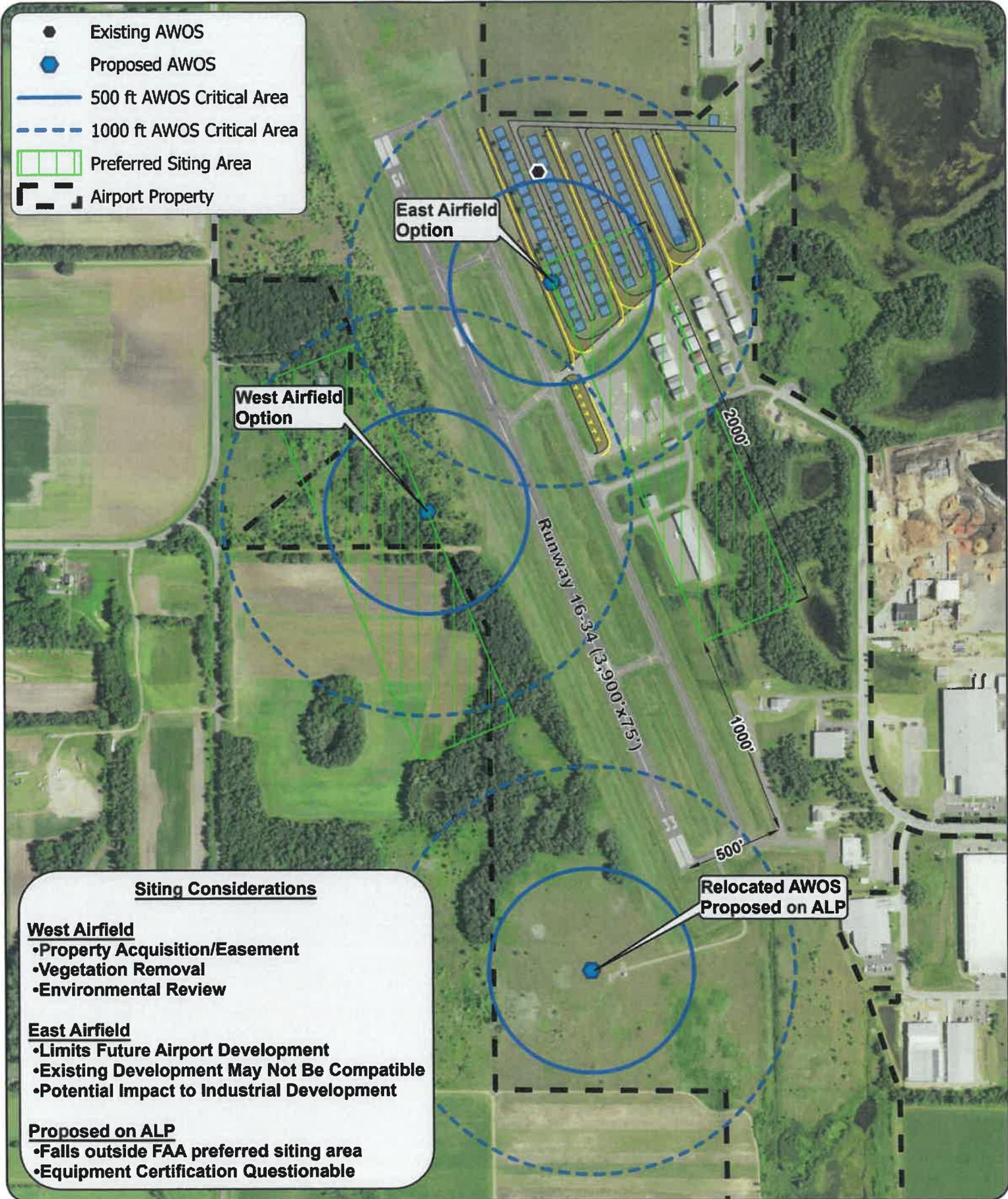


*Intended for Planning Purposes Only



**Princeton Municipal Airport
Existing AWOS**



- Existing AWOS
- ◆ Proposed AWOS
- 500 ft AWOS Critical Area
- - - 1000 ft AWOS Critical Area
- ▭ Preferred Siting Area
- - - Airport Property

East Airfield Option

West Airfield Option

Relocated AWOS Proposed on ALP

Runway 16-34 (3,900' x 75')

2000'

1000'

500'

Siting Considerations

West Airfield

- Property Acquisition/Easement
- Vegetation Removal
- Environmental Review

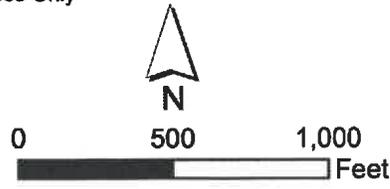
East Airfield

- Limits Future Airport Development
- Existing Development May Not Be Compatible
- Potential Impact to Industrial Development

Proposed on ALP

- Falls outside FAA preferred siting area
- Equipment Certification Questionable

*Intended for Planning Purposes Only



Princeton Municipal Airport
AWOS Siting



370 Wabasha Street, Suite 300
Saint Paul, MN 55102-1323
651 222 2176
KLJENG.COM

Memorandum

Date: 6/3/2021
To: Michele McPherson
Copy to: File
From: Andrew Zielike
RE: Preliminary AWOS Siting – ALP Proposed Location

Ms. McPherson,

I have reached out to Mike Hartell from MnDOT regarding the proposed AWOS location on the ALP. Their concern rests with the ability to certify the new equipment that is not within the FAA siting area as they have had difficulty certifying other AWOS systems sited outside this area in recent years. MnDOT will only participate in an AWOS relocation that would be certified. The sense I got from the conversation was that MnDOT is resolute on their position and being a key player in the process, this would be a challenging path with no guarantee of a desirable outcome. Below are some highlights from the conversation:

- In MnDOT's experience, the FAA has been steadfast in requiring AWOS systems be sited within 1,000-3,000 feet from the runway end that has lowest visibility.
 - MnDOT has tried to relocate other AWOS systems outside of this area and have faced issues trying to certify them.
- Mike stressed the importance of having the AWOS siting meet those standards as it provides pilots the best information as to what they will experience where they will touch down.
- Mike said the airport should determine a location that meets siting standards or as close to standards as possible and then approach them to work through the process.
- MnDOT currently owns the system. I asked if they could check whether the system would need to be replaced or just relocated. I will update you when I have more information.

In follow-up internal discussions with Steve Obenauer (former FAA ADO Manager), we noted that MnDOT is really pointing to the FAA team responsible for certifying weather equipment as the final say. With that in mind, I believe a written response or answer from this team on the certification of a relocated AWOS as depicted in the ALP would provide more value than from MnDOT. However, for a fruitful conversation and an efficient response we should be further along in the process with a specific location, detailed vetting as to why no other option is feasible within the siting criteria, and updated obstacle data. In Steve's experience, these conversations can spin in circles, with a considerable amount of effort, and no resolution when you are working with hypotheticals and lack specifics.

After review, we would not recommend pursuing the AWOS relocation as depicted in the ALP. The siting criteria is designed to help ensure weather information provided to pilots accurately represents what is experienced near the touchdown area on the runway, and this is likely what MnDOT and the FAA will be focused on achieving. Additionally, pushing forward with this location will likely be a substantial amount of effort, met with resistance and no guarantee of certification.