



Newsletter Anoka County Aviation Association ACAA

January, 2015

Next Meeting: **Monday, January 12, 2015 7:00 PM**
EAA Chapter 237 Hangar Anoka County Airport.

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Calendar

Jan 12, 2015 (Mon)	7:00pm	ACAA Meeting EAA Building
Feb 27, 2015 (Fri)		Newsletter Deadline Want Ads due
Mar 9, 2015 (Mon)	7:00pm	ACAA Meeting EAA Building
Mar 10, 2014 (Tue)	7:00pm	RAAC Meeting STP airport

January Meeting

Join us at the January meeting for an update and discussion on what's going on at the airport.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, January 12, at the EAA 237 Hangar on the west side of the field. Doors open around 6:45; refreshments will be provided. Let's have a great turnout. Hope to see you there.

RAAC Report

By John Krack

See Vivian Starr's summary of the December RAAC meeting below. The next meeting is scheduled for Tuesday, March 10, 7PM at the Saint Paul Downtown airport. We'll have more details in the March Newsletter.

The December meeting was pretty informative on several fronts:

Non-Aeronautical Revenue: Eric Johnson, MAC Director of Commercial Management and Airline Affairs, advised that the project is moving slowly, but it IS moving. At FCM one site has been approved by the FAA and by Eden Prairie for commercial marketing. Several entities have expressed interest, but as Vivian notes, there is concern about the concept of land lease vs. purchase. They'd be looking at a very long term land lease in the neighborhood of 40-60 years. Eric expects that as more parcels are released by the FAA, interest will pick up. Three other FCM sites are awaiting FAA approval.

Two parcels at ANE (4 acres and 19 acres) have been released by the FAA, and an agreement with Blaine on potential uses is expected later this winter.

Also, as Vivian notes, two firms have expressed interest in building solar farms at Lake Elmo and Airlake. MAC is working with these firms, and expects to present something at the February M&O Committee meeting.

I expect that by the March RAAC meeting, we'll see some breakthroughs that enable MAC, through their consultant company, to aggressively market these parcels.

Long Term Comprehensive Plans: Approximately every five years, MAC updates the Long Term Comprehensive Plans (LTCP)

for each of its airports. These plans look out 20 years, and attempt to identify future needs and plan the changes necessary to meet those needs. The plans are also approved and used by the Met Council to become part of the overall metro area planning.

Neil Ralston, the new Planner for the MAC, gave a good overview of the planning process, and a detailed description of the Lake Elmo plan, which is nearing completion. The Crystal plan will start in earnest in January, and planning for the other airports will kick off later this year. I found Neil's discussion of the items that go into the planning process to be particularly interesting, and I've summarized them below:

1. **Guiding Principles.** The Guiding Principles section establishes parameters for planning decisions, provides focus and direction, and states the high-level planning purpose and objectives. It also includes a companion FAQ document.
2. **Aviation Activity Forecast.** They choose a base year, and identify the number of based aircraft and the operations for that year. They do the same for the current year, then project 20 years into the future, including such factors as Population, Employment, and Real and Per Capita personal income. They then develop a Base Case forecast, plus high and low ranges and impacts of major improvements such as extended runways, for based aircraft and airport activity at each 5-year milestone during the forecast period. These numbers can then be used to show graphically the forecast range during the period.
3. **Airfield Facility Requirements.** Starting with a design aircraft family (basically aircraft size and performance) the FAA guidance for runway length for the design aircraft family is used.
4. **Plan Development.** The above information, along with the existing airport situation, is used to develop a Base Case strategy, along with several alternatives. The alternatives are then evaluated, and a preliminary preferred alternative is chosen, and the reasons for why that alternative is preferred are documented.
5. **Stakeholder Engagement.** MAC then schedules briefings with the airport stakeholders, including agency representatives (FAA, MnDOT, Met Council, County officials), community members, and tenants, to communicate their thinking and get feedback.
6. **Draft Report Publication and Review.** A draft LTCP report is prepared, public information meetings are held, and the draft is revised accordingly and presented to the Commission for adoption.

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RAAC Report

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It's a lengthy process, but it's designed to be thorough and open. We'll keep you posted as the ANE plan develops. FYI, MAC is budgeting \$50,000 for each of the reliever airport plans.

Capital Equipment: Joe Harris has mentioned several times that MAC needs to update the electronic equipment in the tower, and also needs a new blower. Well, good news: \$200,000 has been targeted in 2015 for tower equipment upgrades, and ANE will be getting a new blower and mower. That should help the tower folks to keep traffic under control, and Trini and crew keep the runways plowed and the grass mowed.

As always, if you have any concerns, issues, or suggestions regarding the Reliever Airports, let me, or any of the other RAAC reps, know.

The View From Here

By John Krack

Elections

Since we had to cancel the November meeting due to weather, we'll be holding our annual officer elections at the January meeting. Up for election will be the President, Vice President, Secretary, and Treasurer. If you have any interest in helping to guide this organization, let one of the current officers know, or show up at the meeting on January 12. The current officers are all doing a great job, but it never hurts to bring in some new perspectives, ideas, and energy.

Also, I've been doing the Newsletter for a number of years, and would like to work my way out of that job. I'm looking for someone to help out for now, and eventually take it over.

Drones

You've probably been following with some degree of interest the controversy over unmanned drones, officially known as Unmanned Aerial Systems, or UAS. The FAA is tasked to come out with rules for UAS vehicles lighter than 55 pounds by next September, but they still don't have a date for a review draft. They're issuing exemptions on a selective basis to businesses while the rules are being worked out.

Personally, these things scare me, and I don't envy the FAA having to integrate them into the airspace system. Unless these devices are tightly controlled, with enforceable rules, they're a disaster waiting to happen. We all know how difficult it sometimes is to see full-sized aircraft while flying, even when we know they're there and know where to look. I can't imagine being able to see these small UAS vehicles when we don't even know they're there. The existing "see and be seen" model puts a very strong incentive on all pilots to look out for other aircraft (none of us wants a mid-air), but the pilot sitting on the ground doesn't have quite the same risk. It's not his/her butt that's on the line.

My big fear is that if use of these devices gets out of control, they could pose a serious threat to other aircraft. Certainly there will be restrictions (requiring operators to be licensed pilots, requiring that the operator or an observer have visual contact, requiring that they carry transponders, requiring that they stay below certain altitudes and outside of airways and approach paths or airport traffic areas are a few possibilities), but will these be enforceable? I think back to the '70s when CB radio was the craze. The FCC required licenses to transmit, but so many people ignored the license requirements that the FCC finally threw up its hands and allowed unlicensed use on the CB channels. Should drones become cheap and extremely popular, what's to keep folks from buying one and flying it wherever they want, oblivious to the dangers they present to other aircraft? Or even worse, what's to prevent a would-be terrorist from disabling a transponder or other detection equipment, and parking a few drones (via autopilot control) smack in the middle of an airport's glide path? Perhaps technology and the appropriate rules/restrictions will resolve these concerns, but I'd certainly hate

to be cruising along at 2000' AGL doing 130 kts and have one of these things come through my windshield or clip a wing. That could ruin one's whole day.

So I guess I'm not surprised that it's taking so long to come up with a proposal. Trying to reconcile the conflicting interests without risking people's lives isn't easy. And they can't afford to get it wrong. Perhaps technology will somehow bail us out – time will tell.

Joe Harris

I don't have the full story, but I'm advised that Charlie Beuning, our new airport manager, has decided to return to his old job as assistant manager of field maintenance at MSP, bringing Joe Harris back as interim manager of ANE, in addition to his responsibilities at Lake Elmo and St. Paul. (Mike Wilson has picked up Crystal in addition to Flying Cloud and Airlake.) Joe, we're glad to have you back, but we don't expect it to last!

Minnesota Pilots Association Gathering April 10-11

Mark your calendars for the 2nd annual MN Pilots Association 'Great MN Aviation Gathering' on April 10-11 at the Golden Wings museum. I attended last year and it was a great time. It's still a bit early for program details, but you can check the MN Pilots Association website at www.mnpilots.org as we get closer to the date.

Is Third Class Medical Reform Just Around the Corner?

According to a November 11 article in *General Aviation News*, the FAA has finally responded to pressure from aviation groups, pilots, and Congress to revise the medical requirements for certain operations now requiring a third class medical. At the time of the article, the FAA proposal was going through the internal government review process, and was expected to be available for public comment sometime in January. A December 3 article in AIN Online projected publication on March 5. In any case, however, chances appear good for seeing something soon.

November Meeting

With the lousy timing of the first major winter weather event of the season, the board decided that canceling the November meeting was the right thing to do. We'll get Kevin Gruys out another time, possibly in March, to talk to us about insurance.

December 9, 2014 Reliever Airports Advisory Council (RAAC) Meeting

By Vivian Starr

Commissioner:

Lisa Peilen

RAAC reps:

John Krack, (Chair) ANE
Peter Dahl, FCM
Patrick Moynihan, LVN
John Renwick, Lake Elmo, 21D
Glenn Weibel, STP
Bruce Wiley, MIC

MAC Staff:

Gary Schmidt
Kelly Gerads
Kelly Ubel
Eric Johnson
Al Dye
Neil Ralston

Tenants:

Don Johnson
Don Rosacker
Darrel Starr
Vivian Starr

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RAAC Meeting Notes (Continued from previous page)

This RAAC meeting was held at the MAC General Offices building. Due to extensive remodeling and reconfiguring in this building, the former meeting room was not available, and in fact will never again be available. A smaller conference room was pressed into service and served the purpose.

Eric Johnson, Director Commercial Management & Airline Affairs at Metropolitan Airports Commission, provided an update on Non-Aeronautical Revenue. FCM has one site with FAA approval for development. So far, some interest has been shown by developers, however, the concept of leasing land from MAC rather than buying a parcel has been a significant obstacle. At ANE, MAC has two sites that have FAA approval and the city of Blaine has indicated that their approval should be a simple process. LVH and Lake Elmo airports have two firms interested in ground mounted solar cell installations.

Al Dye, MAC Airport Project Manager, presented an update on MAC's 2015 Reliever Long Term Comprehensive Plan and the 2016 draft LTCP.

Neil Ralston, MAC's new Airport Planner for the past six months, provided a detailed update on Lake Elmo's 2035 Long Term Comprehensive Plan. On November 18, 2014, Mr. Ralston held a tenant meeting at Lake Elmo Airport. It was well attended by about 30 tenants. John Renwick described the meeting as very informative and productive.

Kelly Gerads, Assistant Director of Reliever Airports, said the revised facility acquisition fee resulted in an increase in hangar lease transfers that has now subsided. She also reported that the Self-Fueling Policy that caused so much discussion did not result in any applications for self-fueling.

Gary Schmidt, Director of Reliever Airports, announced that two new Reliever Airport Managers had recently been appointed. Michael Wilson is now the airport manager of Flying Cloud and Crystal Airports. Prior to joining MAC, Mr. Wilson earned a bachelor's degree in aviation management from St. Cloud State University and has managed airports in Aberdeen, SD, Brookings, SD, and Waterloo, IA.

Charlie Beuning is now the manager of ANE and MIC. Mr. Beuning previously was at MSP serving as an assistant manager of field maintenance. Michael Wilson was present at the RAAC meeting, but Charlie Beuning was unable to attend.

Joe Harris, former ANE airport manager is now the STP airport manager. Greg Fries has retired.

Future RAAC meeting dates are:

Tuesday March 10, 2015
Tuesday June 9, 2015
Tuesday September 8, 2015
Tuesday December 8, 2015.

Each meeting will be at 7 P.M.
Some meetings may be on a Reliever, so watch for that information.

MAC's December Commission Meeting Agenda contained the following summary:

General Aviation Airports
The 2015 to 2019 capital improvement program also included a variety of upgrades to the MAC's six general aviation airports.

Airlake
South Hangar Area Alleyways
Pavement Rehabilitation and Maintenance

Anoka
Pavement Rehabilitation and Maintenance

Airfield Signage Improvements
Aircraft Traffic Control Tower Equipment Upgrade

Crystal
Complete Environmental Assessment for LTCP
Convert Runway 14R-32L into a Taxiway
Pavement Rehabilitation and Maintenance

Flying Cloud
Pavement Rehabilitation and Maintenance
South Hangar Area Tenant Build-outs

Lake Elmo
Runway 14-32 Relocation/Replacement
Pavement Rehabilitation and Maintenance

St. Paul
Storm Sewer Improvements
Airfield Signage and Windcone Upgrades
Pavement Rehabilitation and Maintenance
Security Gate Upgrades

Also from a table in that same agenda:

In 2008, there were 424901 Reliever Operations.
In 2013, there were 338024 Reliever Operations

In 2008, there were 804 Reliever Tenants
In 2014, there were 836 Reliever Tenants

In 2008, there were 1637 Reliever Based Aircraft
In 2014, there were 1370 Reliever Based Aircraft

November Meeting Minutes

The November meeting was canceled due to weather.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

Aircraft & Marine Insurance Agency, Inc.

Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

Contact: Kevin Gruys at 952-890-1124
or email gruys@aircraft-marine.com
website: www.aircraft-marine.com

AIRCRAFT FOR SALE

- 1969 Champion Citabria (7ECA). 990 TT, 395 SMOH, Tanis Pre-Heater
- 1942 Aeronca L3-B Grasshopper. 3611 TT. 112 SMOH. Radios and Intercom. Light Sport qualified WARBIRD.

Contact Dick McKenney at 612-401-6957

HANGARS FOR RENT: Several south facing tee hangars available. Call George at 651/271-3023.

Editor's Note: The following is copied from the January edition of the Blaine Airport Promotion Group Newsletter by Roger Hansen. I've included it for two reasons:

1. The first section describes a project by the Blaine Historical Society to compile a history of Blaine, including the airport. If you have personal history in Blaine, or information/artifacts about the early days of the airport, you might want to share what you have/know with the Historical Society so they can preserve it for future generations.
2. The second section discusses the growing partnership between the BAPG and the University Avenue Elementary School. The school has received two prestigious awards for this partnership and its positive effects on all involved. Congratulations to UAE and to BAPG and the Civil Air Patrol for putting forth the effort to make this work. Besides helping the students, these kinds of relationships go a long way toward building a positive image of the airport in the eyes of the local communities. And I'll also note that the BAPG recently received their 501c(3) certification from the IRS, so contributions are tax deductible. They can certainly put any contributions to good use.

Visit their website at www.aneairport.com for more information on BAPG.

The Story of Blaine Needs to Be Told

The Blaine Historical Society is seeking help from the community to gather the history of Blaine for a book, to be published in 2016, with the city's 50th Anniversary celebrations as a springboard.

event on December 5, 2014 to celebrate Blaine's 50 anniversary as a city. Posters will be at the city hall on display any time the city hall is open throughout 2015. The poster presentation is in addition to a book the Blaine Historical Society is working on to present the history of the city of Blaine.

“CONNECTING BLAINE WITH THE WORLD”

A special poster was prepared by the Blaine Historical Society to provide a time line of Janes Field history from 1939 to 2014. Acknowledgement for source materials is being made for contributors to the development of the poster work and the book to be published in 2016. Please make your personal and family history of the area a part of this important work to document the history of our community and airport. Contact Karen Klinkenberg at the Blaine Historical Society. www.blainehistory.org



University Elementary earns acclaim for cooperation with airport

News release was submitted by the Anoka-Hennepin School District

aerospace, children's engineering and science programming that has now been in place at the school for four years.

This year, University Avenue's efforts are gaining statewide and even national acclaim as staff recently hauled in a pair of awards centered on the school's relationship with the airport.

Last spring, UAE Curriculum Integrator Kate Watson was honored as the National Civil Air Patrol's "Coordinator of the Year" for 2014. Watson works hand-in-hand with the airport's promotions board, serving as board member, and behind the scenes to make connections within the airport community that she can then blend that resource into the curriculum for the University's grade school classes.

"I think one of the things that make it possible is the cooperation we get over at the airport. There are so many people that are willing to go the extra mile for us. And I think it's because they're largely excited to see young people taking an interest in aviation and all of the things that happen behind the scenes," Watson said.

The Civil Air Patrol works closely with the school's teachers – a program coordinated by Watson – to register them as certified to use CAP information within the school's programs. Teachers then tie those lessons – everything from flight planning to equipment checks – into core curriculum subjects like science, math and even reading comprehension.

"The awards kind of reinforce the relationships we've created between the school here and the community," said UAE Principal Dr. Anissa Cravens. "The word is beginning to spread, after four years, about the work we're doing, and the people are impressed."

And the airport community is excited to see this sort of youth movement, Watson said.

That relationship earned recognition – this time for the school – from the Metropolitan Airport Commission (MAC), which recognized University for its service to, and promotion of, the Anoka County Airport.

Watson, UAE student ambassadors and staff accepted the award at the airport, and were treated to a tour of the control tower and a picnic.

It's a powerful partnership, Watson said. This year, all first grade students have been taken to the airport some time during the first few weeks of school. Second-graders, Watson said, who are supposed to be "flight experts" by the end of the year, spent several days at the airport. Even kindergartners at the school got a tour of a plane and a picnic on the airport grounds.

"You get them that kind of exposure, and then our curriculum is taught through the lens. So when you're talking about the features of an airplane the exposure isn't limited to the student from a family who happened to go visit a family member or go on vacation. They've all had that exposure to the plane, and the airport, and know what that's like. And what little kid doesn't love airplanes and astronauts?" Watson said.

The Blaine Airport Promotion Group holds monthly meetings on

the second Thursday at 8:00 A.M. Key Air will host the

January 8th meeting

ACAA OFFICERS AND COMMITTEES

President:	Mike Lawrence	763-780-2802
V. Pres:	Don Johnson	651-407-3403
Secretary:	John Krack	763-786-5876
Treasurer:	Vivian Starr	763-559-4683
RAAC Rep:	John Krack	763-786-5876
RAAC Alt:	Don Rosacker	651-633-1751
Legal Adviser	Hal Hitchcock	651-717-0859

Committees & Members

Fire, Building Codes, and Environmental

Gary Specketer (Chair)	770-403-3450
Randy Huyck	753-1918
Roger Wyatt	755-7544
Dick Schoen	646-7539
Mike Holmquist	651-633-6525

Newsletter

John Krack	763-786-5876
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Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr	763-559-4683
Paul Thomas	483-9808
John Krack	763-786-5876

Membership

John Krack	763-786-5876
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Commissioner: James Deal

Airport Mgr.: Joe Harris 763-717-0001

Discover Aviation Days

2014 Dates: May 31 - June 1, 2014

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller	Golden Wings Museum
Email: goldenwings@minn.net	
Craig Hass	AWAM
Email: dlhass@comcast.net	
Shelly Supan	CAP
Email: skylimited@comcast.net	
Michael Lawrence	ACAA

ANOKA COUNTY AVIATION ASSOCIATION

The ACAA is an association of hangar owners, hangar renters, FBO owners, pilots, flight instructors, commercial operators, and anyone else with an interest in the future direction of the Anoka County Airport. Our mission is to actively promote a variety of interests and activities relating to the Anoka County Airport operation including:

- Safety
- Airport improvements
- Hangar use, lease contracts, and building/fire codes
- Relations with MAC, MnDOT, and adjoining communities
- Business and commercial interests
- Recreational Aviation
- Any other areas of interest to the membership

To get results, we need your support.

To join, either:

Attend the next meeting at the EAA Building, just north of the Golden Wings Museum facility. See the calendar on page 1 for the date and time of the next meeting.

Or:

Fill out the membership form on the back page, and send it with \$15 for one year, \$27 for two years or \$35 for three years to the address indicated on the form.

NEWSLETTER ARTICLES REQUESTED

Please send newsletter articles to:

John Krack
7629 Lakeside Rd. NE
Fridley, MN 55432
(h) 763-786-5876
Email: av8r00@gmail.com

Articles may be typewritten, handwritten or on disk in Microsoft Word format or text file. See the calendar on page 1 for next newsletter deadline.

Newsletter Want-AD Service

As a benefit to members, a free want-ad service is available. Rules are:

1. Ads must be received by the date indicated in the calendar notes to be guaranteed to appear in the next newsletter.
2. Anyone or any business may submit an ad.
3. There is no charge for paid-up members.
4. Graphical images are OK if in a standard computer image file format (.gif, .jpg, .bmp, etc.). Hard-copy images are also acceptable.
5. Send ads to the Snail Mail or Email address shown above.
6. Want Ads will run for 3 issues, unless canceled early or renewed to run longer.

Email List

Vivian Starr maintains an extensive email list of people interested in what's happening in the Minnesota aviation community. She keeps us up to date with timely reports on MAC meetings, and other activity of interest. In fact, many of the articles in this Newsletter were originally distributed via email. If you're not on the list and want to be, send your email address to Vivian at DVStarr@aol.com.

