

AIRPORT COMMISSION MEETING
February 26, 2019

A regular meeting of the City of Jackson Airport Commission was held in the Jackson Municipal Airport A/D building at 5 P.M. on February 26, 2019 with the following persons present: Airport Commission members Chairman Chris Handevidt, Tom Stoner, Jeffrey Gay and FBO Paul Sanders, City Administrator Matt Skaret, Eric Hanson of HDR Engineering and Recording Secretary Dave Maschoff. (Airport Commission members Richard Hample, Paul Clymer and Kerry Ella were absent.) (A quorum of the Airport Commission was present.)

CALL THE MEETING TO ORDER

Commission Chairman Chris Handevidt called the February 26, 2019 regular meeting of the City of Jackson Airport Commission to order.

APPROVAL OF THE MINUTES FROM THE OCTOBER 30, 2018 AIRPORT COMMISSION MEETING

Handevidt asked if there were any corrections, additions or subtractions to the minutes of the October 30, 2018 Airport Commission meeting. Hearing none, Handevidt asked for a motion to approve the minutes.

STONER/GAY moved and it was unanimously carried to approve the minutes of the October 30, 2018 Airport Commission meeting as mailed.

RUNWAY PROJECT UPDATE – ERIC HANSON WITH HDR

Eric Hanson explained on December 7, 2018, he, City Administrator Matt Skaret, FBO Paul Sanders and Airport Commission member Kerry Ella met with FAA officials in Minneapolis to talk about the Jackson Airport's runway project and to get it moving forward.

Hanson said the FAA wanted some additional information. He reported the FAA has gotten on board with the project.

Hanson said the biggest problem is that MnDOT doesn't like the displaced thresholds and declared distances. He said MnDOT inspector Rick Braunig is threatening to not issue a license for the airport if the airport has displaced thresholds and declared distances. However, Hanson said that's exactly what the FAA told the Jackson airport to do.

Hanson said Braunig wanted the Airport Commission to look at obstructions for the physical runway and not just the thresholds because that's the only usable part.

Using a map of the airport's proposed new parallel runway, Hanson showed the Airport Commission members the displaced thresholds. He noted a road cannot go through a runway protection zone.

Skaret asked for an explanation of what a displaced threshold is.

Hanson pointed out on the map the displaced threshold would be the extra 500 feet of runway pavement that will not be utilized by pilots if they are landing or taking off. He said the displaced threshold will be marked and lighted and not to be used.

Although there is 500 feet of displaced threshold, Hanson said there is still 3,600 feet of useable runway in both directions just like the airport has now using the displaced thresholds and declared distances. He said the total pavement that would have to be constructed in order to get the 3,600 of useable pavement is approximately 4,140 feet. Hanson said there would be some extra pavement on each end of the runway.

After they were at their meeting with the FAA, Hanson said it was pointed out that some trees on a farmstead north of the airport were a problem and departure service was also a problem. However, Hanson pointed out if a pilot approaches the displaced threshold of the runway as they're supposed to, there's not a tree problem.

Referring to the maps, Hanson pointed out additional small strips of property that the City may have to purchase to meet FAA standards. He also pointed out proposed property that MnDOT may want the City to purchase in order to meet their clear zone requirements.

Airport Commission members reviewed the maps presented by Hanson. Regarding the purchase of additional property, Hanson said it's not been said that the FAA is going to participate in funding for the purchase of land for the MnDOT clear zone. Hanson said that question has been asked, but there's been no answer.

Hanson said he needs to have a conversation with Rick Braunig to see what MnDOT will approve. He noted the FAA is 100 percent on board with the plans for the Jackson airport. Hanson said there are some issues with MnDOT to deal with but doesn't think they're insurmountable.

Hanson said the biggest issue with the plans for the parallel runway is the departure surface and whether the City actually needs to purchase the property in the airport's clear zone.

Hanson said another meeting with Gina Mitchell from the FAA and MnDOT officials has been tentatively set from 9 a.m. to 11 a.m. on Friday, March 22nd. He said it's important that Braunig from MnDOT is available to attend that meeting.

Handevitd asked who would be attending the meeting on March 22nd.

Hanson said it would be himself, the FAA, MnDOT and Jackson Airport Commission members and whoever wants to attend. He said the location of the meeting has not yet been determined. Hanson said those who could not attend the meeting may be able to attend via conference call or skype. He said the meeting may be held at the FAA office located on the north side of the Minneapolis/St. Paul International Airport.

Hanson said the drawing of the plans have to be cleaned up and a couple other things completed and sent to the FAA two weeks prior to the meeting tentatively set for March 22nd.

Hanson said no action was needed on anything from the Airport Commission at this point.

AIRPORT FUEL SYSTEM RISERS AND SENSORS QUOTE

Handevitd said two quotes were received. He said one quote was from Westmor with a quote of \$8,283 and the other was from O'Day Equipment for \$18,467.60.

Handevitd said looking at the quotes he didn't see anything that was substantially different enough to award the higher quote of O'Day over the lower quote from Westmor.

Sanders said there are doubled walled tanks for fuel at the airport. He explained in the space in-between the two tanks there is a sensor that's at the bottom of that space. Sanders said as soon as any moisture gets in the space it will trip the sensor and trip an alarm. He said the purpose of the sensor is to bring attention to the fact that there's fuel in-between the tanks indicating that the inner tank has ruptured or is leaking. Sanders said in this instance that's not the case.

Sanders explained what's happening is there's moisture getting in-between the tanks. He said the sensor probe manway for that is below the surface of the concrete right now. Sanders said anytime there is, for example a spring thaw, the moisture will go up through the cap. He said the top part of the pipe is corroded and moisture is getting in there and is trapped between the two tanks. Sanders noted it's been determined what's being detected by the sensor is water and not fuel. He said the monitors are indicating no fuel leaks and no fuel is being lost.

Stoner asked Sanders if there was any difference in the parts being used to make the repairs by each company that submitted a quote.

Sanders said what needs to be done is the company that does the repairs needs to go down to the outer tank, unscrew the riser and replace it because it's corroded at the top. He said the parts and repair work is basically the same.

Sanders noted Westmor is more understanding of the system because they are the ones that installed it initially. He said it was Westmor that had been at the Jackson airport and said this was a problem and explained what would need to be done to fix it. Sanders explained what they will need to do is chip out some concrete, dig out the dirt and remove the riser. He said the probes are bad in both tanks because they've sat in water too long. Sanders said this problem has been on-going for a couple of years. He noted he's tried to have Westmor suck the water out but they don't want to do that unless they fix the problem because they know otherwise they'll have to come back to suck the water out again.

Stoner asked if the work from both companies is basically the same.

Sanders said that was correct.

Stoner asked why there was such a big difference in the quotes.

Sanders explained O'Day is coming from Fargo and they charge for their travel time to Jackson.

Sanders said there are couple things that neither company can do. He said an electrician will need to be hired to do the wiring for the actual hook-up of the sensors and someone hired to do the concrete work.

Skaret said a motion would be needed to recommend to the City Council to approve the proposal from Westmor.

STONER/GAY moved and it was unanimously carried to recommend to the City Council to approve the quote of \$8,283.00, taxes not included, from Westmor to replace the risers and sensors on the fuel tanks at the Jackson Municipal Airport.

Updates:

Minnesota Airports Conference in Willmar, Minnesota April 24 – 26, 2019

Skaret informed Airport Commission members about the Minnesota Airports Conference on April 24th through the 26th in Willmar.

Hanson noted HDR will be doing one of the presentations at this year's conference on Thursday, April 25th.

Skaret said to let him know if any of the Airport Commission members would like to attend so he can get them registered.

Stoner and Gay indicated they would be interested in attending. Handevitd said he had to check his schedule to determine if he'd be free to attend.

Question about removing water from the space between the inner and outer fuel tanks

Gay asked Sanders if something that can put in place to suck water from the space in between the inner and outer fuel tanks if water gets in there.

Sanders explained as he understands it's not a hollow space but honeycombed. He said that means water is removed by sucking out the space for a little bit, then waiting for a while, and then sucking out water again. Sanders said it's a fairly tight space in the riser and the space between the tanks.

Sanders said a better system has been developed since these tanks were made.

Airport Snow Removal

Sanders explained in addition to plowing a lot of snow, the airport has also been dealing with plow trucks that need repair. He said the County Shop has been short staffed and busy trying to get five pieces of the County's equipment repaired.

Sanders noted the loaner truck from the City to plow snow also needed to be repaired when it was found to be leaking transmission fluid. He said the leaking transmission fluid was discovered while plowing snow during the daytime. Sanders said he was thankful the leak occurred during the daytime so he noticed it right away.

Sanders said the airport tractor's fuel also jelled up during a really cold day.

ADJOURNMENT

With no further business, STONER/GAY moved and it was unanimously carried to adjourn the meeting.

David A. Maschoff, Recording Secretary

