

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD
Regular Meeting
November 5, 2009

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

MEMBERS ABSENT:

OTHERS PRESENT: Dave Osborn, Bob King, John Aman, Kevin Braun, Emily Arthur-Richardt, Sam Muntean, Gary Dahlerup, Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:33am on Thursday November 5th, 2009.

Bensen moved approval of the minutes from October 6th, 2009 meeting, seconded by Zeeb. Motion carried.

Old Business: (MSP Construction) Osborn stated we received a letter from Delta notifying us that the construction in Minneapolis will be done last Friday. This will help alleviate some of the problems with cancellations or planes being taken out. They were only able to get 60% of the planes out due to construction during the summer process. Hopefully, this will make it smoother for everyone involved. (Signs) Osborn stated one of the things he had to do because every sign in the City of Aberdeen has a licensure through City Engineering he went back to make sure there would not be a problem to add the items that were discussed last meeting. Osborn had talked to the person who is involved with signs and had said that they will not have a problem if we add to the original sign. We just need to have a drawing, take it to them and have them approve it. Kaiser stated he wanted to make sure that we are on the same page from what he read in the minutes. Kaiser stated he is talking about the basic advertising sign, not the green signs posted or the blue signs. The entrance sign is what Kaiser is referring to and he is thinking right below the advertising line is where we would put another sign. Osborn stated his understanding from the last meeting is that we would use the existing signs we have Saunders Field and our sign out front. One would say "General Aviation" on Saunders Field and the other would say "Passenger Terminal" on the big sign. Osborn will get the drawing together and get this out to Kaiser and Bensen. (Delta – two flights) Osborn wanted to make sure the Board understands that they were all invited to a program through Julie Johnson, Aberdeen Development Corporation. Further discussion will be in the marketing. (Hangar 9) Osborn stated there was an informational type letter that was sent out to Hangar 9. Osborn distributed a copy of this letter to the Board. The letter basically does nothing more by our standards. We basically asked as they are putting their business plan together and getting things together in this process we want them to keep us informed of the new name of the FBO, the name of the operations manager, phone number, and hours of operation because by our standards we say we have given them a contract, but no one is there. The purpose of this is two fold. First, we have the information. Secondly, in the event that we have a training session and we invite the FBO's, we do not want them feeling left out. We did have a training session, we did stop by to invite them, and no one was there so they were not able to participate. This is something we want to make sure that when we do training on the field we want everybody involved. Aman, Hangar 9 asked when was it mailed and where. The letter was mailed to Dr. Bormes as his name is on the contract. Aman stated he does not know if Dr. Bormes had even seen it as Aman thinks Dr. Bormes is out of the country. Aman stated if he can get a copy of the letter he can address some of those issues. Kaiser asked if Aman can be copied with every letter sent to Dr. Bormes. Osborn stated we could, but once we get idea of who the contact or who the operations manager is this is who we will work with just like the other FBO's. We are just gathering information right now. Aman stated he does not get to talk to the principals all that often. Aman will get a little face time with Dr. Wischmeier on Saturday beyond that if Aman is not aware of questions or if Dr Wischmeier hasn't talked to Dr. Bormes because their schedule haven't met, Aman can't address it or know what to address. Aman requested if Osborn can just email him a copy and he could try to respond in a timely manner. Osborn stated basically we are dealing with our contract holder, just like we do with the other contracts. Aman stated he is just asking for it as the Hangar 9's spokesperson.

Bensen moved approval of the bills for the month of October, seconded by Zeeb. Johnson asked about the US Bank bill. King stated this is a part for a gate that we had to use the credit card. Motion approving the bills for the month of October is carried.

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

Osborn stated on November 3rd a meeting was held at 1:30p at the Aberdeen Development Corporation (ADC). Some of the Board members were not able to attend and those that were can certainly share information. What was talked about is with the recent change in flight service in Aberdeen, they talked about some possible ways on things we can

worked with, things we can do, and things we can do to inform the public. From this meeting Osborn had been working with the Chamber to get more of our information out to the public. They are working on putting together an article that we can put in the American News and the Chamber News. We will try to put more information for the public to understand that this is a business decision; it's based upon using our Airport. We need to have a way to try to convince more people to use our Airport and not go elsewhere. How do we do this, by comparing prices and there are a number of different ways we can. One of the ways that was talked about in the meeting was to try to find a grant to try to off set some things. We also brought other ideas to the Chamber to continually have dollars rotate within our community by maybe having some Chamber bucks involved. This is all a preliminary ideas, but ideas to say that we know that there are difference in ticket prices; we do not set those prices, we do not have control of those ticket prices, but what can we do to get the people in our community to use the service. They will continue to develop some ideas. There will be another meeting on November 17th at 11:30a at ADC and the Board are all welcome to attend. We also want to make sure that the American News knows of this date so they can attend, so if we have a quorum we do not violate the open meeting law. Kaiser asked if Osborn had a conversation with Airport Consultant Mark Sixel about our current problems. Osborn stated he has not as he wants to bring up the old grant, get some deadlines and get on this. The problem that Osborn has is that he can talk to Sixel on preliminary stuff, but Osborn can't say its Sixel's job because it's going to be an RFP because of the dollars involved. We will probably have to bid this out. Johnson stated they heard a lot of input from different sectors in the community. We know that there are limitations to our abilities to make adjustment to our plan. It comes down to people and seats; more people and seats in our current flights so we can go back and earn back flights. Our marketing is going to be based on filling in our existing aircrafts is how Johnson looks at this. Other people may want to look at it differently, but there is a bigger problem out there with competition changing and mergers and acquisitions causing some of it, but obviously with bankruptcies this happens. They are not going to look at us until they see a bottom line. Johnson knows one of the TSA agents and had basically told him that there are flights that there is less than a dozen people or less than that many times, which is not good. Kaiser stated they had let the Board know at the meeting the time that they want and maybe we can see if we can move the afternoon flight. This maybe our first goal to communicate to Delta that rather than coming in at 12:03p we can get this moved. Osborn asked Arthur-Richardt, American News if she knew the result of the poll where people normally fly out. Arthur-Richardt stated this runs for a week and the result is probably available online. Osborn stated he would like to see a poll time another time, if there are only two flights, which time would be better utilized. We heard from business people who will have probably more of a say because they are platinum type members. The company would probably listen to them more than everybody else, so maybe do a poll that talk about the timeframes; if you have a choice of 12:30p versus 4:30p which make more sense to people in the community. We certainly want this input also. Johnson stated he had learned quite a bit by listening to people talked the other day about with what the community needs. Johnson liked the way it was and thought about what the people were saying; you can get in, but you can't get out which was a valid point. If you want to do anything in the day that takes up the morning or part of the early afternoon, if you can still make a connection that day, but you can't get out. This is their issue. Bensen stated it was brought up does Delta runs any specials out of Aberdeen. This was a very real question that Bensen had because he does not see any advertising by Delta in the paper saying that we have any specials from Aberdeen. Bensen thinks the travel agents gets notice of specials. Osborn stated it would probably more of an educational process in the long term for the public because in the past when it was just NWA they use to have a page that had weekly specials and it was for unsold seats. Like there would be a Wednesday cut off that one could get a seat at a certain price, but you have to go to the website to do this. This was not an easy process. Osborn also wants to be fair to the American News in the fact that any other business that does this, this is advertisement. Bensen agreed. Bensen is not faulting the American News, he is faulting the marketing aspect from Delta or maybe this is something we need to do if we can pull this information off this special website that only a few people know about. And maybe we spend some marketing dollars posting these specials. Osborn stated maybe this is something we can do with the American News, and say we will look for specials and they could have an Airport section where people can look for specials and also post it on the website. Bensen stated the comments on the article online are primarily "Price". For a family of four at \$400 or \$500 difference in the ticket price is overwhelming. Osborn stated this is a hard nut to crack because we have nothing to do with the relevance of it. One of the reasons why Osborn sent the Excel spreadsheet out to the Senators was to say how can we compete if prices are not the same or they are not fair. Bensen stated it's kind of a snowball effect; as you raise prices you cut the ridership, as you cut the ridership you loose the aircraft, as you loose the aircraft you loose more ridership as people would look elsewhere. They are not even going to look at Aberdeen because come January we will only have two flights a day. Johnson asked how much of the equalizing factor did regulation have. Osborn stated actually back in 1978 before they did that, price difference between Aberdeen and Sioux Falls on historical file was \$10. Johnson asked does this mean it moved from rural to urban. Osborn stated from what little he had seen it made the pricing very similar all around. You paid on nautical miles. Kaiser stated the rates were regulated at that time. FAA had set the fares for the nation. There was a set mileage figure; the distance you are flying is what the airline can charge. Osborn stated it was based on mileage and it was a set price for majority of the ticket and this was strictly market. When the deregulation came about, did it come about because of maybe platinum members? They wanted to give them better deals. Has this been the best for all? Not for smaller airports. Braun stated he has 8 family members coming in from Florida, Utah and Kansas. The Kansas family are driving, Florida family are flying into Sioux Falls and the Utah family are flying into Minneapolis because of the

astronomically difference in pricing all the way to Aberdeen and also the difficulty of getting in and out. Osborn asked Braun if Quest was part of SD Airlines which did not last. This was about 10 years ago, late 90's which was based on funding. Braun stated no. Braun added some of the comments of the Pheasant Hunters that had been flying in corporate were that you can't get here commercially. Bensen stated this is the problem when you cut flights, you can't get in, and so people don't even look to get in. Braun stated there were people coming in corporate and had friends coming in and they were stranded. They did not say it, but people are loosing confidence in Aberdeen. Johnson stated he tries to keep this positive by not bringing the negative, but if you look at the report that Osborn provided the Board two days ago our October flight (Hunting Season) is down. Even during good Hunting Seasons, best hunting season we have in years. Aman stated this still comes down to dollars especially with the down economy like we have right now people are trying to stretch their bucks. Aman had people traveled in from Florida to stay at the hotel. They flew Allegiant from Orlando to Fargo and drove to Aberdeen. It was worth their time and money to rent the car and drive to Aberdeen. Osborn stated dollars are probably the biggest, but there are a lot of other things too. You can also look at the Pheasant Hunters who decided not to come because of the wet weather. Aman stated granted that it's not, but look at what their prices had done. They are causing their supply and demand issue. Johnson added there was also the fuel issue. Aman stated they were allowed to put on fuel surcharge on every ticket and additional baggage surcharge as well. When you raise prices, people will demand it some place else and this is their way justifying dropping the flights. Johnson stated he hears people say Allegiant a lot including him, but Allegiant is very inconvenient. They only fly twice a week into Fargo, Sioux Falls and Bismarck. Bensen stated but if you have a limited budget you move your schedule to accommodate Allegiant. Kaiser stated he does not think Allegiant flies a lot of business travelers and it's a different market. Johnson stated we are trying to be both. (CIP – Capital Improvement Plan) Osborn stated they had a preliminary meeting the other day and distributed a list of the projected projects for 2010 through 2020 that was discussed. The State of South had put us on their 2012 budget to move runways. They will be assisting us in finding the funds to make the changes in our runways at that time. Prior to this they have projected the 2010 and 2011 to do the land acquisition and the building in Pierre. The list that was distributed gives the Board ideas of what we are looking at for projects. Osborn would like the Board to give their input. This is something we have to send the FAA every year. Jon Becker a State representative was here and they had talked about our ideas and our plans. Johnson stated he would like a little explanation to the line items. Muntean, Helms and Associates stated this is just a preliminary list. They wanted to get down enough information put together, so we can get everybody at the Airport some ideas to think about. They certainly want more input on other items. They also have some questions for the FAA on eligibility funding situation and so forth. We need to do two things by December 15th, we need to validate with the FAA what the 2010 project will be and then we need to put in a Capital Improvement Plan to cover 2011 and on for the next year. If the Board remembers, last year there was an FAA spreadsheet form that we needed to complete which was tough to follow, but this year we are going back to a simpler format. We will have projected cost listed, but since they only had the meeting yesterday Muntean did not have a chance to put this together so we did not get stuck on numbers that may not be realistic. Long Term plans for the runway as the Master Plan called out is we need to take care of safety issues which are the wildlife hazard mitigations and correcting the geometry of the runway ends. To do this we had started the Environmental Assessment process and we are going through this. In conjunction to this we have updated the Wildlife Hazard Assessment and got a drainage study. Muntean has the drafted drainage study that's been completed and is trying to set up a meeting in the next couple of weeks for them to come up and finalize. They have a few questions and such to get it finalize then once we get this finalize we can set up more of a public hearing where we can present this. In addition, the preliminary draft to the EA should be completed at the end of this week. It's a preliminary draft because until the FAA reviews it and we get all the changes the FAA would like to see it does not become a draft. Then once it is in a draft form then we can actually publish it and have a public hearing on it. Based on these elements and knowing to fill the wetlands and shift the runways, which will also require some of the wetlands to be filled, we are going to have to mitigate those impacts. The impacts to those are going to be first the lost of wetlands itself and their habitats, second is the lost of storage of storm water on the Airport, third lost of retention or the amount of run-off that leaves the Airport we have to mitigate also. To do this we need to be able to design a plan that will mitigate those items without creating new hazards to the Airport and this is where they talked about this coming year we need to start the design. This will take some cooperation not only from the Airport, but with the surrounding community with the City of Aberdeen itself and homeowners and residence around the area. This will be a time consuming process to get everyone to the table in the first place to be able to explain what are the constraint, what are we doing and how best to accomplish it. If the Airport can do things not only to benefit the Airport, but also to benefit the surrounding community we want to try to do this. We just don't want to go out and take care of the Airport problems where we could very easily and efficiently incorporate other aspects to it. The Environmental Assessment we have is to identify impacts, but we do not have to have the final plan of how we will mitigate them. We have to show that they are going to be. The Drainage Study is to this point. We know where water leaves the Airport; at the rates it currently leaves the Airport, and how much storage we are losing on the Airport if we develop it. These are the numbers we have to have on the Environmental Assessment, post development we are not exceeding these numbers. Bensen asked what about the ditches along the west side of the Airport. Muntean stated these are some of the things they had talked about while we are doing this mitigation and getting rid of wetlands we should be upgrading our storm sewer system. As obviously, we can't just fill the wetlands, we have to come up with a way to drain the water that would end up there somewhere else and so for improving this

