

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON MARCH 5, 2012, 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. Other members present included Joe Glenn, Jim Ferlaak, Duane Kruse and Jeff Dotseth (@5:48). Others present: Council Liaison Dick Dobson, Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, Larry Handshoe (Baldwin Township), Jack Edmonds (Mille Lacs Co.), Sharon Sandberg, Bill Dean, Alden Osvold, Richard Anderson, and Rick Hoffman

AGENDA ADDITIONS/DELETIONS: Jim Ferlaak asked to advise the Board regarding a meeting he had with the City's Finance Director. Rick Hoffman asked to update the Board on both the painting of the beacon/tower and the status of the Precision Approach Path Indicator (PAPI) lights. There were no objections and no other additions to the agenda.

APPROVAL OF MINUTES

GLENN MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 6, 2012 MEETING AS PRESENTED. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. Through The Fence Operations

Dresel noted that there was nothing new to report.

Kruse asked that it be noted in the record that he has received no correspondence from the city except for a bill for the airport access fee.

B. Airport Beacon Update

The Board reviewed a memo indicating that the City Council approved up to \$500 to service the airport beacon. Karnowski advised that Halibright has advised that they are planning on doing the work this coming Thursday, March 8th.

Ferlaak advised the either he or Rick Hoffman will be there to question the repair crew on the life expectancy of the beacon.

Hoffman also indicated that he would contact several professional painting contractors and get some bids on re-painting the beacon structure so the city could determine whether to hire a company to do the work or have the public works staff do it themselves.

C. CIP Project(s) Update

Dresel confirmed that the Feds passed a new 4-year FAA funding bill that would provide some reduced entitlement funding (not sure if the reductions will impact Princeton). He noted that the bill increases the required local effort from 5% to 10%.

D. PAPI Lighting Update

Rick Hoffman advised that MnDOT's John Schroeder came back out and hooked up the PAPIs such that they now work as designed rather than being on 24/7. Schroeder will be coming back in April or May (after the spring thaw) to work on the alignment of the PAPIs. Apparently the city had the right tool for adjusting the PAPIs.

Edmonds questioned whether there were any liability issues with Hoffman working on the PAPI system. Karnowski will check with the city's insurance company.

Karnowski suggested that, when Schroeder comes out, one of the public works staff could be taught how to adjust the lights correctly so we could stay on top of them.

Hoffman noted that there is also a dimming feature that also needs to be adjusted as well.

E. Meeting with City Finance Director

Ferlaak advised that he'd met with Steve Jackson, the city's finance director, and got some good information on airport funding and the budget process. He handed out copies of the city's 2012 airport budget and asked the members to review the document and, if they have questions, to advise him so he can get the answers from Jackson.

Karnowski noted that, if there was enough interest, Jackson would probably agree to attend the Board's April meeting.

NEW BUSINESS:

A. Joint Meeting with City Council

The Board reviewed a memo indicating that the City Council is seriously looking at constructing the connecting road between the southerly end of 21st Avenue (south of 1st Street North – CSAH 31) and 19th Avenue which would provide a second access road for the Industrial Park.

And, as part of that evaluation, the City Council wants to meet with the Airport Advisory Board to discuss the future of the proposed crosswind runway.

Karnowski advised that the original meeting was scheduled for the City Council's next study session at 4:30 on Thursday, April 5th, but that – because the Board of Review is already scheduled for that meeting – it might be better to meet with the Council at their May Study session on Thursday, May 3rd.

Richard Anderson reminded the Board of his assertion that, if the extension of 21st Avenue is constructed, then the crosswind runway cannot be built. He asked if the Board's position was still to support construction of the crosswind runway and the Board confirmed that it was.

Anderson went on to assert that he doesn't think the Industrial Park really wants the second access point and feels that, with the opening of Wal-Mart, the 21st Avenue connection will bring extra traffic into the Industrial Park.

Anderson stated that he has an alternative plan to provide a second access point to the industrial park that he wants to present to the City Council at that April meeting. He asked if he could present it to the Airport Board at their next meeting before bringing it to the City Council. There was agreement to have that presentation at the Board's April 2nd meeting.

The availability of a sliver of land that was left over from the platting of the proposed 21st Avenue roadway was brought up. Adding it to the airport would make a couple more hangar lots buildable. There appeared to be consensus that it would be a good idea to add the land to the airport; possibly as part of the solution to the In-Line Packaging issue.

On that topic, Dresel indicated that other airports with a similar situation have the property appraised and then notified the FAA that the city will set aside the value of the land to be used as the city's 10% share of the entitlement grant program.

Kruse questioned whether that was appropriate and Dresel indicated that it has been done and okayed in several other communities. So one would think it would also work in Princeton.

E.A.A. REPORT: Kruse advised that the group was getting more member and growing but that there were no new activities to report.

MANAGERS REPORT:

Fuel Sales – The board noted that the previously emailed monthly sales figures showed a continued increase in fuel sales. While some of it is due to the new flight school, there is also an increase in other flight activity.

MISCELLANEOUS:

Fencing - Hoffman noted that one of the corner posts for the fence between the entrance drive and the old hangars had been hit by a snowplow. He questioned whether it should be repaired or if the entire fence should be removed because it really doesn't secure anything.

Glenn noted that it does serve as a good visual barrier to dissuade passersby from going into the hanger area.

That evolved into a discussion about repairing the gates and, perhaps, having either a padlock on the gate or a combination lock. No final decision was reached.

Road to T-Hangars – Ferlaak expressed concern that the road to the T-hangars doesn't have a hard surface. It was explained that the current road was constructed as a temporary road and that a long term solution will be constructed when the other hangar areas are developed. Meanwhile, it may be worthwhile to get some recycled asphalt when Mille Lacs County re-does County Road #1. Commissioner Edmonds will look into that possibility. Osvold noted that Erickson Asphalt might have some recycled available too.

ADJOURNMENT:

KRUSE MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:30 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair