

**AIRPORT COMMISSION
CITY HALL COUNCIL CHAMBERS
OCTOBER 22, 2018
5:00 P.M.**

AGENDA

- I. CALL TO ORDER
- II. CONSENT AGENDA
 - A. Minutes (page 1)
- III. NEW BUSINESS
 - A. FAA Airport Inspection (page)
- V. OLD BUSINESS
 - A. Hangar Project - Update
 - B. CIP (page 11)
 - C. Future Fly In
- VI. INFORMATIONAL
- VI. ADJOURN

Please contact Ron Mergen at 320-243-3714 ext. 230 or at ron@paynesvillemn.com if you can't attend the meeting.

**Members: Phil Bailey, Harlan Luesink, Tom Fread, Jeff Thompson, and John Bayer.
Advisory Members: Ron Mergen, Renee Eckerly, and Chuck DeWolf.**

This agenda has been prepared to provide information regarding an upcoming meeting of the Paynesville Airport Commission. This document does not claim to be complete and is subject to change.

BARRIER FREE: All Paynesville Airport Commission meetings are accessible to the handicapped. Attempts will be made to accommodate any other individual need for special services. Please contact City Hall 320-243-3714 early so that necessary arrangements can be made.

REQUEST FOR COMMITTEE/COUNCIL ACTION

COMMITTEE/COUNCIL NAME: Airport Commission

Committee/Council Meeting Date: October 22, 2018

Agenda Section: Consent

Originating Department:

Item Number: II - A

ITEM DESCRIPTION: Minutes

Prepared by: Staff

COMMENTS:

Please review the minutes from the July 23, 2018 Airport Commission meeting.

ADMINISTRATOR COMMENTS:

COMMITTEE/COUNCIL ACTION:

Motion to approve minutes from July 23, 2018 Airport Commission meeting.

**MINUTES
AIRPORT COMMISSION MEETING**

JULY 23, 2018

The meeting was called to order at 5:10 p.m. Commission members present were Tom Fread, Jon Bayer, Phil Bailey, and Jeff Thompson. Absent was Harlan Leusink. Advisory members present were Ron Mergen, Public Works Director and Chuck DeWolf, Bolton & Menk, Inc.

Motion was made by Thompson to approve the minutes from the October 23, 2017 Airport Commission meeting. Seconded by Fread and unanimously carried.

ELECTION OF OFFICERS

Motion was made by Bailey to elect Fread as Chairperson, Bayer as Vice Chair, and Mergen as Secretary. Seconded by Thompson and unanimously carried.

MEETING SCHEDULE

Motion was made by Bailey to leave the meeting schedule as is at 5:00 p.m., quarterly on the fourth Wednesday. Seconded by Fread and unanimously carried.

CIP REVIEW

DeWolf explained the CIP process noting the Airport receives \$150,000.00 per year in entitlements and can bank up to four years. If the monies are not spent or loaned out, the City would lose any amount over \$600,000.00. Also reviewed were the scheduled projects, the land acquisition (which is complete); and the hanger project will be reviewed and rebid in February/March 2019 time period. In 2024 update the ALP and rehab the runway. Bailey noted that the parallel taxi way scheduled for (2026 -27) should be a higher priority.

ALP REVIEW

The current ALP shows a future runway ultimate length of 4,450 feet, cross wind runway, and hangars on the easterly side of the existing units. Due to FAA rule changes and zoning issues the cross wind runway will need to be realigned. The ultimate runway length will be reduced to approximately 4,200 feet and the location of the easterly hangars will be relocated to north of the existing units.

Revenue sources:

- Fuel upcharge, is currently set at \$.46 cents per gallon and the airport sells approximately 12,000 gallons per year with a revenue of \$5,500.00 per year.
- Hangar rent, the City is currently charging \$100.00 per month for the north facing hangars and \$120.00 per month for the south facing units.
- The farm land is rented out and put out on bid every 3rd year.
- The City receives a maintenance and operation grant from the state each year for \$20,400.00 for maintenance activity i.e. building repairs, snow plowing, labor etc.

FUTURE FLYINS

Members discussed that the Commission should host a Fly In in 2019. Fread and Thompson volunteered to contact the chamber to avoid conflicting dates with other local events. Members discussed activities for the children, aircraft displays, rides, life link etc.

REVIEW OF THE HANGAR

It was again noted that the hangar project will be rebid in February - March, 2019. Items the previous Commission discussed:

- Bi-fold doors 44' 6" our existing units are 41' 6" members discussed this would accommodate larger planes in the future.
- The door would have a 14' clearance, existing units have a 12' clearance, and there has been a request for one plane that needs a 13' clearance.
- We have had several requests to insulate the hangars, the cost will be approximately \$15,000.00 each.
- The jet pod would have a 58' door with an 18' clearance.

These items can be reviewed again prior to bidding the project.

