

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON MAY 4, 2009, AT 5:30 P.M., AT THE AIRPORT A/D BUILDING**

CALL TO ORDER

The Chair, Gene Stoeckel, called the meeting to order at 5:30 P.M. The other members present included Jeff Dotseth, Joe Glenn and Duane Kruse. Others present: City Council Member/liaison Dick Dobson, City Administrator/Airport Manager Mark Karnowski, Airport Engineer Joel Dresel, Sherburne Co. Comm. Rachel Leonard, Baldwin Twsp. Board Member Larry Handshoe, Alden Osvold, and Jenna Harmon (School student). Member Absent: Jack Edmonds

AGENDA ADDITIONS/DELETIONS - None at the time (although some were added later).

APPROVAL OF MINUTES

DOTSETH MOVED, SECONDED BY KRUSE, TO APPROVE THE APRIL 6, 2009 MINUTES OF AAB AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

OLD BUSINESS:

A. Letter on Large Aircraft

The membership briefly reviewed the letter sent, as directed, to our congressional members and the head of the FAA. They agreed it was well written and reflected the Board's concerns.

[Dresel arrived at this point in the meeting]

Dresel noted that Rush City and Mora also sent similar letters.

B. 2009 Runway Improvement Project

Dresel noted that, about 2 weeks ago, he learned that the FAA went to "Plan B" regarding the airport improvement grants and that Princeton got an additional \$150,000 grant to be used as soon as possible. He noted that if we don't use the money, we'll lose it.

Dresel noted he took the liberty, based on previous comments at the AAB meetings and the time frame available, and prepared a proposal crack sealing and a seal coat. Dresel subsequently learned that the only seal coating approved for grant funding is a process that he feels is not durable and is, in his opinion, a waste of money.

He then submitted programming forms for a comprehensive crack sealing proposal (no seal coating) where the cracks will be milled out to a width of 6" to 18" and then filled and rolled with asphalt – rather than a rubberized liquid. This year's project will also include lighted hold signs per FAA request.

After that project is accomplished, he will ask MnDOT to re-paint the runway. He noted that the final product will not be as "pretty" as a crack sealed and slurry sealed project, but he feels the final product will last longer. He also noted that, in the fairly near future, the runway and taxiway will have to be ground up and totally repaved. He estimated the current cost of a project of that magnitude would be about \$1.3 million and would probably require special funding from the FAA.

He indicated that the project will use about \$300,000 of the now \$600,000 in the city's FAA grant account.

Osvold asked if the project could include fixing the runway lighting system. Osvold contended that the lights are always on and that the pilots cannot control the lights with their microphone switch as is normally the case. Dresel said he'd check on the lighting condition and see if a repair could be added.

Dotseth asked if the city could use some of the remaining \$300,000 to begin the EA process for the crosswind runway. Dresel responded that, yes, that was possible. He went on to explain that, unlike the previous process, EAs are now done in phases, because it's too difficult to anticipate what the total number of roadblocks imposed by outside groups might be and how much additional time and effort would be needed to address those types of issues.

Dotseth also asked if the funds could be used to move toward lengthening the main runway. Dresel noted that the city is moving toward that direction in formulating a joint zoning board that will address the newly adopted zoning ordinance that modified the allowed land uses around the airport.

Glenn suggested that, since the airport will be closed to traffic while the crack sealing is done, that it may be worthwhile to call a meeting of the hangar owners to discuss the project and other related topics. Specifically, he noted the need to re-surface the taxiway areas in the hangar area. It had been previously noted that the center (15 feet?) could be included in the city's Airport CIP, but paving areas outside that main taxiway would not be grant eligible. Dresel suggested that project be evaluated and considered for addition to the 2010 Capital Improvement Plan (CIP) this December.

It was agreed that the city Public Works crew would appreciate having asphalt "wall-to-wall" which would speed snow removal. Karnowski noted that, because of that, the city may be willing to participate in the cost with the balance being assessed to the hangar owners.

It was noted that may not be a popular move because those who already paid for "wall-to-wall" paving in front of their hangar would think it unfair if others now are subsidized by the city. Still, all felt that a general meeting of the hangar owners would be a good thing.

DOTSETH MOVED, SECONDED BY GLENN, TO CONTINUE MOVING FORWARD WITH THE CRACK SEALING PROPOSAL AS PRESENTED AND INVITE THE HANGAR OWNERS TO AN INFORMATIONAL MEETING ONCE MOST OF THE PERTINENT INFORMATION IS KNOWN (AT SOME FUTURE REGULAR MEETING). MOTION CARRIED UNANIMOUSLY.

Dresel added that the city needs to work on a CIP policy as he believes the state process may change in the future and will not allow airports to jump around on their CIP list. He feels that, if an airport isn't ready to move forward with a CIP project as scheduled, that the funding might go away.

NEW BUSINESS:

A. Turkey Problem

The AAB briefly discussed the potential problem that has arisen with the flock of wild turkeys that have begun to hang out near the runway. There is potential for a collision between one of the birds and a taking off/landing aircraft. Dresel noted that there is a "wildlife suppression permit" available through the state DNR.

Karnowski said he'd get information on the process and bring it back to the board.

B. North End Hangars

Board members asked how the city's efforts to relocate the airplanes that use the hangars north of the airport was going. Karnowski noted that the city was finalizing an access neutralization agreement with the Hanson property and that, when that is agreed to, the only remaining property would be the Richard Anderson hangar.

E.A.A. REPORT: Osvold and Kruse indicated that the group was planning a car show for Saturday, August 15th from 10 AM to 2 PM in the Pamida parking lot. They plan on trailering and/or towing some airplanes to the show as well as cars. They're also doing a flight for Boy Scouts activity on May 30th where local Boy Scouts will be given plane rides in exchange for working at the Car Show. They noted that they will not be giving free airplane rides, as has been their custom, at the Lion's Pancake Breakfast during the Rum River Festival. This Friday, they will be giving a presentation to the Salk Middle School in Elk River.

MANAGERS REPORT:

A. Fuel Sales – The fuel sales information for April was not available. Karnowski will bring it to the June meeting.

MISCELLANEOUS: None

ADJOURNMENT:

DOTSETH MOVED, SECONDED BY GLENN TO ADJOURN THE MEETING. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:27 PM.

Respectfully Submitted,

Mark Karnowski, Airport Mngr.

ATTEST:

Gene Stoeckel, Chair