we need to improve the drainage in the area. Muntean stated that is why they had looked for this coming year probably doing the design in this and getting the coordination part of it. The existing GA Apron rehabilitation, there are some select panel replacement that had cracked. Johnson asked about the expansion. Osborn stated by contract for Hangar 9. Muntean added the expansion is for the apron area in front of Hangar 9, the new FBO. Kaiser asked how large will this be. Osborn stated the reality is when you have the drawing they have, it would be about 50% of what we outlaid because we do not know where funding is right now. It's hard to put a number down when you don't know how much money we have coming in. Muntean stated in addition we also have several grants that are getting close to being closed out. If we close these out, we will recapture some entitlement dollars which will change our funding picture, which is why he did not want to give the size now because depending on what we have for funding we will build it large enough to accommodate Hangar 9, but it maybe actually larger or smaller depending where funding will be at. Kaiser asked if we are looking at GA Apron Phase 1. Muntean stated about half of it is what we are looking at. We need to go roughly 250' from the existing apron over to get in front of all Hangar 9's development with them going past the homerun electrical, getting past this easement and putting in a 100x100 building. When this is measured out it would be somewhat close to 250'. Aman showed a model of what the Hangar 9 building would be and its 16 plus the 20, 136' from the corner. Muntean stated and the existing building to the existing apron to the existing building is just under 100'. Kaiser asked Phase 1 is what. Muntean stated he thinks its 500'. Muntean added that this apron may not be built as wide as it was in the drawing based on funding. Kaiser stated his request is to ask for all of Phase 1 and see what we get as it makes more sense to pour it all at once. Osborn stated he wants to make sure everybody understands that there are items that we need to do getting prepared for 2011 and 2012 so there are limited dollars. We are going to do an example of where we think it can be. The Design for the Wetlands has to be done and this has to be a priority as well as the GA expansion. The other thing is the SRE Tractor. We have a tractor available to be purchased this year in our grant. We have been trying to put this together for five months. We have to do a bid when we get the information to FAA as to how we will pay for it. The State of South Dakota bids for tractor every year. The buy America program says that 60% of that tractor must be made in the United States. The dealer who got the contract cannot sign the waiver, so therefore we can't buy the tractor. We have had a tough time with this and had worked with FAA who says that we will have to spec and bid it. Since this time we had sat down with someone from the State. There is another person that is looking at it so we may still be doing this, this year, but we may turn that money back and ask for it to be added to next year so we can close out project so we know where we are with money. It's a possibility that the Board will see the SRE Tractor come up again. Johnson stated Osborn still has a small outstanding item called the De-Icing building. Osborn stated this is under the Fuel Tax and we have a 7460 that has not been returned which we submitted less than 60 days ago. Braun asked is it still justifiable to do this with the airline going to two flights a day. Osborn stated until we get the 7460, we still have two years from the time of the approval and may bring it back to the Board if we are going to do it or not. Johnson stated Delta was willing to lease it back. Osborn stated they were, but will this change now. Kaiser asked Muntean on the Drainage Study does he think we will have major funding impact. Muntean stated some of the preliminary numbers out of the Drainage Study is we are loosing about 126 acre feet storage. If we built a pond 10' deep, it would still be 12 ½ acres pond that we have to build and trying to find an area. This is simplify because we are not going to do this with just one pond because we have water leaving in different areas, so we probably have to space out a few ponds. In addition, these ponds cannot be attractant to wildlife, so they probably would have to be covered one way or another whether it's fencing fabric over the top of them or underground tank and has to be pumped out. Even with the conversation with the State yesterday, we really need to be able to get into the design on this to find out how much the construction is going to be. The big part of the Design is look at cost of different alternatives and then come up with the most efficient way to do it as there is a lot of ways on doing this. Chairman Erickson asked if we are considering any drainage issues with Jobee Acres. Both Muntean and Osborn stated yes. Osborn stated this had been a long discussion and is part of the plan and the design stage. Bensen stated we need to take care of this. Muntean stated and those are items where we have a known problem that may not be the Airport's problem, but if in our design we can incorporate things that will at least make that problem no worst that we can incorporate things it when and ultimately make that problem either better or easier to solve for the owners; we certainly want to do this. We just don't want to maintain the status quo just because that's what we have to do. Bensen stated he would like to see this resolved. Chairman Erickson added this would be in our best interest and they are not in here contesting. Osborn stated we certainly know that by some of the design we possibly can eliminate some of those issues. Muntean stated but in addition, we always have the balancing act of Federal funds is paying for this. They are going to pay what the Airport requires nothing more. They are not going to pay to help out everybody else. (PFC Report) Osborn stated the Board received a copy of the PFC report that is audited every year on the PFC that we received. Osborn asked the Board to accept and place on file the 2008 PFC Audit report. This report also goes to FAA for their information and approval. Overall the report does show that we followed all the Federal regulation on collection of PFC's and they were spent properly according to the audit. Zeeb moved to accept and place on file the 2008 PFC Audit report, seconded by Bensen. Motion carried.

Helms and Associates pay requests:

Bensen moved approval to pay PE #5 in the amount of \$14,235.76 for Construction Administration and Resident Engineering Services for AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Johnson. Motion carried.

Kaiser moved approval to pay PE #24 in the amount of \$1,462.93 for Construction Administration and Resident Engineering Services for AIP Project #3-46-0001-27-2007 Reconstruction of Taxiway D, seconded by Johnson. Motion carried.

Bensen moved approval to pay PE #3 in the amount of \$221,466.76 to Dakota Contracting for work completed to date on AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Johnson. Motion carried.

Osborn stated Beving came over and had talked to him. Beving who does crop spraying is looking at in future years is going to be retiring. Beving has a building in Clark that he may want to move on to this Airport and it's a new building according to what he had told Osborn. Beving is also looking at the possibility of building a new building, trying to figure out which is more cost effective for him. Beving was also visiting with one of the hangar owner who is looking at selling his hangar. What Beving wants to do is asked the Board to allow him to look at if he does build to build on the end of the B2 taxilane that is just being completed on lane #3, which will give us new applicant in this area. Beving wants to build off the end in the event that he wanted to increase the size he would not be limited by a neighbor to the side. Johnson asked what about the existing building across the Airport. Osborn stated this one would stay there as what Beving's intent is when he retires he will sell that business and the building. Johnson asked if this is a formal application from Beving. Osborn stated this is just a request to the Board to allow him to build a hangar at that site. Zeeb asked if the Board grant approval are we saying that only Beving can build at this site. Osborn stated the Board is actually giving him that site at this point in time and if the Board wants to put a time limit, this will be up to the Board. Chairman Erickson stated at one point it was discussed the possibility of bringing that taxilane back around again to the east on the west end. Osborn stated we talked about possibly building the B2 the opposite way. We only went one side this year because of funding. Because of the dollars we have, we only finished one direction on the B2. We talked about going the other direction also in future expansion. Where Beving wants to build will remove lot #31 Bensen stated. Chairman Erickson asked if we can go further west with this taxilane. Osborn stated there is a sewer line that goes through here. Beving will have a limit on to how far in the southerly direction that he could build as he cannot build over the sewer line, so he can only build north of B1 to expand the building. Osborn stated Beving knows that there is a limit to this. Aman asked if there is a possibility of extending the B2 taxilane further to the west. Osborn stated we have a fence back there that is about 200' and there will not be a lot we can move back there. There is also storage back there for maintenance. Aman asked what size of hangar is Beving looking at. Osborn stated it is 60x80. Aman asked will this be the best place to have it based on the B2 taxilane construction as it is more design for larger hangars and larger aircrafts. Osborn stated Beving has a number of aircraft down at Clark and talked about bringing up when he does retire. Beving wanted the larger B2 because of some of the plane he has. Zeeb stated he would not be opposed that Beving can put a hangar in the proposed spot, but does not want to just say that Beving can have that spot forever. Osborn stated the Board can offer it for a year and if Beving does not do anything within a year then he has to reapply. Johnson asked has Beving given Osborn a timeline. Osborn stated he has not. Beving is looking at it and has not really talked about moving his hangar up until they had discussed a few things. Beving is weighing out the option in cost and his brother is also looking for a spot for his aircraft. Bensen stated before Beving can build or move his building into the spot, the Board has to approve it. Osborn stated this is correct. Zeeb moved to give Beving a one year option to lot #31, seconded by Bensen. Kaiser asked is there any problem at all with Beving being to the direct west end of B2 rather than on the north side of B2. King stated this is where Beving can run into the sewer. Osborn stated when Braun from Quest was going to make his expansion; Braun can only have concrete so far because of the sewer line that goes through here. It would be very limited of what we can do out there. Osborn stated what Beving is thinking about is the ability that if it does develop he would be limited to what he could grow from that point. Bensen stated this way Beving leaves his option open. Osborn stated Beving leaves his option open to go further up towards the highway, if needed. Zeeb asked if we would want to push snow right off the end of where Beving is looking at putting a hangar. King stated pushing snow through there should not be a problem. It would not be any worse than any other stuff they have back in this area. As it develops back there, we will just work around it. Motion giving Beving a one year option for lot #31 is carried.

Osborn stated as it was discussed last year, once a year we would come back in and put on the agenda the review of the hangar and FBO's rate as it corresponds with the City. At this point in time since we recently reviewed those rates, Osborn recommended to the Board that there are no changes in the rates at this time. Next year by this time, we may be asking differently based on income. Bensen moved with the provision that this is brought back next year, seconded by Zeeb. Motion carried.

