



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, May 9, 2016 6:30 PM**

May, 2016

NOTE TIME CHANGE

EAA 237 Building, Anoka County Airport.

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Calendar

May 9, 2016 (Mon)	6:30pm	ACAA Meeting EAA Building
Jun 4-5, 2016 (Sat/Sun)	All Day	Discover Aviation Days
Jun 14, 2016 (Tue)	7:00pm	RAAC Meeting MAC General Office
Jun 19, 2016 (Sun)	8:00am	CAP Pancake Bkfst Lake Elmo Airport
Jun 19, 2016 (Sun)	8:00am	MIC Open House Crystal Airport
Jun 19, 2016 (Sun)		MN Aviation Education Camp St. Paul Downtown Arpt
Jul 1, 2016 (Fri)		Newsletter Deadline Want Ads Due
Jul 11, 2016 (Mon)	7:00pm	ACAA Meeting EAA Building
Jul 17, 2016 (Sun)		MN Aviation Education Camp St. Paul Downtown Arpt
Aug 14, 2016 (Sun)	8:00am	Pancake Brkfst Lake Elmo Airport

May Meeting – Pre-Meeting Picnic @ 6:30

As we've done the last two years, we'll start at 6:30 with a short picnic prior to the business meeting. We'll cook up some hot dogs, and have a chance to visit a bit.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 6:30 PM on Monday, May 9, at the EAA 237 Hangar on the west side of the field. Let's have a great turnout. Hope to see you there.

Around the Airport

By Glenn Burke, ANE Airport Manager

Tower Staffing Changes – Midwest Air Traffic Tower Manager, Denis Rinehart, retired at the end of March. Our new manager is long time ANE controller Neil Otey. Neil wasted no time getting into his new role. He has hired a replacement controller, Mike Charmolie. Mike retired from the FAA three years ago after stints at FCM, MSP towers and Approach Control. You will soon hear Mike's voice over the airwaves, please welcome him to ANE.

Airport Long Term Comprehensive Plan – The Long Term Comprehensive Plan (LTCP) serves as a frame work for future development at the airport. The plan identifies improvements considered for the airport over the next 20 years. MAC planning staff began working on all six reliever airport's LTCP last summer. Many of you have seen, in the newspapers, the recommendation for Lake Elmo to lengthen a runway to 3,600 feet and the local community's reaction. The planning staff is now working on Crystal and Airlake's plans. Much of the statistical background work for ANE is complete. The planner will schedule meetings

later this summer to get ideas on which improvements the pilots and businesses think are important to our airport's future.

Non-Aeronautical Revenue – MAC received an offer for Parcel 60. Parcel 60 is the 23+ acre orphaned piece of land south of Highway 10. The Spring Lake Park School District is interested in the property for future use. The sale is contingent on soil borings and the passing of a referendum. [The referendum passed last week – Ed.] The National Sports Center has entered into a lease for 49 acres of athletic fields near the intersection of 105th and Radisson Road with the MAC. These fields were leased to the City of Blaine. This is a short term lease, good through the end of 2016.

RAAC Report
By John Krack

The Summer Reliever Airports Advisory Council (RAAC) meeting is scheduled for Tuesday, July 14 at 7PM in the MAC general office building. Following is an update on a couple of items we're tracking:

Non-Aeronautical Revenue

GA Airport Non-Aeronautical Revenue is finally making some progress. Eric Johnson presented the following to the M&O Committee on May 2:

Over the past several months, staff has been in discussions with Shingobee Real Estate Company, LLC (Shingobee) for the development of a building that would be leased to a child care facility on a portion of parcel 3 at the Flying Cloud Airport. This leased area of the site will be approximately 39,300 square feet which will include a building area, playground, and parking lot. The lease would also require Shingobee to construct a driveway to access the leased area at its expense, but that area would not be exclusively leased to Shingobee because the driveway access will also provide access to future development on the southern portion of parcel 3. The proposed lease term is fifty years with three, five year options at MAC's sole discretion. The authorized use is for a child care facility or such other legally permitted retail or office uses consented to by the MAC. The annual rent for this property will start at \$.72 per square foot or approximately \$28,296 based on the final square footage. The rent will increase with 2.5 percent escalators every five years.

Eric also noted that Shingobee has indicated an interest in leasing the rest of Parcel 3.

The Committee approved the agreement and will forward it to the full Commission.

