

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON OCTOBER 3, 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 5:35 P.M. Other members present included Joe Glenn, and Jack Edmonds. Members absent: Jeff Dotseth (called) and Duane Kruse. Also in attendance were Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, City Council Liaison Dick Dobson, Larry Handshoe (Baldwin Township), Bob Gerold (City Public Works Director), Jim Ferlaak, Rick Hoffman, and Sharon Sandberg.

AGENDA ADDITIONS/DELETIONS: Both Jim Ferlaak and Rick Hoffman asked to address the Commission on various issues. Their concerns were added under "Miscellaneous" but discussed under "Airport Maintenance" .

GLENN MOVED TO APPROVE THE AGENDA AS AMENDED. THE MOTION WAS SECONDED BY EDMONDS. THE MOTION PASSED UNANIMOUSLY.

APPROVAL OF MINUTES

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

OLD BUSINESS:

A. Goose Issues – The Board reviewed a staff memo advising that a MnDOT staff member suggested that the city allow the grass to grow during the migration periods which would dissuade the geese from staying. There was also information from Rush City that they'd applied for a Migratory Bird Depredation Permit which then allowed them to have the Sheriff's Department Deputies come in and shoot them. That process requires submittal of a couple of reports (one annual), but that it appeared to help. If the Board wants to pursue that option, the contact person at the US Fish and Wildlife Service is Pet Sahr (218-327-3350).

Jim Ferlaak pointed out that a goose problem is nothing new in either Princeton or other airports. He noted they have the same problem in New York, Boston and all along the eastern seaboard and that the major airports spend big bucks on eradication programs and it still doesn't make a real difference. He reminded the Board of the Chesley Sullenberger incident in New York that was caused by birds. He suggested that we not waste our money but just do NOTAMs on the few days of the year when there are birds in the area.

There was no further discussion or action taken other than to leave the wildlife assessment in the new CIP.

B. Capital Improvement Plan - Dresel handed out a cleaner version of the proposed CIP which listed Apron and Taxiway rehab; hangar area drainage system; electrical upgrades and wildlife assessment as 2012 projects. The 2013 projects were Phase I of the X-wind runway EA; perimeter Deer Fencing; Hangar area Taxilane Rehab and converting an existing hangar into a SRE building. He noted that anything past two years out was subject to change.

Edmonds commented that Federal Funding is often "incident driven" and that getting funding for a X-wind runway probably won't float to the top of the "to do" list if there are no incidents indicating a need.

Glenn said that he supports the X-wind but would prefer a priority being placed on extending the main runway to 5,000 feet.

Dresel noted that the FAA funding regulations are such that getting FAA funding for the X-wind probably won't be available. He went on to say that the CIP is a "wish list" and that if a project is

not on the list, it definitely won't be funding but if a project is on the list then it may be funded – but it's not a guarantee. He said the next step is to wait and see if any federal entitlement funds will be made available. As noted at last month's meeting, he suggested that we do the engineering and bidding in advance so we can be shovel ready when funds become available.

Both Ferlaak and Hoffman noted that construction of a X-wind runway will not add to the economic value of the airport.

Dresel suggested that the Board leave the X-wind runway projects on the CIP until a new City Comprehensive Plan and/or ALP are formulated.

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

D. Power Parachute Issue – Jim Ferlaak noted that the Brainerd airport prohibits them from operating at their airport (they've had one death as a result of their use) and the city is drafting an ordinance to prohibit them.

Dresel again pointed out that it is his impression that prohibiting them outright may be pre-empted by the FAA. Ferlaak said he'd do some research on it and bring it back.

NEW BUSINESS:

A. Airport Maintenance - Karnowski noted that, since the issue was brought up at the September meeting, he invited the city's Public Works Director – Bob Gerold – to the meeting to discuss any issues the Board has with airport maintenance.

Rick Hoffmann passed out a list of items he felt should be reviewed.

Flag Pole: Hoffman noted there was none at the airport and there should be one. Council Liaison Dobson recommended that the VFW and American Legion be contacted and that gambling funds be requested for construction of a flagpole.

Beacon Pole: Hoffman noted that the beacon pole needed painting.

Stain the A/D Building Deck: It was on Hofmman's list but had already been done by the Public Works crew.

Picnic Table and Grill for Viewing Area: Hoffman also noted that it would be nice if a picnic table and grill was set up so folks could come out to the airport and watch the planes take off and land. Dobson said there may be gambling funds available for that project as well

Outside Light for ramp not working: It was noted that it also had already been completed.

Printer Paper: Apparently to be supplied and maintained by MnDOT – Mark will check.

Gravel and rocks from dirt road end up on tar area affecting props at the t-hangars: (It was noted that the T-hangar owners/renters could purchase and spread calcium chloride to address that concern if they chose.)

Other issues brought up but not extensively discussed included:

Keep area mowed around weather building:

Faucet and toilet seat need replacement in both bathrooms:

Bathroom walls need cleaning:

Yard Light may be cheaper to run than spotlights on A/D building:
Paint the yellow posts around the fuel facility:
Straighten the memorial stone by the flowers:

At the end of the discussion, Ferlaak volunteered to go out with the snow removal crew and point out potential trouble spots.

There was additional conversation regarding starting up a “Friends of the Airport” group composed of hangar owners and others who use the airport. Apparently the Airline Pilot’s Association’s (ALPA) Matt Quinn may be available to discuss forming a non-profit group at Princeton. The discussion was that such a group might be formed by next April.

E.A.A. REPORT: There was no one in attendance to update the members on the club’s activities.

MANAGERS REPORT:

Fuel Sales – It was noted that the fuel sales report will be emailed out when they are available.

MISCELLANEOUS: None

ADJOURNMENT:

EDMONDS MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 7:14 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair