

The Brookings Airport Board was called to order by Jeff Boulware on Thursday, June 18, 2014, at 3:30 PM in the Chambers room #310 located on the third floor of the City & County Government Center at 520 3rd Street. Members present were Lynn Riedesel, Judy McLaughlin, Orv Smidt, and Boulware. Absent was James Bailey. Also present were Airport Manager Philip Tiedeman, Dan Little, Nick Lynsecki-SDSU, Jacob Mills, Duane Knutson, Chris Funk, Bob Fite, Paul Hanusa-FBO, and others.

Item #2 – (McLaughlin/Riedesel) Motion to approve the minutes from the May 15, 2014 meeting. All present voted aye. **MOTION CARRIED.**

Item #3 – (Smidt/McLaughlin) Motion to approve the agenda. All present voted aye. **MOTION CARRIED.**

Item #4 – The next meeting is scheduled for the 17th of July, 2014 at 4:30 in the City & County Government Center at 520 3rd Street.

Old Business

Item #5 – Airfield Realignment –

Tiedeman reported that Phase 1 and 1A are nearly complete. The seeding has been completed, but Loiseau will need to burn off trees yet. Boulware wondered if any type of drainage had been considered on the south side? Tiedeman stated that both contractors have put in temporary drainage channels that connects to the drainage ditch that carries water to the west.

Phase 2 – Bowes is currently laying asphalt. The leveling course and 1st layers are done with the final being nearly complete having only the shoulders to complete. Muth has been working on laying conduit, pulling wire, installing NAVAIDs, and placing the lighting. Bowes is confident that they will be able to be finished by August 1st. However, due to the weather conditions, Muth is unsure of the August 1st date and they are anticipating it will take them a little longer.

Tiedeman also reported that a scheduled one day shutdown will be coming on June 20th. This shutdown will allow for Muth Electric to complete some boring under the active runway.

Tiedeman also reported that the RNAV (GPS) RWY 12 Approach has been reinstated on May 29th.

Riedesel questioned why there are so many water issues at the airport right now. Lanning explained that the City has blocked some culverts to slow down the water flow until the construction project is complete and a drainage study is done. Helms is looking for ways that additional water can be rerouted to the west. Lanning explained that preliminary ideas have been submitted to the City Engineer's office and are looking good. Riedesel is concerned that the water from the ramp is running east down the runway, goes around the storm drain (because this drain is lifted higher than the asphalt on the runway) and fills the hangars. Tiedeman explained that he does have pictures of the water flow to show to the engineer's that are working on the drainage issue. Boulware asked if there was a timeline set as to when the water situation will be rectified. Lanning stated that Helms needs to also look at the water and drainage on the north side. Removal of the old runway will provide additional grass and green space that will collect some of the water.

Jacob Mills spoke regarding the City blocking the culverts to help with the water flow. He appreciates that the City did this. He also appreciates that they are working on a solutions. He feels that maybe Helms may have been the problem here due to lack of drainage knowledge. He suggested that maybe the City should hire someone else to look at the solution that is needed. Tiedeman added that an extremely fast and heavy rain event on very saturated soil, other properties draining through the airport, construction, property elevations, and other factors all have to be considered when trying to determine the cause and the effects of flooding.

New Business

Item #6 - Hearing and action on an amendment to the Vision 2020 Comprehensive Plan regarding the Airport Master Plan –

Dan Hanson, City Planning and Zoning Administrator, explained the history of the airport and the zoning. In 1966 a Comprehensive Plan was created, but this plan only noted the Airport as being existence. In 1978 a "Master Plan" was created including an Overlay District and also on-airport capabilities. An Airport District was not created at this time and they used Residential zoning for the land that the airport was on. Over time the airport improved and safety zones were created which was covered by FAA regulation. In 2000, the Airport Master Plan gave the history of the airport, but the City did not foresee all the regulations that would be coming from the FAA. The ALP in 2012 amended the Master Plan.

A new and updated zoning ordinance was created to coincide with the new ALP. And the Overlay District would insure safe operations.

(Smidt/Riedesel) Motion to approve the amendment to the Vision 2020 Comprehensive Plan regarding the Airport Master Plan. All present voted aye.

(MOTION CARRIED)

Item #7 – Hearing and action on an amendment to Chapter 94, Zoning, creating the Airport AP District –

Hanson explained how the Airport AP District will work. The reason for the district, the permitted uses, the special uses and the conditional uses. He also explained the uses that are currently being used today. Boulware questioned what "Only uses directly related to the operations" means? Hanson said "This means that if something in a hangar is not airport related that would not be a problem since it is in the hangar which is an airport operation use." Duane Knutson feels that if the City removed "only uses directly related to operations" from the proposed zoning, any questions would be cleared up.

Riedesel wondered why this is being looked at. Was there a problem that brought this up? Hanson explained that the creation of the AP district is "Good Land Planning." Riedesel also wondered why the City thinks they can take away the powers of the Board with zoning regulations. Hanson stated that zoning does not take away powers from a Board, and this rezoning is not about Aviation, it's about controlling the uses on the land.

Chris Funk stated that he feels the list of allowed uses should be removed and the rights should be given to the Board and Airport Manager. Dan Little agrees that the Board and the Airport Manager should make the decisions on the Airport Operations. Hanson explained that the creation of the AP District would not change how the Airport operates.

Bob Fite spoke to the Board and those in attendance and feels that the airport land is already covered by the local rules and building officials. The Board enforces rules and regulations, but the creation of this Airport District will allow City Planning to control everything. Hanson stated that this land is already zoned and Zoning officials currently have the rights and will continue to have those rights after rezoning. Today this land is zoned Ag and City zoning has control over this uses on this land. The AP District will not take away any rights from the Board or the Airport. Hanson also explained that having the Airport District would make this cleaner.

(Riedesel/Smidt) Motion to table the amendment to Chapter 94, Zoning, creating the Airport AP District to a future meeting. All present voted aye. **(MOTION CARRIED.)**

Item #8 - Hearing and action on Airport AP District Zoning -

Dan Hanson, City Planning and Zoning Administrator, explained that the Overlay District was implemented in 1978. This amendment that is being presented would update the current 2012 ALP.

Smidt wondered if this action was contingent upon the Amendment to Chapter 94? Hanson stated that this is a standalone action and need to be approved due to the 2012 ALP.

(Riedesel/Smidt) Motion to approve the Airport AP District Zoning. All present voted aye. **(MOTION CARRIED.)**

Reports

Item #9 – Airport Manager Report – Tiedeman reported that the annual inspections were completed and there are a few Hangars that still have ABC extinguishers. These extinguishers are very corrosive to aluminum and should be replaced with BC or Purple K extinguishers. There are several lights without covers or incorrect type of bulbs due to their location to fuel tanks. Tiedeman was also impressed to see a flammable cabinet installed in a hangar.

There was one noise complaint reported on June 4th. And on June 17th there was a report of loud and low flying aircraft. Little or no information was reported on the types of aircraft from the complaints

Tiedeman also reported that there has been discussion of placing a Tornado siren on the airport. This has only been discussed as a possibility and additional details will be required if this is going to be pursued further.

The Airport received a letter from the South Dakota Department of Revenue reminding aviation businesses of their responsibility for sales and use tax on the sale of any taxable product or service. This includes such items as: aerial sightseeing, air transportation services, air ambulance services, any air transportation service using Federal Airways, and others. The South Dakota Department of Revenue can be contacted at 1-800-829-9188 to assist with any questions.

Tiedeman reminded all in attendance to report all wildlife strikes. Reporting wildlife strikes provides critical information to identify hazardous species, assist in the prevention of future strikes, evaluate the overall risk level, and increases awareness.

The SD-DOT Office of Aeronautics has informed the airport that due to clarifications from the FAA regarding model aircraft, Unmanned Aerial Systems (UAS), and Unmanned Aerial Vehicles (UAVs). The use of these types of systems: require a permit, is not allowed within 5 miles of an airport, and only certain uses will be allowed in the National Airspace System (NAS). Questions regarding permits can be directed to Steve Hoogerhyde at the FAA Flight Standards District Office.

Item #10 – FBO Report – None.

Item #11 – SDSU Report – Lynsecki from SDSU reported that operations are down obviously due to no classes being offered during the summer. They do have an ACE camp scheduled for mid-July.

Item #12 – Other Items – None.

The meeting was adjourned.


Lana Schwartz, Secretary


Jeff Boulware, Chairperson