

**Larry McIntyre
RR2 Box 218C
Custer, SD 57730
605-484-3571**

October 30, 2005

Jason Green
City Attorney
City School Administration Building
300 6th Street
Rapid City, SD 57701

RE: Rapid City Regional Airport

Dear Mr. Green,

I would like to express some problems I have with the airport management and board of directors. As an owner of a hangar at the airport and for many other reasons I oppose the idea of an Airport Authority at the Rapid City Regional Airport. The current airport board and management seem to adhere to the Minimum Standards or Airport Rules and Regulations only when it suits them. Do these documents have any force or meaning? I recently wrote a forum piece for the Rapid City Journal. I could have written a book.

Is it normal for airport board members to hold so much important contract business in executive session? If there are special contracts available that circumvent the standards and rules why are we not all informed of these in open session? It seems to me that the airport board has taken it upon themselves to decide who will be in business and who will not.

Is it your advice to the airport management that they have the ability to wave certain standards that are in direct violation of city zoning laws or city and state business law? Is the airport exempt? Is it any wonder an airport authority seems like a bad idea with the current lack of standards at the airport? These closed-door decisions have an economic impact on anyone with an investment at the airport.

I have a commercial grade steel building that was built to commercial city standards. Recently the board turned down Tony Fremo who proposed leasing part of the Tumbling T hangar space for an avionics shop. Mr. Fremo had already occupied this building with Business Aviation Avionics. In one of their now famous executive sessions the board refused his request. It has been brought to my attention that my name was given as a possible hangar for lease for Mr. Fremo's purpose. Do you know where the information that my hangar might be available for lease came from? The airport management never informed me that any such business prospect could be available or that the minimum standards could be waved. I don't have the required 6000 sq. ft. This denial seems to be another of the special deals decided in advance and brought to fruition in executive session.

Can this board and management expect to have more ability to control business with an airport authority when the rules are apparently bent for each specific situation and contract issues are conducted behind closed doors? Forgive my skepticism. There may be no requirement for contract issues to be discussed, debated and voted on in open forum but there should be. The city council should immediately require the airport board to start conducting their meetings openly.

Page 2
October 30, 2005

If more board meetings are required so be it. If airport board members object or do not have the time, they should be replaced. Perception is reality and open government is essential. If you look at your own airport minutes you will see there are no executive sessions addressing personnel issues. It is common procedure to limit executive session to personnel issues and litigation yet this board uses executive session regularly for contract negotiation. Is this really necessary? Do you agree with this practice? Is the city council aware of it? I ask these questions only to point out what are to me and others problems with the way the airport operates and the fallacy that anything in past practice indicates the airport will operate more efficiently with an airport authority.

The board has control of all operations, sale approval and contract renewal with my hangar. These comments are therefore not without risk. I feel strongly that the airport standards and rules and regulations have been so abused that a complete overhaul is in order. If the rules don't work, rewrite them. To disregard the rules when it is convenient is a travesty and unfair to all.

I have never rented out my hangar because the Airport Rules and Regulations and Minimum Standards would not allow it. I believed that the airport board followed these rules. Some of these rules include the city's collection of taxes, aircraft registration, airport board approval of occupancy, business registration, etc. I ask many of these questions of hangar use to the board in December 2004. You can see in the airport board minutes that my questions end in a question mark. No answer was ever given.

It is not my intention to go into business, prevent or favor any business or individual at the airport. It is my intention to point out some of the reasons that an airport authority is ill-conceived unless fundamental guidelines, personnel and oversight are altered.

I have spent a lifetime in aviation and own an airplane and a hangar at Rapid City Regional Airport. I am merely concerned with the current direction the Rapid City Regional Airport board is taking and would be pleased to talk with you about these concerns. I can be reached at 605-484-3571.

Sincerely,

Larry McIntyre

Cc: City Council