Brookings Regional Airport Board
Brookings, SD 57006
October 16, 2014

The Brookings Airport Board was called to order by Jeff Boulware on Thursday, October 16, 2014, at 3:30 PM in Community Room #300 located on the third floor of the City & County Government Center at 520 3rd Street. Members present were James Bailey, Judy McLaughlin, Lynn Riedesel, Orv Smidt, and Boulware. Also present were Airport Manager Philip Tiedeman, City Engineer Jackie Lanning, Bob Babcock – Helms & Associates, Nick Lynsecki-SDSU, Paul Hanusa -FBO, Dan Little and others.

Item #2 – (Smidt/Riedesel) Motion to approve the minutes from the September 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 20th of November, 2014 at 3:30 in the City & County Government Center at 520 3rd Street.

Old Business

Item #5 – Airfield Realignment – Bob Babcock from Helms & Associates gave updates on the project. The Localizer has been tuned. Brookings Municipal Utilities may have electricity to the AWOS within a week, but before it can be turned on, the FAA needs to test and certify it. The FAA says this should be done in about 30 days.

Tiedeman stated that the FAA is working on the old VOR frequency issue for the AWOS and it being listed on the new approach plates. Once the new frequency is established they will be able to remove the old one. Boulware wondered who is going to get the new frequency published on the GPS approaches? He is not confident in the FAA taking care of this. Tiedeman and Babcock both stated that they have contacted the FAA regarding this. Although, this is the FAA's area of responsibility as is the AWOS and other NAVAIDs.

Boulware asked about REILs at the approach end of Runway 12. Babcock stated that there will not be REILs at that end due to the MALSR system location. The REILs at the approach end of Runway 30 still need to be flight checked. The PAPIs for both ends need to be flight checked as well.

Babcock said that Bowes may start laying asphalt in about 10 days. Bowes says it will take about 7 days to complete all 3 lifts, but Bob is thinking 10 days or more is more realistic. At least 2 lifts of asphalt will need to be down before FAA can complete their certification of the Glide Slope. Babcock is hoping everything will be done by December 12th.

Once the asphalt is done, the taxiways and Runway 17/35 will need striping and then may be able to be opened. The taxiways will have lights when Muth is finished with the installation, according to Babcock. Boulware wondered if the taxiway was always planned to be 35' wide? Babcock stated yes, the City had the option to build the other 15' on their own but was unable to justify it due to the expense. Babcock said that 35' is normal anymore and this is based on the speed of the aircraft and width of wings on the aircraft that have performed operations at the airport. He stated that if jet operations pick up to 500 a year, the FAA may change the taxiway to 50' wide. Riedesel and Boulware both stated they have seen large aircraft struggle with turns. Babcock said that if there are funds available at the end of the project, they could consider laying some asphalt at the turns to widen them slightly.

Riedesel had questions regarding the GPS approaches; why night landing on Runway 17 was not authorized, why the VOR frequency is still listed for the AWOS, and why the RNAV (GPS) RWY 30 Initial Approach Fix (IAF) starts at the FSD VOR (34.8 NM from the Intermediate Fix)? Babcock stated that he has nothing to do with the approaches and FAA Flight Procedures would be the division to ask these questions to. Tiedeman stated he will pass the questions on to FAA Flight Procedures.

Tiedeman informed everyone that Muth Electric has requested a partial shutdown to allow them to tie the previously installed lights into the new lights. They requested next Friday, October 24th, but Tiedeman is going to suggest doing this on Thursday instead to avoid Hobo Day traffic.

Item #6 – Taxiway Construction – Tiedeman stated that once Chris Funk has finished with his hangar, the airport staff will work on back filling and then open the taxiway.

New Business

Item #7 – Snow and Ice Control – Tiedeman ran through the Pre-Season Snow & Ice Control items to update everyone with the changes due to the changes in the airfield. Training for winter operations will start soon. FAA has equipment in the white shed so there will be limited space available for sand storage until it

has been removed. Tiedeman reminded everyone that salt is not allowed on the airport due to it being highly corrosive to aircraft. Only FAA approved deice/anti-icing products can be used on the airport. Tiedeman also reminded everyone to check their hangars and prepare them for winter.

Reports

Item #8 – Airport Manager Report – Boulware asked about the hay contract at the airport. Both Tiedeman and Lanning spoke with the renter and stated that if he did not get out to cut the hay, then the City would be cutting it in certain areas before Winter.

Item #9 – FBO Report – The wind turbine testing will be starting next week and go through the end of the month.

Item #10 – SDSU Report – Lynsecki stated that the construction is making operations slower. He is working with the instructors and students regarding back taxiing operations, traffic pattern flow, run-ups, and to avoid other issues.

Item #11 – Other Items – None.

The meeting was adjourned.

Lana Schwartz, Secretary

Jeff Boulware, President