just kind of a generic traveler's information, of course we slot it all on using the Airport, but it does access other travel information as well. Kaiser added it would be a very good idea if we would list our phone number as one contact and this is open for discussion. Osborn stated to keep in mind when they call the Airport number people have an index of choice. Kaiser stated this is great and understandable, but thinks that we should make our number the prominent place for information as much as we can. Kaiser stated Amy came up with an idea of doing a corporate newsletter. The thought on this was that we send a newsletter from the Airport on a quarterly basis, just an update on the Aberdeen Airport. Kaiser stated the shocking thing to him on the Airport Marketing survey that was done last year was that only 50% of the people living in this area have ever used the Airport. Kaiser stated we have a lot of room for growth. Getting the companies involved and we had hoped that most of them would have already used the Airport. Kaiser thought that he and Osborn and/or other members of the Board can do in-person visits with travel agents. The number of travel agencies in the 100 miles radius was discussed. Osborn stated Huron and Watertown does and Councilman Mitchell added that Jamestown does. Kaiser stated another idea is advertising the Delta/NWA specials on radio, if possible. We can maybe get CVB or the Chamber to give us some funds to put the specials out and we get Delta/NWA to coop the payment, so half the ad would promote the Aberdeen Airport and the other half would be the special to get on Delta/NWA. Another idea was to set up booths at the Fair, Outdoor Show and the Air Show where we can answer people's question about what the Aberdeen Airport is and does and how it operates. The same booths could be set-up at the other sites. Kaiser added also maybe doing an information hand card listing all the services we offer, not only the Airport, how you access Delta/NWA, how you get a hold of Quest, AFS, and Hangar 9. Kaiser is not sure if we are on tripadvisor.com and suggested maybe put some thought in to this. Also doing an email on regular travel suggestions about going to and from the Airport to various locations, which maybe something we can work with Delta/NWA on. Kaiser asked the Board's thought on these marketing ideas. Kaiser thought the most important is to put together a separate website for travelers. Johnson stated if this will be interactive based on cancellations, time changes, updating constantly it will be extremely expensive. Kaiser stated there will be some cost to it. Johnson added we will need to have cooperation from Minneapolis as nobody here will be able to do it, unless we just linked it. Kaiser stated we can link it to NWA if people want to get the latest flight info. Johnson stated if we recreate it, it will be a lot of work. Vice Chair Bensen asked who manages the website now. Osborn stated the City Computer Department does. Johnson added with PDA phones, palms and apple phones they can get this information easily nowadays and if they start relying on this, it's difficult, it is hard on customer satisfaction. Vice Chair Bensen stated at the very least we need to update our website and that he went onto Sioux Falls website which he thought was not very user friendly. It was very difficult to get around in and was rather disappointed. Aberdeen is easier to get around in, but if we can have the links that we can link up to NWA. Vice Chair Bensen likes Kaiser's ideas along this line, but this should be the very least we should be doing. Osborn stated he would like to take the list and talk to the Computer guys and discuss what they can do rather than commit that they can do it as Osborn does not know their skills and how much time is involved. Kaiser stated the one thing we can do is register a separate Aberdeen domain, so it does not have to go to the City site to get to it. It would just be the same site, but it could link by giving out like ABRAirport.com. Osborn stated when you look at the public how would the public now this. Johnson and Kaiser both stated we have to market it. Vice Chair Bensen stated maybe go with AberdeenAirport.com. Osborn agreed and stated that we have to be careful on how we do this and this is something he will take to the Computer guys and asked if we are creating a brand new website for the Airport what would they use and see what is available out there at this time. Osborn stated he will take these ideas to the Computer guys and see what they can create and get back to the Board in a month. Comm. Wiese stated you can have as many URL's you want; they don't have to have their own website. Kaiser stated if we want to use the same one for the traveler's information site as well he does not have any objections to this. Vice Chair Bensen stated he really likes the ideas of linking to the FBO's and the car rental agencies; it's a one stop shop. Kaiser stated the other thing that needs to be discussed is doing the card for the Air Show. Vice Chair Bensen stated this would take time to put together and to print. Kaiser stated he would volunteer to put the card together, but it will cost some money. Both Bensen and Kaiser asked what is in the budget. Osborn stated he believes we still have \$10,000 left in marketing and still has one flower container to build. Johnson suggested putting on the card or on any other marketing tool we want to use the comparison cost of driving to Sioux Falls or Minneapolis; hotels, fuel cost, parking fees and usually an extra meals as one can't do it for \$100. Kaiser stated he was thinking of putting this on the one side of the card. Vice Chair Bensen asked if Kaiser can put something together and email it to the Board so they can give their input. It will be quicker than waiting for the next meeting. Also to get the cost estimate for printing 3,000 to 4,000 cards to use at the Air Show. Kaiser stated the card he distributed he had 200 – 300 printed and this cost \$280. Kaiser asked if the Board likes the card or we can go to plain paper and it would be cheaper. We could also change the size of it to half of an 8 ½" x 11" sheet or 4 ½" x 5 ½". Johnson and Bensen both like the size of the card. Osborn stated it's basically 3 per sheet. Zeeb asked what would we want people to do with the card besides read it. Kaiser stated we could end up with a ramp area full of cards, but would have they looked at the card. Some people that we want to reach and it is part of the cost and we need to clean up the ramp anyway. Zeeb asked what about a fridge magnet; it would cut down on the size, the back would be magnetized and we want people to look at it. Kaiser stated it would be ten times the price. Kaiser added he will send the second page (Mesaba's flight schedule) of the marketing list on PDF, and then if we can post this on the site that we have. Osborn stated this should not be a problem. Kaiser stated the only trouble is that we have to remember to update it when our flights changes.

Kaiser moved approval to pay Helms and Associates PE #6 in the amount of \$9,236.91 for work completed in the Environmental Assessment, seconded by Johnson. Muntean stated as Osborn had stated before they met with the FAA last month. The meeting was about 2 ½ hours. Most of the meeting was spent trying to define how we were going to write our purpose and need statement. And this is what defines how we describe environmental impact, why we are doing what we are doing. They are slowly checking things off on all the potential items of impacts. They are waiting for Mr. Antonides final report which Muntean had received a draft copy. Osborn asked if Muntean had received the latest draft that was sent this morning. Muntean stated he had not seen this. Vice Chair Bensen asked how much longer until this is completed. Muntean stated they are still planning by this fall that they would have the draft to FAA for their review. Motion approving payment to Helms and Associates PE #6 is carried

Zeeb moved approval to pay Helms and Associates PE #14 in the amount of \$5,503.24 for work completed on the Airport Master Plan and Airport Layout Plan, seconded by Kaiser. Motion carried.

Kaiser moved approval to pay Helms and Associates PE #20 in the amount of \$2,121.63 for Construction Administration and Resident Engineering services, AIP Project #3-46-00001-27-2007 Reconstruction of Txy D, seconded by Zeeb. Motion carried. Muntean stated in about March when snow was starting to melt off they found some areas that had settled. Actually there was an electrical problem that started it and it was found on Txy D1 midpoint connector, there were some cracks on the concrete. As the frost was going out of the ground through March and April, they grew and got smaller, and grew and changed. They started an investigation to figure out what the cause is, whether they are or were construction related, design related or environmental related, and so forth. There was a Geotechnical firm that came out to look at and review the design, review borings, and the situation to get their points. Also had the American Concrete Pavement Association to take a look at it and get their opinion. Jay Cook from Helm's office who has a lot of concrete/pavement design experience was also brought in to look at this, as he was not involved in the project so there were fresh eyes to look at it. The best consensus from everybody was that it was not any one issue out there, but multiple things that came together. Some of which being a very bad winter for frost. This taxiway and the other one that they were seeing the cracks, where areas where they actually widening. The new pavement was going to be wider than the existing. Even though they went all the way down through the existing base material to fresh subgrade underneath all of it, there are still that timeframe of when that old pavement was there. Not quite as wide and it always got cleared of snow and the stuff outside did not, so the frost acted over the years deeper there than elsewhere so we had this potential for change in addition to the short taxiway sections compaction. Uniform compaction is tougher because the rollers are always turning around; they never get a straight shot like the main taxiway is. It is a combination of all these things and the wet fall on top of it that really did it. The biggest point is that Helms and Associates had a hard time being able to say it was a construction issue and the contractor should come in and fix it as a warranty item. The good news is that we have money left in the grant as they had under run the grant. Muntean is working with UPCI now and the American Concrete Pavement Association to look at remedial treatments for those. A lot of the cracks happened outside usable pavements. In other words they build because they were building concrete they'd build full panels even through radiuses, so when the pavement line comes through half the panel might be outside of there on those outside panels that cracked. For Muntean the best solution is to saw and seal them, but right now they are getting recommendation from the Pavement Association whether they should stitch them together. Go in and saw cut in some tie pars, so these cracks don't open up over time and keep them close. Right now Muntean is waiting on recommendation on this. There are some panels that have multiple cracks in them that probably have to come out and be replaced. These are the things that we will have some additional cost under the grant and they are working with UPCI to keep these costs down as minimum as possible. Have them share some it without pointing fingers and causing the blame game, who started it all. They are working on this and hopefully within the next couple of weeks they will have this finalize and get a change order put together and they can make a recommendation based on this. In the meantime they will go in and do the last 10' of the seeding probably next week. They will also do the clean-up of the staging area and so forth. The haul road will wait until we know how much we have to tear out and get this work done. The same thing with the County Road as part of this bid was to rehabilitate that County Road as haul road basically to get ground and overlaid and we will hold on this until we know how much more hauling we have to do so it does not get broken up again. Finally the marking, and again we don't want to mark until we know for sure if we are going to be taking panels out and then it has to be remarked. These items will probably be later this month before everything is finalized. On the electrical side Jacobson has finished up all the bid item work. There is one light that King had pointed out that is not working and they have to come back and fix it as a warranty item. There is little fine grading they have to do so we are still holding a little retainage. Final inspection has not been done, but there was a substantial completion inspection done last fall. Osborn stated one of the things that will be important to us will be the painting because within this there is an FAA requirement that we have a timeframe on. Osborn wants to make sure they get together on the timeframe as we will need to ask for an extension as he does not see that it will be ready by the time it is due. Muntean stated the other option is have them come in and go ahead and do the painting and skip the problem panels. The only thing is that they have to come back and what Muntean is trying to do is save on mobilization, but if it is an issue we can have them come in. Osborn stated he prefers we see this as a one time shot as this is how we bid it and work with them on it. If we look at some of the FAA things if we don't get the extension, then we can do this. Otherwise get an idea of time and get the extension request out there which will be better. Muntean stated they will also have the change order on the marking that we have been waiting on just for a price to repaint the

apron which was something the Certification Officer wanted because of the new taxiway coming into it and the way it is tied and the existing apron marking is not correct. This has not been correct since it's been there. This will be fairly minimal cost, but it will be included when they come back to paint to take care of this issue too. Comm. Wiese asked how many panels we anticipate replacing. Is it localized, random or scattered? Muntean stated it is fairly consistent in that almost all the cracks are in the exit taxiways off the runway into Txy D. There are four in the taxiways that go to the apron for Txy D. There is one random crack on the parallel portion of Txy D on the 6,000' from one end of the other and it happened right where the haul road came out or right in that vicinity. Comm. Wiese stated so it is pretty consistent where the transition is. Muntean stated this was one of the best ways to rule out that it was probably construction issue and that we did not have it randomly happening throughout the whole construction project. It was only in certain types of areas. Txy D1 was the worst subgrade for the whole area. It was the wettest, it happened to be opened up, got rained on, they had to dry it out which they did and they had density on everything, but again getting uniform density is tougher in those small areas especially when they are wet. If you can't get compaction in uniform moisture and uniform density you have more potential for differential movement. We are at 39" deep granular and 13" concrete on top. It's hard to believe it could crack, but last winter did. In addition this is the same design section as the Rwy 13/31 is and this last winter there was actually movement on this runway too. This has not moved since it was put in in 97. There were actually some joints that had moved a little on this. Osborn added King had people on hard surfaces today because they had found more sprawling this year. They are out today sweeping, to get a clean slate and keep an eye on it. If anyone notices anything on the ramp, we are cleaning everything up to see if we continue to have problems. Comm Wiese stated he appreciates how they are addressing this. Muntean stated the biggest thing is that they do not want to rush into it until they know what they are going to do is going to leave the Airport with a project that is not going to be a maintenance nightmare and is not going to fall apart in the next ten years. Vice Chair Bensen asked if we have enough money in the AIP project funding to cover this. Muntean stated he believes so. They had underrun this project on several of the items. One of the biggest one was they were able to save a little more on the concrete down on Txy D at the very end than what was originally bid and they had saved this money. So now we can replace some of these panels with this money. It looks like we will unless we have to get some kind of an exact fix for when we have to go into the subgrade, but it does not look like we will go in that deep into it. Vice Chair Bensen asked how long do we have until we have to close this project out? Osborn stated we have about three years for it to be closed. Muntean added as long as we are active and actively spending money in it the FAA is okay with it. They just don't like it if you don't do anything for year on.

Zeeb moved approval to pay Jacobson Electric PE #11 in the amount of \$34,696.80 for work completed to date on AIP Project #3-46-00001-27-2007 Reconstruction of Txy D, seconded by Johnson. Motion carried.

