



Newsletter
Anoka County Aviation Association
ACAA

January, 2017

Next Meeting: **Monday, January 9, 2017 7:00 PM**
 EAA Chapter 237 Hangar, Anoka County Airport.

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Calendar

Jan 9, 2017 (Mon)	7:00pm	ACAA Meeting EAA Building
Mar 3, 2017 (Fri)		Newsletter Deadline Want Ads Due
Mar 13, 2017 (Mon)	7:00pm	ACAA Meeting EAA Building
Mar 14, 2017 (Tue)	7:00pm	RAAC Meeting MAC General Offices

January Meeting – Elections

Join us at the January meeting for an update and discussion on what's going on at the airport, and for the annual officer elections. (Elections were rescheduled from November due to poor attendance at the November meeting.)

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, January 9, 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.

Tips From the Tower
 By Neil Otey, ANE Tower Chief

Pilot Reports and Runway Condition Reports

Pilot reports are much the same as they have been in the past, except the term "Fair" has been replaced by "Medium". "NO FAIR"

Pilot reports are formulated by pilots, for everyone's use, and are passed on by FAA and Contract facilities. Pireps automatically expire after one hour.

Runway Condition Reports, issued in the form of NOTAMS for each airport, are updated and removed by MAC, (the airport authority), as conditions warrant. Pilots can access the NOTAMS for each airport in their online preflight briefings, or airborne via cell phone. Runway Condition Reports are generated when runway conditions are less than dry, or are contaminated.

Other than being able to read and understand the Runway Condition Reports, pilots are not involved in the RCR NOTAM process.

[Editor's Note: See the slide presentation on Page 6 for more detail on Braking Action and Runway Condition reports.]

RAAC Report
 By John Krack

The Winter Reliever Airports Advisory Council meeting was held Tuesday, December 13, 7pm at the MAC general offices. Major discussion topics were:

Non-Aeronautical Revenue:

The sale of Parcel 60 (the roughly 27 acre area between County Rd. J and US Highway 10) to the Spring Lake Park School District closed on November 18 for \$2,058,700 prior to closing costs. The price was \$85,000 per usable acre, and SLP will cover \$1.5M in soil remediation cost. This money will be used for Reliever Airport capital improvements.

The 49 acres of "ball field" property at the north end of the airport (105th and Radisson Rd.) has been leased to the Minnesota Amateur Sports Commission on a 30-year lease. The financial terms are: years 1-3, \$90K annually; years 4-5, \$95K, and a 3% escalator every year thereafter.

The Golf Course lease fees have also been renegotiated: the higher of \$75,000 per year, or a sliding percentage (from 7% to 11%) of gross revenues over \$1M.

The lease revenues will go into the Reliever Airports operating budget.

At FCM, Parcel 3 66,500 sq ft) has been leased for a child care facility for 50 years at \$41,832 annually with a 3% escalator every 5 years. Another FCM parcel is close to receiving FAA land release approval.

MAC is looking at putting a restaurant in the terminal building at STP.

The next focus will be on leasing non-aeronautical land at Crystal airport.

Long-Term Comp Plans:

The Lake Elmo plan is complete. The Environmental Assessment phase will start soon, with expected completion in 2017 or early 2018.

The proposed Crystal plan received 27 comments (15 tenant, 8 public, and 4 public official). MAC is taking a serious look at recommendations to extend runway 14-32 and possibly maintain the grass runway. A revised MAC recommendation is expected in February.

The Airlake plan is still being worked.

The ANE plan will probably kick off sometime this spring.

Airport Manager: No change. I don't know the results of the December hearing, but I'm told that the trial is set for May. Glenn Burke remains on administrative leave, and for the time being, Joe Harris continues handling the ANE airside management duties

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RAAC Report

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(maintenance activity, infrastructure issues, etc., and Kelly Gerads continues with tenant relations and other landside tasks. Mike Wilson is handling Crystal.

Standing Water off of 9-27: I raised Don Johnson's concern about the standing water after heavy rains between the east end of runway 9-27 and the taxiway, as published in the November Newsletter. Al Dye from MAC's development department said that they are assessing the situation, starting with inspecting the existing drainage system (culverts, ditches, etc.) for obstructions, and going from there. I don't expect much progress over the winter, but we'll check back with them in early summer. Al did say that if it's more than obstruction clearance, it may take a while, as any drainage modifications will involve the local watershed districts.

