
MEMORANDUM



TO: Airport Advisory Board
FROM: M McPherson, City Administrator
SUBJECT: **Manager's Report**
DATE: April 2, 2021

19th/21st Avenue Connection

Staff has held several meetings with the FAA and MNDOT regarding the release of parcels from airport property in order to facilitate the construction of the road connection. See the attached map as reference to the parcels in questions. Parcels 10 and 11 have neither FAA or MNDOT monies attached to them, to the release of some or all of the parcels will not be an issue. However, since Parcel 18 **does** have both FAA and MNDOT monies tied to its acquisition, it will require FAA scrutiny prior to a decision on the release. The FAA assured us that the release will likely happen, but it will take most of the summer and into fall before a decision is made. Part of the scrutiny includes "environmental review" which staff is not clear on what that entails. The FAA will be developing a list of data and tasks for the city to complete; this list should be sent in the next two weeks. Working through this process will aid staff in knowing what will need to be done if the City decides to divest itself of the Flight Service Station in the future and it is also encumbered by FAA and MNDOT acquisition monies.

As a result of this need for environmental review and FAA scrutiny, the design of the road will continue in 2020, but bidding and construction will not occur until 2021. Staff has obtained DEED approval of the revised schedule so the grant funds are not in jeopardy.

Taxiway Reconstruction

The taxiway reconstruction will be rebid in 2020; MNDOT will cover 75% of the costs to rebid the project, leaving 25% to be covered by the City.

Funds for airports were included in the President Biden's American Rescue Plan Act. As a result, the FAA will cover 100 percent of the reconstruction costs; there still will be some local costs, but the local match dropped from \$125,262.00 to \$49,234.00.

Jet A Fuel and Island

Per the March 1, 2021 meeting minutes, I requested information regarding this topic. Here is his response from Jake Braunagel:

1. Fuel System Upgrade – Jet A
 - a. We have produced layout options for a Jet A Fuel System at the airport, but cost has always been an issue so it never proceeded past those layouts.
 - b. Locating the Jet A Fuel system at the same location as the current 100 LL fuel system is not recommended. This hinders development of new hangars to the south on the new taxilane due to 50' radius required around fuel dispenser per state fire code while also congests the apron due to its location. Ultimately, a new location for both 100 LL and Future Jet A should be completed in an Apron Layout Study.

- c. Without knowing more about the demand, I couldn't recommend to install or not to install. What I can say is that a federal project for Jet A Fuel System would likely cost around \$300,000 to design and construct (without considering relocation of 100 LL). So that would require 2 full years of FAA AIP entitlement funds. In addition, the FAA requires that all airside pavement needs are met and will not require funding beyond entitlements for 2 years after construction of fuel system. It does appear that the recent runway project and upcoming taxiway project will have all the pavements in good shape according to the Pavement Condition Index site provided by MnDOT (http://airview.mn.i2bglobal.com/Default_details.aspx - Need to select Princeton on left hand side to view). Princeton could pursue state funding on the project at 75% State/25% Local, which could reduce some costs by not having it run through all of the federal contract requirements/provisions, but we would have to look into that a bit more to determine an estimated cost if the project were to be state funded.

For my own education, I would appreciate a discussion on the background relating to this issue and what is prompting the request given, as I understand it, the airport cannot receive aircraft that would use this type of fuel.