

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON OCTOBER 4, 2010, AT 5:30 P.M., AT THE AIRPORT A/D BUILDING**

CALL TO ORDER

The Chair, Gene Stoeckel, called the meeting to order at 5:31 P.M. Other members present included Duane Kruse, Joe Glenn, Jack Edmonds and Jeff Dotseth. Others present: Council Liaison Dick Dobson, City Administrator/Airport Manager Mark Karnowski, Engineer Joel Dresel, Larry Handshoe (Baldwin Township), Commissioner Rachel Leonard (Sherburne County) Alden Osvold and Sharon Sandberg.

AGENDA ADDITIONS/DELETIONS: Without objection, Duane Kruse asked to have discussion of the issue surrounding his through-the-fence operation added to the agenda.

APPROVAL OF MINUTES

EDMONDS MOVED TO ADOPT THE MINUTES OF THE SEPTEMBER 7, 2010 MEETING AS PRESENTED. THE MOTION WAS SECONDED BY KRUSE. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. Crack Filling Project Update

Dresel advised that he'd inspected the project and didn't see any problems except for the amount of goose guano on the runway. He suggested that the revised CIP include funds for a wildlife assessment of the airport. The consensus was to include that item in the new CIP.

B. Meeting with the FAA and MnDOT

The AAB reviewed a memo prepared by staff regarding the recent meeting between the city, the FAA and MnDOT. The memo indicated that:

1. City staff needs to "self police" the clear zones at the ends and near the runway for tree height and other obstructions. Some of which were noted by MnDOT's inspectors that need to be addressed to make sure the city is in compliance with the grant assurance section in the entitlement grant documents.
2. Apparently there are still three grants still "open" that need to be closed. Some of them are being held up because the FAA and MnDOT have not reviewed the paperwork submitted almost 3 years ago.
3. The city needs to go through the consultant selection process every five year which means we need to do that in the next year or so.
4. It was agreed that a "Wildlife Assessment" could and should be to our CIP.
5. The City is adding funds for a CIP grant to address the drainage issues that make hangar lots 1 & 2 currently unbuildable.
6. The city is also adding a request for funds to address the cracks in the tie down area or east/west the taxiway.
7. The city was advised that we have \$31,987 in our entitlement fund account that needs to be expended in 2011 or we will lose it.
8. There was discussion regarding the two remaining "through the fence" operations. A. The city advised that it previously offered two options on the Kruse property. First, to buy both the property and the building with the intent of turning the hangar into the city's SRE building to house the FAA purchased airport maintenance equipment (snow blower,

mower, etc.). The second option was to buy the land under the hangar and lease the land back to Kruse. Both options would satisfy the FAA's concerns but, to date, neither is deemed acceptable to the property owner..

9. Regarding the In-Line Packaging issue, there was good news and bad news. The FAA indicated they are leaning against approving a land swap for land the city already owns that is adjacent to the southwest corner of the airport. He may approve a land swap that would fall in the area of the crosswind or main runway clear zones. The good news was that he appeared to agree that the value of the land under the In-Line Packaging building could be valued at its unimproved value rather than its value with sewer, water and street. We discussed continuing to pursue the title insurance that was taken out when the land was sold to Winkelman. But we agreed that it is possible that the FAA's interest in the land when the city was originally reimbursed may not have been recorded, which could give the title insurance company a valid "out".
10. The city advised the FAA and MnDOT that the City Council was pursuing the construction of the extension of 21st Avenue into the industrial park. The FAA was not supportive of that move but, was not as animated as previous meetings.

Discussion regarding the report included comments that, by fixing the issues on hangar lots 1 & 2 and 9 & 10 we would have more interest in parties wishing to build hangars. The boards support for the crosswind runway was reinforced. It was noted that the current movement is toward lighter...not heavier...airplanes and that fact further supports the need for a crosswind runway if the airport wants to further expand.

C. Hangar Space Update

The board was advised that there was a gentleman that was anxious to get a large hangar built yet this fall and that the only spot available was a spot near the T-hangars. There is another prospective hangar that will likely go on lots 9 & 10 in the southeast corner of the old hangar area.

D. Kruse Property

While there was some conversation earlier during the FAA/MnDOT meeting discussion, Duane Kruse and Sharon Sandberg advised that he would like to get the issue settled and asked for the Board to support a meeting between the Kruse/Sandberg, the entire AAB and the entire City Council. Kruse noted that the primary roadblocks were the price, moving the hangar door and a prohibition against sub-leasing the building. He requested that the meeting be tape recorded to assure that the tape could be referenced in the future should there be a dispute as to what was said and/or agreed to. He asked that such a meeting be held by mid November.

DOTSETH MOVED TO CONCUR WITH THE REQUEST FROM KRUSE AND SANDBERG AND RECOMMEND TO THE COUNCIL THAT SUCH A MEETING BE SET. MOTION WAS SECONDED BY GLENN. THE MOTION PASSED UNANIMOUSLY.

NEW BUSINESS:

A. 2011 CIP

The Board reviewed the proposed CIP as put together by Dresel. There were no objections to the proposal as presented.

B. Airport Consultant Selection (added after B-3 discussion above)

The Board discussed the issue with the FAA's requirement that the city undergo an engineering consultant selection process at least once every five years. To a member, the board supported our current engineer and his efforts on behalf of the City. Still to keep in the good graces of the FAA the following motion was offered:

DOTSETH MOVED TO DIRECT STAFF TO PREPARE A REQUEST FOR QUALIFICATIONS FOR AN AIRPORT ENGINEER AND ADVERTISE SAME IN THE LEAGUE OF MINNESOTA CITY'S WEB SITE FOR CONSIDERATION AT THE AAB'S NOVEMBER MEETING. THE MOTION WAS SECONDED BY GLENN. THE MOTION PASSED UNANIMOUSLY.

E.A.A. REPORT: Kruse reported that they now have about 5-10 "core" members. They took a trip to Little Falls to visit the Charles Lindberg Museum. The next meeting is on October 12th at the A/D Building.

MANAGERS REPORT:

Fuel Sales – The sales figures for September were unavailable and will be emailed out when they're ready.

MISCELLANEOUS: None

ADJOURNMENT:

DOTSETH MOVED, SECONDED BY GLENN TO ADJOURN THE MEETING. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:48 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair