

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD
HELD ON DECEMBER 5, 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 5:30 P.M. Other members present included, Jeff Dotseth, Joe Glenn and Jack Edmonds. Members absent: Duane Kruse. Other officials in attendance: Airport Engineer Joel Dresel and City Administrator/Airport Manager Mark Karnowski. Absent: City Council Liaison Dick Dobson (excused) and Commissioner Rachel Leonard; Public Members in attendance: Jim Ferlaak, Richard Anderson, Barry Ramase, Bill Dean, Alden Osvold, Doug Marshall and Rick Hoffman.

AGENDA ADDITIONS/DELETIONS: Dresel requested that discussion about the CIP be added, Rick Hoffman had also earlier requested that an update on a new "Princeton Pilot's Association" be added. There was no objection.

APPROVAL OF MINUTES:

EDMONDS MOVED TO ADOPT THE MINUTES OF THE NOVEMBER 7, 2011 MEETING AS CORRECTED. THE MOTION WAS SECONDED BY DOTSETH. THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS:

A. Through the fence issue – Dresel noted that there was nothing new to report.

B. Capital Improvement Plan - Dresel handed out the most recent version of the airport CIP that he printed off the MnDOT web site and advised that, according to MnDOT and the FAA that list is "locked in" and airports will not be able to modify it until next year. He said that the projects listed for 2012 should be considered the real priorities, the projects listed for 2013 should be identified as "maybes" and those listed for 2014 and beyond are a "wish list". He explained that the U.S. Congress is still disorganized as to funding but that the city will be better prepared and have projects ready to go should funding be made available.

The Board discussed some of the items on the list and Dresel passed around a copy of the Wildlife Assessment study recently completed for the Rush City Airport. Karnowski noted that most of the issues listed for Rush City could easily apply to Princeton as well and, perhaps, we should just make a copy of their report's recommendations and start pursuing those for our airport. Obviously, the FAA nor MnDOT would buy into that solution. Dresel noted that, eventually, all airports will be required to do a Wildlife Assessment.

There was also a brief discussion about SEH working toward getting the paperwork done for some of the proposed CIP projects. There was an unanswered question about whether the land in the established hangar area had ever previously been disturbed and if the older hangars were constructed before 1991. Those present at the meeting confirmed that the entire area was graded when the airport was first constructed and that the oldest hangars were erected all erected before 1991. It was noted that the construction of the A/D building was completed in the spring of 1999.

Dresel also noted that, on the back of the CIP, there were inspection remarks indicating that there were some trees on the south end of the airport that need to be trimmed or removed before any grant funding will be made available.

NEW BUSINESS:

A. Animal Grazing Proposal - Doug Marshall, owner of the land just north of the air

port, approached the Airport Board with a proposal to do some controlled grazing on the airport property...particularly on the land just west and south of Aero Business park. He noted that he's working with the Veterans Administration and the University of River Falls on sustainable development and believes that grazing cattle, sheep and goats on the land may provide him with a project that the vets could help with. He said that the vets would erect the temporary fencing and the animals would be closely monitored the entire time they were on the airport property. He indicated that the entire project would be done at no cost to the city.

Jim Ferlaak commented that Mr. Marshall's cattle have, historically, created issues at the airport when they've broken through the fence and created a hazard on the runway and taxiway. It's his opinion that such a program would be a safety hazard.

In response, Marshall noted that – whenever animals were present, there would be someone on site to make sure that they did not get out of the fenced area.

Richard Anderson commented that the area in question should be controlled either by raising crops or by grazing animals.

Ferlaak noted that, in his opinion, the good problem was the worst ever this year with Sylva Corporation filling in areas where the geese used to hang out. He suggested that those geese have now relocated to the airport.

Rick Hoffman said he agreed with Anderson that the land in question should be used but objected to having animals anywhere near the runway.

Bill Dean noted that if the city allowed animals on the field that they could become a hazard and that the owner of the animal(s) can be held responsible should there be an accident. He volunteered to cut and bale the grass in the designated area at no cost. He said the city could then actually sell the bales and make some money.

Hoffman said, in his opinion, the safety risk needs to be addressed. It was also noted that, if the land were disked a couple of times a year it would keep the grass height down. The conversation went on to suggest that, perhaps, keeping the grass height down might further attract geese.

The consensus of the Board was that the grazing proposal was not one that the Board was willing to recommend that the City Council approve.

B. Princeton Pilots Association - Rick Hoffman advised the Board that he recently organized a group of pilots who use the Princeton Airport. Their goals are to enhance the appearance of the airport, meet and make recommendations to the Board about projects they feel should be undertaken. Hoffman said they had 24 people at their initial meeting. The group already spent a recent Saturday cleaning the A/D Building.

Edmonds noted that the group's formation tied in nicely with the recommendation at last month's meeting where it was suggested that a group of owners "take ownership" in the airport and work toward organizing improvements.

Hoffman noted that he recently had several productive meetings with Princeton Public Works Director Bob Gerold.

Richard Anderson interjected and insisted that the airport needed an airport manager who was a pilot and understood some of the issues that the users of the airport complain about. He noted that the lenses on the airport beacon were installed upside down and that the light now doesn't allow pilots to find the airport at night. (note: Hoffman later checked and found that the lenses do not have a top and bottom but that the lenses can be adjusted to raise the beam to a higher altitude).

Edmonds suggested that, perhaps, it would make sense to have a designated representative from the new Pilot's Association serve as the "go-to guy" for the airport.

Dresel noted that there are other airports he's familiar with that have a volunteer, non-city person, serving in just such a capacity.

Hoffman noted that the group was just organizing and that, at this point, that option wasn't feasible at this time.

Stoeckel advised that "airport manager" should be a discussion topic at the group's January meeting.

E.A.A. REPORT: No one was present to update the Board – no report.

MANAGERS REPORT:

Fuel Sales – It was noted that the fuel sales report was already emailed out and that the November sales, again, were the best for any month in the last several years..

MISCELLANEOUS: None

ADJOURNMENT:

EDMONDS MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 6:53 PM.

Respectfully Submitted,

Mark Karnowski,
City Admin/Airport Mgr.

ATTEST:

Gene Stoeckel, Chair