

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON FEBRUARY 12, AT 5:30 P.M., AT THE AIRPORT A/D BUILDING**

CALL TO ORDER

Jack Edmonds, Chairperson, called the meeting to order at 5:35 P.M. Other members present: Jeff Dotseth, John Mezera, Duane Kruse; Gene Stoeckel (Replacing Art Larson); Staff Present Airport Engineer Joel Dresel. Also present was Mayor Jeremy Riddle; City Council Member/liaison Dick Dobson and Sherburne County Commissioner John Reible. Visitors included: Joe Glenn (of Glenn Metal Craft). Absent: Mark Karnowski, City Admin (on vacation)

AGENDA ADDITIONS/DELETIONS

None.

APPROVAL OF MINUTES

DOTSETH MOVED, SECONDED BY MEZERA TO APPROVE THE JANUARY 8, 2007 MINUTES OF AAB AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

OLD BUSINESS:

A. T-Hangar Update

Nothing new to report – minimal discussion.

B. CIP

Dresel noted that – based on discussion from the last meeting – that there had been a couple of additions/changes to the proposed CIP, including Field Lighting added to 2007, and the addition of proposed target dates. He also reported that the list (as attached) had been submitted to MnDOT and that programming sheets would be prepared by SEH and sent to MnDOT by the deadline of February 28, 2007. Consensus of the AAB was to proceed with the submittals as printed.

C. Runway Extension, estimated costs

Dresel reported that the costs of any extension would be dependent upon the 'end' to which the extension was made. Since the ALP does not consider an extension, and because of the many considerations involved, it is difficult to say which end (or combination) makes the most sense without further study.

A general discussion ensued about the merits of an addition to either end. On the north end there are issues with the church, and what might be done with church land. Similarly, on the south end there is an existing business (Prairie Restorations).

Intertwined in the discussion were the relative merits of having a longer runway, and which should come first – a longer or crosswind runway.

Mayor Riddle suggested that – at some point – a final decision was going to have to be made by the City Council as to which direction to proceed. Dresel suggested that the ALP update may be a time to take a look at the relative merits, and the discussion ended with the Mayor posing the idea of a task force (or something similar) to help come to a final decision.

D. Airport Access Issues

Dresel noted that the next step is to get the Westling land added to the ALP so that the City could get reimbursed for the land purchase. He also reported that this was a good time to be adding other land that the AAB believed needed to be added. After discussion of the Kruse property and the EDA land between Westling and Kruse, it was the consensus of the AAB to add land to the ALP all the way from the newly purchased Westling hangar north as far as was prudently developable (i.e. to the wetlands).

E. Membership Status – Art Larson

The AAB noted and thanked Art for his long and devoted service to the Board. Gene Stoeckel was appointed to the AAB pursuant to Council action for a three-year term expiring December 31, 2009.

NEW BUSINESS:

A. Public Investment in Princeton Airport.

Mezera noted that a tractor had been purchased along with runway re-hab work in 2004. He would like to see the tractor put to better use clearing snow from the edges of the runway.

E.A.A. REPORT

Mezera suggested that the group – including the AAB – get more involved in the Young Eagles program.

MANAGERS REPORT:

Fuel Sales – No report aside from the attached.

MISCELLANEOUS:

None.

ADJOURNMENT:

DOTSETH MOVED, SECONDED BY MEZERA TO ADJOURN THE MEETING. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:45.

Respectfully Submitted,

Joel Dresel, Airport Engineer

ATTEST:

Jack Edmonds, Chairperson