See Glenn Burke's column above for an update on the ANE parcels.

(Continued on next page)

RAAC Report

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On a related note, MAC has completed a study of the market value of the land lease rates at MSP and, assuming the Commission approves, will implement the new rates on July 1. There's a very good possibility that, if approved, this initiative will result in additional revenue from MSP to help support the GA (i.e., Reliever) system. It's also important to note that since GA tenant leases have annual escalators built into our rates, MAC will NOT be doing a similar study on the GA airports (so don't get the idea that "we're next").

General Aviation Model

Kelly Gerads presented the latest GA Model to the F&A Committee on May 2. For you "bean counters," a copy of the cover memo and the Model numbers are reprinted on pages 5 and 6. Keep in mind that the 2016 projections will likely change (capital costs, for example, tend to be estimated on the high side), but as of now they show a positive balance on the operations side, and a deficit on the capital projects and equipment side, for a total deficit of \$470K. The Cumulative Balance remains positive, and with non-aeronautical revenue starting to flow, things should look even better.

Long Term Comprehensive Plans

See Glenn Burke's column above for an update on the LTCP.

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

MAC GA Airport Trends

Gary Schmidt and Kelly Gerads made an interesting presentation at the April 4 M&O Committee meeting on Reliever Airport Operations and Operational Trends. (Note: it starts out with airport events, so stay tuned for Kelly's presentation.) Check it out at:

http://metroairports.granicus.com/MediaPlayer.php?view_id=1&clip_id=1527&meta_id=14431

Discover Aviation Days

Plan to attend the annual Discover Aviation Days celebration on June 4-5 at the Anoka County Airport. It's a public event, so tell your friends and neighbors. Admission is free, though a small parking donation is requested to help defray costs.

The event will feature static displays of experimental, homebuilt, civil, corporate, military, WWII, and vintage aircraft, plus fly-bys; aircraft rides; numerous exhibitors; an Education Center with kids' hands-on activities; and veteran history. There will also be aircraft rides (warbird, biplane, fixed wing, and helicopter); a classic car parade each day; and the wonderful Golden Wings collection of vintage airplanes. And be sure to check out the Hangar Dance Saturday evening.

Volunteers are always needed, so consider helping out before, during, or after the event, bring your airplane out to show it off, and above all, stop by and enjoy the show!

For more information, visit www.discoveraviationdays.org.

The View From Here

By John Krack

New MAC CEO

I had the pleasure of meeting Brian Ryks at the "Meet & Greet" event on March 20, and at the March 21 Commission meeting where the offer was officially approved. I was very impressed with his experience, attitude, and track record, and think he will be an excellent fit as the new steward of the metro airport system.

The 5K "Fun Run" is Cancelled

We previously reported that an on-airport 5K "Fun Run" was planned for May 21 to get people out to enjoy the airport in a unique way. Unfortunately, the necessary approvals from MAC senior management (primarily Legal, I'm told) were not forthcoming, and the event has been scrubbed for now. Attempts will be made to do it this Fall or next Spring.

Great Minnesota Aviation Gathering

I attended both days of the Great Minnesota Aviation Gathering on April 29-30. I don't know the attendance counts, but it appeared to be well-attended both days. There were lots of exhibitors, and interesting forums. I attended the AOPA Rusty Pilots seminar presented by Steve Thibault (a good refresher, and counts for the ground portion of my BFR); a talk by Chris Meyer on returning your aircraft to service after maintenance (mechanics DO sometimes make mistakes); a discussion by Tim Hieb and Kevin Dunrud of Bolduc Aviation on keeping your engine healthy (fly it a lot); a presentation by Brad Thurow from Appareo on ADS-B (the Appareo ESG 1090ES and their Stratus 2S+IPAD+Foreflight looks like an attractive solution for ADS-B in/out and a VFR navigation/flight management tool for around 5 grand); a talk by Al Matson of Cirrus aircraft on the Cirrus Vision jet (oh, if I were 20 years younger and had a couple of mil floating around); some tips from Randy Corfman on how to become an old, bold pilot (stay hydrated and get lots of sleep); a chat by Greg Herrick on the challenges of acquiring and restoring vintage aircraft (you sure meet some colorful characters along the way); a town hall meeting by AOPA's Mark Baker (third class medical reform is on third base, awaiting House approval of the FAA reauthorization bill); and some statistics from Rachel Obermoller from MnDOT on what makes an airport attractive (courtesy cars/bikes, current fuel information, clean restrooms, ready information on local businesses).