Economic Impact Study

I suggested that it would be useful to update the Reliever Airport Economic Impact Study that was done by the Wilder Foundation in 2005. Kelly Gerads said that she would like to see this also, and will look into it.

New Flying Cloud Rep

Lance Fisher is the new FCM RAAC rep, replacing Peter Dahl.

As usual, 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

Commissioner Appointments/Reappointments

Five Commissioners' terms expired this month. Three were reappointed by Gov. Dayton, and two were replaced:

Reappointed were: Steve Cramer, James Deal, and Don Monaco

Lisa Peilen was replaced by Katie Clark Sieben

James Hamilton was replaced by Richard Ginsburg

Commissioner Peilen was first appointed by Gov. Pawlenty in 2007, and was reappointed in 2009 and 2013. She was vice chair of the Commission, and the Commission representative on the RAAC. She has been very supportive of the Reliever Airports, and it was a great pleasure working with her in my role as RAAC chair. She advised me in December that she was not reapplying for the position, having served for nearly ten years. It was a disappointment for me, but life moves on, and I wish her well in whatever challenges she takes on next.

I expect we'll find out soon who will replace her on the RAAC.

Email Newsletter Distribution

In the coming months, I'll be experimenting with distributing the Newsletter via email. This is primarily to save on printing/postage costs, to get the Newsletters to you more quickly, and to reduce my time to fold/tape/stamp/label the paper copies. In fact, due to my schedule, the paper copies in March may come out late, preceded by an email version. Eventually, we'll give you the option to receive your copy by email only and discontinue the paper.

I have email addresses for most members that you submitted with your renewals, and we'll start with those. Some are several years old, and may be obsolete. I'll start by sending a test email to the addresses I have, which you can confirm with a simple Reply. If you haven't received a test email by January 10, please send an

email to av8r00@gmail.com titled ACAA, and include your name and address as shown on your label so I can match it up with the mailing list. If I don't hear from you, I'll assume you don't have email.

Officer Elections in January

Due to poor attendance at the November meeting, 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 9. 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.

Know Someone Who's Looking to Rent or Sublease Hangar Space, Buy or Sell a Hangar?

Check out the Blaine Airport Promotion Group website at

<http://www.aneairport.org/hangar-space/hangar-space.htm>

Click on the button to send your info to BAPG, who will post it on the page.

High Speed Internet, TV, and Phone Service Now Available At Your Hangar

Contact:

Adrian Dennis. Sr. Business Account Executive
10400 Viking Drive Suite 550
Eden Prairie, MN 55344
Desk: 952-855-7222
Cell: 612-437-2148
Fax: 651 344 4403

Hangar Door Maintenance

If anyone has a contact for someone who does inspection and repair on bifold hangar doors, please let me know (av8r00@gmail.com).

MAC Committee and Commission Meetings

By Vivian Starr

Dec 5, 2016 Management & Operations (M&O) Committee Meeting

There were two topics on the agenda that were of special interest to the Relievers, and especially The Anoka County Blaine Airport.

LYNX FBO ANOKA, LLC, COMMERCIAL LEASE AND SUBLEASE ASSIGNMENT – CF 2705

Gary Schmidt, Director - Reliever Airports, briefed the Commission on Lynx FBO Network and their intent to acquire two of the existing Fixed Based Operators at the Anoka County/Blaine Airport. He addressed questions from the Commission with regard to concerns from other tenants at the Anoka County/Blaine Airport and fixed pricing at other reliever airports. Mr. Schmidt introduced Mr. Tyson Goetz and Mr. Chad Farischon, Partners of Lynx FBO Network. Mr. Goetz and Mr. Farischon spoke about their background in the aviation industry and answered questions from Commissioners with regard to the other Fixed Based Operations they own around the United States.

