

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON OCTOBER 1, 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 5:33 P.M. Other members present included Jim Ferlaak, Jeff Dotseth, Joe Glenn (late) and Duane Kruse. Others present: Dick Dobson (City Council), Engineer Joel Dresel, Larry Handshoe (Baldwin Township), Sherburn Co. Commissioner Rachel Leonard, Sharon Sandberg, Richard Anderson, Jim Finn, Barry Ramage, Jeff Ranny, Kevin Coulin, Rick Hoffman and City Administrator/Airport Mngr. Mark Karnowski. The Pledge of Allegiance was recited.

AGENDA ADDITIONS/DELETIONS: None.

APPROVAL OF MINUTES

DOTSETH MOVED TO APPROVE THE MINUTES OF THE SEPTEMBER 4, 2012 MEETING MINUTES AS PRESENTED. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. Crosswind Runway

Engineer Dresel reviewed with the board a memo handed out at their August meeting and prepared by Engineer Kaci Nowicki advising that a more thorough study of the wind history at the airport reveals that construction of a crosswind runway will probably not qualify for FAA funding because it would not meet the FAA's "required additional operations" criteria.

Dotseth noted that the cost of the crosswind will not get any less expensive.

Glenn inquired if the city already has the required land for both the runway and the approach areas. Dresel noted that the city still needs to acquire clear zone easements and/or areas.

Dotseth asked if the proposed alignment was okay and Dresel said it was.

Dotseth noted that he wants both the crosswind and a longer runway.

Dresel advised that the Mora airport has a grass strip crosswind and has had some issues funding the project.

Hoffman asked how far back the "operations" study goes. Dresel said he didn't know but Kaci would know.

Dotseth asked if the city could self fund the crosswind construction. Dresel said that was doable, but that the \$2.8 million price tag may be too much for the city to afford.

Anderson asserted that the actual cost would only be half the estimate if the city returned the alignment of the crosswind to its original alignment at the time the airport was constructed. He added that, at that time, all the needed land and easements were in place. He agreed with Dotseth that the viability of the crosswind runway has to be preserved.

Karnowski said he'd have staff look in the old files to see if a copy of the original airport layout was available. Dresel will check with the FAA and/or MnDOT to see if they have a copy.

DOTSETH MOVED TO REQUEST THAT THE CITY COUNCIL PRESERVE THE ORIGINAL LOCATION OF THE CROSSWIND RUNWAY AND RETAIN AND MODIFY IT AS NECESSARY AS A PRIORITY. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY.

B. CIP Project Update

Engineer Dresel noted that the pavement, tie down area and taxiway rehab was done.

Ferlaak complemented SEH on keeping the airport open as much as possible through the project.

Dresel also reviewed the CIP process the FAA and MnDOT uses. The group agreed that a 2 PM meeting time on Thursday, October 11th would work best. Karnowski will contact the FAA and attempt to reserve that time.

The group appeared to agree that, for 2013, repair of the hangar area taxiway should be a priority along with construction of a taxiway area in the new hangar area to the south of the A/D Building.

There was consensus to delay as long as possible the wildlife assessment project (for 2020?).

Dresel noted that he's been advised that the state will supply a 60% grant for a new radio to control the REILS and PAPIs.

C. Budget Discussion

The Board discussed other items they feel should be included in the City's CIP. They include an annual amount for asphalt maintenance and crack sealing (some to be done every years with the entire area done every 5-7 years). They also suggested that the city allocate \$400 over 2 years for beacon maintenance)

D. Decommissioning of Princeton's NDB

Various committee members provided signed NDB petitions for Karnowski to be forward to the state.

NEW BUSINESS:

A. North Memorial Issues

Richard Anderson advised the Board that he'd like the city to take away North Air Ambulance's ability to have their own "Jet A" fueling facility and use it to raise funds for the airport. He also expressed concern about the 18 wheeler that drives down the airport taxiway to re-fill North's fuel facility. Anderson asserted that the taxiway is not built to carry that amount of weight.

Karnowski said he'd check on the semi's use of the runway.

B. Kruse Taxiway

Duane Kruse noted that there is grass growing out of the cracks on the taxiway that services his hangar and asked that the maintenance crew take care of it.

E.A.A. REPORT

Kruse reported that the group had a fly out on September 15th to Cragun's Resort. They're planning on going to Superior or Voyager in the future.

MISCELLANEOUS

A. Hangar Lots:

It was suggested that the city post a sign on the A/D Building bulletin board that that there are hangar lots available for lease from the city.

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.

ADJOURNMENT:

DOTSETH MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:55 P.M.

Respectfully Submitted,

Mark Karnowski
City Administrator/Airport Mngr.

ATTEST:

Gene Stoeckel, Chair