Altogether, it was a fun 2 days, and our thanks to Randy Corfman, Golden Wings (Greg Herrick, Craig Schiller), and all the others who put this event together.

I strongly suggest you give some serious thought to attending next year's event.

Darrell Bolduc Retires

You may have heard by now, but engine expert Darrell Bolduc, longtime ANE resident of ANE and owner of Bolduc Aviation Specialized Services, has retired. He sold the business to Tim Hieb and Kevin Dunrud, two longtime employees, who will carry on the tradition of excellent engine repair and rebuilding, and a wealth of knowledge about aircraft engines. Our best wishes to Darrell in his retirement, and to Kevin and Tim in their new roles.

Addie Smith is Retiring on May 20

You've probably never met Addie in person (though she's represented MAC at a number of airport events), but if you're a tenant, you certainly know her by name. She has been with the MAC for 42 years, and has been the Reliever Airport Lease Technician for nearly 25 years, and is the one who handles our new leases and lease updates for the MAC. Congratulations to Addie on her well-deserved retirement. Best wishes in your "new life."

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The View From Here

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As a surprise sendoff, we're asking folks to send Addie a congratulatory email (before May 20) at addie.smith@mspmac.org.

If you title it "**Congratulations on Your Retirement**" she'll be able to easily sort the congratulations emails and copy them to a flash drive or a CD to take with her.

Jeff Hamiel Retires May 16

As you no doubt know by now, Jeff Hamiel, MAC CEO/Executive Director, is retiring on May 16. He'll be replaced by Brian Ryks, who comes from Grand Rapids, MI. Jeff has been with the MAC since 1977, and has been CEO/Executive Director since 1985.

Our thanks to Jeff for his stewardship of the MAC airports through a dramatically changing aviation system, and congratulations and best wishes on his retirement.

You can send Jeff a congratulatory email at jeffrey.hamiel@mspmac.org.

Sublease Fee

I received several comments on the Sublease Fee. I will share those with the MAC and see what can be done. More comments are welcome.

March 14 Meeting Minutes

The meeting was called to order at 1907 by President Michael Lawrence.

Officials present: None

Special Guest Jennifer Lewis from the MAC Noise Department led a discussion on airport noise and the ANE Noise Abatement Plan. She noted that:

- ANE continues to get noise complaints
- The majority of complaints are from a handful of people
- MAC follows up whenever they can contact the complaint submitter. (Some don't provide contact info.)
- MAC is able to match up 85% of the complaints with a specific operation that triggered the complaint
- ANE has the biggest problem; FCM is second
- Nighttime helicopter operations trigger the most complaints. Next are Saturday mornings and Sunday evenings. John Krack asked if they get many early-morning complaints, and Jennifer said that they did. [This ties back to past requests that the Tower open earlier to accommodate early-morning business flights – Ed.]
- When possible, MAC would like to see training operations curtailed by midnight

Discussion turned to the ANE Noise Abatement Plan:

- Don Johnson noted that the right-hand pattern (when the Tower is closed) depicted in the Plan is unlikely to be used since it is not noted in any of the "official" aeronautical publications (5010, Airport/Facility Directory, etc.) and would be a safety concern and a potential liability issue if some used it and some didn't.
- The runway 27 runup pad is directly across the street from residences. Should MAC consider moving it?
- Don Johnson suggested that, given the prevalence of houses to the south of the airport, runway 9-27 may be a better calm wind runway than 18-36

Jennifer thanked us for the comments and said that she would review them with Glenn Burke and other MAC staff, and decide how to proceed.

Vivian Starr gave the Treasurer's Report. As of the end of February:

Checking Balance:	\$1,314.24
Savings Balance:	4,912.17
TOTAL	\$6,226.41

Property taxes were discussed. Someone noted that there was a move in the Legislature to discontinue taxes on cabins, and maybe this should apply to hangars as well. John Krack clarified that the tax in question is a state-level surcharge added to the local property tax, and this state tax does not apply to hangars.

Don Johnson asked why MAC can't get a share of the city taxes.

The meeting was adjourned, time not recorded.

Respectfully submitted by John Krack, Secretary, ACAA.

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 7 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.

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.

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

From the Archives

Reliever Airport Rates and Charges – Part 3

In January and March, we covered the history of Rates and Charges from the “good old days” of 2-3 cents per square foot to a phased increase to 20 cents topping out in 2004. During that time Northwest Airlines filed a lawsuit challenging MAC’s practice of subsidizing Reliever Airport costs from MSP concession revenues, claiming that the Relievers should pay their own way. Under Board chair Vicki Tigwell, who felt the same way, MAC proposed a new rate structure that literally doubled the storage tenant ground lease rates from 2004 to 2005, and escalated them at 5% annually through 2012:

Chart A – Storage Tenant Ground Rent (annual rate per square foot)

	2005	2006	2007	2008	2009	2010	2011	2012
St. Paul	.470	.494	.518	.544	.571	.600	.630	.661
Flying Cloud	.400	.421	.441	.463	.481	.511	.536	.562
Anoka County	.400	.421	.441	.463	.481	.511	.536	.562
Crystal	.350	.368	.386	.405	.426	.447	.469	.492
Airake	.300	.316	.331	.347	.365	.383	.402	.422
Lake Elmo	.300	.316	.331	.347	.365	.383	.402	.422

The first increase, starting in 1999, was to bring the rates to a realistic number consistent with the late 1990s. The 2005 increase was the first step toward attempting to make the Relievers financially self-sufficient, even though the only revenue sources these airports had was ground fees, commercial percentage fees, and fuel flowage fees.

There was a public hearing on September 24, 2004, which I remember well. MAC and the consultants were given whatever time they needed to present their case, and the tenants were gavelled down after 3 minutes. Unlike the first round where tenants and MAC worked together on a palatable result, this time the tenant input was largely ignored, and MAC rammed the changes through. This created a lot of distrust with the tenants, which took a long time to overcome.

Following is a reprint of Vivian Starr’s report on the hearing, from the November, 2004 Newsletter:

Summary of 27 Sept. 2004 Public Hearing on Reliever Airports Rates and Charges By Vivian Starr

Commissioners attending the public hearing were as follows: Richard Long, Bert McKasy, Paul Rehkamp, Mike Landy, Kari Berman, Lonni McCauley, Coral Houle, John Williams, Daniel Boivin, and Chair Vicki Tigwell. That is 10 of the 15 Commissioners.

There were approximately 150 people in the auditorium.

Gary Schmidt, MAC Director of Reliever Airports opened the meeting. The two consultants from Aircraft Business Solutions made a PowerPoint presentation of their analysis, much of which was included in the MAC mailing. Other revenue opportunities they listed for future consideration were a charge for the footprint of the hangar plus 20%, a surcharge for building site preparation, a \$1000 fee for lease document preparation, & transfer fees on sales.

The consultants were followed by Kelly Gerads, MAC Deputy Director of Reliever Airports who also had a Power Point presentation dealing with Reliever Airport finances. Of particular note was a chart showing that MAC was planning a 3% annual increase in their spending on Reliever Airports, while showing a 5% tenant fee increase.

Kelly was followed by John LaFontsee, Regent Aviation, who used PowerPoint to show the financial benefit to MAC of using landing fees at Holman Field rather than the increased commercial rates and charges.

Next up was V.P. Bill Dunn, AOPA who questioned whether such dramatic increases fell within FAA guidelines.

The Reliever Airports Advisory Council presentation was made by Robert Schroeder, Crystal. The RAAC proposal was an acceptance of the ABS market rates listed on page 12 of their Summary Report (see MAC mailing), a modification of the 5% escalator to Consumer Price

Index (CPI), and a rejection of the \$0.05 per square foot charge for capital improvements.

The Anoka County Aviation Association presentation was made by President Don Johnson. He emphasized the role Relievers play in capacity relief for MSP, saying that nevertheless, 12.5% of operations at MSP are general aviation—which is very high for a hub airport. He suggested that improvements at Relievers would benefit the Hub. He concurred with the RAAC proposal.

Joe Smith from Elliott Aviation at FCM asked that the commercial sliding scale not be eliminated.

Ward Montgomery, MIC, reviewed MAC insurance requirements and also described the public benefit of Angel Flight volunteers.

Eric Lyon from Lake Elmo spoke about property taxes and lack of opportunity for hangar owners to have input into airport operations and maintenance plans.