CHAIR BOIVIN MOVED AND COMMISSIONER CRIMMINS SECONDED TO RECOMMEND TO THE FULL COMMISSION

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MAC Committee and Commission Meetings

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APPROVAL OF A NEW COMMERCIAL LEASE FOR LYNX FBO ANOKA, LLC, FOR LOTS 70A, 72, 74, 76, AND 58C, AT THE ANOKA COUNTY/BLAINE AIRPORT, AND CONSENT TO ASSIGNMENT OF THE "SECOND AMENDED AND RESTATED ANOKA COUNTY/BLAINE AIRPORT NORTHWEST BUILDING AREA SUBLEASE AGREEMENT" FROM ANOKA AIRPORT DEVELOPMENT, LLC TO LYNX FBO ANOKA, LLC, AND THAT THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE BE AUTHORIZED TO EXECUTE THE ANOKA COUNTY AIRPORT – MINNESOTA AMATEUR SPORTS COMMISSION LEASE – CF 2706

ANOKA COUNTY AIRPORT – MINNESOTA AMATEUR SPORTS COMMISSION LEASE – CF 2706

Eric Johnson, Director - Commercial Management and Airline Affairs, presented a request from the Minnesota Amateur Sports Commission for a long-term lease for land that the Metropolitan Airports Commission (MAC) owns at the Anoka County/Blaine Airport. Todd Johnson, Executive Director of the National Sports Center Foundation, and Executive Director of the Minnesota Amateur Sports Commission along with John Daniels, Chairman of the National Sports Center Foundation highlighted the features of the National Sports Center in Blaine and spoke of the benefits the potential long-term lease would have for their programs, and for the surrounding community. Mr. Johnson and Mr. Daniels responded to questions from Commissioners on the management of the golf course and commended the Committee for working with them on this project.

COMMISSIONER CRIMMINS MOVED AND COMMISSIONER SCHUBRING SECONDED TO RECOMMEND TO THE FULL COMMISSION THAT STAFF BE AUTHORIZED TO ENTER INTO A LONG-TERM LAND LEASE AGREEMENT WITH THE MINNESOTA AMATEUR SPORTS COMMISSION CONSISTENT WITH THE TERMS CONTAINED IN THE MANAGEMENT AND OPERATIONS COMMITTEE MEMORANDUM, AND THAT THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE BE AUTHORIZED TO EXECUTE THE NECESSARY DOCUMENTS. THE MOTION CARRIED BY UNANIMOUS VOTE.

Blaine Airport Promotion Group Closes its Doors

By John Krack

Sadly, we report that the Blaine Airport Promotion Group (BAPG) is shutting down, at least in its current form. Their last meeting is Thursday, January 12, 8AM at Key Air. The note reprinted below from Roger Hansen, BAPG president, explains the details.

Basically, they have not been able to realize sufficient funding to continue. They had to drop their 501(c)(3) non-profit status due to lack of sufficient support to meet IRS requirements, and their board decided that they were not able to continue in their current form.

The group was started in 2010 by Harvey Karth, Roger Hansen, and others as an ad hoc organization to promote the Anoka County airport. They quickly recognized a need that they could help fill by working with local school districts in supporting the STEM (Science, Technology, Engineering, and Math) program by giving students "real-world" exposure to careers that require these advanced technical skills, in hopes of encouraging them to pursue these subjects as part of their education. They did this by bringing groups of students to the airport for tours, partnering with on-field businesses to offer participants first-hand insight into the kinds of interesting and challenging careers available, and what it takes to qualify for these positions. Over the course of this program, somewhere upwards of 2,000 students had an opportunity to visit the airport and learn about its operation.

The program also had the side benefit of getting the parents involved, thus promoting the airport to local residents in a very positive light.

Dear Blaine Airport Patron:

During the second half of 2016, Harvey Karth and I have evaluated our BAPG and have made a decision to discontinue the program as we know it. I have talked with our Vice President Chris Gabiou, to make a final review and we are in agreement.

We have had a very successful 6 years of developing the STEM Aerospace initiative here on the Blaine airfield as well as assisting area schools in their own development.

In 2014 I began seeing education related articles that pointed to a down turn in college level institutions: closing and tuition skyrocketing out of reach. This would become the next wave of crashed institutions following the housing market. On the local level we are now seeing closing of institutions due to financial and declining enrollment.

Harvey's desire in 2010 was to awaken the aviation businesses to the need of raising up their own replacements through education and promoting greater community awareness of the values of a local airport. That is still our objective. The Board feels that we do not have the broad base of contributors essential to maintain our 501 c 3 status so as of December 30, 2016 our accountant has closed the account and notify agencies of our decision to close.

Our program of supporting schools and businesses will not end with this decision. We will assist schools that desire to develop their STEM initiative in Aerospace. As such, we have just signed a scholarship pledge agreement with the Blaine Community Scholarship Program for the 2017 school year.

The Blaine scholarship program was started in 2010 by the Blaine High School and now draws 100 individuals and businesses as participants. In February an annual CEMS (Center For Engineering Mathematics and Science) Senior Presentation Night provides students opportunity to show their special projects developed through the help of community and business funding, mentoring and leadership. In May, Scholarships are awarded to over 70 recipients from the CEMS program.

For more information about the program please contact:
BLAINE COMMUNITY SCHOLARSHIP PROGRAM
12555 University Avenue NE
Blaine, MN 55434-2199
Attention, Scholarship Administrator

Thank you for your continued support

BAPG President,

Roger & Bonnie Hansen

We thank Roger, Harvey, and other BAPG participants for their efforts. They have been a great asset to the airport and have done much to share it in a very positive way. We wish them every success in their continued support of schools and businesses, and hope they will continue to be a visible presence in the airport community.

November Meeting Minutes

The meeting was called to order at 1913 by President Michael Lawrence.

Treasurer's Report

Vivian Starr gave the Treasurer's Report. As of October, 2016, balances were:

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November Meeting Minutes

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Checking: \$ 939.43
Savings: 4,913.16
Total: \$5,852.59

Picnic expenses of \$649.85 were reimbursed by the MAC

Vivian said that she's thinking about simplifying things by moving all of the funds to one account.

John Krack noted that our treasury balance and membership have been declining, with newsletter printing costs slowly rising, and opened a discussion on the future of the association. All agreed that we want to keep the organization intact, and discussed ways to increase membership:

- Open up a PayPal account and make it easier for people to join and renew
- Obtain a list of hangar owners and addresses from MAC and send a future newsletter, with a cover letter explaining the organization and inviting people to join
- Look at optionally distributing newsletters via email to reduce printing/postage costs and time

John said that he would follow up.

Anoka Tech Building

Kirk Fjetland, EAA Chapter 237 president, outlined his vision for the abandoned Anoka Tech building next to the Tower. Kirk would like to turn it into an Airport Community Center, open to everyone to host various types of activities. It would include meeting rooms, perhaps an observation deck, and a museum of EAA artifacts. Such a facility would be a definite benefit to the airport community.

Numerous challenges remain, including assessing the condition of the building; determining the cost of repairs and who would cover them; working out a plan with MAC; structuring ownership, maintenance, usage, to name a few. Kirk plans to pull together a focus group to do the research and put together a proposal to present to the MAC.

Elections

Due to very low attendance, it was decided to postpone elections to the January meeting.

The meeting was adjourned, time not recorded.

Respectfully submitted by John Krack, Secretary, ACAA.

From The Archives

Reliever Airport Rates & Charges – Part 6

The Monaco Plan

As reported in the last issue, the Lanners Plan for Reliever Airport rates and charges, adopted in 2006, began to come off the rails in 2010, and by 2012 threatened to trigger a 21-cents per square foot surcharge on all ground leases. In 2010, Commissioner Don Monaco (Duluth FBO owner) was asked to work with Staff to come up with a more sustainable model. The ensuing study included tours of the Reliever Airports, and tours and interviews with airport managers of nine airports surrounding the metro area. They also took inventories of existing GA services and facilities on the Relievers and at MSP, reviewed existing and proposed updates to lease policies and lease forms, and had staff presentations on airport finance and capital project funding.

The first draft of the "Monaco Plan" was unveiled in March, 2012, and included several major changes, as noted below in the reprint from the March, 2012 Newsletter:

Financial Model and Airport Funding

This project is moving forward quickly. A request to commence public hearing processes on a proposal outlining the major changes to Ordinances 107 (Reliever Airport rates and charges) and 93 (MSP rates and charges), was approved by the M&O Committee on March 5 and forwarded to the Full Commission for action on March 19. Pending Commission approval, the public hearing is tentatively planned for May 7, with a commercial operator version in the afternoon and a storage tenant version in the evening. Prior to that, MAC may hold a less formal tenant information meeting to solicit feedback.

