Brookings Regional Airport Board
Brookings, SD 57006
July 17, 2014

The Brookings Airport Board was called to order by Jeff Boulware on Thursday, July 17, 2014, at 4:30 PM in the Community Room #300 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, Nick Lynsecki-SDSU, Paul Hanusa and Randy Hanson-FBO, Dan Hanson, City Planning and Zoning Administrator and others.

Item #2 – (Smidt/Riedesel) Motion to approve the minutes from the June 18, 2014 meeting. All present voted aye. **MOTION CARRIED**.

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

Item #4 – The next meeting is scheduled for the 21st of August, 2014 at 3:30 in the City & County Government Center at 520 3rd Street.

Old Business

Item #5 – Airfield Realignment – Bob Babcock from Helm's informed the Board, and those in attendance, of the progress of the project.

Helms is working on getting all the utility lines pot holed so they can try to resolve the water/drainage problem. Riedesel had heard that the storm drain pipes east of the airport were increased in size during a project and since the airport storm drain pipes were smaller, the water coming from the east gets held up and this is why the airport is flooding. He wondered if this was accurate? Lanning wasn't aware of any projects that would have created an issue like this and doesn't believe this to be accurate. Riedesel and Boulware informed Bob that the water is flowing east down the taxilane. The water is not flowing west and they feel that this is because of the construction project. Bob was not aware of this so will let the engineer's know that are working on the drainage issue.

Bob stated that the Final Inspection has been completed with the State and Loiseau Construction. A punch list has been created and is being worked on.

The groovers are scheduled to be here next week for the runways. And then sealing the connection points in the concrete intersection will happen after that.

Thermoplastic pavement markings will be applied, but not to the runway as it has not been approved by the FAA for runways yet.

Muth has a lot of electrical work to do yet, due to the significant rainfalls, they are behind on their schedule. They are still hoping to have everything finished up by August 15th.

Bob explained that the construction is scheduled to be completed by August 1st, and then some testing will be completed and hopefully everything will be converted and fully operational on the 15th of August. The ILS should be available by November 13th.

As final bills start coming in, Bob is hoping that the final costs will come in low and additional work can be done on Runway 17/35 with the remaining funds.

Boulware wondered if the new taxiway at the end of Runway 17/35 will have lights? Bob stated "no, it will have reflective markers."

New Business

Item #6 - Hearing and action on an amendment to Chapter 94, Zoning, creating the Airport AP District – Dan Hanson briefly explained the AP District to those in attendance. Hanson explained that the creating of the AP District is solely to focus on the land uses on the Airport and not the daily operations. Some changes regarding the Safety Zone Area were made in the original proposal from last month. And the permitted uses were updated based on information that he received from some concerned Board members and users of the Airport. He provided an updated proposal to the Board and informed them that this ordinance can be amended in the future if needed.

(Riedesel/Smidt) Motion to approve the amendment as presented. All present voted aye. **(MOTION CARRIED)**

Reports

Item #7 – Airport Manager Report – Tiedeman reported that there is new guidance out regarding model aircraft and he will provide this information to the Board Members. He will also attempt to contact the group that has model aircraft airport northeast of town near the landfill.

Item #8 – FBO Report – Paul reported that Twin City Fan called and inquired about the date for the runway to open. And they did have a helicopter at the airport last week for a couple of days.

Item #9 – SDSU Report – Lynsecki reported on the ACE camp that recently took place. They had 28 campers attended from all over the U.S. They will be having another camp soon.

Item #10 – Other Items – None.

The meeting was adjourned.

Lana Schwartz, Secretary

Jeff Boulware, Chairperson

Hobby / Recreational Flying

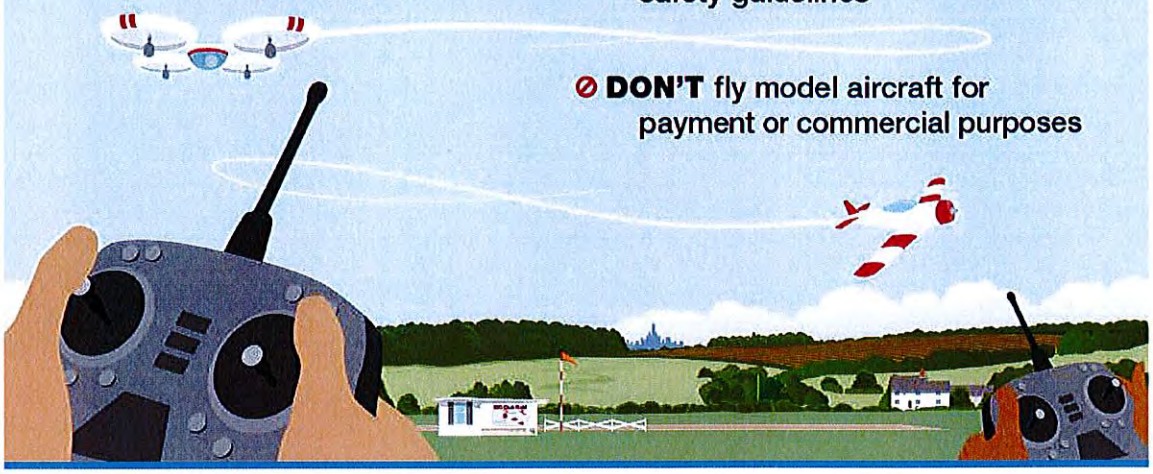
What Can I Do With My Model Aircraft?

Having fun means flying safely! Hobby or recreational flying doesn't require FAA approval but you must follow safety guidelines. Any other use requires FAA authorization.

AVOID DOING ANYTHING HAZARDOUS TO OTHER AIRPLANES OR PEOPLE AND PROPERTY ON THE GROUND.

- ✔ **DO** fly a model aircraft/UAS at the local model aircraft club
- ✔ **DO** take lessons and learn to fly safely
- ✔ **DO** contact the airport or control tower when flying within 5 miles of the airport
- ✔ **DO** fly a model aircraft for personal enjoyment

- ⊘ **DON'T** fly near manned aircraft
- ⊘ **DON'T** fly beyond line of sight of the operator
- ⊘ **DON'T** fly an aircraft weighing more than 55 lbs unless it's certified by an aeromodelling community-based organization
- ⊘ **DON'T** fly contrary to your aero-modelling community-based safety guidelines
- ⊘ **DON'T** fly model aircraft for payment or commercial purposes



MODEL AIRCRAFT OPERATIONS LIMITS

According to the FAA Modernization and Reform Act of 2012 as (1) the aircraft is flown strictly for hobby or recreational use; (2) the aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization; (3) the aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization; (4) the aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft; (5) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower...with prior notice of the operation; and (6) the aircraft is flown within visual line of sight of the operator.

For more information about safety training and guidelines, visit **www.modelaircraft.org**

For more information, visit
www.faa.gov/go/uas

Federal Aviation Administration