



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, November 9, 2015 7:00 PM**
 EAA 237 Building, Anoka County Airport.

November, 2015

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Calendar

Nov 9, 2015 (Mon)	7:00pm	ACAA Meeting EAA Building
Dec 8, 2015 (Tue)	7:00pm	RAAC Meeting MAC General Offices
Jan 1, 2016 (Fri)		Newsletter Deadline Want Ads Due
Jan 11, 2016 (Mon)	7:00pm	ACAA Meeting EAA Building

current status of FAA and MnDOT grants, and Niel Ralston updated the committee on the methodology and timeline for completing the Reliever Airport Long Term Comprehensive Plans. See my summary of these meetings in the “MAC Commission and Committee Reports” section, and my commentary on the GA Model in my “View From Here” column.

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

November Meeting

Join us at the November meeting for an update and discussion on what’s going on at the airport, and our annual officer elections.

Unlike last year, when we had a major snowstorm and had to cancel the meeting, the weather guesser is promising a great evening.

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

RAAC Report

By John Krack

The next Reliever Airports Advisory Council (RAAC) meeting is scheduled for Tuesday, December 8 at 7PM in the MAC General Office building at 6040 28th Ave. S. in Minneapolis. This is a public meeting and all are invited.

Things have been pretty quiet this fall on the GA front. Kelly Gerads has been heavily involved in converting their reliever airport financial records and processes (lease management, payments, etc.) into a new MAC financial system, which promises to provide more information more quickly and make data management much easier. As anyone with an IT background knows, this can be a daunting task, involving lots of minute details and loads of testing. But the end is in sight.

As you’ve probably all heard by now, Jeff Hamiel, the MAC President/CEO has announced his retirement effective next May. MAC has hired an executive search firm, Spencer Stuart, to help find Jeff’s successor.

The RAAC has been invited to meet with a Spencer Stuart representative on November 10, to offer our input on what we’d like to see in the new CEO. If you have any thoughts, please get them to me by the ACAA meeting on November 9.

I attended the MAC Finance & Administration and the Planning, Development, & Environment committee meetings on November 2. At the F&A meeting, Gary Schmidt and Ed Podnieks presented the latest numbers in the General Aviation Financial Model, and at the PD&E meeting, they talked about capital improvements, the

The View From Here

By John Krack

Reliever Airport Funding

At the November 2nd Finance and Administration Committee meeting, Gary Schmidt and Ed Podnieks presented an update on the General Aviation Financial Model. (See my summary of the meeting below for details, or check out the MAC website for the video archive.) There were no real surprises with the Model itself (things are running pretty much as expected), except that due to rather large capital improvement and equipment expenditures in 2015 and projected for 2016, the annual operating balance for these two years is negative by \$559K and \$765K respectively. This in itself is not cause for alarm as we were advised when the new Model was rolled out in 2013 that there would be positive years and negative years. What was interesting is the discussion that followed.

It’s important to understand that the Model is basically a planning and management tool. It’s not a budget or a financial statement, but rather a framework depicted as a spreadsheet for tracking revenues and expenses in the MAC GA system to try to manage the Reliever Airports to be financially self-sufficient. The key number in this whole setup is the Cumulative Balance (CB), which is like a savings account – in positive years, the excess goes into the account, and in negative years, money comes out. MAC’s objective is to manage the finances so the Cumulative Balance stays positive, at least over time. MAC’s plan to do this is to manage capital expenditures (primarily infrastructure improvements and maintenance, and large equipment acquisitions) to stay within the available funds as determined by the current year’s CB and the next year’s projected operating profit. Capital expenditures are usually quite large (6 or 7 figures), and to some extent are discretionary, so there is some wiggle room except for projects that have to be done to “keep the lights on.” So there is some credibility that with good planning and management of capital projects, this strategy might work. So far, so good.

However, Commissioner Lisa Peilen asked what would happen if we continued to run operating deficits at the Relievers and the CB went negative and stayed so or got even worse. Steve Busch, VP of Finance, and Tim Geisler, the F&A Committee chair, waffled a bit on the answers (which is not surprising as no one can commit to anything outside current policy until the Board approves a change,

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The View From Here

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and current policy is for the Relievers is to live within their means). Basically, they said that capital projects would need to be separated into required and discretionary, and the Staff would need to evaluate the discretionary projects and recommend to the Board how to proceed. Both officials said that the required projects would be covered, but there was no discussion of how they would be paid for. Commissioner Peilen said she does not want to see an ongoing situation down the road where MSP and the Relievers are constantly competing for funds, as the odds are very high that MSP would win out and the Relievers would get the short end of the stick.

This should concern us as tenants, since the historical MAC approach over the last 15 years or so has been to increase tenant fees or add new ones. This is what we must avoid, and why the non-aeronautical revenue initiative is so important. Failing the implementation of new revenue streams, we feel the MAC needs to officially blur the boundary between "MSP funds and "GA funds," and treat everything as "System funds." The effort to tightly manage revenue and expenses at the Relievers should continue, but there will be times, possibly more frequent in the future, when the GA revenue is insufficient, and an infusion from elsewhere in the organization is necessary to properly support the GA airports. This is in line with the concerns expressed by Commissioner Deal at the November F&A meeting that the Relievers are being treated as "step children."

Having said all that, let's take a look at some numbers:

At the end of 2013, the GA CB was \$1.9M. At the end of 2016, it is projected to be \$606K.

For GA operations, not including capital expenditures, MAC runs a profit of around \$2M a year. They also collect a surcharge on our ground rent dedicated to capital projects that is projected to be \$760K in 2016, and increases by 3 or 4% each year. So let's say MAC has a surplus from operations and the capital surcharge of approximately \$3M per year.

A report of proposed capital projects at the Reliever Airports presented at the November PD&E meeting identifies almost \$90M in the 7 years from 2016 through 2022. Some of these costs will be covered by Federal and State grants, and some projects may not get done in this timeframe, but assuming everything's a go, and assuming the estimated \$3M per year from excess GA operations, that still leaves \$69M that has to come from somewhere. Assuming we get \$50M in grants (probably high, since we only got \$88M over the last 21 years), that still leaves us \$19M in the hole.

My conclusion, based on a very cursory analysis, is that there's very little headroom in the Model to cover capital improvements, and Commissioner Peilen's concerns appear to be justified.

I think Commissioner Geisler nailed the underlying issue with his comment that MAC's MSP "partners" are reluctant to help fund the Reliever Airports. My response to that is "Well, Duh!" Our whole society is based on the concept of taking money from those who have it to fund projects and programs that ostensibly benefit society as a whole. That's what our whole tax system is all about. Who pays for bike trails? Certainly not the bikers! Who pays for stadiums?

In 2014, MAC had \$298,334,973 in revenue (including \$136,444,930 from concessions of which \$80,657,939 was from parking) and expenses of \$251,400,468, for a total profit of \$46,934,505. Do ya think maybe they could afford a couple million a year to support the infrastructure in a part of a viable system that provides an unacknowledged benefit to MSP, a large benefit to the general public, and that MAC owns and is responsible for? Just maybe?

Furthermore, Delta Airlines, whose predecessor started this whole self-sustainability thing, just reported 3Q15 NET INCOME (i.e., PROFIT) of \$1.4 BILLION for 3 MONTHS OF OPERATION!

We're quibbling over peanuts, folks! But compared to the gorilla, this monkey lives on peanuts.

Non-Aeronautical Revenue

I'm advised that an agreement has been reached between MAC and the City of Blaine on two parcels of non-aeronautical property – one on the north end and the other on the south end – making these parcels eligible to be marketed. Let's hope they generate some interest.

Also, we reported in September a Gary Schmidt comment, in response to a suggestion that MAC erect some buildings and lease them out, that the FAA takes a dim view of using airport revenues to fund non-aeronautical projects. It turns out that a "dim view" doesn't mean "impossible." Glenn Burke said that other airports are doing just that, and Gary confirmed that it can be done if all revenues from the project go to support the airport. So maybe there's hope that, if the "tenant lease the land and fund the building" strategy doesn't work, there may be another way.

Elections

We'll be holding our annual officer elections at the November 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 November 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.

Annual Picnic

The seventh annual ANE picnic was held on Monday, September 14. Attendance appeared to be down a bit from past years, but the weather was beautiful and the food and camaraderie were great. Thanks to the maintenance crew for setting up and doing the cooking, and to MAC and the ACAA for sponsoring the event.

An appreciation award was given by the MAC in recognition of service and promotion of the Anoka County-Blaine airport. This year's award went to Glen Nygard, a long-time tower controller who retired in July. Congratulations, Glen, and thanks for your service.

