

**MINUTES OF THE REGULAR AIRPORT ADVISORY BOARD MEETING HELD AT 5:30 P.M.,  
TUESDAY, OCTOBER 9, 2007 AT THE PRINCETON AIRPORT ARRIVAL/DEPARTURE  
BUILDING (meeting moved to Tuesday because of Columbus Day)**

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**1. CALL TO ORDER**

Chair Jack Edmonds called the meeting to order at 5:30. Other Airport Advisory Board members present included Duane Kruse (left @ 6:40), Gene Stoeckel and Jeff Dotseth (arrived @5:38). Staff present included Mark Karnowski and City Airport Engineers Joel Dresel and Kaci Gavic. Also present were Joe Glenn, Alden Osvold, Sharon Sandberg and Jim Ferlaak. Members absent included John Mezera (called), Council liaison Dick Dobson (called) and Sherburne County Commissioner John Reibel.

(Karnowski apologized for his failure to get the meeting packets out prior to the meeting.)

**2. APPROVAL OF AGENDA**

JIM FERLAAK REQUESTED TIME TO ADDRESS THE BOARD REGARDING HIS DESIRE TO SECURE A SECOND HANGAR SITE. CHAIRMAN EDMONDS SUGGESTED THAT THE BOARD ADD AN "OPEN FORUM" SECTION TO THE AGENDA AFTER "NEW BUSINESS". THERE WERE NO OBJECTIONS TO THAT ADDITION. SO THE MODIFIED PROPOSED AGENDA WAS APPROVED BY CONSENSUS.

**3. APPROVAL OF MINUTES OF SEPTEMBER 10, 2007**

KRUSE MOVED TO APPROVE THE MINUTES OF SEPTEMBER 10, 2007 MEETING AS WRITTEN. STOECKEL SECONDED THE MOTION. ON THE VOTE: AYES - 3; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY.

**4. OLD BUSINESS**

**A. Airport Access Update**

Karnowski advised that the city was reviewing the appraisal of the Kruse property (which came in at \$300,000) and that the city didn't have the funds to pay that amount at this time. He also questioned whether the appraisal was a fair representation of the property's current value given that the appraisal included comp properties in Clearwater and Ham Lake. Karnowski noted that he was not suggesting that the Kruse's had inappropriately influenced the appraisal of the property.

(Dotseth arrived at this point in the meeting)

Sharon Sandberg advised that they had used the appraisal firm in question twice before when re-financing property they own. She added that when they had the property appraised two years ago the value was appraised at \$240,000.

Kruse advised that he and his wife, Sharon Sandberg, had decided that they do not want to sell both the land and building but only want to sell the land, keep the building and lease the land back from the city to help address the access problem being pursued by the FAA. Kruse indicated that the value of the land was set, pursuant to the appraisal, at approximately \$100,000.

Dotseth asked Kruse if he was willing to agree that they would, indeed sell the underlying property to the city for \$100,000.

Kruse indicated that he was not willing to commit to that price and noted that there were several other issues to be addressed before he was willing to sell. Those issues include securing an

easement across the property to the south so he could continue to move aircraft in and out of his hangar – the door of which was south facing. He indicated that without some sort of easement, he couldn't maneuver a plane in or out of the hangar.

He also noted that they needed some assurances that the city would continue to allow access to the runway via the existing taxiway that was constructed by the city to service his property. It was noted that, according to the FAA's Gordon Nelson, that the city could tear up the taxiway because it was constructed solely with city funds, meaning that the FAA could not prevent the city from discontinuing the taxiway's use.

Kruse suggested that, perhaps, the city should use FAA funds to sealcoat the taxiway which he reasoned would then prevent the city from discontinuing using the taxiway.

Engineer Dresel noted that sealcoating using FAA funds would not prevent the city from discontinuing the taxiway's use because the city could – at any time – reimburse the FAA and then be able to do whatever they wanted to with the taxiway.

Karnowski noted that he didn't believe that the taxiway's future use was a real issue. He said that he felt that the concern about the Kruse's need for some sort of easement to the south of his property had the potential to be a concern. He indicated he would discuss the situation with the Community Development Director (Jay Blake) and see what could be done now that the property in question had been sold to Anoco Metals.

Karnowski asked how much additional land the Kruse's needed to make their existing hangar functional.

Kruse indicated that, normally, airports allow 85' between hangar fronts. Dresel agreed.

Dotseth asked Karnowski whether the city would be willing to pay the Kruses \$100,000 for the land under the hangar.

Karnowski responded that the \$100,000 price tag was more affordable than the \$300,000 price tag for the land and building but that the decision to purchase would be made by the City Council – not by staff.

Karnowski added that, with the recent sale of the Matz/Westling hangar that the city did have some funds that may be able to be used for helping to clear up the Kruse property access issue. Karnowski indicated that he would work to see if some agreement could be reached before the next AAB meeting.

(Kruse left at this point in the meeting)

## **B. Draft Airport Layout Plan Discussion – Phase II**

Dresel and Gavic reviewed the options available for extending the existing runway to 5,000 feet. The discussion included information that newly released wind direction information appeared to actually reduce the need for a crosswind runway. Dresel explained that the percentage threshold for prevailing wind direction for justifying a crosswind runway at Princeton may no longer exist. Dresel explained that the new data is based on local readings where previous data was less site specific. He went on to explain that the criteria for the crosswind justification were based on an aircraft size that was larger than those generally stationed at Princeton. Accordingly, the new data may not be relevant to the actual situation.

Gavic demonstrated various options for extending the existing runway to 5,000 feet through the use of a scaled runway (including the A & B clear zones).

It was noted that, by extending the runway to the northwest, the location of the church would come into play and could work against adding onto the north end. It was further noted that even by adding onto only the southeast end of the main runway, the size of zones A & B on the north would expand and still impact the church property.

There was discussion about the extension impacts to the south and it was agreed that if the runway is expanded to the south that CSAH 42 could come into play.

The consensus was that a full 5,000 foot runway would be difficult to fit into the space available and that any addition to the main runway may be less than 5,000 feet.

Dresel and Gavic will take the comments provided by the AAB members and come back with specific options for review at the November meeting.

#### **C. Airport Courtesy Car**

Joe Glenn indicated that he had attempted to contact Trent Auto and had not received a return phone call as of yet.

Jack Edmonds said he'd talked to Chad who didn't appear overly anxious to contribute a vehicle but might act on it if Trent Auto does not.

#### **D. Joint Township/City Airport Future Meeting**

Karnowski advised that the city received a response from Baldwin Township indicating that they would prefer to meet at the November 1<sup>st</sup> study session. They indicated a preference for a 4 PM meeting, so Karnowski will contact them to see if the regular starting time of 4:30 would work.

He went on to say that he'd not heard back from Princeton Township but called them earlier that day to learn that they changed their email address. The Princeton Township Clerk indicated that she'll bring it to the board's attention at their next meeting.

Dresel reminded those at the meeting that the primary topic for the joint meeting is the zoning surrounding the current airport. He said that the focus will not be on the runway length, etc.

### **5. NEW BUSINESS**

**Open Forum** (the discussion occurred earlier in the meeting but is recorded below)

Jim Ferlaak, owner of a hangar at the Princeton Airport, approached the AAB to inquire about the future plans for the available vacant hangar lots on the airport. Karnowski advised that there were some lots that the city originally thought were unbuildable but, pursuant to the opinion of Engineer Dresel, they are buildable and available for use. The only restriction is that the available lots may have some building height restrictions because of their proximity to the proposed crosswind runway.

Karnowski further advised that they were being held in anticipation of the negotiations with the owners of the planes housed in the old north end hangars. He explained that in order to negotiate moving those planes to the south, the city needs some spots to relocate those planes. Ferlaak said that he already had one hangar for many years and wanted a second hangar. He said he was ready to build immediately if given the go ahead. He urged the AAB to release the vacant spots and allow folks like him who are anxious to build something now. Duane Kruse supported Ferlaak's request.

There was considerable discussion about whether any of the owners on the north end were even interested in moving south. Karnowski indicated that the city was currently discussing a move with the Christensons but the negotiations with the others were not moving quickly because the city had no money to expedite the negotiations. He further noted that Jay Blake was working on forming a TIF district that would generate some money to aid in the negotiations. He cautioned against getting rid of the buildable lots and taking away one negotiating tool until the owners on the north had each made a definitive decision.

Karnowski also explained that city hall was keeping a list of folks who were requesting hangar space and that when lots are available; the city will contact those at the top of the list first.

6. **EXPERIMENTAL AIRCRAFT (E.A.A.)** - No report

7. **MANAGER'S REPORT (Fuel Report)**

Fuel sales for September were not available and will be available for the November meeting.

8. **MISCELLANEOUS** - No items to discuss

9. **ADJOURNMENT**

There being no further business, DOTSETH MOVED TO ADJOURN. STOEKEL SECONDED THE MOTION. ON THE VOTE: AYES - 3; NAYS - 0. THE MOTION CARRIED UNANIMOUSLY AT 7:34 PM.

Respectfully Submitted,

Mark Karnowski,  
City Administrator/Airport Mngr.

ATTEST:

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Jack Edmonds, Chair