CRACK SEALING

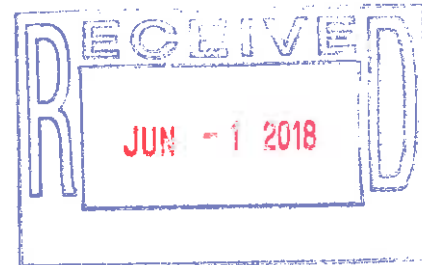
It was noted that the airport driveway, parking area, and taxiways around the hangar are in need of a crack seal. DeWolf noted that the cost estimate is \$25,000.00. This project is only eligible for State funding at a 75/25 cost share which the City's share would be \$6,250.00.

Motion was made by Bailey to proceed with the crack seal project and grant and recommend such to the City Council. Seconded by Fread and unanimously carried.

There being no further business the meeting was adjourned at 5:45 p.m.

May 25, 2018

Ron Mergen
Paynesville Municipal Airport
221 Washburne Ave
Paynesville MN 56362



Dear Ron Mergen,

This year an on-site inspection of the Paynesville Municipal Airport was conducted under the FAA's Airport Master Record (Form 5010) Program. The inspector collected the most current information concerning the physical condition or status of the facility, the visual landing aids, and the obstructions surrounding the airport. In Minnesota, the Department of Transportation, Office of Aeronautics performs many of these inspections under contract to the FAA.

The 5010 inspections are intended to enhance safety for the flying public. The data gathered forms the basis for the federally produced flight publications such as the Airport/Facility Directory, Aeronautical Charts, and instrument Terminal Procedures Publications.

Attached for your review is a copy of the revised Form 5010 which has been sent to the FAA. Data elements preceded by a ">" symbol are considered critical safety items. You should report *any* subsequent changes of these items to your Flight Service Station (telephone number in data element #88).

We have also enclosed an aerial view of the airport with inspection information overlaid for your reference. The numbers on this sheet correlate to the objects on the enclosed Survey Data Evaluation Reports. Some objects do not obstruct an airport surface and some obstructions might not be required to be removed. The second page of this report identifies the objects that are required to be addressed.

MnDOT uses handheld GPS units with local corrections and laser range-finders with inclinometers to collect airport data. While these devices are accurate, this is not survey grade data. Also, where one point is identified it may represent an entire group of trees. Further, the survey is done looking out from the airport and the objects we identify may be obscuring objects farther away that would also be obstructions. The airport sponsor has the option of obtaining survey data to verify our data and further define the objects in areas we have identified for action.

Your attention is directed to the conditions identified as safety discrepancies on the second page. We recommend that appropriate measures be taken to correct these problem areas in order to improve the condition of the airport and enhance safety. Further, it is the Airport Manager's responsibility to request a Notice-to-Airmen (NOTAM) be issued to advise pilots of any safety related problems that cannot be corrected immediately.

The Paynesville Municipal Airport was inspected on May 10, 2018 and the inspector noted the following:

1. Runway 11/29 markings were noted to be faded and should be added on this year's schedule to be repainted. Please call John Schroeder to ensure Paynesville is included on the list of airports for new markings.
2. Cattails were beginning to grow in the area around the PAPI's. Please keep an eye on these so they do not get tall enough as to block the lights for approaching aircraft. Pilots rely on these lights to provide a visual indication of their glideslope to the runway.
3. At the time of the inspection, it could not be determined the type of crops planted in the farms surrounding the airport. As a reminder, there are to be no crops within 125 feet of the runway centerline and only low crops to 250 feet from the runway centerline. Additionally, no crops should be grown within 400 feet of the runway ends. We suggest placing frangible markers at these locations to note where the farmer can plant. Enclosed is a copy of our agricultural guidelines if you would like to provide a copy to the farmer who leases the land.

During my visit, we discussed the importance of filing NOTAMs and making radio calls while mowing/plowing. You mentioned the airport does not have a handheld radio to use. I will mail you a radio and suggest those who mow/plow take our eLearning course on "Airport Driving and Self Inspection" <http://www.dot.state.mn.us/onlinelearning/aeronautics/selfinspection/>. This will give examples on how to make radio calls while on the runway.

I provided you with a new traffic rules poster/map for the airport. As a reminder, this document and the current airport license are required to be posted at the airport to comply with the Minnesota rules for licensed airports. We recommend you place these items in frames to protect them. If there are any errors or changes which need to be made now or in the future, please notify me and I will send you a new copy.

Enclosed is a listing of aircraft based at the Paynesville Municipal Airport as reported to the FAA through the website www.basedaircraft.com. The website does not show a last reported update. This should be done at least annually to ensure that the FAA records are kept up to date with your based aircraft. Please review the report and visit the website to update the aircraft based at your airport.

The Minnesota Department of Transportation and the FAA greatly appreciate your efforts to provide a safe general aviation facility for use by the flying community. Once you have a plan to correct the items which were identified during the inspection, notify our office in writing as soon as possible but no later than 60 days after this notification. If you need any assistance, please give me a call.

Sincerely,



Kelly Akhund
Aviation Representative
kelly.akhund@state.mn.us
651-234-7234

Enclosures (5)

cc: City of Paynesville
Mn/DOT Regional Airport Engineer
FAA, Minneapolis Airports District Office

AIRPORT MASTER RECORD

>1 ASSOC CITY: Paynesville 4 STATE: MN
>2 FACILITY NAME: Paynesville Municipal Airport 5 COUNTY: Stearns
3 CBD TO AIRPORT (NM): C1 SW 6 REG / ADO: AGL / MSP 7 SECT AERO CHT TWIN CITIES

FAA SITE NR: 10899.*A

GENERAL		SERVICES	BASED AIRCRAFT
10 OWNERSHIP: PUBLIC		>70 FUEL: 100LL	90 SINGLE ENG: 22
>11 OWNER: CITY OF PAYNESVILLE		>71 AIRFRAME RPRS: NONE	91 MULTI ENG: 0
>12 ADDRESS: 221 WASHBURNE AVE PAYNESVILLE MN 56362		>72 PWR PLANT RPRS: NONE	92 JET: 0
>13 PHONE NR: 320-243-3714		>73 BOTTLE OXYGEN: NONE	TOTAL: 22
>14 MANAGER: Ron Mergsen		>74 BULK OXYGEN: NONE	93 HELICOPTERS: 0
>15 ADDRESS: 221 Washburne Ave Paynesville MN 56362		75 TSNT STORAGE: TIE	94 GLIDERS: 0
>16 PHONE NR: 320-243-3714		76 OTHER SERVICES: SALES	95 MILITARY: 0
>17 ATTENDANCE SCHEDULE:			96 ULTRA-LIGHT: 1
MONTHS	DAYS	HOURS	
Unattended			
18 AIRPORT USE: PUBLIC		FACILITIES	
19 ARPT LAT: 45-22-18.428N ESTIMATED		>80 ARPT BCN: N	100 AIR CARRIER: 0
20 ARPT LONG: 094-44-41.015W ESTIMATED		>81 ARPT LGT SKED: DUSK-DAWN	101 COMMUTER: 0
21 ARPT-ELEV: 1183 ESTIMATED		>82 UNICOM:	102 AIR TAXI: 0
22 ACREAGE: 85		>83 WIND INDICATOR: YES-L	103 G A LOCAL: 2400
>23 RIGHT TRAFFIC:		84 SEGMENTED CIRCLE: NO	104 G A ITNRNT: 1200
>24 NON-COMM LANDING FEE: NO		85 CONTROL TWR:	105 MILITARY: 0
25 NASP/FEDERAL AGREEMENT:			TOTAL: 3600
26 FAR 139 INDEX:			
			OPERATIONS FOR 12 MOS ENDING 10-May-18

RUNWAY DATA

>30 RUNWAY IDENT: 11/29
>31 LENGTH: 3300
>32 WIDTH: 75
>33 SURF TYPE-COND: Asph-F
>34 SURF TREATMENT:
35 GROSS WT: SW
36 (IN THSDS) DW
37 DTW
38 DDTW

LIGHTING / APCH AIDS	
>40 EDGE INTENSITY:	11/29
>41 NOW ELEMENT 81:	MIRL
>42 RWY MARK TYPE-COND:	NPI - G / NPI - G
>43 VASI:	P4L / P4L
44 THR CROSSING HGT:	0 / 0
45 VISUAL GLIDE ANGLE:	/
>46 CNTRLN-TDZ:	/
>47 RVR-RVV:	- N / -
>48 REIL:	N / N
>49 APCH LIGHTS:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
>51 DISPLACED THR: 11/29
>52 CTLG OBSTN: A(NP) / A(NP)
>53 OBSTN MARKED/LGTD: 0 / 0
>54 HGT ABOVE RWY END: Pline / TREES
>55 DIST FROM RWY END: /
>56 CNTRLN OFFSET: 57 / 87
57 OBSTN CLNC SLOPE: 2530 / 3500
58 CLOSE-IN OBSTN: 350R / 08
40:1 / 37:1
N / N

DECLARED DISTANCES	
60 TAKEOFF RUN AVBL (TORA):	11/29
61 TAKEOFF DIST AVBL (TODA):	/
62 ACLT STOP DIST AVBL (ASDA):	/
63 LNDG DIST AVBL (LDA):	/

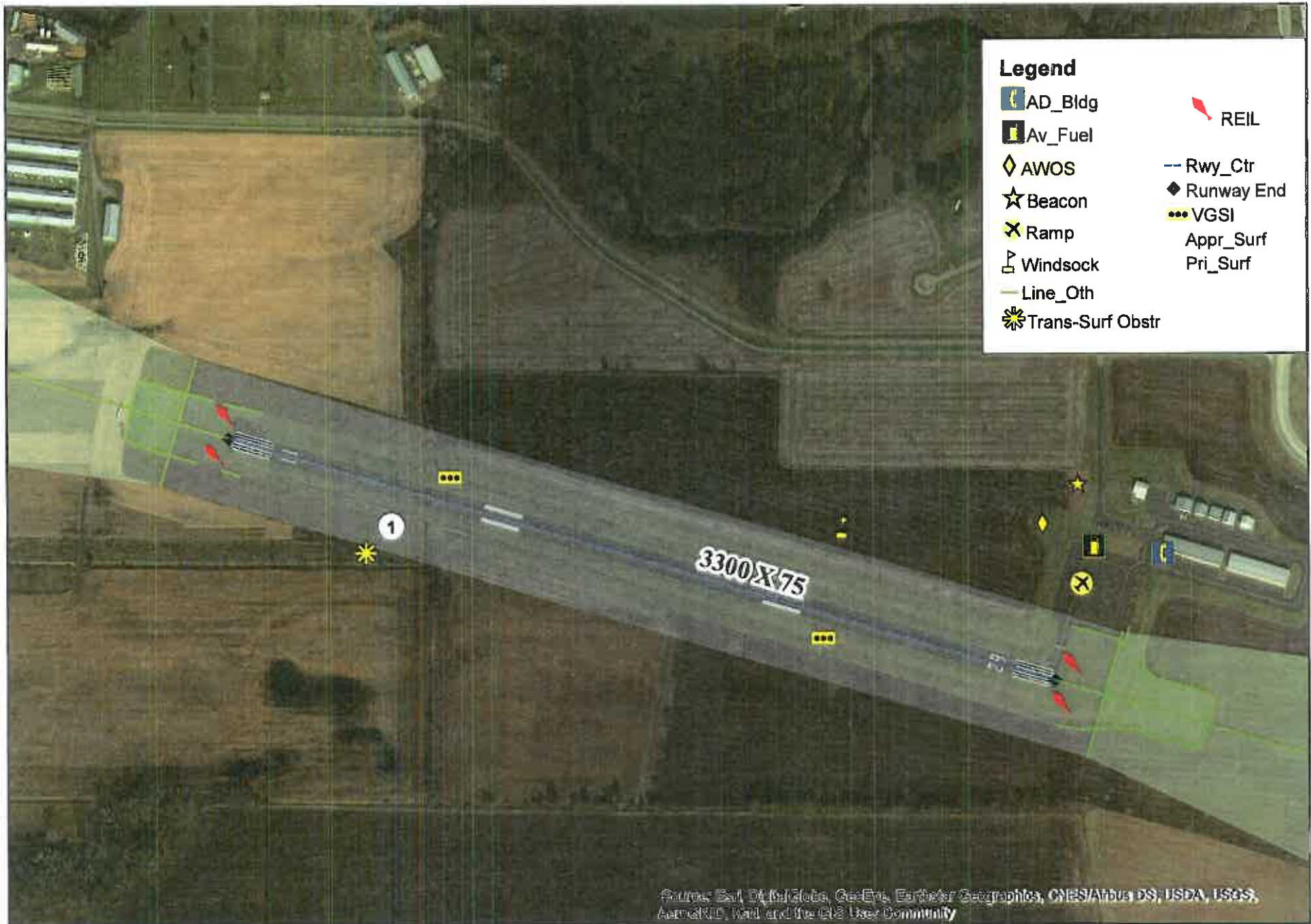
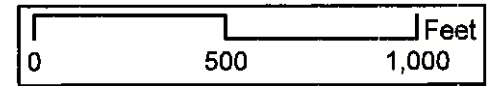
(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:
A070 - available 24 hours with credit card
A081 - MIRL RWY 11/29 PRESET ON LOW INTST, INCR INTST AND ACTVT PAPI RWY 11 & RWY 29 & REIL RWY 11 & RWY 29 - CTAF.
B083 - Windsock LED light installed wrong
B110-01 - Part of ramp in Primary Surface. Tiedown was painted with X, Stripe needed for ram
B110-02 - Runway markings need painting

111 INSPECTOR: N 112 LAST INSPECTION: 5/10/2018



Paynesville Municipal Airport



Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

✓

Survey Data Evaluation Report

Airport Paynesville Municipal Airport

Arpt_ID PEX

FAASite

10899.*A

Runway End: 11

Surface Type: ASPH-F

Primary Surface Width: 500

Appr Cat: A(NP)

Reqd Slope: 20

Displaced Threshold Length: 0

<i>Obj ID</i>	<i>Object Type</i>	<i>Dist fm Runway End</i>	<i>Dist fm Center Line</i>	<i>Dir L/R</i>	<i>Dist Into Trans</i>	<i>Height Above Runway</i>	<i>Max Obj Ht</i>	<i>Pene in Feet</i>	<i>Slope</i>	<i>Surface Affected</i>	<i>Displ Thresh Slope</i>	<i>Object Notes</i>
1	TREES	-328	276	R	26	48.0	3.7	44.3	0	Transitional Surf	N/A	

D



Condensed Header
Federal Aviation Administration

Aircraft List: Only Commented Tail Numbers Only Duplicates All Others

National Based Aircraft Inventory Program

BasedAircraft.com - Login page has FAQ's and link for User Support.

PAYNESVILLE MUNI

PAYNESVILLE, MN

Loc ID: PEX

Site Number: 10899.*A

S/L: GA

N-Number Duplicates: 0
 Commented N-Numbers: 1

N-Numbers Reported by Other Apts: 0
 Acft Not in Acft Reg: 0

Confirmation of Counts Date: n/a By: n/a

*Type derived from FAA Aircraft Registration data.

**Total verified aircraft counts, excluding dups and aircraft not found in FAA Aircraft Registration data.

	In 5010 05/24/2018 (A)	In Inventory* (B)	Currently Validated** (C)
Single Engine	26	27	26
Multi Engine	0	0	0
Jet	0	0	0
Helicopter	0	0	0
Single, Multi, Jet, Hel	26	27	26

N Number	Data Entered by Inventory Users Type/Make/Model	Owner	Date Added	Reported by Other Apts	FAA BA Type	FAA Data (if N Number is found) Registrant	Make/Model
N103TL	Mahoney Vans RV-12	Tim Mahoney/BLM Leasing 25297 Lake Rd. St. Cloud, MN 56301	6/16/2008		Single Engine Cert: 06/17/2015 Airw: Experimental Airw: 10/15/2015	TANGO LIMA LLC 2012 TEMMINCK RD SAINT CLOUD, MN 563015298	VANS AIRCRAFT INC RV-12
N11RY	Single Engine Mooney M20C	Matt Larson 18809 Quiet Lane Paynesville, MN 56362	8/17/2017		Single Engine Cert: 08/16/2016 Airw: Standard Airw: 9/2/1965	MSK AIR TRANSPORT LLC 221 W 6TH ST MANKATO, MN 560012108	MOONEY M20C
N156JM	Single Engine Cessna 180	Bill Lothert 12977 134th Ave NE Spicer, MN 56282	8/17/2017		Single Engine Cert: 07/07/2015 Airw: Standard Airw: 2/22/1956	LOTHERT WILLIAM E 12977 134TH AVE NE SPICER, MN 562889551	CESSNA 180
N2275H	Single Engine Ercoupe 415C	Gene Buboltz 29027 Kepler Court Cold Spring, MN 56320	8/17/2017		Single Engine Cert: 06/19/2014 Airw: Standard Airw: (Blank Date)	BUBOLTZ EUGENE H 29027 KEPLER CT COLD SPRING, MN 563208618	ENGINEERING & RESEARCH ERCOUPE 415-C
N3587T	Taylorcraft F 19	Duane Schueller 4951 Astroid Lane Fairbanks, AK 99709	9/4/2013		Single Engine Cert: 04/19/1991 Airw: Standard Airw: 3/29/1976	SCHUELLER DUANE E 4951 ASTEROID LN FAIRBANKS, AK 99709	TAYLORCRAFT AVIATION CORP F19
N368CM	Single Engine Mooney M20R	Jeff Kramer 20665 Co. Rd. 34 Cold Spring, MN 56320	8/17/2017		Single Engine Cert: 08/01/2016 Airw: Standard Airw: 5/10/2005	KRAEMER JEFFREY J PO BOX 434 COLD SPRING, MN 563200434	MOONEY M20R
N400LF	Bananza V 35	Randy Buboltz 76689 520th Hector, MN	9/4/2013		Single Engine Cert: 04/18/2013 Airw: Standard Airw: (Blank Date)	BUBOLTZ RANDY PO BOX 458 HECTOR, MN 553420458	BEECH V35B
N4141Z	Piper PA 18 Supercub	Bill Lothert 12977 134th av NE Spicer, MN 56282	9/4/2013		Single Engine Cert: 06/19/2007 Airw: Multiple Airw: 5/19/1965	LOTHERT WILLIAM E 12977 134TH AVE NE SPICER, MN 562889551	PIPER PA-18- 150
N4684M	Single Engine Piper PA-11 Cruiser	Troy Caldwell 24060 175 St. NE Hawick, MN 56273	8/17/2017		Single Engine Cert: 04/28/2015 Airw: Standard Airw: 8/4/1957	CALDWELL TROY H 24060 175TH ST NE HAWICK, MN 562737702	PIPER PA-11
N4845S	Piper Cherokee	Jim DeRose 21026 St Hwy 22 Richmond, MN 56362	9/5/2013		Single Engine Cert: 04/14/2005 Airw: Standard Airw: 4/16/1971	ST CLOUD FLYING GROUP LLC 21026 STATE HIGHWAY 22 RICHMOND, MN 563688048	PIPER PA-28- 140
N4885V	Bellanca Viking	Rick Wolter PO Box 205 Pennock, MN 56279	9/4/2013		Single Engine Cert: 07/23/1999 Airw: Standard Airw: 4/12/1968	WOLTJER RICHARD J PO BOX 205 PENNOCK, MN 562790205	BELLANCA 17- 30
N4953J	Piper Cherokee Arrow	John E. Swanson 523 Maple Street/Box 25 Paynesville, MN 56362	6/16/2008		Single Engine Cert: 01/27/1994 Airw: Standard Airw: (Blank Date)	SWANSON JOHN E PO BOX 25 PAYNESVILLE, MN 563620025	PIPER PA-28R- 180
N496DE*PART TIME?	Single Engine Mooney M20R Ovation	Tom Sult PO Box 607 New London, MN 56273	8/17/2017	BDH-MN	Single Engine Cert: 06/17/2011 Airw: Standard Airw: 3/21/1996	SULT THOMAS A 8254 187TH AVE NE NEW LONDON, MN 562739721	MOONEY M20R
*2017 9 5 HelpDaskAJ: Only flight we could find for this acft landed at BDH. With limited info, assume was temporary. Pls provide addl info if needed. Tks for your help.							
N567KH	Kitfox iii	Curtis Miller 6962 Hwy 169 Virginia, MN 55792	9/5/2013		Single Engine Cert: 06/23/2010 Airw: Experimental Airw: 10/4/2007	MILLER CURTIS T 6962 HIGHWAY 169 VIRGINIA, MN 557928040	SKYSTAR KITFOX III
N5937Z	Single Engine Piper PA-15	Joe Furman PO Box 534 Richmond, MN 56368	9/10/2013		Single Engine Cert: 01/19/2010 Airw: Standard Airw: 1/28/1964	JOSEPH E FURMAN CPA PA PO BOX 401 COLD SPRING, MN 563200401	PIPER PA-22- 108
N68225	Cessna 152 II	Steve & Rosalyn Brown 27308 Co. Rd. 34 Paynesville, MN 56362	6/16/2008		Single Engine Cert: 05/06/1998 Airw: Standard Airw: 8/28/1981	BROWN STEVEN E 27308 COUNTY ROAD 34 PAYNESVILLE, MN 563629654	CESSNA 152
N69177	Cessna 152		6/16/2008		Single Engine Cert: 11/08/1978		CESSNA 152

9

N7616H	Piper PA12	Leroy Moser 21357 Forest Hill Rd. Richmond, MN 56368 Brad Dahmes 20611 134th St. NE Hawick, MN 56273	6/16/2008	Airw: Standard Airw: (Blank Date) Single Engine Cert: 02/05/2003 Airw: Standard Airw: 4/29/1977	MOSER LEROY C 21375 FOREST HILL RD RICHMOND, MN 56368153 DAHMES BRAD M 20611 134TH ST NE HAWICK, MN 562737653	PIPER PA-12
N796TV	Single Engine Vans RV12	Wilbur Orson/BLM Leasing 25297 Lake Rd. St. Cloud, MN 56301	8/17/2017	Single Engine Cert: 12/01/2016 Airw: Experimental Airw: 7/1/2017	ORSON WILBUR D PO BOX 218 NEW LONDON, MN 562730218	VANS AIRCRAFT INC RV-12
N8350V	Single Engine Champion Sitriiba	Jay Ferrell 462 Holly Avenue St. Paul, MN 55102	8/17/2017	Single Engine Cert: 03/22/2011 Airw: Standard Airw: 6/27/1966	MERTZ RACHEL A 707 N WASHINGTON ST NEW ULM, MN 560731312	CHAMPION 7ECA
N8408U	Single Engine Cessna 172	Phil Bailey 618 Koronis Avenue Paynesville, MN 56362	8/17/2017	Single Engine Cert: 11/15/1999 Airw: Standard Airw: 11/18/1964	MASTEY PATRICK R 2759 CLEARWATER RD SAINT CLOUD, MN 563015952	CESSNA 172F (DEREG Canceled 05/2015)
N8609V	Single Engine Bellanca 7ECA Citabria	Mike LaPatka 8027 North Shore Drive Spicer, MN 56288	8/17/2017	Single Engine Cert: 05/02/2012 Airw: Standard Airw: 12/16/1974	WEE FLY TWO 8027 N SHORE DR SPICER, MN 562889600	BELLANCA 7ECA
N9442R	Cessna 182 RG	Jeff Pauly 63551 Hwy 55 Watkins, MN 55389	9/4/2013	Single Engine Cert: 08/16/2011 Airw: Standard Airw: 11/20/1978	PAULY JEFF D 63551 HIGHWAY 55 WATKINS, MN 55389	CESSNA R182
N95100	Taylorcraft BC12D	Jeremy Brutger 21427 Co Rd 34 Eden Valley, MN 55329	9/5/2013	Single Engine Cert: 01/17/2012 Airw: Standard Airw: 2/20/1956	BRUTGER JEREMY D 21427 COUNTY ROAD 34 EDEN VALLEY, MN 553294517	TAYLORCRAFT BC12-D
N9542T	Cessna 210	Steve Brown 27308 Co. Rd .34 Paynesville, MN 56362	6/16/2008	Single Engine Cert: 11/17/1994 Airw: Standard Airw: 7/9/1966	BROWN STEVEN EDWIN 27308 CO RD 34 PAYNESVILLE, MN 56362	CESSNA 210
N9642S	Citabria 7GCBC	Clem Kalthoff 21492 Big Lake Rd. Richmond, MN 56368	6/16/2008	Single Engine Cert: 05/30/2012 Airw: Standard Airw: 2/10/1966	KALTHOFF CLEM J 21492 BIG LAKE RD RICHMOND, MN 563688349	CHAMPION 7GCBC
N99705	Single Engine Ercoupe 415C	Chris Howard 6874 140th Avenue NE Spicer, MN 56288	11/2/2017	Single Engine Cert: 05/01/2009 Airw: Standard Airw: 11/9/1955	HOWARD CHRISTOPHER J 6874 140TH AVE NE SPICER, MN 562889659	ENGINEERING & RESEARCH ERCOUPE 415-C

Total Currently Validated Aircraft Excluding Duplicates & Acft. Not Found in FAA Acft. Reg. Data: 26

SECURITY SENSITIVE INFORMATION WARNING: This data contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. Government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

10



Real People. Real Solutions.

Prepared by Bolton & Menk, Inc.										10/17/2018	
ACIP, PAYNESVILLE (PEX)										DRAFT	
FY 2018 - FY 2023 CIP											
State FY	Fed FY	Description	FAA %	Funding % State %	Funding % Local %	Project Cost	Federal Entitlement Funding	Federal Discretionary Funding	State Funding	Local Funding	Federal Entitlement Balance
FY 2018											
2019	2018	HAWLEY ENTITLEMENT PAYBACK TO PAYNESVILLE	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000.00
2019	2018	BORROW ENTITLEMENTS FROM BUFFALO	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
2019	2018	BORROW ENTITLEMENTS FROM AITKIN	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
2019	2018	BORROW ENTITLEMENTS FROM LITCHFIELD	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
TOTAL AVAILABLE ENTITLEMENTS \$ 1,039,059.00											
2019	2018	T HANGAR DESIGN ONLY	84.7%	9.1%	6.2%	\$ 137,100.00	\$ 116,127.00	\$ -	\$ 12,503.00	\$ 8,470.00	\$ 922,932.00
FY 2018 TOTALS \$						137,100.00	\$ 116,127.00	\$ -	\$ 12,503.00	\$ 8,470.00	
84.7024%								9.1196%		6.1780%	
FY 2019											
FY 2019 ENTITLEMENT BALANCE \$ 1,172,932.00											
2020	2019	CONSTRUCT T-HANGAR SITE, TAXILANES, & APRON CONSTRUCTION	90.0%	5.0%	5.0%	\$ 462,100.00	\$ 415,890.00	\$ -	\$ 23,105.00	\$ 23,105.00	\$ 657,042.00
2019	2019	CONSTRUCT 10 UNIT T-HANGAR BUILDING 51x 231'	90.0%	5.0%	5.0%	\$ 729,900.00	\$ 656,910.00	\$ -	\$ 36,495.00	\$ 36,495.00	\$ 132.00
FY 2019 TOTALS \$						1,192,000.00	\$ 1,072,800.00	\$ -	\$ 59,600.00	\$ 59,600.00	
2018 and 2019 Project Costs \$						1,329,100.00					
FY 2020											
FY 2020 ENTITLEMENT BALANCE \$ 150,132.00											
2021	2020	PAY BACK ENTITLEMENTS TO BUFFALO	0%	0%	0%	\$ -	\$ 150,000.00	\$ -	\$ -	\$ -	\$ 132.00
FY 2020 TOTALS \$						-	\$ 150,000.00	\$ -	\$ -	\$ -	
FY 2021											
FY 2021 ENTITLEMENT BALANCE \$ 150,132.00											
2022	2021	PAY BACK ENTITLEMENTS TO AITKIN	0%	0%	0%	\$ -	\$ 150,000.00	\$ -	\$ -	\$ -	\$ 132.00
FY 2021 TOTALS \$						-	\$ 150,000.00	\$ -	\$ -	\$ -	
FY 2022											
FY 2022 ENTITLEMENT BALANCE \$ 150,132.00											
2023	2022	PAY BACK ENTITLEMENTS TO LITCHFIELD	0%	0%	0%	\$ -	\$ 100,000.00	\$ -	\$ -	\$ -	\$ 50,132.00
FY 2022 TOTALS \$						-	\$ 100,000.00	\$ -	\$ -	\$ -	
FY 2023											
FY 2023 ENTITLEMENT BALANCE \$ 200,132.00											
2024	2023	PARTIAL ALP UPDATE INCLUDING RUNWAY LENGTH, CROSSWIND RUNWAY, (GIS SURVEY & EXHIBIT A NOT INCLUDED IF APPROVED BY FAA AND MNDOT)	90%	0%	10%	\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ 65,133.00
FY 2023 TOTALS \$						150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	
Summary for Paynesville Municipal Airport						FY 2018 - FY 2023 TOTAL: \$	1,479,100.00	\$ 1,723,927.00	\$ -	\$ 72,103.00	\$ 83,070.00



