



REGULAR BOARD MEETING
January 4th, 2017

PRESENT:

Chairman, Dave Holman
Vice Chairman, Lisle Wood
Member, Mark Moodry
Member, JR Hansen
Member, Jim Beauchamp
Member Brendan McDonough
Airport Staff, Pam Chamberlin
Morrison Maierle, Scott Bell and Cory Kesler

PUBLIC COMMENT: **None**

MINUTES: The minutes of the November 7th, 2016 regular board meeting were presented for approval. JR Hansen made a motion to accept the minutes as presented. Lisle Wood seconded the motion and it passed unanimously. The minutes of the December 7th, 2016 regular board meeting were presented for approval. JR Hansen made a motion to approve the minutes with a change that indicated that Scott Bell had information regarding the addition of winglets to the RJ would classify it as a CAT C aircraft. Mark Moodry seconded the motion with the noted changes and it passed unanimously.

BILLS:

Mark Moodry made a motion to accept the bills as presented. Lisle Wood seconded the motion and it passed unanimously.

REGULAR BOARD MEETING
PAGE 2

OLD BUSINESS:

AIP 51 Terminal Design : We are waiting on information from the FAA regarding the Reimbursable Agreement for the design work to move the FAA equipment out of the existing terminal into a building on the airside. The agreement was for \$247K and the project costs were less. They are working on final numbers to determine what we can be reimbursed for.

AIP 52: Terminal Construction: The cold weather has slowed the project down slightly. They are 95% done with footings and foundation walls, and will continue to pour as weather allows. Steel has been delivered and it should be erected in the next few weeks with the floor deck to follow. Mark Moodry asked if utilities are in place. Scott indicated that they have been laid and are ready when needed. JR Hansen asked about the project timeline and if Markovich will be held accountable for an on time completion. Scott explained that we have construction meetings every two weeks to discuss the project and timeline and there is a contract in place with an 18 month completion date. Lisle Wood asked that member Jim Beauchamp, with his engineering and construction expertise to participate in the construction meetings. Jim agreed to participate.

OTHER BUSINESS:

Mark Moodry explained that he was approached by a commissioner as to the status of the assistant manager position. Pam indicated that it is a board decision to hire the assistant manager, however that with our financial position, she would like to hold off for about 6 months in order to strengthen our financial position. Mark asked what are the downfall's to putting off hiring and what would the FAA have concerns with not having an assistant Manager. Pam indicated that not all airports have assistant managers, and would confirm that it would not be a problem with the FAA. She also said that a concern would be if she were to get sick and unable to work, but indicated that the board

could possibly contract out the management to a consultant. Pam indicated that she would work on a contingency plan.

LANDING MINIMUMS: Scott Bell reported that our new approach was scheduled for a March publication, he talked to Brandon Sutton, the FAA Flight Specialist assigned to the new approach he indicated it would be now scheduled for April 27, 2017. Brandon told Scott that once it left his office for the Oklahoma office, that he was out of the loop. Scott also stated that he has not seen the approach plate for the new localizer approach and that he has not been able to confirm that the flight check recently done was for the new approach. JR Hansen asked if it may have sat on someone's desk and it could be hung up because of flight checks work load. JR explained to the board that GPS approaches don't have to go through a physical flight check but that approaches with ground emitters have to have a flight check. Jim Beauchamp asked why the delays have happened. Scott indicated that in his opinion is because of governmental bureaucracy. JR Hansen asked if there was any talk about the ILS going away. Scott called Brandon to try to get some questions answered. Brandon did call back during the meeting and he explained the processes that happen when working on a new approach and confirmed that it is gov't bureaucracy.

Brandon also indicated that the ILS would not be decommissioned until the new approach was published.

JR Hansen explained to Brandon that because of the recent elimination of the VOR Alpha approach it has caused great concern with carriers that come from the east. He indicated the VOR "A" was very useful to those carriers, because it allowed for an enroute structure to landing approach pattern to RW30. The elimination of that approach has had a financial impact, as well adding significant flight time to each operation. Brandon indicated that the airport could readdress a request to publish the VOR "A", stating the reasons, but it would have to follow the same processes and that it would have to go through his manager and five other FAA departments and would take about 4 years.

Regular Board Meeting
Page 4

Engineering Services: Our contract for engineering services is up this month. We will be advertising an RFQ for a five year contract for engineering services.

The meeting adjourned at 1:45.

Sincerely,

Pam Chamberlin
Airport Manager