Darrell Bolduc, Bolduc Aviation Services at ANE, asked the Commissioners to reduce the current commercial rate by 50%. He pointed out that the 1999 increases have left FBOs with no money for capital improvements of their facilities. He explained that escalating costs of doing business on MAC airports are being passed on to consumers who, in turn, respond by taking their business outside the MAC system. He said MAC FBOs can’t compete with operators on airports supported by town tax dollars. He also described the burden of product liability insurance.

Dan Waavik from ANE talked about flying club costs and insurance rates.

John Krack, Anoka County Aviation association secretary, suggested a phased-in approach to rate increases and looking for ways to increase business opportunity on the airports.

Another Angel Flight volunteer from Crystal, whose name I missed, spoke eloquently about the philosophical, rather than financial, approach to Reliever management.

Theodore and Jonathan James spoke about the unreasonableness of proposed increases and the lack of business opportunity on Relievers.

Additional speakers included Charles Hoover, Richard Vanmann, John Schmidt, and Mary Walters.

All of our speakers were very well organized and courteous. Let’s hope that remarks made receive the consideration they deserve.

What next? The MAC staff will take written comments until Oct. 8, 2004

Send to:
Kelly Ubel
Reliever Airports Department
Metropolitan Airports Commission
6040 -- 28th Ave. S
Minneapolis, MN 55450
Email: kubel@mspmac.org

Then the staff will prepare a Public Hearing Report and Recommended Proposal that will be sent to MAC’s Management and Operations Committee. After review and, hopefully, amendment, the proposal will go the full Commission for final approval.

The Commission passed the ordinance on December 20, to start January 1, 2005.

Next up: Chair Tigwell subsequently appointed Commissioner Jack Lanners to lead an in-depth review of the Reliever Airports, and develop a proposal to increase the revenue streams and make the Relievers financially self-sufficient. This led to a number of new fees and the Financial Model.

MEMORANDUM

TO: Finance and Administration Committee

FROM: Kelly Gerads, Assistant Director - Reliever Airports (612-726-8142)
Ed Podnieks, Manager - Financial Analysis and Business Planning (612-726-8155)

SUBJECT: **GENERAL AVIATION FINANCIAL MODEL**

DATE: May 2, 2016

In 2012 staff recommended implementation of a new financial model for general aviation in MAC's system of seven airports which addressed MAC's primary goal of financial sustainability as identified in MAC's 2012-2016 Strategic Plan. The model reflects both general aviation revenues derived at MSP (primarily from Signature Aviation) and Reliever Airport revenues used to support general aviation within MAC's system of airports. It is a management tool, not an official budget or financial statement. Its purpose is to allow MAC staff to monitor revenue and expenses, as well as plan and manage decisions regarding capital projects and equipment.

Attached to this memo is the General Aviation Financial Model reflecting 2013-2015 year-end data and 2016 projections. Following are the highlights of the current model:

- 2015 year-end results (which remain subject to adjustment for final capital project funding amounts) show a gain of approximately \$96,140.
- Commercial revenues (including landing fees, fuel flowage fees and commercial rent) continue to trend upward. Assessment revenue fluctuates based on the development of new hangars at the Flying Cloud Airport. Also, the MSP General Aviation revenue, which includes fuel flowage fees, ground rent, and commercial fees, continues to trend upward.
- Operating & Maintenance costs were slightly lower than usual in 2014 and 2015 due primarily to mild winters and periods of vacancy in staff positions.
- The operating gain/loss, before capital projects and equipment, remained positive and has grown in each year of the reporting period.
- Net capital project and equipment expenditures have increased each year from 2013-2015. A significant amount of equipment, \$1.9M, was purchased in 2015.
- 2016 Projections:
 - Slight increase in revenue sources
 - Relatively flat O&M costs
 - Net capital project costs are estimated at \$2.3M
 - Equipment purchases are estimated at \$765,000
- 2016 Bottom-line loss of \$469,794
 - Subject to change from i) actual construction costs versus the current CIP project costs which are used in this projection, and ii) potential additional discretionary aid
 - This projected loss in 2016 is the result of the planned use of 2016 funds and accumulated funds to invest in the Reliever Airport system's capital projects and equipment.
- The model's cumulative balance for the period 2013 – 2016 remains positive at \$1.4M.

As noted in previous memos, the model will record a positive bottom line gain in some years and a negative bottom line loss in others. The overall strategic goal is to maintain a cumulative positive balance. (See Attachment A.)

