



Meeting Summary – PAC Meeting #4 – May 4, 2021

Mike Dane of Century West opened PAC Meeting #4 at 6:00 PM by welcoming all in attendance. There were six members of the PAC and one observer from the public in attendance. Matt Rogers of Century West was also in attendance.

The meeting began with a summary of the agenda for the evening which included:

- Welcome and Introductions, Project Schedule, and Planning Process Update
- Recap of PAC #3
- Preferred Development Alternatives Discussion
- Key Improvement Areas
- Next Steps/Questions
- Public Open House

Matt Rogers began the discussion by providing a summary of the meeting agenda, project schedule, and planning process completed to date. Matt informed the PAC about the progress made with FAA towards identifying a preferred alternative and the progress made on the FAA acceptance of the instrument approach procedure.

Mike Dane provided a brief summary of the previous PAC #3 discussion that included a summary of the FAA approved aviation activity forecasts (more particularly the projected growth in Group II aircraft) and the impacts the change in critical aircraft could have on airport facilities. It was also discussed how the FAA was in agreement that satisfying any requisite Group II standards at the Brookings Airport would be very costly and include significant environmental impacts.

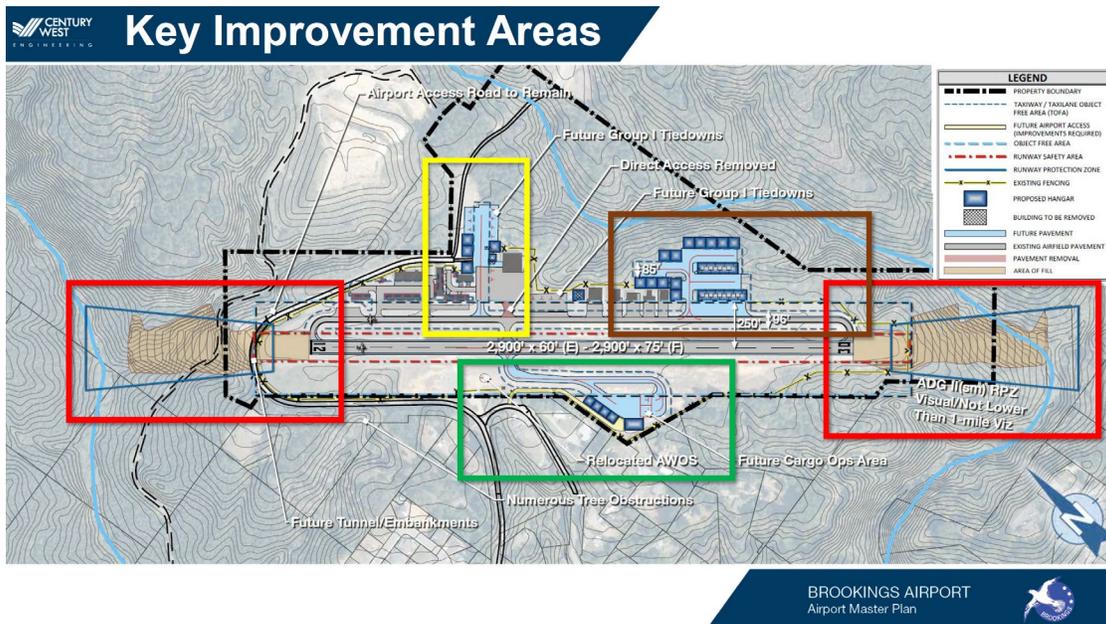
Mike provided a quick summary of Alternatives 1-3 and discussed the different options for addressing the code change to Group II and other facility requirements. It was explained that after PAC #3, discussions with FAA resulted in the development of two additional alternatives not previously presented. Mike then presented Alternatives 3A and 3B and discussed with the PAC. It was explained that FAA and consultants were leaning towards recommending Alternative 3B to the PAC as the preferred alternative. After further discussion, it became apparent there was consensus amongst the PAC that Alternative 3B was in fact the preferred alternative and the facility improvements depicted should be accepted for further study.

Alternative 3B was identified as the preferred alternative due to:

- Reduces the amount of earthwork/grading required
- Lowest environmental risk
- Lowest risk for cost escalation
- Provides a shovel ready location on the westside for immediate hangar development
- Addresses future RSA grading improvements
- Addresses future Airport Road improvements
- Provides best suitable site for cargo operations
- Provides adequate itinerant parking in the short-term and long-term
- Identifies areas for future hangar development



Anticipating that Alternative 3B would be the preferred alternative, consultants presented five key improvement areas in order of priority for local development.



Westside Development Area

- Access Road Improvements
- Taxiway Completion
- Cargo Aircraft Parking
- Hangar Sites
- Utilities

Terminal Area Development

- Environmental/Design
- Fill/Grading Improvements
- Terminal Building Relocation/Reconstruction
- Cal-Ore Office Relocation
- Taxiway Connector Shift
- AWOS Relocation

Runway Safety Area –Code Change

- FAA Determination and/or AMP Update
- Updated Operations Data for Justification
- Cost/Benefit Analysis
- Environmental
- Embankments/Grading
- Tunnel/Access Road

Southeast Development Area

- Environmental
- Grading/Site Prep
- Vehicle Access

Airport Administration

- Rates and Charges Study/Business Planning
- Grant Assurance





After the Key Improvement Areas were discussed with the PAC several additional items were discussed. One PAC member raised concerns about land ownership and the proposed access for the westside development area. It was explained that these two issues would be resolved before and/or during the design/construction process. Coordination with Airport neighbors and transportation agencies would take place once the project was programmed for design during the preliminary environmental approval process.

Another PAC member asked if it was possible to develop non-aeronautical land uses in the areas not directly accessible to Airport facilities. It was explained that identifying these areas as non-aeronautical in the land use plan in the ALP Drawing Set with the expectation that the FAA would require a Section 163 release process before any development could occur.

The issue of obstructions in the cemetery and adjacent to the Airport in the transitional surface were discussed. It was explained that an obstruction removal project would need to be included in the CIP for future consideration.

Next steps were then discussed with the PAC and that the next and final PAC Meeting #5 was anticipated for August 2021. Jay Trost closed the meeting at 7:30. Consultants remained on site for the advertised Open House. No members of the public attended the Open House.