Phone Number Correction

There was a typo on Glenn Burke's phone number listed inside the back cover page. This has been corrected. We apologize for any inconvenience due to this error.

In Memoriam – Marv Bender and Irene Gomoll

Marv Bender, a longtime ACAA member, passed away in June.

Irene Gomoll, widow of Stan Gomoll (an old airport stalwart whom many of you likely knew) and mother of Roger, Dale, and Susan, passed away on October 11.

We extend our condolences to both the Bender and Gomoll families.

MAC Commission and Committee Reports

By John Krack

Finance and Administration Committee Meeting – 2 November 2015

Gary Schmidt, Director of Reliever Airports, and Ed Podnieks, Financial Analysis Manager, presented an update on the General Aviation Financial Model. Gary started out with a short background and history of the Model, noting that it is a management tool to help MAC track and manage cash flow and spending decisions at the Reliever Airports, and emphasizing that it is not a budget or a financial statement. Ed Podnieks then took over and covered details in the spreadsheet presented at the meeting, a copy of which is shown on Page 6.

The report covers 2013 and 2014 actuals, with estimated results for 2015 and projections for 2016. Ed noted the steady growth in revenue over the period. The first line reflects direct Reliever revenue, and the second shows revenue from MSP, including the GA revenue from Signature, and the so-called “Reliever Value” from MSP, which is nearing \$400K per year.

Operating expenses show declines in 2014 and 2015, with an expected jump in 2016. Ed explained that winter severity (think snow) is a big variable component of this expense, and personnel short-staffing during much of 2014 and 2015 resulted in lower personnel expenses. They expect 2016 to be back to “normal,” representing a 3.67% increase over 2013.

Operations have realized a gain each year, culminating in surpluses of over \$2M in each of years 2014-2016.

Capital projects (mostly infrastructure maintenance and improvements) and equipment are the big singular expense items, but also offer some flexibility as to when they are incurred, and many are eligible for grants from the FAA and MnDOT to help reduce the cost. The next four lines show the total project costs for each year, reduced by funding grants from FAA and MnDOT and the surcharge imposed on each of our leases for capital projects, followed by the resultant “out of pocket” cost.

The “Total Equipment” line represents capital equipment purchases for each year, with some pretty hefty numbers for 2015-16.

The “Annual Balance” represents the “bottom line” for each year. It shows modest deficits for 2015 and 2016 due to the large capital expenditures in these years. Finally, the “Cumulative Balance” line represents the sum of the current and prior Annual Balances at the end of each year. This can be thought of as a “savings account,” into which surpluses are deposited and deficits are withdrawn.

It was explained that occasional annual deficits are expected, but the plan is to manage the reliever finances so that the Cumulative Balance remains positive.

Commissioner Lisa Peilen noted the increasing deficits in 2015 and 2016, and asked whether that trend was expected to continue. Gary Schmidt responded that they plan to use the model to determine their capacity each year for capital expenditures in future years. If the results for a given year come in less than expected, they may need to cut back capital expenditures for the following year. Commissioner Peilen responded that she hopes this doesn't happen, and that many capital expenditures are extremely important, and asked what happens if this goes negative and stays so. Steve Busch, VP of finance, responded that there would have to be an internal evaluation of required needs vs. wants, a prioritization of projects across the system, and a recommendation to the board of whether to spend the available dollars at MSP or at the Relievers. Commissioner Peilen questioned whether that was a viable long-term solution, noting that if we're going to have relievers we need to maintain and support them, and she would hate to see a continuing situation where we were always having to choose between MSP and the Relievers, as MSP would most likely win out. Steve Busch

responded that the Model is developed to identify required rehab and repair projects, and to estimate annual equipment replacement costs. These are covered and will be taken care of. The Model surplus represents funds available for so-called discretionary projects, with unused funds carried forward.

Gary Schmidt noted that regarding equipment, we're probably in better shape today than at any time in the last 25 years due to additional Commission equipment purchase approvals earlier this year. This position should make annual management of capital equipment purchases much easier going forward.

Commissioner Peilen asked whether the Long Term Comp Plans currently being updated might end up “butting heads” with the Model over funding. Gary replied that the LTCP-driven capital costs depend on what changes MAC decides to make in the future. Right now, these potential costs are not reflected in the Model because the Model is currently focused on maintaining what we have today. Gary doesn't see any significant infrastructure changes at this time, and so believes we're in a good position right now. Gary also noted that the Federal requirement to try to achieve self-sustainability is not a mandate to actually do so, and that in fact most general aviation airports in the country do require some sort of subsidy, and that's been true of the Reliever Airports as well. In the past, MAC did “whatever it took,” and now they're trying to take a more business-like approach and be better stewards of the available monies.

Chair Geisler noted that the Model is showing that the operational side is profitable, but the Relievers are not able to finance their equipment and capital needs, and since these projects will be depreciated in the overall financials, it really boils down to a cash flow issue. He noted that MAC has a responsibility to maintain the Reliever system, and they will continue to do that, using the Model more as a cash-flow management tool than an operations tool. Commissioner Peilen expressed concern about the longer-term financial implications, and Commissioner Geisler responded that this is a concern for all airports that are not hub airports.

Commissioner Jim Deal expressed concern about the tendency of the Model itself to set the Relievers up as a step-child in the MAC system. He believes the Model separates the Relievers too much from the general MAC concept, and that it's MAC's job to fund them and ensure that they're performing to meet their intended purpose.

Chair Geisler summed up the key issue, which is that the people they deal with at MSP are reluctant to help pay for the cost of the Reliever system, and they're always challenging MAC to make sure that they aren't being charged to do so. Yet MAC has a responsibility as mandated by the Legislature to make sure that they meet the needs of general aviation as well as commercial aviation. It will be a delicate balance going forward, and he is appreciative of their partners at MSP for trying to help MAC meet its mission, but they also need to worry about their own bottom line as well. In any case, MAC has a responsibility for the Relievers, and he doesn't think MAC will back away from that responsibility.

You can view the whole presentation and discussion on line at

http://metroairports.granicus.com/MediaPlayer.php?view_id=1&clip_id=1468

and sliding the position dot to about 1:15:45 in.

PD&E Committee Meeting 2 November 2015

There were two presentations at the November Planning, Development and Environment Committee of interest to the Reliever Airport community. In the first, Richard Biddle, Airport Development Contracts and Grants Manager, summarized the grant system, and the grant money that MAC has captured from the FAA, MnDOT, TSA, and other sources since 1995. MSP, of

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MAC Commission and Committee Reports

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course, has received the lion's share, but the Relievers haven't done too badly.

For the Relievers, MAC receives \$150,000 per year for each Reliever (\$900,000 total) from the FAA Non-Primary Entitlement program, and can bank those funds for up to four years, after which the oldest funds are forfeited. They are also eligible for FAA Discretionary funds for certain qualifying projects. MAC has an unblemished record of using all of their allocated FAA funds. Typically, the FAA covers 90% of the cost of eligible projects.

MAC also receives funds from MnDOT for eligible projects. These funds come from fuel taxes, aircraft registration fees, and an airline flight property tax, and typically cover 70% of costs. The MAC airport system contributes approximately 70% to this program, and gets back 15%.

Over the period 1995-2015, MAC has received \$88,200,000 in outside funds, broken down as follows:

Federal Aid – FAA Grants	
Non-Primary Entitlement	(16%) \$13,750,000
Discretionary	(51%) \$44,700,000
State Aid – MnDOT Aeronautics (20%) \$18,150,000	
Other	
Anoka County Reimbursements (For ILS and Rwy extension)	(12%) \$10,300,000
State of MN GO Bonding Funds	(1%) \$1,300,000

The other presentation was by Neil Ralston, Airport Planner, on the status of the Long Term Comprehensive Plans (LTCP). Neil's presentation covered all Reliever Airports, but I'll focus on the system summary and ANE.

The methodology for developing a LTCP is to forecast based aircraft, forecast aircraft operations, and forecast several scenarios. A Base Case is developed, and high and low scenarios are extrapolated from the Base Case. The plans look forward 20 years, from 2015 to 2035. Each Plan consists of a Pre-Publication phase, a Public Review phase, and Metropolitan Council review.

In the pre-publication phase, MAC will coordinate with local municipalities, hold briefing sessions for tenants and the RAAC, and seek MAC Board approval to publish a draft LTCP. They then enter the Public Review phase, which include public information meetings and a 45-day written comment period. Following that, the Final Draft is approved by the MAC Board and submitted to the Met Council for review, after which the Board adopts the Plan. There is lots of opportunity for review and input during the development of these Plans.

Reliever System Base Case

- System Based Aircraft increase from 1,387 in 2015 to 1,398 estimated in 2035
- System Aircraft Operations increase from ~343,000 in 2015 to ~362,000 estimated in 2035
- The outlook suggests stability, with declining but still significant piston aircraft activity offset by growth in turbine fixed wing and helicopter activity.

Anoka County/Blaine LTCP

- Based Aircraft are expected to decline from 407 today to 396 in 2035
- Forecast Aircraft Operations increase from ~87,000 to ~88,000

- Turbine Operations are expected to grow from ~8% to ~14% of total

No significant changes are anticipated from the 2010 LTCP. No need for parallel runways or new building areas is envisioned within the planning period. A user request for a longer primary runway will be evaluated if received.

MAC expects to start the ANE Plan in April, with the draft LTCP document available by the end of May. The Public Process runs June through September, with final adoption by the end of October.

We'll let you know when the RAAC briefing is scheduled, and watch for MAC announcements on the tenant meeting(s). This is YOUR chance to get involved in the airport planning process and offer your input on the future direction of the airport. Take advantage of it!

There was also a summary of the 2016 Capital Improvement projects for each MAC airport. The ones planned for Anoka are:

Roof Repairs/Replacement **\$250,000**

This project provides for repair, and in some cases replacement, the roof structures on MAC-owned buildings. This project accounts for identification of the exact type of roof deficiencies as well as completion of the most cost-effective repairs or replacements.

Maintenance Building Improvements **\$200,000**

This project provides for facility maintenance to ensure continued efficient operation of MAC buildings, specifically the exterior façade of the MAC Maintenance Building.

September Meeting Minutes

Due to the picnic in September, there was no business meeting, and hence no minutes.

Respectfully submitted by John Krack, Secretary, ACAA.

From the Archives

Occasionally members send us bits of humor to share with other members. Here are a couple pieces from past issues, dating from 1998 and 1999. You've probably heard many of them, but hopefully they'll still trigger a chuckle or two:

From July, 1998, courtesy of Ric Dreyer:

A Touch of Humor

To lighten the atmosphere a bit, Ric Dreyer offers the following article from the Deer Valley (Arizona) P.I.L.O.T Association newsletter:

Actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews:

Pilot: "Left inside main tire almost needs replacement."
Maintenance Crew: "Almost replaced left inside main tire."

Pilot: "Test flight OK, except autoland very rough."
Mechanic: "Autoland not installed on this aircraft."

Pilot: "The autopilot doesn't."
Mechanic: "IT DOES NOW."

Pilot: "Something loose in cockpit."
Mechanic: "Something tightened in cockpit."

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Archives

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Pilot: "Evidence of hydraulic leak on right main landing gear."

Mechanic: "Evidence removed."

Pilot: "DME volume unbelievably loud."

Mechanic: "Volume set to more believable level."

Pilot: "Dead bugs on windshield."

Mechanic: "Live bugs on order."

Pilot: "Autopilot in altitude hold mode produces a 200 fpm descent."

Mechanic: "Cannot reproduce problem on ground."

Pilot: "IFF inoperative."

Mechanic: "IFF inoperative in OFF mode."

Pilot: "Friction locks cause throttle levers to stick."

Mechanic: "That's what they're there for."

Pilot: "Number three engine missing."

Mechanic: "Engine found on right wing after brief search."

Thanks, Ric!

From November, 1999, origin unknown

A Bit of Whimsy

By John Krack

The following is not original with me. It's been bouncing around the Internet and I thought you'd get a chuckle or two.

AVIATION 101

- Takeoff's are optional. Landings are mandatory.
- If God meant man to fly, He'd have given him more money.
- If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back -- then they get bigger again.)
- Flying is not dangerous; crashing is dangerous.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.
- Speed is life, altitude is life insurance. No one has ever collided with the sky.
- It's best to keep the pointed end going forward as much as possible.
- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to manLanding is the first!
- Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- You know you've landed with the wheels up when it takes full power to taxi.
- Those who hoot with the owls by night, should not fly with the eagles by day.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down -- all of them trying to become random in motion. Helicopters can't really fly -- they're just so ugly that the earth immediately repels them.
- Young man, was that a landing or were we shot down?
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- Trust your captain but keep your seat belt securely fastened.
- Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds aloft reports he can be sold Niagara Falls.
- Good judgment comes from experience and experience comes from bad judgment.
- Aviation is not so much a profession as it is a disease.
- There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
- The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.
- Be nice to your first officer, he may be your captain at your next airline.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- Son, I was flying airplanes for a living when you were still in liquid form.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.
- A fool and his money are soon flying more airplane than he can handle.
- Remember, you're always a student in an airplane.
- Keep looking around; there's always something you've missed.
- Try to keep the number of your landings equal to the number of your takeoffs.
- You cannot propel yourself forward by patting yourself on the back.
- There are old pilots, and there are bold pilots, but there are no old, bold, pilots!
- Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.
- Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.
- Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.
- Being an airline pilot would be great if you didn't have to go on all those trips.
- Gravity never loses! The best you can hope for is a draw!