The major changes are summarized below. You can see more details on the MAC website at http://www.metroairports.org/mac/appdocs/meetings/Mo/Agenda/MO_A_1158_1.pdf

1. The dreaded "surcharge" option to make up deficits will be dropped completely.
2. The annual ground rent escalator for the operations component will be reduced from 4% to 3%. This means our lease costs won't go up quite so fast.
3. The jet fuel flowage fee currently charged at ANE, MIC, FCM, LVN, and 21D will be implemented at STP and for GA activity at MSP. This would be projected to raise an additional \$652,427 in 2012 had it been in place at the beginning of the year.
4. Landing fees on **turbine aircraft only** will be implemented at ANE and FCM, with some exceptions such as aircraft repositioning, medical flights, and possibly some training. This will apply to all turbine aircraft, including VLJs and private jets. The initial fee is expected to be around \$3, but will probably escalate annually by some percentage. FBOs will collect this from transients, and tenants will be on a self-reporting honor system. Projections are that this would have raised an additional \$331,073 in 2012.
5. Divert current GA revenue derived from MSP to the GA airport system. This is money that Signature Aviation at MSP already pays, and would have resulted in an estimated \$921,000 to the GA system for 2012.
6. Set the commercial operator percentage rent at a flat 1.5% of gross sales, abandoning the 20% exclusion (which was implemented as a temporary measure during the economic downturn) and the sliding scale (which affects very few operators). This would have raised an estimated additional \$259,031 in 2012.
7. Revise the Facility Acquisition Fee to provide relief to tenants who have a small hangar on a large lot.
8. Change capital project accounting from depreciation to debt service, as is done at MSP. This means that rather than carry non-existent "paper costs" for projects that have long since been paid for, costs will only accrue when money is borrowed, which is seldom. Although this doesn't generate revenue, it makes the balance sheet look a lot better.

The result of these changes, had they been in place at the start of 2012, is to turn an estimated \$2M deficit (which **could** result in a major fight over a \$0.21 per square foot surcharge in 2012 and well into the future) into a \$325K surplus, and a sustainable financial basis going forward. Kelly advises that money for maintenance and capital equipment is built into the plan, and that their future projections are very conservative. Also, if approved, the changes would be effective January 1 of 2013.

Following release of the Monaco draft, MAC held two informational sessions on April 5 (both poorly attended) and a public hearing on May 7. The public hearing was much better attended, with some very vocal and well-articulated comments. Following is an excerpt from my meeting summary:

I was pleasantly surprised at the attendance, and at the clarity and conviction of the comments. A 7-year tenant at Lakeville has put his hangar up for sale and is moving to Faribault because of the

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November Meeting Minutes (Continued from previous page)

cost. A tenant at Crystal whose family business owns 100 hangar spaces has a 30% vacancy rate, and 40% of his sales go for MAC fees. Several years ago he had a waiting list, but Crystal is dying. Joe Smith from Elliott at FCM said that they've enjoyed an excellent relationship with MAC for 40 years, but the proposed changes will make it difficult for them to sustain a long-term presence.

Darrell Bolduc has 10 employees and has been at ANE for 29 years. His father had a successful business at Crystal long before that. Last year he paid \$49,000 to MAC, and around \$500K in the last 10 years. He likened the airport economic environment to a graveyard spiral, where we're caught in the soup and the way out is in front of our nose but we don't know how to interpret the information and keep things under control. We don't have an environment where business can grow.

James Coyne, president of the National Air Transportation Association, testified that he's talked with operators that will see a 40% increase in their cost of doing business if these changes are made, noting that there appears to have been no analysis at all on the impact on users. Al Lange, president of the Minnesota Aviation Trades Association, told a similar story.

Glenn Weibel pointed out that you can't even buy a meal on a MAC reliever airport.

And the common theme was "Let's get MAC and the tenants together and work things out."

And so they did. MAC got such an earful at the hearing that they convened a working group representing airport tenants and businesses to review the concerns and work out something that was more acceptable. The chief concerns were the landing fees for turbine aircraft at ANE and FCM, the tiered structure and amount of the fuel flowage fees, and the sublease fee. There was also some sentiment from the commercial operators that the storage tenants were getting off easy and should contribute more to the pot. MAC offered their rationale for the proposals, and said that they were looking to recover \$1.8M from some combination of landing fees, fuel flowage, and storage rate increases. They were also constrained by a prior court-ordered agreement with Northwest/Delta airlines from subsidizing Relievers with MSP-generated revenues. After three meetings, there was no clear consensus among the participants, but all stakeholders were able to articulate their priorities, concerns, and suggestions for MAC's consideration.

The final outcome and commentary was published in the September, 2012 Newsletter:

On Monday, August 27, the Commission approved the changes to Ordinance 107 (Reliever Airport Rates and Charges) with several changes from the version presented at the Public Hearing:

- The tiered rate structure on Jet-A fuel at ANE, STP, and FCM has been replaced with a flat 10 cent per gallon charge starting in 2013, escalating at 4% per year. (The Jet-A fee at MIC, LVN, and 21D is the same as for 100LL, and is set at 10.9 cents in 2013, escalating at 4% per year.)
- The turbine aircraft landing fee has been reduced to 100% (from 125%) of the MSP non-signatory rate at STP, and to 90% at FCM and ANE. This will vary up or down each year based on the MSP rate. The minimum landing fee remains at \$20.

The revised ordinance will be known as Ordinance 114.

Although we were not successful in getting the ANE and FCM landing fees dropped, or in getting an increase in the Reliever Airport Value, there were some positive aspects to this whole process and the final outcome:

- The dreaded Surcharge provision is gone. MAC no longer has a blank check to write against the tenants.

- The Reliever Airport Value provision/cap is not included in the new ordinance. Should we be able to justify an increase down the road, the process should be a lot simpler.
- The square footage rent for storage tenants won't rise quite as fast (3% vs. 4% before).
- Overall, I think the process was very public and fair. Although it would have been desirable to have tenant involvement earlier in the process, MAC was responsive to our request for additional discussion with tenant representatives, and they did in fact make a few small changes. In my discussions with the MAC staff and with Commissioner Landy, I think they really tried hard to reach a reasonable compromise.
- The response from the tenant community was terrific. Many excellent (though sometimes conflicting) points were made, and MAC got the message that we really do care, not only about our pocketbooks but about the future of the GA airports. Should we have to go through this in the future, we'll have some good documentation as a starting point for refining arguments, and a pool of articulate tenants to bring to the party.
- I think we sent a clear message that tenants are about tapped out, and additional revenues have to come from different sources. I would expect a lot more tenant pushback should MAC propose new or higher tenant fees. I'm hoping that this will result in more focus on non-aeronautical revenue generation, which does offer some good potential as a significant revenue source.

My take is that the Commissioners feel they have a workable plan, and if this doesn't work out, will hopefully be more open to other ideas.

- There was concern expressed about the collectability of landing fees at ANE and FCM, and staff agreed to report back the Commission 6 months after this ordinance goes into effect.

Time will tell, of course, how well this new plan works out. We all hope that it's successful and that we don't have to go through it again in another 5 years. We also hope that the more dire predictions of these fees driving GA traffic and tenants away from the MAC airports don't materialize. But if they do, we should be able to spot it fairly quickly and take appropriate action.

Which brings us to the fee structure we have today. MAC has since modified the Facility Acquisition Fee to address some serious inequities, and the Financial Model seems to be holding. With some recent new revenue streams, including the sale and lease of non-aeronautical land, the financials should be looking pretty healthy, and we believe that it's time to take another look at the rate structure, with an eye toward giving the tenants some relief.

WANT ADS

HANGAR FOR SALE

2135 Michigan West
48w x 40d TWO hangar doors (elect) approx. 14ft high x 40 wide.
Heat & AC office space. Call Craig at 651-426-4751

HANGAR FOR SALE

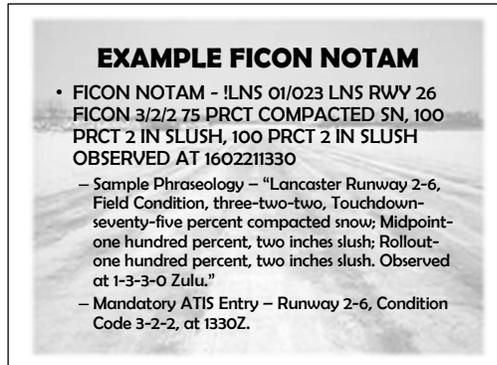
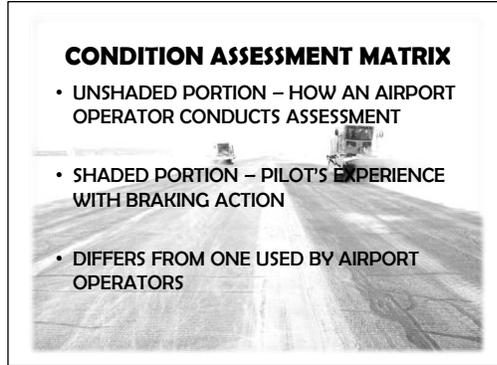
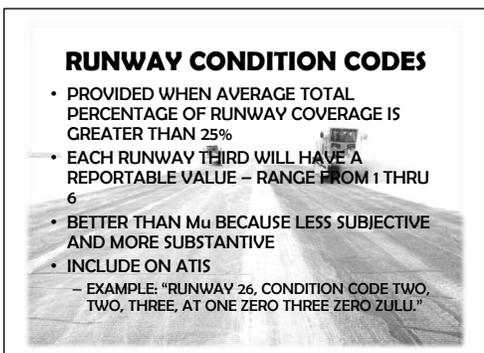
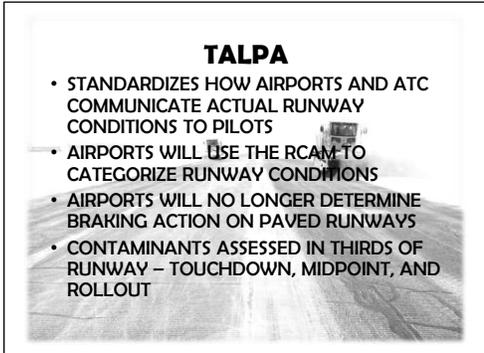
8 - Stall T-hangar on Oregon and Pennsylvania.
32' x 180' (5,760 sq. ft.); open inside with sliding
40' door openings; new roof and tin ceiling and end side
walls. \$175,000. Call Bob at 239-227-4407.



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

Neil Otey sent the following slides to me that outline the Runway Condition Codes and Braking Action Categories. Read the slides top to bottom, left to right



Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> Dry 	6	---	---
<ul style="list-style-type: none"> Frost Wet (Includes damp and 1/8 inch depth or less of water) <p>1/8 inch (3mm) depth or less of:</p> <ul style="list-style-type: none"> Slush Dry Snow Wet Snow 	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<p>-15°C and Colder outside air temperature:</p> <ul style="list-style-type: none"> Compacted Snow 	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (any depth) over Compacted Snow <p>Greater than 1/8 inch (3 mm) depth of:</p> <ul style="list-style-type: none"> Dry Snow Wet Snow <p>Warmer than -15°C outside air temperature:</p> <ul style="list-style-type: none"> Compacted Snow 	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<p>Greater than 1/8 inch(3 mm) depth of:</p> <ul style="list-style-type: none"> Water Slush 	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> Ice 	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> Wet Ice Slush over Ice Water over Compacted Snow Dry Snow or Wet Snow over Ice 	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

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

TBD

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Mgr.: Kelly Gerads 612-726-8142
Joe Harris 651-224-4306

Discover Aviation Days

2017 Dates: June 3 – 4, 2017

Website: www.DiscoverAviationDays.org

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Planning Team:

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Email: goldenwings@minn.net

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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.

Anoka County Aviation Association

7629 Lakeside Rd. NE

Fridley, MN 55432

ANOKA COUNTY AVIATION ASSOCIATION MEMBERSHIP APPLICATION

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone (____) _____ - _____
Work Phone (____) _____ - _____
Cell Phone (____) _____ - _____
Email Address _____

____ New Member ____ Renewal

Please tear off this information sheet and mail along with a check (payable to ACAA) for:

\$15 - 1 Year \$27 - 2 years \$35 - 3 years

(Please check desired membership term)

To: John Krack
 7629 Lakeside Rd. NE
 Fridley, MN 55432

Your renewal date is shown on your mailing label.

Do you have any special concerns or issues you would like to communicate?

To help us keep current with our members' interests, please fill out this survey.

Are you an: Aircraft Owner? _____
 Type of Aircraft? _____

 Hangar Owner? _____
 Hangar Street and #? _____

 Pilot? _____
 FBO? _____

Do you have any special interests, such as:

Aircraft Restoration? _____
Homebuilding? _____
Recreational Flying? _____
Other? _____

Office Use Only: Check #: _____ Entered: _____