Osborn stated about three years ago, we had talked with the FBO's as they have the choice of modifying the General Aviation sign. At that point they wanted to take some time to do some research. Braun from Quest had written a letter to initiate the request and Caven from Aberdeen Flying Service had also talked to Osborn about this. Osborn stated he thinks that the two have already had a plan between them. Braun stated basically the white portion of the sign below Saunder's Field there are ten individual bicycles in now. What they would like to do (between Braun and Caven) is divide the white part in half which is 30" x 10' on each side for each FBO. There is a little bit of structure that has to be change in it. The horizontal bar would have to be removed and put in a vertical bar. They had gotten bids from Service Signs, Aberdeen to do this work and to put the panels in. They will only do the panels and the structure of the sign not the mechanical part of it. Osborn stated the only comment he will make is that there are two panels that are from the Kiwanis Club and this would have to be moved and adjust for it to be at the terminal sign. Kaiser stated the consultant that was hired by the Chamber, one of his comments about the Airport was there was confusion. Kaiser thought that there should be General Aviation in large letters on top of Saunder's Field and on the terminal entrance there should be Passenger Terminal. Osborn stated with the FBO's looking to make an adjustment to the sign, the sign will change and it will change the focus in that whole area. Let see the FBO's design first before we say change this and that. Let's see what they are going to do on how they are going to change the structure of the sign. Kaiser thought that the FBO's were asking for Board's approval. Osborn stated they can move forward. Vice Chair Bensen stated he does not think this needs a motion from the Board as we had agreed to this earlier on. Kaiser stated the only thing in question is that we will have three FBO's. Aman from Hangar 9 stated at such time when they have everything together then either a panel can be added below. Until they have their contract in place and all the requirements are met, they can't open anyway. Aman stated he does not think he would go to the extent unless they are willing to put forth a third of the money up front for the panel design which Aman stated he could take to Hangar 9. Kaiser stated he is reluctant to vote that we go ahead until he sees physically exactly what it is going to look like until we give them permission to go ahead. Osborn stated they can give us their drawing when they are done and we can email this to the Board. Vice Chair Bensen stated we have not agreed to any expenses yet. Comm. Wiese stated when Hangar 9 reaches that point this will not be their entrance anyway. Aman added Hangar 9 entrance will not be the GA entrance, it would be the main entrance. Braun showed the drawing he had of the GA sign. Johnson asked about the Exchange Club sign, what is it for. Osborn stated about two years ago there was a request that they wanted to do a welcome sign to Aberdeen on each side of the sign and we had agreed to let them do this. There is some spot in the main entrance to move this. Vice Chair Bensen asked Kaiser if he would like to make a motion of what they can and can't do at this point. Kaiser thought that we should table the matter until the Board see the layout and can vote by email. Comm. Wiese stated they are splitting it in half, who is paying for this. Braun stated the

FBO's are picking up the cost to modify the sign, put the new panels and brackets on. Comm. Wiese stated then they are just asking for authorization to move forward. Osborn stated the Board had given them previous authorization to do what ever they want to do with that sign and does not think it had to change. As for what Kaiser is asking for, Osborn will check with the company that the FBO is working with and see if another sign can be put on top of the existing sign. Vice Chair Bensen stated just to clarify the matter, he requested a motion that the FBO is authorized to move forward. Moved by Zeeb, seconded by Johnson. Kaiser stated one person should design the sign so that there is consistency to everything and that is why he would like to see it before the Board authorized it, this is why he is voting no. Kaiser wants to see it so he knows exactly what we are getting and would like the General Aviation to be part of the design process. Osborn stated under the FBO contract it states that if they do any sign changes that it would have to be approved by this Board. The FBO's will follow this by contract so we are covered. We had communication with them, they are going to make some changes, we'll work with them, we'll get the information and this will be sent to the Board. Kaiser asked how soon will they do this as all he is asking for is to see the design. Osborn stated there is not a problem with this as the Board has to approve this by contract. Motion authorizing the FBO to move forward with the sign is carried.

Osborn stated we are required to have our 2010 budget in by next week Friday. What Osborn had done is given the Board the actual expenses in the budget for this year and a copy of the form that is use which shows what Osborn is expecting for this year. Our expectations are basically not anymore money than last year and we have been asked to keep the cost down. Johnson asked how does Osborn keep payroll the same. Osborn stated on payroll which is the first six items on the sheet, we do not do anything with this in this part of the budget and we leave it the same. This is the last item that is addressed in the budgeting process. The only thing we adjust is if we have part-time laborers, we adjust the hourly wage for this person. The payroll is discussed through additional meetings with the Council. Johnson moved approval of the 2010 Budget as presented to the Board, seconded by Zeeb. Motion carried.