MAC General Aviation Financial Model (11/2/2015)

			Estimated	Projected	
Revenue	2013	2014	2015	2016	
Total Direct Reliever Revenue	\$ 6,065,241	\$ 6,408,721	\$ 6,647,000	\$ 6,791,000	
Total MSP Contribution	\$ 1,604,235	\$ 1,626,030	\$ 1,661,432	\$ 1,703,175	
TOTAL Revenue	\$ 7,669,476	\$ 8,034,751	\$ 8,308,432	\$ 8,494,175	
Expense					
TOTAL Operating Expense	\$ 6,225,654	\$ 5,887,921	\$ 5,809,684	\$ 6,454,711	
Operating Gain/Loss (A)	\$ 1,443,822	\$ 2,146,830	\$ 2,498,748	\$ 2,039,464	
Capital Project Cost	\$ 4,512,794	\$ 2,814,544	\$ 5,200,000	\$ 7,700,000	(1)
Funding	\$ (3,482,410)	\$ (1,913,055)	\$ (3,425,000)	\$ (4,900,000)	
Surcharge	\$ (637,025)	\$ (678,218)	\$ (695,866)	\$ (760,000)	
Net Capital Project Cost (B)	\$ 393,360	\$ 223,271	\$ 1,079,134	\$ 2,040,000	
Total Equipment (C)	\$ 216,289	\$ 826,321	\$ 1,979,000	\$ 765,000	(2)
GA Financial Model Annual Balance (A - B - C)	\$ 834,173	\$ 1,097,239	\$ (559,386)	\$ (765,536)	(3)
Cumulative GA Financial Model Balance	\$ 834,173	\$ 1,931,412	\$ 1,372,026	\$ 606,489	(4)

NOTES:

1. Capital Projects vary from year to year with increased investment in 2015 and 2016.
2. Substantial reliever equipment acquisitions occur 2014-2016.
3. GA Financial Model Annual Balance is positive in 2013 and 2014, but is forecasted to be negative in 2015 and 2016.
4. The Cumulative GA Financial Model Annual Balance is positive 2013-2016.

WANT ADS

HANGAR FOR SALE

2159 Michigan Ave
45W x 40D x 14H. South facing, sturdy cement block construction (recently painted inside and out), NEW ROOF, bi-fold door 39 feet 4.5 inches wide (opens to 10 feet 8 inches high). Also has 16 x 10 feet office space (heat and A/C) and large loft/attic area. Call Winston at 952-484-1278.

LINO AIRPARK HOUSE / HANGAR FOR SALE

Beautiful house and hangar on Lino Airpark. Built in 2006. It is getting too difficult to maintain two houses so Minnesota winters being what they are, we are planning to stay full time in Georgia. To view the pictures and specifics check out the following link to view the listing:

<http://matrix.northstarmls.com/DE.asp?ID=16009732842>

My realtor is Rob Jensen, Greater Midwest Realty, 612-751-7900

Gary Specketer 770-403-3450

HANGAR FOR SALE

2135 Michigan East
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.

HANGAR FOR SALE

2511 North Dakota East Taxiway, Facing South
58W x 40D x 14H hangar built by Structural Buildings. 50 foot wide by 14 foot high electric bi-fold door. Door opens to 12 foot 8 inch height.
Garage door access at rear, North side: 9 wide by 8 high garage door. Front access door. Asking \$85,000.
Call Dave at 763-244-4028



AIRCRAFT FOR SALE

1942 Aeronca L3-B Grasshopper. 3611 TT, 112 SMOH, Radios and Intercom. Light Sport qualified WARBIRD.

Contact Dick McKenney at 612-401-6957



Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

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

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Treasurer: Vivian Starr 763-559-4683
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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

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

Commissioner: James Deal

Airport Mgr.: Glenn Burke 763-717-0001

Discover Aviation Days

2016 Dates: June 4 – 5, 2016

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 Kaufman 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.

