



Newsletter

Anoka County Aviation Association

ACAA

July, 2017

Next Meeting: **Monday, July 10, 2017 6:00 PM**

NOTE TIME CHANGE

EAA Chapter 237 Hangar, Anoka County Airport.

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Calendar

July 10, 2017 (Mon)	6:00pm	ACAA Meeting EAA Building Newsletter Deadline Want Ads Due
Sep 1, 2017 (Fri)		Annual Airport Picnic MAC Maint. Bldg.
Sep 11, 2017 (Mon)	5:00pm	RAAC Meeting MAC General Offices
Sep 13, 2017 (Wed)	7:00pm	

July Meeting – Special Guest Brian Ryks (MAC CEO)

We're honored to have Brian Ryks, the MAC CEO, as a special guest at our July meeting. Brian will talk about what's going on at the MAC, and we'll have a chance to ask questions and offer comments/ concerns. We'll open the doors at 6pm for a picnic/social hour (hot dogs, chips, soda/water, etc., and start the formal meeting at 7. We're hoping for a great turnout to meet Brian and hear what he has to say.

As usual, we'll meet at the EAA 237 Hangar on the west side of the field. **Monday, July 10.** Let's have a great turnout. Hope to see you there.

And Save the Date for our annual airport picnic, sponsored by MAC and the ACAA, on September 11.

Tower Tips

By Neil Otey, ANE Tower Manager

Hello all, from the tower.

Frequency congestion is a bad thing, and we could use your help.

As most of you are aware, there are times when there is only one controller working in the tower. During the summer (our busiest time of year) vacation schedules reduce our manpower even more. The controller is typically broadcasting on all three frequencies at the same time, but the pilots are only hearing the frequency on their own radio. When this happens, we experience frequent instances of an aircraft on one frequency blocking out an aircraft on another frequency.

Please be aware that you are only listening to one-third of the total picture! It's like driving to work at night, in a dense fog, with one eye closed. You aren't getting all the information!

Controllers are required to receive and verify every instruction, before moving on. Seasoned pilots understand this, and will allow time for the other pilot to read back their clearance and have it verified, before transmitting their own request. If you have students, please cover this issue with them. If you are a student,

work on your awareness, and include not only what happens inside your cockpit, but what is happening around you.

Besides talking a lot...the controllers also take and report weather observations, transmit them throughout the system, record the ATIS, broadcast significant weather warnings, answer phones, relay pilot reports. Please be patient when we don't answer right away. Most of the time we hear you, but are already engaged in another duty. As soon as we are able, we will at least give you a "Say Again."

Good pilot skills include awareness, not only while controlling your airplane, but of other aircraft nearby.

Above all, be safe, have a wonderful summer, and "FLY ANE."

Have a happy day.

RAAC Report

By John Krack

The summer RAAC meeting was held on Tuesday, June 6 at the Flying Cloud airport. The date was changed because of an ongoing conflict with Commissioner Madigan's schedule, and going forward, meetings are scheduled for the second Wednesday of March, June, September, and December instead of the second Tuesday. The next meeting is September 13 at the MAC general office building.

The meeting was well-attended, including MAC senior staff, Commissioner Madigan, FCM tenants, and Vivian Starr and Don Johnson from ANE. Thanks to Mike Wilson, FCM airport manager, for arranging the accommodations at Wings of the North museum. Items discussed included:

Drainage Issue at ANE: Al Dye from Airport Development said that they're looking at culverts and ditches. He said that they need to do some survey work, which he also acknowledged won't happen as quickly as they'd like. In the meantime, they're looking at measures to discourage waterfowl from using the area. We'll get an updated report in September, hopefully with at least a partial resolution since the ducks and geese will be heading south around that time.

2017 Capital Improvement Projects at FCM: Al Dye reviewed the planned 2017 projects: Alleyway pavement rehabilitation, Equipment storage building, and Gate A relocation and replacement, and a Public viewing area.

LTCP Update: Neil Ralston, airport planner, reviewed the LTCP process. Although FCM's LTCP is a ways away, I wanted the tenants to be aware of the process, with emphasis on the

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RAAC Report

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stakeholder engagement and community outreach, and encourage them to get involved when the time comes.

The Anoka planning process is awaiting completion of the Crystal and Airlake plans, and will likely begin sometime this fall.

GA Financial Model: Kelly Gerads reviewed the latest GA Financial Model, including the 2016 actuals and the 2017 projections. Her report is included on Page 6.

I suggested that since the Model has finally stabilized with positive results and additional revenue is flowing in, maybe it's time for MAC to look at reducing some of our fees, such as the 3% annual ground rent escalator, which has been well above inflation for a number of years. The current fee structure was initiated in a time of semi-crisis in response to an airline lawsuit, and the airlines' financial situation has dramatically improved since then. (Delta reported net income of \$603M for 1Q 2017.) Perhaps we should look at bumping the Reliever Value amount allocated to the GA airports (now at about \$400K/year). MAC indicated that Delta is starting to look more closely at GA funding, and that they have a number of expensive capital projects planned for the future, and have to figure out how to fund them.

Tenant Concerns:

Reduce the Facility Acquisition Fee

Enforce the policy against using hangars for non-aviation purposes

I expressed concern about the ability for outstate aircraft lacking ADSB Out capability to be able to patronize businesses on MAC airports after 1/1/2020, given that all MAC airports are within the 30 nm veil. I was told that this is being discussed in the FAA, and that, at least for now, there is a provision for such aircraft to apply for a waiver to access airports in the restricted airspace.

In other activity, the Commission at their May meeting approved the sale of the SW corner parcel at 109th and Radisson Rd. (reported in the May issue) for \$1.2M. These funds will go toward capital improvements at the GA airports.

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

Some Concerns, Thoughts, and Suggestions

By Don Johnson, ACAA Vice President

Wow, it's July already. I hope summer has been good to everyone at the airport. We have had some hail here this year, and many have had some damage to hangars. I hope the underwriters have been fair. I do know plastic roof vents have not fared well.

I see there will be some pavement maintenance going on soon here at ANE. The Commission sent out a map with the areas and dates. Keep abreast of NOTAMS about these projects. MAC has always been pretty good about managing pavement as far as crack sealing and rehabilitation.

I have not heard any recent updates on the status of a manager out here. It sounds like there has been an outcome to the ongoing saga with our last manager. I assume the commission will move on. They really need to move forward and get someone on the ground out here. We have been on heading mode and altitude hold out here for too long. The grass gets cut, the snow gets plowed the lights work, but there is no one to see any forward looking ideas or improvements here. I'm afraid it's going to be at least another year (maybe closer to 2) before someone gets hired, starts the job, figures out what is on the plate, and how to navigate the corporate structure to ever get something moving forward.

ANE, with its 1000+ acres to manage, is a challenge. You cannot just plow the snow and cut the grass here for 50 years. The land heals itself up here. The 2 biggest issues we have are trees and drainage. As you arrive through Gate A and come to the stop sign, take a moment to marvel at the cattails and standing water in front of you. Much of the water from the east side of the airport flows through this ditch. Every 20 years or so, the ditch needs to be cleaned and maintained. Every city, county, township goes through this all the time. Fix it.

The 27 runway project with the ILS was given the "project of the year" award from the MN Council of Airports I believe, back in the day. Now it might be eligible for wetland credits. Something isn't working as designed. It can't be that complicated. The runway isn't that old. Go back to the engineers who designed it, (SEH) pull up the prints, see if it still meets the approved design. If it doesn't, fix it. Just like an airplane, you should be able to maintain it in accordance with its approved type design and not ask anybody. If the design has never worked properly, redesign it. Every year you wait, it becomes more difficult. If the engineer sold you a lousy drainage design, bring them back to the table. I really get frustrated for the past several years of going past several acres of water less than a wingspan away at 120 mph with ducks and geese sitting in it. If that standing water is ever a contributing cause to an accident, I will be truly upset.

Trees. Trees grow on this airport. When it was farmed, not so much. Look at the old aerial photos for reference. Lots of aspen, cottonwood, birch etc. This stuff grows about 3 feet per year. Back in March of 2013, after the notation of "trees in primary area of rwy 9" had been in the notes of our FAA 5010 data for about a year, the FAA got upset and published the following NOTAM for the approaches to RWY 9: RWY 09 STRAIGHT-IN AND CIRCLING MINIMUMS NOT AUTHORIZED AT NIGHT. This NOTAM stayed on the books until August 2 2013. Really? The minimum vectoring altitude is 2500 ft. around here, so that meant at night, it had to be at least 1600 overcast here to be able to break out of cloud, see airport, and request a visual approach when flying IFR. If it was dark, cloudy and any east wind, it was shoot the 27 approach, and circle to land. I really don't know what plan is in place to prevent this from happening again. I don't believe there is any tree management plan in place here. I have tried to ask about it. Trees are easy to cut when they are small.

Right now all aircraft owners are challenged in regards to the ADSB requirement. If you don't know what I am talking about, educate yourself! ADSB requires a WAAS GPS signal. Many owners might elect to upgrade their NAV equipment to WAAS standards at the same time to take advantage of LPV approaches. Basically ILS like performance with no ground facilities provided by FAA or airport sponsors. We have an ILS to runway 27. It also has a WAAS approach. If the Localizer is out of service, no big deal. Back in 2011, the FAA built/designed a WAAS approach for rwy 9. We have the runway with HIRL, PAPI, parallel taxiway REIL. We were missing some real basic aiming points on rwy 9 for a few years for some reason, but finally have them now. Anyways, the approach came out with 350 agl and 1 ¼ mile minimums. Really poor for a WAAS LPV approach. No one seems to care. Trees. It's been surveyed, (MNDOT involvement on the survey?), the FAA has done the math. They even have a name for each tree. (Someone check out and tell me where T133 is) The FAA is very up front, and suggests I work with my airport sponsor/manager to handle the tree issue. I try that: I have been told the issue is water towers, powerlines maybe. It must be something that can't be changed. Go away. The FAA puts together what's called a GQS for the LPV approaches. If the GQS is compromised, the minimums go up. Our GQS is compromised by an 80 ft. tall cottonwood on the golf course, on airport property. Cut the tree down.

Most of you might not care about any approach to the airport. Just push the Skyhawk out and go fly on a nice day. However, over the past several years MAC has put more pressure on our airport to produce revenue. It's like being on pins and needles each year to see if our airport "made the numbers" in the forecast. Turbine

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Concerns, Thoughts, and Suggestions

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aircraft make the numbers work. Turbine airplanes shoot approaches. MAC might not care, because if the Turbine Aircraft uses STP or FCM instead, they still get their fees, but pretty soon it may appear ANE doesn't carry its weight, so no money up there. The north metro isn't interested in aviation.

I guess this stuff all comes around to what the MAC wants to do. Change the course of the Mississippi River in STP? No problem. Build an LPV approach between the Mall of America and one of the tallest buildings in Bloomington? No problem. Manage some drainage, and trees on property we own in Blaine? Well, we will study that.

It used to be when I would discuss some things to improve the airport here, I was pretty much told: Look, you guys get a pretty good deal on your lease up there, you maybe get what you pay for. Those days are gone, along with the guys that more or less told me that. We just need some proactive, forward looking, passionate on site management. Please. If I'm way off base on this stuff, call me on it.

In the meantime, enjoy what's left of summer. Fly safe.

The View From Here

By John Krack

New Treasurer

We have a new treasurer. His name is Mike Miller. He's a new hangar owner and relatively new pilot, and is enthusiastic about getting more involved in the airport community. He also comes with experience, having served as treasurer for two Boy Scout units.

Thanks, Mike, for stepping up, and a special thanks to Vivian Starr, for your years of service, and your strong support of the ACAA and the airport over many years.

Airport Maintenance

I thank Don Johnson for documenting his concerns about the airport environment. He's conveyed these concerns to me before, but I think they have more impact when coming from him, in his words.

Don is a corporate pilot who flies a Cessna Citation for a living. To the men and women who fly professionally, in all kinds of weather, it's very important to be able to use an airport to its maximum capability, taking full advantage of nav aids and other available support tools to successfully complete each flight. To these pilots, an extra 50 feet or 1/10 mile on approach minima can make the difference between landing at their home airport, or going elsewhere and having to arrange ground transportation home, as well as retrieving their aircraft.

As Don notes, MAC keeps up pretty well with the physical infrastructure (runways, taxiways, etc.) but has room for improvement in keeping up with "mother nature." Letting trees get to a point where they impact approach minima seems to be easily preventable through some kind of a vegetation management plan. Cutting 'em when they're small saves money and avoids any impact on approaches. MAC has been grooming ANE to attract more corporate/business operators, and these little details are important to those folks. Consider this a maybe not-so-gentle reminder to the MAC that they need to keep these approach paths squeaky clean, and to pay attention to the details necessary to maximize the utility of the airport.

As far as the drainage problem, we are tracking that through the RAAC and are optimistic that they'll get it worked out, but I think Don makes an interesting point: Any engineer knows the difference between design and execution. If the design was sound

(and approved by the powers that were) but the execution was flawed, then fixing it shouldn't require approvals by the local officials. It just takes money and some time to transition to the original design. If the design itself was flawed, then it's back to the drawing board, and the original designer should have some skin in that game.

I think that getting a dedicated airport manager who has the bandwidth to focus on some of these issues will help a lot (let's face it, Joe Harris has been spread pretty thin the last year) and with Glenn Burke's legal limbo now at an end (see below), we expect MAC to put a high priority on getting this position filled.

The Glenn Burke Saga Ends

The following is a news release from the Dakota County Attorney website dated 6/21/2017:

Dakota County Attorney James Backstrom announced that Glenn Charles Burke, age 55 of Inver Grove Heights, pled guilty today to four felony counts of Theft by Temporary Control and two felony counts of Theft by Swindle in connection with the theft of large sums of money from October of 2012 through February of 2015 while Burke served as the airport manager for the City of South St. Paul. One count of Theft by Swindle was dismissed. The state requested a sentence of 45 months in prison for this major economic crime, which is the presumptive sentence under Minnesota Sentencing Guidelines. Judge Martha Simonett dispositionally departed from the presumptive sentence upon finding the defendant particularly amenable to probation and sentenced Burke to 90 days in jail and probation for 10 years. Burke was also ordered to pay restitution in the amount of \$132,012.23. Burke reserved his right to challenge the total amount of restitution at a hearing currently scheduled for September 20, 2017 at 9 a.m.

I was hoping for a different outcome, but the evidence against Glenn was pretty strong, and I appreciate that the court didn't ruin his life any more than he's already done to himself. In my opinion, the sentence was fair: Pay back what you stole, do some jail time for punishment, have Big Brother looking over your shoulder for the next ten years, and have a felony conviction on your record. I don't think Glenn's stupid enough to try something like this again.

Having said that, in my many interactions with Glenn in his year as ANE airport manager, I considered him a perfect fit for the job. He had years of experience managing a GA airport by himself without the organizational support that MAC provides, he had lots of innovative ideas, he was very tactful but firm when he needed to be, and was focused on solving problems. I have no idea what MAC's thinking is at this point, or whether it's even possible that he could return, but if there's any way it could happen, I'd like to see him back.

Bridget Rief Promotion

Congratulations to Bridget Rief, who was promoted from MAC Airport Development director to VP of Planning, Development, and Environment. Bridget replaces Gary Warren, who retired June 30. A good article on Bridget's background and responsibilities is at <http://finance-commerce.com/2017/06/mac-promotes-bridget-rief/>.

Flight Line Enterprise

Craig Schiller, President of Flight Line Enterprise, sends the following update on their new gift shop:

Flight Line Enterprise is proud to announce the opening of our aviation gift shop. As part of the first phase of our airport facility project, we began selling aviation items at our off-airport location on June 12th. The store is located at 1033

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The View From Here

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109th Ave. NE, Blaine, MN 55434. It's in Nate's Plaza, a strip-mall located just a few miles north of the Blaine airport, west of HW65 on 109th Ave. (3 doors down from BeBops)

WE HAVE PILOT SUPPLIES! In addition to the books, models, prints, clothing, toys, collectables & tech, we are now selling VFR sectionals, training manuals, head-sets, some avionic supplies and more!

Currently we are open Mon – Fri 10am to 7pm / Sat 10am to 5pm / Sun 11am to 5pm. We are accepting historical and/or unique aviation items to sell on consignment or purchase.

See our store website here:

<http://www.flightlineltd.com/GiftShopItems/NewStore/RetailStore.htm>

Follow us on Facebook here:

<https://www.facebook.com/Flight-Line-Cafeand-Event-Center-137933632530/?ref=ts>

Follow us on Instagram here:

<https://www.instagram.com/flightlinegifts/?hl=en>

For questions, call or email us at [763-784-6400](tel:763-784-6400) / Info@FlightLineLTD.com

Hope to see you at the store!

Craig Schiller
Flight Line Enterprise, LTD.
www.FlightLineLTD.com
[763-784-6400](tel:763-784-6400)

Mogas

Roger Gomoll notes that the auto gas service at the self-service fuel pumps has been discontinued. He has spoken with Mike Agee, the Lynx FBO general manager, and found out that Lynx is trying to bring it back, but is running into issues with its supplier. Roger reports that:

Lynx Manager Mike Agee [advises] that he's been attempting to get Shell to deliver mogas to ANE. Lynx changed suppliers from Phillips to Shell.

Mike reports that Shell refuses to send mogas based on fears of liability of self-serve misfueling of aircraft. He also reports that he's been persistent in his attempts to convince Shell to change their minds. He's made multiple attempts, and is actively working to make things happen.

I'm really impressed with Mike's efforts on this, especially seeing that Cirrus only pumped 6800 gallons of auto fuel in all of last year. Cirrus figures show that there are about 15 customers on the field that regularly buy auto fuel.

I suggested that Mike contact Joe Harris to see if MAC could help convince Shell to lift their ban. Compounding this challenge is Shell's prediction that there will be a no-lead alternative to 100LL in the next year, and that will solve the problem. I hope that's true.

Mike says that it's OK to spread the word about this situation and his efforts in dealing with it.

I suggest that if you want to see the continued availability of mogas at ANE, send an email to Mike (magee@lynxfbo.com) expressing your appreciation for his efforts, and indicating that you'd like to see this service continue.

Airport Safety Meeting

I attended the annual Airport Safety meeting on June 6, led by tower chief Neil Otey. The main focus of the meeting was to review runway incursions and surface incidents from the past year, identify problems with aircraft and vehicle movements that lead to these events, and discuss ideas for improvement.

Neil started by defining the terms "Surface Incident" and Runway Incursion":

A **surface incident** is an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

A **Runway Incursion** is any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.

Runway Incursions are divided into four categories:

- A – Serious incident; collision narrowly avoided
- B – Significant, time-critical collision potential
- C – Ample time to correct
- D – No immediate safety issue

Neil noted that ANE experiences 14-15 A and B incursions per year.

Incursions are of three types. Also shown were the percentages associated with each type, but I'm not sure whether these are nationwide or ANE-based:

- O – Operational. ATCT error 22%
- PD – Pilot Deviation. Pilot error 61%
- V/PD – Vehicle/Pedestrian Deviation. 17%

The main PD incidents are:

- Landing or Departing without a clearance
- Entering a runway without a clearance
- Crossing the Hold Line after correct readback

He also gave reasons for the other types, but I didn't have time to write them down.

Anyway, the key message is that these events are taken very seriously, and all pilots are tasked to be situationally aware and COMMUNICATE when operating around the airport.

Some suggestions for improvement were:

- Improve the south perimeter road. This is starting to deteriorate, and really wasn't designed for fuel trucks. Making this road more usable for fuel trucks would eliminate a lot of vehicle runway crossings. This is currently planned for 2019.
- Construct a north perimeter road. This will require an environmental study, which could take 3-5 years. There's a placeholder in MAC's capital plan for the 2023 timeframe. A representative from the FAA noted that perimeter roads are a high priority for federal funding.
- Need better clarification/consistency on hangar addresses.
- Develop a handout map or an interactive map to guide visitors to find their destinations and safely navigate to them. John Krack to ask Craig Schiller for a copy of the draft directory he put together several years ago.
- Neil noted that dogs must be leashed while on the airport, and requested that tenants be advised to convey this message to people visiting their facilities.
- When busy, the tower is asking Lynx fuel trucks to use the perimeter road, especially when runway 18/36 is in use.

ACAA Website

Nothing much has been done on www.aneairport.org. Craig Schiller has been busy with the Flight Line gift shop, and the rest

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The View From Here

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of us have been tied up with other things. Be patient. We'll get there. Past ACAA Newsletters have been posted on the website.

We also have a new email address: aneairport@gmail.com. av8r00@gmail.com will continue to work as we transition to the new one.

Lake Elmo Environmental Assessment

I attended the kickoff meeting for the Lake Elmo Airport Environmental Assessment phase on May 11. I note this here to illustrate what happens after the Long Term Comprehensive Plan (LTCP) is approved. We'll be dealing with this at ANE, probably sometime next year.

The approval of the LTCP by the MAC board and the Met Council is not the end of the story. The next phase of the process is to conduct an Environmental Assessment (EA) to assess the environmental effects of the LTCP, to assure the FAA that the proposals comply with environmental regulations and to qualify for potential FAA funding assistance. In some cases (such as construction of a new runway) a State Environmental Assessment Worksheet (EAW) is also required. This is a very public process involving airport tenants/users, local officials and residents, local business interests, and MAC staff and Commissioners, and is accomplished through a Community Engagement Panel, public outreach meetings, and a website where interested parties can keep up to date and offer comments/concerns.

I was very impressed with the kickoff meeting. Many attendees were local residents, many with good questions and valid concerns. There were the usual (bigger airplanes, more noise, wasted money), but also concerns about impact on traffic flow by rerouting 30th street north to clear the RPZ. Chad Leque (MAC Environmental director), Neil Ralston (MAC Planner), Joe Harris (Lake Elmo airport manager), and Dana Nelson (MAC Noise specialist) did an excellent job of explaining things to the audience and responding to their questions and concerns. Chad was both upfront and tactful in explaining to the attendees that there are tradeoffs with any project of this nature, and that MAC has a number of externally-imposed constraints that they must adhere to. (Examples: they can't close the airport at night and they can't restrict who can use it.) He noted that it's not possible to accommodate 100% of everyone's wishes, but MAC's commitment is to strike a reasonable balance among the various stakeholder needs while meeting MAC's statutory requirements to operate an airport system. It was also useful to have a local pilot there who was able to communicate the importance of the airport, and the proposed changes, to him and his business.

This level of outreach in the LTCP process is a first for the MAC, and we applaud their efforts to "go the extra mile" to engage the community. It's not easy, but it's the right thing to do. I've said before and will repeat again that back in the day when these airports were out in the boonies, nobody much cared, but as civilization has built up around them, it's imperative for their long-term survival that the communities be involved in the process.

If you'd like to read the detailed minutes of the meeting, check out

<https://metroairports.org/General-Aviation/Lake-Elmo-Environmental-Assessment/Public-Event-1-Meeting-Minutes-05-11-2017-FINAL.aspx>

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).

Email Distribution

If you are receiving this via email and would like to discontinue your paper copy (and haven't notified me already), please send an email to aneairport@gmail.com indicating that you're OK with email only.

If you're not getting an electronic copy and would like to do so, please so indicate with an email to the above address, include your name as printed on your address label, and also indicate whether you'd like to discontinue your paper copy

May Meeting Minutes

We had a great turnout for the May meeting and picked up a few new members. We started with a social hour featuring hot dogs, chips, baked beans, and beverages at 1730, and President Michael Lawrence called the business meeting to order at 1850.

Joe Harris, interim airport manager, talked about the "permanent" airport manager situation. Glenn Burke's trial had been scheduled for April, was pushed to August; not sure why. MAC is no longer paying him. [Ed Note: the case was resolved in June. See note above.]

The hotel project at MSP is moving forward.

Joe has been busy with Super Bowl planning. He visited Houston to learn from their experience hosting the 2017 event. MAC is estimating 500-600 aircraft.

The Great Minnesota Aviation Gathering event was very successful. Jim Peterson, MPA treasurer, reported that attendance was up about 8.5% over last year.

Craig Schiller reported that his goal is to have the Flight Line Gifts shop opened by the end of May.

The meeting was adjourned at 1950.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

HANGAR FOR SALE

50' wide x 40' deep; Hangar door opening 44' wide x 11' 6" high; fully insulated - front access door; Concrete Floor in excellent condition; 150 AMP Electrical Service and LED Lighting; Overhead gas radiant and hot air heat; Water and sewer; Bathroom with shower; Utility sink; Heated and Air Conditioned Upstairs Office; South facing. \$95,000
Here is a link to the Craig's List ad with a few photos.

<http://minneapolis.craigslist.org/ank/for/6179343111.html>

Contact information

linda@hatco.com / Telephone: 612-810-3156

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

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: June 5, 2017

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 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 seven 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 2014-2016 year-end data and 2017 projections. Following are the highlights of the current model:

- 2016 year-end results, which remain subject to adjustment for final capital project funding amounts, show a gain of approximately \$2,567,514. Much of this gain is the result of a \$1,948,000 sale property on the Anoka County-Blaine Airport and the impact of the increase in ground rent at the general aviation facility at MSP, which is credited to the General Aviation Financial Model.
- Commercial revenues, including landing fees, fuel flowage fees and commercial rent, continue to trend upward.
 - Flying Cloud Airport saw a bump in landing fees from Ryder Cup activity.
 - Assessment revenue fluctuates based on the development of new hangars at the Flying Cloud Airport.
 - The MSP GA revenue, which includes fuel flowage fees, ground rent, and commercial fees, continues to trend upward. Ground rent related to MSP GA facilities was increased beginning mid-year 2016.
- O&M costs appear lower in 2016 as compared to 2015 due to the timing of MN DOT reimbursements. Both the 2015 and 2016 MN DOT reimbursements were received and recorded in 2016. There is no MN DOT payment reflected in 2017 given the uncertainty of timing of its receipt. Other than the impact of the reimbursements, O&M remains relatively flat in 2014, 2015 and 2016. O&M costs have been lower than average due to several recent favorable winter seasons.
- The operating gain/loss, before capital projects and equipment, remained positive each year of the reporting period.
- From 2014-2017 actual and projected net investment in capital projects is expected to total \$7,779,000 and total equipment is expected to total \$3,782,000.
- 2017 Projections:
 - Increase in revenue primarily resulting from ground rent increases at MSP
 - Personnel costs represent a full staff for 2017
 - Net capital project costs are estimated at \$4.7M
 - Equipment purchases are estimated at \$234,000
 - Bottom-line projected loss of \$1.6M, which is subject to change based on actual construction costs versus the current CIP project costs used in this projection

The projected model’s cumulative balance ending 2017 remains positive at \$3M. 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.

MAC General Aviation Revenue and Expense				
Revenue	2014	2015	2016	Projected 2017
Storage Lots	\$ 1,933,502	\$ 2,019,842	\$ 2,104,230	\$ 2,184,000
Total Recreational	\$ 1,933,502	\$ 2,019,842	\$ 2,104,230	\$ 2,184,000
Fuel Flowage	\$ 810,660	\$ 856,024	\$ 894,990	\$ 915,200
Commercial Ground	\$ 1,289,889	\$ 1,363,764	\$ 1,405,099	\$ 1,534,000
Commercial Revenue	\$ 1,023,669	\$ 1,142,327	\$ 1,200,291	\$ 1,248,000
Landing Fee - St Paul	\$ 492,970	\$ 513,729	\$ 479,892	\$ 551,200
Landing Fee - Flying Cloud	\$ 152,942	\$ 153,959	\$ 204,604	\$ 166,400
Landing Fee - Anoka	\$ 91,719	\$ 103,967	\$ 93,206	\$ 114,400
Total Business	\$ 3,861,849	\$ 4,133,770	\$ 4,278,082	\$ 4,529,200
Other Buildings	\$ 123,255	\$ 166,469	\$ 67,536	\$ 104,000
Hangars	\$ 4,500	\$ -	\$ -	\$ -
Alley Assessments	\$ 100,358	\$ 33,203	\$ 33,383	\$ 36,400
Farm	\$ 70,811	\$ 83,698	\$ 86,209	\$ 89,440
Misc.	\$ 233,679	\$ 302,272	\$ 404,872	\$ 436,800
Sewer	\$ 20,420	\$ -	\$ 14,442	\$ -
Total Other	\$ 553,023	\$ 585,642	\$ 606,442	\$ 666,640
Value	\$ 380,031	\$ 391,432	\$ 403,175	\$ 415,270
MSP GA Rent	\$ 799,250	\$ 835,082	\$ 1,210,611	\$ 1,530,000
MSP Fuel Flowage	\$ 446,749	\$ 479,689	\$ 536,710	\$ 520,000
Total MSP Contribution	\$ 1,626,030	\$ 1,706,203	\$ 2,150,496	\$ 2,465,270
TOTAL Revenue	\$ 7,974,405	\$ 8,445,457	\$ 9,139,250	\$ 9,845,110
Expense				
Total Admin	\$ 697,773	\$ 725,684	\$ 754,711	\$ 784,900
Personnel	\$ 3,558,462	\$ 3,593,757	\$ 3,591,221	\$ 4,019,600
Admin	\$ 22,192	\$ 24,088	\$ 25,331	\$ 33,280
Professional Services	\$ 282,888	\$ 244,890	\$ 343,657	\$ 260,000
Utilities	\$ 543,290	\$ 454,108	\$ 474,866	\$ 494,000
Operating Services	\$ 117,696	\$ 195,225	\$ 185,321	\$ 208,000
Maintenance	\$ 881,925	\$ 626,775	\$ 630,853	\$ 702,000
Other & Reimb Expenses	\$ (216,307)	\$ (52,966)	\$ (560,610)	\$ -
Total O&M	\$ 5,190,148	\$ 5,085,676	\$ 4,690,639	\$ 5,716,880
TOTAL Expense	\$ 5,887,920	\$ 5,811,559	\$ 5,445,350	\$ 6,501,780
Operating Gain / Loss	\$ 2,086,485	\$ 2,633,898	\$ 3,693,901	\$ 3,343,330
Total Capital Projects	\$ 2,902,256	\$ 3,418,890	\$ 6,103,299	\$ 8,350,000
Funding	\$ (1,873,032)	\$ (2,317,424)	\$ (3,023,673)	\$ (2,825,000)
Surcharge	\$ (678,218)	\$ (714,226)	\$ (770,173)	\$ (793,278)
Total Capital Projects	\$ 351,006	\$ 387,239	\$ 2,309,453	\$ 4,731,722
Total Equipment	\$ 876,113	\$ 1,907,395	\$ 765,000	\$ 234,000
Property Sale			\$ 1,948,066	
Gain / Loss	\$ 859,365	\$ 339,263	\$ 2,567,514	(\$1,622,391)
Cumulative GA Financial Model Balance	\$ 1,740,468	\$ 2,079,732	\$ 4,647,246	\$3,024,854

ACAA OFFICERS AND COMMITTEES

President: Mike Lawrence 763-780-2802
V. Pres: Don Johnson 651-407-3403
Secretary: John Krack 763-786-5876
Treasurer: Mike Miller
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

2018 Dates: June 2 – 3, 2018

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

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Email: cschiller@flightlineltd.com

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Email: dlhass@comcast.net

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Email: mark.bakko@gmail.com

Michael Lawrence ACAA

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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 _____

Check Here for Email Distribution Only (No Print Copy)

____ 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: _____