THIS IS AN INFORMATIONAL ITEM ONLY; NO COMMITTEE ACTION IS REQUESTED

MAC General Aviation Revenue and Expense				
				Projected
Revenue	2013	2014	2015	2016
Storage Lots	\$ 1,904,272	\$ 1,933,502	\$ 2,019,842	\$ 2,100,000
Total Recreational	\$ 1,904,272	\$ 1,933,502	\$ 2,019,842	\$ 2,100,000
Fuel Flowage	\$ 718,765	\$ 810,660	\$ 856,024	\$ 880,000
Commercial Ground	\$ 1,281,106	\$ 1,289,889	\$ 1,363,764	\$ 1,475,000
Commercial Revenue	\$ 859,554	\$ 1,023,669	\$ 1,142,327	\$ 1,200,000
Landing Fee - St Paul	\$ 464,691	\$ 492,970	\$ 513,729	\$ 530,000
Landing Fee - Flying Cloud	\$ 129,452	\$ 152,942	\$ 153,959	\$ 160,000
Landing Fee - Anoka	\$ 80,867	\$ 91,719	\$ 103,967	\$ 110,000
Total Business	\$ 3,534,435	\$ 3,861,849	\$ 4,133,770	\$ 4,355,000
Other Buildings	\$ 119,377	\$ 123,255	\$ 166,469	\$ 100,000
Hangars	\$ 4,500	\$ 4,500	\$ -	\$ -
Alley Assessments	\$ 72,802	\$ 100,358	\$ 33,203	\$ 145,000
Farm	\$ 68,748	\$ 70,811	\$ 83,698	\$ 86,000
Misc.	\$ 318,033	\$ 233,679	\$ 302,272	\$ 300,000
Sewer	\$ 31,815	\$ 20,420	\$ -	\$ -
Total Other	\$ 615,275	\$ 553,023	\$ 585,642	\$ 631,000
Value	\$ 368,962	\$ 380,031	\$ 391,432	\$ 403,175
MSP GA Rent	\$ 791,838	\$ 799,250	\$ 835,082	\$ 850,000
MSP Fuel Flowage	\$ 443,435	\$ 446,749	\$ 479,689	\$ 500,000
Total MSP Contribution	\$ 1,604,235	\$ 1,626,030	\$ 1,706,203	\$ 1,753,175
TOTAL Revenue	\$ 7,658,218	\$ 7,974,405	\$ 8,445,457	\$ 8,839,175
Expense				
Total Admin	\$ 670,935	\$ 697,773	\$ 725,684	\$ 754,711
Personnel	\$ 3,688,348	\$ 3,558,462	\$ 3,593,757	\$ 3,800,000
Admin	\$ 18,496	\$ 22,192	\$ 24,088	\$ 32,000
Professional Services	\$ 297,267	\$ 282,888	\$ 244,890	\$ 250,000
Utilities	\$ 466,639	\$ 543,290	\$ 454,108	\$ 475,000
Operating Services	\$ 282,892	\$ 117,696	\$ 195,225	\$ 200,000
Maintenance	\$ 786,091	\$ 881,925	\$ 626,775	\$ 700,000
Other & Reimb Expenses	\$ 14,985	\$ (216,307)	\$ (52,966)	\$ -
Total O&M	\$ 5,554,718	\$ 5,190,148	\$ 5,085,876	\$ 5,457,000
TOTAL Expense	\$ 6,225,653	\$ 5,887,920	\$ 5,811,559	\$ 6,211,711
Operating Gain / Loss	\$ 1,432,565	\$ 2,086,485	\$ 2,633,898	\$ 2,627,464
Total Capital Projects	\$ 4,327,810	\$ 2,902,256	\$ 3,649,408	\$ 7,900,000
Funding	\$ (3,409,150)	\$ (1,873,032)	\$ (2,304,819)	\$ (4,851,000)
Surcharge	\$ (637,025)	\$ (678,218)	\$ (714,226)	\$ (716,742)
Total Capital Projects	\$ 281,636	\$ 351,006	\$ 630,363	\$ 2,332,258
Total Equipment	\$ 216,289	\$ 876,113	\$ 1,907,395	\$ 765,000
Gain / Loss	\$ 934,640	\$ 859,365	\$ 96,140	\$ (469,794)
Cumulative GA Financial Model Balance	\$ 934,640	\$ 1,794,005	\$ 1,890,145	\$ 1,420,351

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

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.

