

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON SEPTEMBER 6, 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 5:45 P.M. Other members present included Joe Glenn, Duane Kruse, Jeff Dotseth and Jack Edmonds. Others present: Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, City Council Liaison Dick Dobson, Larry Handshoe (Baldwin Township), Rick Hoffman, Richard Anderson and Sharon Sandberg.

AGENDA ADDITIONS/DELETIONS: Richard Anderson asked if the goose situation could be discussed. There was no objection.

APPROVAL OF MINUTES

GLENN MOVED TO ADOPT THE MINUTES OF THE JUNE 6, 2011 MEETING AS PRESENTED. THE MOTION WAS SECONDED BY DOTSETH. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. FAA Project Funding Update - Dresel noted that Princeton, like a lot of other airports – were a victim of the FAA’s change in position regarding the availability of entitlement project funding in that the FAA kept saying that there were no funds available (so no paperwork for projects was prepared). Then, after their brief shutdown, the FAA advised that airports “had a week” to submit projects for consideration. That timeframe didn’t allow for any engineering or bidding, so no projects could be submitted by Princeton. Dresel suggested a change of tactics in that the city may want to complete all the paperwork for the top CIP projects and have them “shovel ready” to go for bid. The board agreed with that tactic.

B. Power Parachute Issue Update - Dresel advised that his research on the topic did not result in any helpful options. He presented documentation suggesting that power parachutists had the unrestricted right to use the airport space. He did suggest that other airports “bluff” the owners of power parachutes and advise that the airport’s policy is that no aircraft can fly around the airport unless they have both a radio and lights. He said that such rules are unenforceable, but it’s worth a try. Another tactic would be to invite the power parachute owner(s) to an AAB meeting to discuss our concerns. Another approach would be to designate a specific area of the airport for flying the power parachutes.

Karnowski suggested that, if the FAA accepted the a land swap converting city property at the southwest corner of the airport into airport property in exchange for the “In-Line Packaging” property, that the new area could be designated as a power parachute area that would pretty much be out of the way of the other airplane operations.

C. Through The Fence Update – Dresel advised that there was nothing new to report.

NEW BUSINESS:

A. Capital Improvement Plan Review – It was noted that the most current CIP on MnDOT’s website had already deleted the projects scheduled for 2011, even though none of them had been either funded or completed. The new CIP needs to be submitted to the FAA by September 30th.

Dresel suggested that the priority projects for the revised CIP should include as 2012 projects: the upgrade of the lighting/electrical system, repair of the tie-down area and taxiways and the hangar area drainage for lots 1 & 2. The board, in response to the Canada Geese situation, thought that a wildlife assessment should be included for 2012 too.

DOTSETH MOVED TO INCLUDE A WILD LIFE ASSESSMENT AS A 2012 PROJECT. THE MOTION WAS SECONDED BY KRUSE. THE MOTION PASSED UNANIMOUSLY.

Dresel will prepare the revised CIP and email out to the membership for comment. Karnowski advised that he will put it on City Council agenda for their September 22nd meeting. As a side-bar, Dresel suggested that we get a waiver on the wetlands to the west of the new hangar near the T-Hangars. All agreed it was accidentally created when the airport was constructed and should be able to be filled.

B. Goose Problem – It was agreed that the Canada Geese hanging around the airport was a safety concern. Dresel advised that, without a recent Wildlife Assessment, that it may be difficult to correct the situation.

Karnowski was directed to contact the DNR to see what measures could be taken with doing a Wildlife Assessment first. He's also to contact Rush City to see how they handled the problem.

E.A.A. REPORT: Duane Kruse reported that the E.A.A. had some folks at the Oshkosh Air Show. Otherwise, they've been having their regular monthly meetings.

MANAGERS REPORT:

Fuel Sales – The fuel sales report will be emailed out when they are available.

MISCELLANEOUS:

A. A/D Building Signage – Dotseth suggested that the city prepare and post a sign on the A/D bulletin board that has an email address for visiting pilots that have suggestions or comments. Mark will prepare such a sign.

It was also suggested that the city allow the person giving flight instruction lessons to post a sign on the A/D building door. There were no objections. Kruse said he sees the guy on occasion and will mention it to him.

B. General Maintenance Issues – Kruse commented that the wind sock that was damaged in one of the recent wind storms had not been repaired in what he felt was a reasonable time. He noted that some of the hangar owners ended up temporarily re-installing it until the repair parts came in. Karnowski advised that the city was advised that lots of airport wind socks had been damaged and the replacement parts were on back order...which took longer than expected. Further, he noted that he understood that all airplanes have radios and can access the PNM weather station which gives both wind direction and strength. So the wind sock was not deemed critical with all the other issues the city was having to address because of the bizarre weather the city has experienced this summer. Further, the public works crew is short 2 employees and all the summer help is back at school, so prioritizing tasks to be accomplished might mean that issues like the downed wind sock may not get repaired as soon as some of the hangar owners would like.

Rick Hoffman took that as a cue and suggested that it may be a good idea for the users of the airport to form a volunteer group to assist with various airport improvement projects.

Richard Anderson rightly noted that the Airport Manager (Karnowski) does not visit the airport on a regular basis and is, primarily, responsible for the administrative airport work. He suggested we have an "on-site" manager.

Dresel agreed that having someone who took an "ownership interest" in the airport might be helpful.

Hoffman suggested that the volunteer group might best be an off-shoot of the EAA. Kruse commented that the group didn't want to venture into activities of that sort.

Sharon Sandberg suggested that Flight Expo, Inc. exists at the Princeton Airport and might be a good vehicle for that type of activity.

The only thing agreed to was putting "Airport Maintenance" on the October meeting agenda.

ADJOURNMENT:

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY KRUSE. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:38 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair