

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON MARCH 7, 2011, 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, Jack Edmonds and Jeff Dotseth. Others present: Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, Larry Handshoe (Baldwin Township), Alden Osvold, Richard Anderson and Sharon Sandberg. Members absent: Duane Kruse

AGENDA ADDITIONS/DELETIONS: None.

APPROVAL OF MINUTES

EDMONDS MOVED TO ADOPT THE MINUTES OF THE JANUARY 3, 2011 MEETING AS PRESENTED. THE MOTION WAS SECONDED BY DOTSETH. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. AAB/City Council Joint Meeting

Karnowski advised that he wasn't aware that there had been any progress made toward holding a meeting and asked airport engineer Dresel if he'd yet had the conversation with the Regional FAA representative regarding commercial through the fence operations.

Dresel confirmed that he'd talked to the Regional FAA representative and was advised that residential through the fence operations were, indeed, not going to be permitted by the FAA but that commercial through the fence operations would be allowed. The FAA official cited the Boeing Aviation situation in Seattle as a prime example of why the practice would be allowed to continue. The official in Chicago offered to contact the local FAA official and clarify the situation but Dresel noted that he'd prefer that we find a way to work it out locally.

There was consensus that the Kruse's should now be encouraged to pay their airport access fee and that the city will have to have a conversation with the local FAA representative and come to some agreement on how to deal with the situation given the clarified FAA position.

Concern was expressed that, if the city didn't delicately deal with the local representative, that the airport could win the battle but lose the larger war given the dependence of the city on Federal Grant Funds. The city would not want to create some hard feelings that would put that continued funding in jeopardy.

B. Airport Courtesy Car Update

Karnowski advised the there was a new airport courtesy car use system in place that should reduce the possibility of use by non-pilots. So far, the new system appears to be working.

C. CIP Discussion

Dresel said he'd met with Congressman Kravaak's staff and there doesn't appear to be any news on the status of ongoing entitlement funding. Still, he suggested that the board get their priorities in line and be ready to go should funds become available. He also noted that the city needs to deal with the In-Line Packaging building as soon as possible. We need to get the title work done and the parcel map.

Dresel asked which of the projects listed for 2011 the AAB felt were the most critical and should be undertaken this year. The agreement was to address the electrical issues including the PAPI's REILs and the Beacon.

DOTSETH MOVED TO ADOPT TO DESIGNATE REPAIRING THE PAPI's, REILs AND THE BEACON AS PRIORITIES FOR 2011 FUNDING. THE MOTION WAS SECONDED BY EDMONDS. THE MOTION PASSED UNANIMOUSLY.

NEW BUSINESS: none

E.A.A. REPORT: Sharon Sandberg and Alden Osvold noted that the club is working on their By-Laws. The February 5th at the Golden Wings Museum at the Anoka Airport was a success with about 50 people in attendance.

MANAGERS REPORT:

Fuel Sales – Karnowski noted that he would continue to email out the monthly sales figures when they were available and the board could discuss them at a subsequent meeting if they wished to do so.

MISCELLANEOUS: None

ADJOURNMENT:

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY EDMONDS. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:15 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair