

**MINUTES
SPECIAL AIRPORT ZONING BOARD**

OCTOBER 10, 2017

The meeting was called to order by Vice Chairperson Patsy Fenske at 5:00 p.m. Members present were Dave Peschong, Steve Brown, Jennifer Buckentine, Stearns County; Dallas Fenske, Joe Speldrich, and Roger Imdieke, Kandiyohi County; Absent was Darlene Loven. Advisory Members present were Chuck DeWolf, Bolton & Menk, Inc.; and Ron Mergen, Public Works Director.

Motion was made by Brown to approve the minutes from the October 13, 2015 Airport Zoning Board. Seconded by Buckentine and unanimously carried.

MEETING SCHEDULE

Motion was made by Brown to set the meeting date for the Second Tuesday in October at 5:00 p.m. Seconded by Dallas Fenske and unanimously carried.

ELECTION OF OFFICERS

Motion was made by Peschong to elect the following officers:

Chairperson – Patsy Fenske

Vice Chairperson – Dave Peschong

Secretary – Ron Mergen

Seconded by Imdieke and unanimously carried.

APPOINTMENT OF AIRPORT BOARD OF ADJUSTMENT MEMBERS

Motion was made by Speldrich to appoint the following members to the Board of Adjustment:

Joe Voss 2020

Bruce Stang 2018

Bruce Vanderpool 2018

Mike Flanders 2019

VACANCY

Seconded by Buckentine and unanimously carried.

A suggested name for the vacant seat was Phil Bailey or Bert Stanley.

ZONING UPDATE

A memo from Bolton and Menk, Inc. in September of 2015 was reviewed. Members were updated on the zoning issues noting the Airport Commission suggested tabling the zoning updates until the (ALP) Airport Layout Plan is updated and changed. Members reviewed the runway lengths, landing distances available, and the size of aircraft each one can accommodate:

Existing Runway - 3,300 feet

Existing Zoning - 4,000 feet
Maximum Airport Size – 4,150 feet

It was noted that a Learjet and a Dassault Falcon 900 can land with a 4,000 ft. runway, which is what our current zoning ordinance is designed for. If the runway is expanded to a 4,450 ft. runway that would be capable of landing a Global 6000 (94 ft. wing span) members discussed this is not a reasonable goal for the Paynesville Airport.

Also discussed was the crosswind runway. The way it is currently laid out in the ALP is conflicting with the New FAA rules due to the 4 lane Highway.

There was some general discussion on the airport operation, proposed T-Hangars and revenue generated from hangar rent and fuel sales.

There being no further business, the meeting was adjourned at 5:35 p.m.