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ACIP, PAYNESVILLE (PEX)		FY 2018 - FY 2023 CIP							DRAFT		
State FY	Fed FY	Description	Funding % Rates			Project Cost	Federal Entitlement Funding	Federal Discretionary Funding	State Funding	Local Funding	Federal Entitlement Balance
			FAA %	State %	Local %						
LONG TERM NEEDS											
FY 2024								FY 2024 ENTITLEMENT BALANCE \$ 215,133.00			
2025	2024	REHABILITATE RUNWAY 11/29 PAVEMENT (MILL & OVERLAY)	50%	0%	10%	\$ 810,000.00	\$ 215,133.00	\$ 513,867.00	\$ -	\$ 81,000.00	\$ -
2025	2024	REHABILITATE TAXIWAY & APRON PAVEMENT (MILL & OVERLAY)	50%	0%	10%	\$ 310,000.00	\$ -	\$ 279,000.00	\$ -	\$ 31,000.00	\$ -
2025	2024	REHABILITATE TAXILANE PAVEMENT - ELIGIBLE	50%	0%	10%	\$ 140,000.00	\$ -	\$ 126,000.00	\$ -	\$ 14,000.00	\$ -
2025	2024	REHABILITATE TAXILANE PAVEMENT - INELIGIBLE	0%	70%	30%	\$ 90,000.00	\$ -	\$ -	\$ 63,000.00	\$ 27,000.00	\$ -
FY 2024 TOTALS \$						1,350,000.00	\$ 215,133.00	\$ 918,867.00	\$ 63,000.00	\$ 153,000.00	
FY 2025								FY 2025 ENTITLEMENT BALANCE \$ 150,000.00			
2026	2025	NO PROJECT	50%	0%	10%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
FY 2025 TOTALS \$						-	\$ -	\$ -	\$ -	\$ -	
FY 2026								FY 2026 ENTITLEMENT BALANCE \$ 300,000.00			
2027	2026	ENVIRONMENTAL ASSESSMENT FOR PARALLEL TAXIWAY & T-HANGAR	50%	0%	10%	\$ 165,000.00	\$ 148,500.00	\$ -	\$ -	\$ 16,500.00	\$ 151,500.00
FY 2026 TOTALS \$						165,000.00	\$ 148,500.00	\$ -	\$ -	\$ 16,500.00	
FY 2027								FY 2027 ENTITLEMENT BALANCE \$ 301,500.00			
2028	2027	CONSTRUCT PARALLEL TAXIWAY - PHASE I (GRADING)	90%	0%	10%	\$ 910,000.00	\$ 301,500.00	\$ 517,500.00	\$ -	\$ 91,000.00	\$ -
2028	2027	CONSTRUCT PARALLEL TAXIWAY - PHASE II (PAVING)	90%	0%	10%	\$ 710,000.00	\$ -	\$ 659,000.00	\$ -	\$ 71,000.00	\$ -
FY 2027 TOTALS \$						1,620,000.00	\$ 301,500.00	\$ 1,156,500.00	\$ -	\$ 162,000.00	
FY 2028								FY 2028 ENTITLEMENT BALANCE \$ 150,000.00			
2029	2028	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
FY 2028 TOTALS \$						-	\$ -	\$ -	\$ -	\$ -	
FY 2029								FY 2029 ENTITLEMENT BALANCE \$ 300,000.00			
2030	2029	Runway, Taxiway, Apron Pavement Maintenance (Crack Repair)	90%	0%	10%	\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ 165,000.00
FY 2029 TOTALS \$						150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	
FY 2030								FY 2030 ENTITLEMENT BALANCE \$ 315,000.00			
2031	2030	MASTER PLAN AND ALP UPDATE	90%	0%	10%	\$ 250,000.00	\$ 225,000.00	\$ -	\$ -	\$ 25,000.00	\$ 90,000.00
FY 2030 TOTALS \$						250,000.00	\$ 225,000.00	\$ -	\$ -	\$ 25,000.00	
FY 2031								FY 2031 ENTITLEMENT BALANCE \$ 240,000.00			
2032	2031	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000.00
FY 2031 TOTALS \$						-	\$ -	\$ -	\$ -	\$ -	

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ACIP, PAYNESVILLE (PEX)			FY 2018 - FY 2023 CIP					DRAFT				
State FY	Fed FY	Description	Funding % Rates			Project Cost	Federal Entitlement Funding	Federal Discretionary Funding	State Funding	Local Funding	Federal Entitlement Balance	
			FAA %	State %	Local %							
FY 2032											FY 2032 ENTITLEMENT BALANCE	\$ 390,000.00
2032	2032	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390,000.00	
FY 2032 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY 2033											FY 2033 ENTITLEMENT BALANCE	\$ 540,000.00
2033	2033	Runway, Taxiway, Apron Pavement Maintenance (Crack Repair)	90%	0%	10%	\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ 405,000.00	
FY 2033 TOTALS						\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ -	
FY 2034											FY 2034 ENTITLEMENT BALANCE	\$ 555,000.00
2034	2034	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 555,000.00	
FY 2034 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY 2035											FY 2035 ENTITLEMENT BALANCE	\$ 705,000.00
2035	2035	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 705,000.00	
FY 2035 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY 2036											FY 2036 ENTITLEMENT BALANCE	\$ 855,000.00
2036	2036	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 855,000.00	
FY 2036 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY 2037											FY 2037 ENTITLEMENT BALANCE	\$ 1,005,000.00
2037	2037	Runway, Taxiway, Apron Pavement Maintenance (Crack Repair)	90%	0%	10%	\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ 870,000.00	
FY 2037 TOTALS						\$ 150,000.00	\$ 135,000.00	\$ -	\$ -	\$ 15,000.00	\$ -	
FY 2038											FY 2038 ENTITLEMENT BALANCE	\$ 1,155,000.00
2038	2038	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,155,000.00	
FY 2038 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY 2039											FY 2039 ENTITLEMENT BALANCE	\$ 1,305,000.00
2039	2039	NO PROJECT	0%	0%	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,305,000.00	
FY 2039 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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