

**MINUTES OF THE JOINT STUDY SESSION OF THE PRINCETON CITY COUNCIL AND AIRPORT
ADVISORY BOARD
HELD ON JANUARY 5, 2023, 4:30 P.M.**

1. Call To Order / Roll Call

Vice Mayor Jenny Gerold called the meeting to order. Council members present were Jeff Reynolds and Vicki Hallin. Staff present, Administrator Michele McPherson, Community Developer – Planner Stacy Marquardt, Clerk Shawna Jenkins, Public Works Director Bob Gerold, Police Chief Todd Frederick, and Fire Chief Ron Lawrence. Absent was Mayor Thom Walker, Wastewater Plant Manager Chris Klinghagen, Liquor Store Manager Dylan Donner and Attorney Damien Toven.

Airport Board Members present were Jack Edmonds and Gene Stoeckel. John Sautter participated via Teams. Absent was Troy Minske and Jason Erickson.

2. Pledge of Allegiance

3. Targeted Airport Layout Plan Update and Automated Weather Observation System Relocation Alternatives.

Andrew Zielike, Kent Penney and John Glesne from KLJ Engineering presented information regarding the targeted Airport Layout Plan (ALP) update and the Automated Weather Observation System (AWOS) relocation alternatives.

The agenda for the joint Study Session was:

- Introductions
- Project Elements
- AWOS Siting Issues
- Agency Guidance and Funding
- Alternatives
- What’s Next

The Council was provided information on the five AWOS site alternatives.

Staff has a meeting scheduled January 11, 2023 to discuss the alternatives with the FAA and MNDOT Aeronautics and receive input regarding a desired course of action. After that discussion, staff will present a recommendation to the Airport Advisory Board which will then be presented to the City Council.

The current AWOS is at the end of its useful life, and its current location and the ALP planned location both fall outside of the new FAA siting criteria.

AWOS Siting calls for objects within 500 feet must be 15 feet below the wind sensor. At 1000 feet, objects must be 10 feet below the wind sensor. It must be within 500 – 1000 feet from the runway centerline. Sheltering obstructions, wetlands and avoidance areas must be considered as well.

Alternative 1 will affect future possible hanger development, and alternatives 2, 3 and 4 will require tree mitigation and easement acquisition.

J Gerold asked if the FAA requires us to have an AWOS. Penney responded that it is not required but it is used often, and not having one would really affect the current medical operations that use the Airport.

The site currently on the ALP is the most open area, but MNDOT and FAA may not approve or support that site as it is outside the current siting requirements. MNDOT will pay for the equipment and

the FAA will pay for 75% of the site work, so the net cost of the city will be much less if the site is approved and supported by both.

Hallin asked what an avoidance area is. Penney replied that there is a cultural study done. Archeologists review and walk a site to look for things that they feel would need more research.

If they were to approve Alternative Site 1 on the west side, there will need to be some work done to get utilities and an access road to the site in order to provide hanger development space.

Zielike added that North Memorial really relies on the AWOS.

McPherson asked if condemnation was an option if the FAA pushes for alternatives 2, 3, or 4. Penney said it can be much more expensive if that is that route that needs to be taken. McPherson stated the spreadsheet estimates are shown as friendly acquisitions, and should include what the estimate could be if condemnation was required. She suggested the spreadsheet show the costs responsible by the city, and the FAA share.

McPherson will have more information after the meeting with the FAA on January 11th.

HALLIN MOVED TO ADJOURN THE MEETING AT 6:13 PM. REYNOLDS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY

Respectfully Submitted,

ATTEST:

Shawna Jenkins Tadych
City Clerk

Thom Walker,
Mayor