

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON AUGUST 6, 2012, 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 5:32 P.M. Other members present included Jim Ferlaak, Jeff Dotseth and Duane Kruse (late). Members absent: Joe Glenn (in Canada...called), Others present: Dick Dobson (City Council), Engineer Joel Dresel, Larry Handshoe (Baldwin Township), Sharon Sandberg, Richard Anderson, Jim Finn, Rick Hoffman, City Administrator/Airport Mngr. Mark Karnowski and SEH Project Inspector Jim Groebner. The Pledge of Allegiance was recited.

AGENDA ADDITIONS/DELETIONS

Rick Hoffman requested time to give an update on the lighting system. Jason Erickson asked for time to talk about a flight simulator and Dresel requested time to update the Board on the CIP process. There were no objections and no other additions to the agenda.

APPROVAL OF MINUTES

DOTSETH MOVED TO APPROVE THE MINUTES OF THE JUNE 4, 2012 MEETING MINUTES AS PRESENTED (WHICH WAS TABLED FROM AUGUST 6th). THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

It was noted that the August 6th minutes had an error under "APPROVAL OF MINUTES" where it indicated "APRIL 2" rather than "JUNE 4".

DOTSETH MOVED TO APPROVE THE MINUTES OF THE AUGUST 6, 2012 MEETING MINUTES AS CORRECTED. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. REIL Lighting Update

Hoffman stated that MnDOT's Schroeder did some more work on the REILs and they're now working as they should. Schroeder will be returning soon to readjust the PAPI light system. He said the radio receiver is still an issue. Dresel indicated he's working on getting a state 50/50 (60/40?) grant to replace the radio.

B. CIP Project Update

Engineer Dresel handed out copies of the current Airport CIP and advised that the annual meeting with the FAA and MnDOT Aeronautics is scheduled for October 11th at 1 PM in the Terminal Building at the St. Cloud Airport. Dresel noted that the Board has to come up with a final list before that St. Cloud meeting. There should be time at the Board's October meeting.

He then introduced Jim Groebner who is the inspector for this year's FAA funded taxiway and tie down area re-construction project. Groebner advised that they were in their 6th day of the project and all was on target and that the first lift of asphalt will go on Thursday or Friday of this week. Once the first lift is down, then it can be used by the pilots. The second lift (wear course) will go in next week. He went on to say that the tie-downs will be installed later and will be much nicer than the old ones.

Richard Anderson asked if the hangar owners could tag along with the project and get some asphalt work done in front of their hangars. Dresel noted that the city could not be a go-between but that the hangar owners were free to contact the contractor and make any kind of a deal they could.

NEW BUSINESS:

A. Stormwater Filtration Ditch Proposal

Karnowski advised that there was no new information and, therefore, nothing new to report.

B. 2013 Budget

Karnowski reiterated his suggesting that the AAB compile a list of projects that will require special funding by either the City, the State or the FAA. He suggested that, at the October meeting, the Board can sort through the longer list and determine which ones should be funded by the city, which should be funded by a partial state grant and which one(s) should be funded by FAA grants. The group agreed that the Apron and Re-hab, Electrical upgrade and obstruction survey could be pulled from the list. Dresel noted that, if the Board wanted to pursue the Wildlife Assessment that they needed to know that we would then be obligated to follow through with the recommendations.

Hoffman noted that the taxiway by North Ambulance probably needs re-hab.

Ferlaak made a pitch for getting the center 20' done in the hangar area and that money should be set aside annually for asphalt upkeep.

C. Proposed Decommissioning of Princeton's NDB

Karnowski advised that, about a week ago, the city received a call from Eric R. Peltier, from MnDOT Aeronautics, advising that MnDOT is considering decommissioning Princeton's Non-Directional Beacon (NDB).

Karnowski advised, for the members of our board who were not familiar with the term, a NDB is one of the older methods of airplane pilots being able to locate an airport in the nighttime or in overcast weather conditions. A NDB is a radio transmitter that broadcasts an AM radio signal from a certain location (in this case, the Princeton Airport). Some planes outfitted with an Automatic Direction Finder (ADF) which is a radio receiver that you can set if you know the NDB frequency of any given airport. The ADF has a directional needle on it that will then point to the NDB transmitter and allow the pilot to find the airport. The nice thing about an NDB is that it does not require line of sight, although many NDBs are very low power.

Apparently the FAA and MnDOT aeronautics are in the process of decommissioning NDBs around the nation, including Minnesota. Mr. Peltier advised that they're in no hurry to pull the Princeton NDB and it appears that, if the users of our airport so request, that airport will go to the bottom of their list which may allow the NDB to continue functioning for years to come.

Karnowski advised that there are newer methods that pilots can use to help find the airport they're flying to including a VHF Omnidirectional Radio Range (VOR) and the more recent GPS.

The state will be sending the necessary documentation that all plane owners operating out of Princeton as well as frequent flyers from and to Princeton will need to fill out in order to delay decommissioning of the NDB if the board so requests.

The Board was supportive of delaying the decommissioning of the NDB and the local pilots group will help to distribute the paperwork when it arrives so we can get it filled out and returned in a timely fashion.

Jason Erickson said he still uses it when giving flight lessons. Sharon Sandberg advised that we should also contact other flight schools that routinely land at Princeton and also use the NDB to fill out a form as well.

D. Flight Simulator Proposal

Jason Erickson, the owner and operator of Ascend Aviation (a flight school) approached the Board and requested permission to put a flight simulator in the EAA's space in the A/D building. Erickson said he had a cowling from an airplane that he'd add to make the simulation as real as possible. Even though the simulator will take up about half the space the EAA has, the EAA is supportive of the plan.

The Board asked Karnowski if Council permission was necessary. Karnowski advised that the space has been given to the EAA and they control (within parameters) what the space can be used for. So, no, it shouldn't require Council action.

DOTSETH MOVED TO ENDORSE ERICKSON'S PLAN TO PUT A FLIGHT SIMULATOR IN THE EAA SPACE. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

E.A.A. REPORT

Kruse reported that the group will be having a Christmas party this winter in Kevin Cunninghams's hangar. They're also doing a fly-out at Gull Lake on September 15th.

MISCELLANEOUS

A. In-Line Packaging:

Chairman Stoeckel asked how the In-Line Packaging land issue was going.

Karnowski advised that the city had completed the necessary appraisal and that all appeared to be going smoothly. It is hoped that the issue will be solved by the end of the year.

B. Kruse Hangar

Sharon Sandberg gave Karnowski a check for the airport access fees bringing them up to date. Kruse requested that, now that the fee had been paid, that the city provide the Airport Access Agreement. Karnowski said he'd get that done.

ADJOURNMENT:

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY KRUSE. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:28 P.M.

Respectfully Submitted,

Mark Karnowski
City Administrator/Airport Mngr.

ATTEST:

Gene Stoeckel, Chair