

**CABLE UNION AIRPORT  
AIRPORT COMMISSION MEETING  
WEDNESDAY, MARCH 10, 2021  
4:30 P.M. VIRTUAL MEETING**

**A G E N D A**

Join Zoom Meeting

<https://zoom.us/j/91071479049>

Meeting ID: 910 7147 9049

One tap mobile

+13017158592,,91071479049# US (Washington D.C)

+13126266799,,91071479049# US (Chicago)

**1. CALL TO ORDER**

Chair Rowe called the meeting to order at 4:30 p.m.

**2. ATTENDING:**

Chair Doug Rowe; Commissioners Dick Fredericks, Kelly Nelson, Robert Rasmussen, Pat Rogers, Sue Thurn; and Airport Manager Mike Nichols

BOA: Matt Messina and Matt Malicki

**3. APPROVAL OF AGENDA**

Motion by Commissioner Nelson, seconded by Commissioner Thurn to approve the agenda as submitted. Motion carried.

**4. APPROVAL OF MINUTES - February 10, 2021**

Motion by Commissioner Fredericks, seconded by Commissioner Nelson to approve the open meeting minutes for February 10, 2021, as submitted. Motion carried.

Motion by Commissioner Nelson, seconded by Chair Rowe to approve the closed meeting minutes for February 10, 2021, as submitted.

Motion carried.

**5. TREASURER'S REPORT**

Commissioner Thurn reported the checking balance at \$21,221.25

The Drummond check was received. Birkie is sending their check.

Commissioner Nelson reported that lease invoices were sent out March 9, 2021. One lease has been paid.

Airport Manager Nichols stated that the airport used to use TSIS for servicing credit cards at the pump. When the new terminal was installed, the Commission had to change to Epic because TSIS was not compatible with the new system. However, TSIS has continued to withdraw payment fees for credit card transactions, even though they are performing no service. At the time of the change to Epic all paperwork was completed to cancel with TSIS.

TSIS has been contacted. The amount of refund owed is over \$2000. TSIS offered to refund \$500. Mike did not accept the offer and tried unsuccessfully to talk to someone in person. The only option is to contact TSIS through Customer Service. He did, however, receive a confirmation code for cancellation. It was the consensus of the Commission for Mike to continue to follow up and press for the full refund.

Treasurer Rauch sent a check for \$6,000 to Phil Rasmussen to pay for the mower. Commissioner Rasmussen confirmed that Phil received the check. There was a misunderstanding from meeting minutes that the Commission had paid \$1500 a year for three years and all that was owed was \$1500. That is incorrect, and the minutes will be corrected.

Checks were sent to Phil but never cashed. The Commission will ask Kelly Rauch to check whether any checks were cashed.

Motion by Commissioner Fredericks, seconded by Commissioner Nelson to accept the Treasurer's Report and file it for audit. Motion carried.

## **6. MANAGER'S REPORT**

Mike followed up with Bayfield County on available radios, but they are only meant for other truck garages. Handheld radios can be purchased for approximately \$250 to use with the plow. A CB radio in the tractor would be approximately \$900.

It was the consensus of the Commission to have Mike purchase radio equipment with a headset to be used in the tractor for plowing and mowing.

Fuel has been ordered – 1600 gallons. There is a credit because the last time the company was paid twice.

Mike reported an inquiry from someone in St. Paul about a possible hangar. He was also contacted by Jay Anders who wants to build a bigger hangar in Phase 2.

Mike will call Mark Jerome to finish the brushing that was started last fall and interrupted with snow.

## **7. PUBLIC COMMENT**

There was none.

## **OLD BUSINESS**

### **8. UPDATE FROM BOA**

#### **Discussion of Master Plan/Runway Length**

Chairman Rowe stated that there have been ongoing discussions regarding the runway length. There needs to be a resolution. The goal has always been for 3700 feet, and the Commission wants 3709 feet as the ultimate solution. The ALP of 2017 and Master Plan show the ultimate goal or length at 3700 feet.

Matt Malecki explained that when a Master Plan is created, it projects over a time frame of 20 years. Current FAA standards and what the airport is eligible for is based on a forecast of operations. The airport is classed as a B1 airport and is eligible for 3400 feet. That is what the FAA will fund. He has documents from Becker Hoppe for 3400 feet.

Commissioner Nelson stated that the Commission wants to protect what is there, which is a paved runway of 3700 feet. The Commission wants the EA to identify thresholds and aviation easements for the whole length of 3709 feet and then put in runway lights for the whole length. It is a pain to get rid of trees and the Commission wants to pursue riddance of tree obstruction for the whole 3700 feet.

Matt Malecki stated that 300 feet is not going to be torn off. The Commission can seek other funding to help with that part. Project will expand on what you have - will not get back to 3709 feet of pavement but will expand on that and don't want to lose that.

Chairman Rowe stated that there is 3709 feet runway that is crack-sealed. The Commission does not want to lose what it has already spent money on. The EA should continue for clearance of 3709 feet. The Commission will find out the cost difference and decide on what it can afford.

Matt Malecki stated that the EA can only address 3400 feet. When easements are purchased for the runway, it is considered new runway and only 3400 feet will be funded.

Mike Nichols noted that when the runway was last resurfaced, 3709 feet were done. Matt Malecki responded that was considered reconstruction or rehab of the runway. Acquiring easements and clearing thresholds is considered part of new construction, which can only be for 3400 feet.

Matt Messina stated that the goal of the EA is the length justified, which is 3400 feet. In order to justify 3709 feet, the Commission would have to do a year-long operations count study that captures the number of aircraft using the airport during the year and the minimal length needed for those aircraft. In order to qualify for the 3700 feet, the study would have to show 500 aircraft operations that need longer than a 3400-foot runway to use the airport.

Chairman Rowe stated that if it takes another year to do another ALP, that has to be done. If the Commission agrees to shorten the runway to 3400, the approaches would be undoable after they are put in.

Matt Malecki noted that if a traffic count is done to justify the 3709 feet, there could be other impacts, such as purchase of the golf course and modifications to Telemark Road. At 3400 feet the airport would be set for years to come with the least impact. The airport would continue to be operational with clear approaches.

Matt Messina added that the process to justify adding 300 feet will take time. It is not a slam dunk. It must be shown that there are at least 500 aircraft operations (250 landing and 250 taking off) that need that amount of runway.

Brad Volker, Cooper Engineering, stated that the tree on the golf course is one of hundreds of trees that are a problem for a runway at 3709 feet. There will also be easement costs. If justified, the FAA can help to clear the approaches, but the Commission will have to afford to maintain clearances.

It was the consensus of the Commission to analyze basic approach surfaces relative to the full length of 3709 feet of pavement, which is what exists today. Does not mean preferred length in EA would be full length. What hired Quantum Spatial to do.

3400 feet discussion is recent - unfortunately, Cooper not aware - Matt inherited from Mark - Master plan - current design is B1, future is B2 - notes commission in Jan. 2011 to say "Maintain" - want to use 3709 feet and get rid of displaced thresholds. Operations in 2030 estimates 600 turbo prop operations and displaced thresholds should be removed if possible. FAA recommences 34000 feet. The commission has always wanted to establish full length.

The ALP shows 3400 betw. displaced thresholds. Alternative does agree with future sheet of ALP- ultimate shows 3700.

Knock on doors and work out easements for 3400 and then when get 3700 feet knock on doors again - painful process

EA is a process and a negotiation - how impactful to community - how much political will commission has to accomplish it

Can get cost estimates before decide preferred alternative

Matt Mal - if get cost estimate for 3709, have to include costs for land acquisition. Telemark Rd. may be obstruction to full length. If push threshold out, how far up Mt. Telemark. Do not threshold without clear approach.

Pat - don't see 500 planes a year. Not sense to get easements

Brad - round of easements around 2008, those were obtained to be able to trim 20 to 1 relative to runway end. Example of why what is changing

Have some easements to north, need more or wider ones. Larry Johnson negotiate easement want to clear 20 to 1 based on displaced threshold today but when can justify full 3709, easement lowers.

Matt Mal - FAA only pay for easement height - first right of refusal -if justified then would kick in - not sure of FAA participation. EA has 3400 feet starting at edge of pavement on north.

Brad that is one and another is 150 feet shifted south. North end is problem with NPS. Main problem is Johnson property. Hard to know what will happen. Buy it, trim trees, then sell it and keep easement.

Doug - decide length for EA - you say FAA will not help fund 3709 - have thither been asked? Possible?

Matt Mal - based on planning documents with FAA recon 3400 top't see funding project for more than that without updating Master Plan and ALP  
They ask for justification - even if have extra, FAA not pay and airport would ave to pay

When look at operations counts 500 - take off or landing - 250 inbound and out-bound for that length.

Doug - cost more to take lights out than to keep what we have - not jsutication of having what exist - what cost to shorten it?

Mal - Lights v. paving extra 300 feet - show that diff in cost along with easement costs - does cost outweigh rebuilding 3400 feet cost

Dougk - ordinance obligates clear approach

Brad - speak to FAA not participate to maintain extra pavement and lights even though definite benefit?

Mal - when looking at a project with FAA - in order to access federal funds have to show justification - don't see a good path without a step back

Rehab - pavement that exceeds standards - can rehab that = where going for future - if have to reconstruct runway have to fall back on master plan - keep runway going with rehabs is temp. fix - trying to set up for future with right easements can do that only rehab so many times - eventually will become re-construction - FAA is looking to future

Mess - document purpose and need of project - need is 3400 - when cut trees have to base on document of need - which is 3400 and are stuck there.  
To acquire new easements based on need.

Doug - recommended v. authorized - like to bring up to FAA and make them refuse it.

Kelly - will want to keep 3709 and do whatever need to do within reason  
Understand justification for funding. How much more to accomplish and how much more to spend to look at 3709 as part of EA - understand have to amend master plan

Brad would not change scope of EA

Kelly if modified master plan - to find cost for extra easements -

Mal - full 3709 - Telemark Rad becomes obstruction - relocate it further up hill - partial golf course acquisition - don't know impacts

Doug - signs for low flying aircraft - lights on buildings in past - cannot lower Telemark Road - like FAA to tell us no. Until know actual costs - then make decision -

Bob Rasmussen left at this time.

Mal not give hard number because will be forecast out couple years - cannot do federally funded acquire more land than what document of need do have right to what is justified but do not have

Mike - this EA talking runway reconstruction - this EA is for thresholds -

Mal - treatment coming up - by time EA done and clear approach will need runway treatment for runway again - maybe rehab is

Mess - EA based on 3400 feet bec.

Brad part of EA contract includes cost for alternatives - such as number trees, needs to include obtaining rights for tree work - that estimate will give a preview of costs

Sue - land use issues - golf course is for sale - is opportunity

Telemark lodge to be torn down - are opportunities - ABSF selling off property on west - whole scope with Telemark property is changed - small airport but space around is exploding

Lot of conversations at Planning Commission - airport in middle - do not want to lose opportunities that - need to plan - look at neighboring partners - in usage of land or easements or purchase of land - or Telemark Road

Doug - potential for airport becoming busier - don't want to underdeveloped airport or FAA does not spend money to make airport less capable - ex. gun club sale - make them tell us no.

Kelly - lot to think about - after cost easements,

BRAD ALP does show lowering Telemark Road - small grading project  
FAA prudent with money but frustrating when in 2030 will have turbo props those with most money is FAA

Cooper needs to lay out alternatives - complex - hearing preferred alternative is 3709 - have to describe in detail and cost estimate all of them. Scope not changed from this discussion. See what estimates and descriptions are.

Mess - alternative for 3700 feet need to update master plan - question is how confident will show 3700 is justified? Not automatic change - what aircraft need 3700?

Brad - that will be alternative. Was told to analyze surfaces in regard to whole length.

Mess = runway situated at each end

Kelly - lot of traffic prohibited bec. of trees - do know Johnson Wax family and prefer to fly - King Airs - don't know if we have count - if trees down where safe, might have the traffic to justify 3700 feet

Mess - RFI traffic is looked at - different ways of counting - tough at a n airport without a tower - log book is good -

Mal - come in but cannot because of approach-would need letterhead letter to FAA that cannot come here bec. of unsafe runway for type of aircraft used.