Osborn stated once a year there is a fire review of the building. This was done the other day and there were a couple of small incidents which is easily corrected.

Osborn informed the Board that the City is having a Strategic Planning session on the 12th and 13th of November at the Ramada. Johnson asked if the agenda is Transportation as well. Osborn stated this will take all aspects of the City. It is a planning session for every department.

Bensen asked if there is anything further on the on field communication issue. Osborn stated the last this was talked about is that we made a complaint to the Division. Osborn does not believe that they had brought in new equipments.

Johnson asked the letter the Board received a few months ago from Mark Caven, does it constitute an application of any sort of changing his situation by an expansion or relocation. Osborn stated he believes Caven was looking at the same lot that the Board has done a contract with. Therefore, Caven's application request should be null and void. Johnson stated he did not know if Caven meant he would move on down. Osborn stated he can talk to Caven if he wants to reconvene this based on another location. Osborn will clarify this for the next meeting.

Kaiser asked about the twin engine parked in the LT parking area. Osborn stated this actually came in last year and crashed. They are waiting for the insurance company. They are billed for LT parking. Because of the Pheasant Season, Braun, Quest Aviation had asked if he can put it in LT parking. Osborn had informed Braun as long as they have permission from the insurance company to move it, we will not have a problem. It is out of the way and it opened up the area for the Pheasant Hunters.

Kaiser asked what affect is going to two flights a day going to have on our revenue and what is this going to mean downtown. Osborn stated obviously this will depend upon the number of passengers that will continue to use the service. There are going to be difference in landing fees. The rental of the building is based on square feet, so this will not change. There are going to be things that are going to be affected. Down the road, Osborn looks at a possibility that it may affect the car rentals. There are a lot of things that we will be working on. Osborn and the City Manager had conversations about what those affects are going to be. They will be working on this within the next budget year. What difference in income would come from this? We will not have a full year of historical data, but there will be decisions made from that point on. Kaiser asked do we have any reckoning of what kind of loss we are looking at. Osborn stated he has not sat down and look at this as he does not know what the number of passengers will be. Johnson stated if there are lost seats, we will have to wait to see what it is. Kaiser asked if Osborn can have preliminary figures next meeting. Osborn stated he can have it on items that he will give the Board, but the others will just be guesstimate.

Aman, Hangar 9 stated he has a mocked up to scale to show what Hangar 9's intentions are to build with the addition this being the maintenance facility. The 100x100, 20' sidewall hangar and this will have two story basically FBO lounge, office, classroom, pilot planning, vending, and so on. Once they get all of this, it is just a matter getting this information down to the building people. They do the engineer's drawing; they get this in, in two weeks, and building four weeks after this. Aman is in the process of working through to get the application in for the building permit to do the concrete floor, as well as the addition on to the back of the existing hangar. Johnson asked how much will they have done before we have frost. Aman stated right now with how the weather is he is not that worried about the frost. To get the floor in it requires digging along the outside of the building and putting in a 2" foam in to use as a barrier. In doing so digging in and getting footings in the foam in for the addition as well, get it poured, and he has availability for blankets so covering it is not an issue. Aman stated he will actively pursue to get the hours of operation, as well as planned on opening. In talking with Muntean, Aman had gone out a couple of weeks ago and pounded some stakes based on the numbers he had off the edge to the cable vault and located this and went the additional 10' when Aman squared everything up and went back 100' the back pin is sitting right next to one of the vaults. Aman stated they do have to set the pins and verify everything and this will dictates exactly where the 100x100 will sit. Once this is done it's just a matter of transit, shoot the elevation of the ramp and probably not more than 6" higher for the elevation of the finished floor, so they would have slope away versus slope into. Aman stated as quickly as they finalize things and get it submitted and get the engineer's drawing back which will accompany the building permit. Aman is working on the drawings for the addition and hope to have all this finalized and the application to third floor next week. Osborn stated he and Aman had not talked since the last meeting and asked if they had decided on their staffing issues. Aman stated this has not been all answered.

Bensen moved to adjourn. The meeting adjourned at 12:39pm.