Osborn stated in the packet where two leases. The request of Hangar 9 after the last meeting was they asked for the one lease to be converted to two. One is being for the actual commercial aviation lease and the other for construction, so there are two separate agreements as they wanted to handle it two separate ways. Osborn's request to the Board is that this party has worked with us for a long time to get the contract. We had gone to the point where they have made their request to be change in their agreement and the City Attorney had reviewed them and made those request. Osborn would like to stipulate that there be a timeframe on the signature of this contract so we can all move forward, if it's not signed. That we have a period of time that they have to actually go forward and get this contract agreed to. Osborn would like to put a 30 day or 60 day timeframe on requiring the signature. Johnson asked if we are asking for one contract signed or both. Osborn stated both as they have to sign both contracts in order to do business. The construction is basically their outline of what things they have to do and follow through on TSA and security and they can't do one without the other. Johnson asked Osborn if he is okay with the split arrangements. Osborn stated yes as they had talked about this with the City Attorney and Aman. This is agreeable to both parties at this time. Aman stated he did meet with the City Attorney shortly after the last meeting which how all of this transpired to try to get things worked out and also to benefit the City. Even in the event that Hangar 9 did not get construction started right away at least the City is getting payment for rent for the leased space which what derived this and also the City Attorney agreed or the City in essence to provide a contract back stating that AIP funds for those areas that would be able to be submitted for reimbursements would be done so in a timely fashion as long as they were done in accordance with engineering that would be provided by Muntean from Helms and Associates. Aman stated he received the contracts by email from Osborn and had read everything and does not have a problem with it. Aman forwarded the contracts to all three parties of Hangar 9 with his recommendation to sign it and go ahead knowing full well that as of February meeting it cannot open until such time the security measures are met. The initial parts of the construction could be done according to how Osborn and Aman had worked out the agreement like going through gate #1 and escorting construction vehicles until such time the temporary and or permanent security fence is done. Aman stated again his suggestion to Hangar 9 was to sign the contract and move forward knowing full well that there does have to be cash out as in any business. Johnson asked what did Hangar 9 gain by adding a second agreement. Osborn stated he thinks the issue on construction of the item #9. The wording was to be adjusted and at that point in time they just requested that it be a separate item and the City Attorney did not see a problem with this and agreed to do it this way. Aman added because of where we are at time wise in the season if they could not get a contractor and say construction did not start till next year, getting some portion of it or all the requested area paid for under the lease. Kaiser asked if March 1, 2010 allows them enough time to meet for the "work substantially completed". Aman stated they may have to come back and request an extension for the substantial completion. They may opt not to go through this at all, then it reverts back to temporary extension as far as the hangar lease is concern. Aman stated it is in Hangar 9 hands. Osborn stated the reason he is asking for a timeframe is that we have not been able to do any billing on this because we do not know where we are billing or what we are billing for. This is one of Osborn's issues to make sure we do proper billing, so we do not have FAA issues on whether we are billing everybody the same or not. We have to be careful of how we are doing this. Osborn stated they all met together, all agreed to the changes that's been out there, it seems to be in good hands, but Osborn is asking for a timeframe just to make sure that we do our work in diligent timely matter. Johnson stated the amendment to a motion by adding the 30 day timeframe is duly noted by the owners. Osborn stated this is correct. Aman stated when he put forth his recommendations just from talking with Osborn he knew this was going to come up and told Hangar 9 to anticipate some timeline being placed on the approval of their signatures

and return back to the City. The only change that Aman had to them following the meeting is they have 30 days or 60 days to say yes or no. Osborn stated they had talked about the timeframe prior to them getting the contract and it's just we have to get along with our business too. Johnson moved approval of putting the recommended 30 days for the contract to be signed, seconded by Kaiser. Motion carried.

Osborn stated there was an announcement in the paper from the FAA that the Administration has approved an allocation of \$1.355 million for next year's contract which is actually a little better than what we anticipated. The areas we are going to be working on and talked about if we did not get enough money we would not be able to do all the lanes. With this money allocated this will be done properly without an issue. Part of this money is left over so it was allocated into the year when we asked for them. Overall we have done very well with FAA this year. Johnson thought that there was a cap of \$1m. Osborn stated \$1m is our entitlement, but if there are items that were left off then they turn this over to another year. Muntean stated on the entitlement if we don't use it all in one year, it goes over to the next and part of this was last year's entitlement.

Zeeb moved to adjourn, seconded by Johnson. The meeting adjourned at 12:35 pm.