Accurate counts at GA airports is difficult. Will be combination of ways

Brad - counting of instrument approaches in master plan - 2000, 2005 and 2010 and numbers went down. First year 500 + five years 200s five years later 100s Reason is instrument approach technology getting better - more tree issues -if going to try to show FAA in future will have numbers , FAA would have to take an estimate of some type that would be valid. A count now is not a help because the airport is hindered now. To show 500 operations would have to be an estimate

Doug - do not know who not coming because of tree situation

Mess keep moving forward EA with 3400 feet unless directed otherwise by you Don't know can have alternative beyond purpose and need - FAA would not select that alternative

Brad - if get letters can help preferred alternative

Doug - 3709 will be one of alternative - rebuild to previous level of traffic, get letters from Johnson what would use

Mal - with EA comes back to purpose and need - cannot be alternative to go forward in that document - because more than justified in master plan alternatives would be immediate to purpose and need

Kelly crossroads to make 3709 - would have to redo master plan - update to current conditions - using new traffic counts and letters for justification



Brad - cannot imagine when have 3700 that alternative with 3700 would not are considered. Asked to analyze trees to that effect. Has to be an alternative

Mal - reason it cannot - if let out to public 3 alternatives, first thing asked is how justified for 3709 in third alternative must match up with master plan data can be discussed in concept because it is there.

Doug impossible - Kelly - master plan talks about 2030 - prediction - should work toward being a B2 airport -  
Would like to discuss further possible amend master plan - concern is because thought process - painful try to protect whole 3709 - that is understanding Mess - turnover at BOA - lot of people involved and all need to be on same page -

Doug - do not recall anything with Becker Hoppe and 3400 feet study

Consensus to digest this discussion and information and commission discuss next step.

Brad - if get cost estimates now, is it ok? Keep to this small group to be helpful. Not extra work -

Thurn - interested in those estimates -

Mess - goal is to get 3709 - cannot go thru EA without redoing master plan.

Kelly 2017 - not signed - last master plan is 2011 - summary specifies develop 1634 to ARC B2 standards to accommodate critical aircraft types that is longer than 3400 feet - that is 4400 feet - that is master plan summary that is a contradiction for us = continue to protect and expand when possible

Mess - problem is not justified at time of need - FAA will ask if forecasts in 2011 are now present? Eligible for 3400 - past that ultimate sheet at full 3700 feet - have to have operations to justify or airport can fund it

Mal - can have companies say will use facilities beyond what is there.

Mess- if do EA 3400, can take step back and do master plan and ALP process and updated forecast based on future changes -

Brad - master plan says maintain what you have and eliminate displaced thresholds

Mal - master plan does not justify a project - don't have justification for 3709

Doug - FAA AIP number - identifies funds that created document

**Appreciate everyone in this difficult discussion**

Kelly - commission needs to decide rewrite master plan - see if justify  
**if risk not taking care of trees - do what can do now and tackle this later?**

**Agenda item for next meeting - meet in two weeks - special meeting**

**Mess - keep move forward with EA**

**Dick - what difference to Matt and Matt commission opinion?**

**Mess - to look at 3700 have to go back to master plan and ALP process**

**Commission decision matters**

**Sue - verify with Ben Popp - growth potential would help**

**Phase 2 Development**

Matt Messina reported that Cooper Engineering will prepare a scope of work to present to the Commission. He also stated that there has been no action on the pavement reimbursement.

**9. ENVIRONMENTAL ASSESSMENT UPDATE**

above

**10. DISCUSSION OF PLUGINS FOR AIRCRAFT HEATERS**

This item will be kept on the agenda for the next regular meeting.

**11. NEXT MEETING DATE** - Special Meeting, Tuesday, March 16, 2021, at 4:30 by Zoom. The meeting discussion will focus on discussion of the Master Plan and runway lengths.

**12. ADJOURNMENT**

Chair Rowe declared the meeting adjourned at 7:07 p.m.

