

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON MAY 6, 2013, AT 5:30 P.M., AT THE AIRPORT A/D BUILDING**

CALL TO ORDER/PLEDGE OF ALLEGIANCE:

The Chair, Gene Stoeckel, called the meeting to order at 5:30 P.M. Other members present included Jeff Dotseth, Jim Ferlaak and Duane Kruse (Karnowski noted that Joe Glenn called and indicated he would be available by phone if the Board needed a quorum). Others present: Mayor Paul Whitcomb, City Council Member Thom Walker, Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, Richard Anderson, Sharon Sandberg and Barry Ramage. The Pledge of Allegiance was recited by all present.

AGENDA ADDITIONS/DELETIONS: Sharon Sandberg asked to update the Board on the Flight Expo event. Ferlaak asked to update the Board on the runway lighting repairs and the painting of a "compass" on the tie-down area asphalt. Barry Ramage asked to advise the Board about his proposal to build a new hangar. There were no objections to any of the items being added.

APPROVAL OF MINUTES

Stoeckel noted that there were some incomplete sentences that needed fixing. Karnowski indicated he'd clean those up.

KRUSE MOVED TO APPROVE THE MINUTES OF THE APRIL 1, 2013 MEETING WITH THE WORDSMITHING REVISIONS. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. Crosswind Update

The Board reviewed a Richard Anderson's final report on the alternative route for the proposed connection between 21st Avenue and 19th Avenue.

Anderson advised that he'd met with both of the County Boards as well as State Senator Brown, State Representative Erickson and U.S. Congressman Rick Nolan. Anderson said that there was no one he spoke to that had any negative comments on his proposal but the general comments related to finding the funding necessary to build the longer road. Anderson said that both Brown and Erickson were encouraging because the state was looking to support the construction of more frontage roads.

Anderson also said that he'd talked to the DNR about the wetlands impacts of his proposal and learned that there was an exception to the wetlands rules that allowed for the construction of roadways in a wetlands so long as the roadway's primary purpose was to serve fire and safety concerns (a criteria the connector street would definitely meet).

Anderson said that his conclusion was that the City should authorize a feasibility study on the alternative route and then immediately apply for the grants since no FAA approvals would be necessary for the alternative route. He added that the city should add a control structure allowing only the fire trucks and police cars to go through the airport until the new road was constructed.

Anderson noted that the City Council would be addressing the issue at their meeting this coming Thursday night (May 9th) and that he was on the agenda to present his findings.

Stoeckel noted the difference in wetlands to be impacted between the Anderson proposal and the original plan. He later commented that MnDOT's goal appears to be reducing the amount of access points onto major roads like TH169.

Dotseth questioned the funding sources and Anderson noted that EDA grant funding may be available as well as state grant funding because of the "frontage road" component.

Mayor Whitcomb commented that he'd discussed the Anderson proposal with the Mille Lacs County Board when they held their session at the old Depot recently and advised that the County doesn't believe the funding would be available through the state aid system.

Dotseth suggested that there be a meeting of all of the parties involved (City Council, Airport Board, County Boards, MnDOT, EDA, etc.).

Whitcomb commented that he didn't think such a meeting would be beneficial or provide information not already known.

B. Flight Expo Update

Sharon Sandberg advised that the Flight Expo event was getting bigger and will have a helicopter, fire truck(s) and race cars on display for folks to look at. In addition there's a group coming in that will be putting on a pancake breakfast as well. She also said the raffle tickets were selling well and there was lots of interest in the 5k event too.

She was seeking advice as the May 18th event includes skydivers as well and she wanted to know if a NOTAM needed to be issued. Dresel noted that, indeed, a NOTAM was required.

C. Lighting Update

Rick Hoffman was absent so Jim Ferlaak advised that MnDOT's John Schroeder had found the break in the field light wiring and was working on putting in a patch. The state will supply the materials and Princeton Electric will actually do the work with the city doing the trenching.

D. NOTAMs Authority Update

Karnowski advised that he's working on a policy for Council consideration regarding the issuance of NOTAMS. Ferlaak said that anyone with city authorization could call them in. Dresel said that was true but that the FAA wanted some protocol in place.

Kruse suggested being able to call 911 rather than find a city employee. Karnowski will check and see if that's an option.

NEW BUSINESS:

A. Painted Compass

Jim Ferlaak advised that he had a discussion with local representatives from the "Ninety-Nines" (the International Organization of Women Pilots) who indicated they would be willing to paint a "compass rose" on the airport's tie down area for the cost of lunch. The scheduled date for the event is June 28-30 with a rain date of August 9-11. John Schroeder said he'd get the paint and SEH will establish the "true north". Kruse said he'd



furnish the required 15 rolls of masking tape and the necessary paint rollers will be supplied as well. Kruse noted that the pilots group and the EAA may assist as well. Dresel noted that this is an “art” project and not a true compass calibration.

MOTION BY DOTSETH TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE PROJECT. SECONDED BY KRUSE. THE MOTION PASSED UNANIMOUSLY.

B. New Hangar Proposal

Barry Ramage approached the board and passed out photos regarding a large (\$200,000) hangar that he would like to construct just south of and adjacent to the tie-down area. It would abut the fuel facility and the main hangar door would face the tie-down area.

Dresel said that he had some concerns about the proximity of the hangar and the pad connecting the hangar to the tie-down area to the fuel facility. He indicated he would check with the Fire Marshall to see if there were any issues. If there were, that would likely kill the proposal as designed. Dresel also noted that there would be drainage issues as well as a need to do a survey of the area to assure the necessary setbacks from the runway and taxiway was met

A MOTION TO SUPPORT THE CONCEPT WAS MADE BY DOTSETH AND SECONDED BY KRUSE. THE MOTION PASSED UNANIMOUSLY.

E.A.A. REPORT:

Kruse said that the group meets on the 2nd Tuesday of the month. The meeting starts at 7 but there’s usually a BBQ for the participants at 6:30. At the last meeting they had a pilot who flew corsairs in WWII and Korea give a speech on his experience.

MANAGERS REPORT:

Fuel Sales – Karnowski advised that, because of the late date of the meeting, that the April Fuel Sales report was available and it was handed out.

MISCELLANEOUS:

Dresel noted that he was at the Wisconsin Airport Manager’s annual conference and learned that, when Congress voted to keep the control towers open after the sequestration cuts, that the money came from the same fund that the entitlement grant money comes from. He understands that move puts the entitlement grant dollars “in the crosshairs”. He thinks Federal Money will still be available but won’t be automatic and will be more of a competitive grant process like it was in the late 1990s.

Sharon Sandberg thanked the Airport Manager for sending out the corrected lease agreement.

ADJOURNMENT:

There being no further business:

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY FERLAAK. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:47 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair