



*Newsletter*  
**Anoka County Aviation Association**  
**ACAA**

*January, 2020*

Next Meeting: **Monday, March 9, 2020 7:00 PM**  
**NOTE: The January Meeting Has Been Canceled**  
 EAA 237 Building, Anoka County Airport.

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**Calendar**

January 13, 2020 (Mon)	MEETING CANCELED
February 28 (Fri)	Newsletter Deadline
	Want Ads Due
March 9, 2020 (Mon)	7:00pm ACAA Meeting
	EAA Building
March 10, 2020 (Tue)	7:00pm RAAC Meeting
	MAC General Offices
April 24-25, 2020 (Fri-Sat)	GMAG event @ KCFE

**January Meeting – CANCELED**

Due to generally poor turnout during the winter and several officers unable to attend, the January meeting has been canceled.

See you in March. We have Jennifer Lewis from MAC lined up to brief us on the updated Noise Abatement Plan.

**From the Director's Chair**

By Joe Harris, Reliever Airports Director

A busy year gone, a busy year ahead. 2019 was a great year for MAC's general aviation airport system. Here are some of the highlights.

In late January, a severe cold wave caused by a weakened jet stream around the Arctic polar vortex hit the Twin Cities area hard. That mass of frigid air broke record lows across the region, disrupting recreational flying. These brutal cold temperatures placed a lot of stress onto facilities, access gates and electrical systems. Kudos to all of our partners for avoiding any major problems.

In February, the official snow total was 39.0 inches. This ranked as the snowiest February, and fourth snowiest month of all time in the weather records books. The crews did amazing work to clear runways and taxiways with minimal disruption to airport operations.

In March, the floodwall was deployed at St. Paul Downtown Airport. This engineering marvel, constructed in 2008, once again proved its ability to hold back the Mississippi River without airport tenants having to relocate.

In April, Minneapolis hosted the NCAA Final Four men's basketball championship. It was another fresh opportunity to showcase the strength of MAC's seven-airport system. Our local FBOs supported more than 1,200 airplanes and treated thousands of guests to a warm welcome.

In 2019, MAC invested another \$15 million into infrastructure and facilities to preserve and enhance our airports. We have a lot of capital investment planned in 2020 as well. There were a number of great airport and community events. The MAC/ACAA barbecue, in mid-September, always ranks at the top of my list. Thank you for making it such a success again this year.

I've a few other highlights to mention. Staff continues to lease land for new hangar development at Flying Cloud, Crystal, Lake Elmo and Airlake. In the past year, we have made significant progress working with FAA to develop MAC-owned property not identified for aeronautical purposes for non-aeronautical revenue generation. After many years, an orderly annexation was completed with Eureka Township for future development infrastructure and utilities at Airlake.

We lost five very tenured employees and good friends to retirement. These retirements created an opportunity for internal and external promotion and hiring. I am so excited to be working with such a great team who are master practitioners. We are dedicated to serving our customers and operating a world-class airport system.

Great news: I've seen preliminary 2019 year end takeoffs and landings data. It is a safe bet the reliever airports operation counts will exceed 300,000 for 2019. This is a significant milestone.

Thank you for flying your airplanes and for taking our airports to great heights.

Wishing everyone an amazing new year!

Joe Harris  
 Director, Reliever Airports

My best,  
 Joe

**From the Tower**

By Neil Otey, ANE Tower Chief

....A view from the tower on something that occurred just last week. [Ed. Note: This was sent to me December 16.]

Situation: IFR, ceiling at circling minimums, after dark, runway condition 5/5/5,+ 1 good breaking report.

Icing in clouds on the approach. Lgt-Moderate Rime

Approach switches you to tower, on the approach 10 miles out, with ice @ 3000.

Approach speed 110 knots. That means, just 5 more minutes of flying, and you're home free!

On a six mile final... wind check, OK

You're the pilot...how do you feel?

NOW...

Tower controller observes an unidentified vehicle on the taxiway, heading in the direction of the runway. Airport crews notified..."We're on the way! No contact with vehicle."

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## From the Tower

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You're on a 5 mile final. Vehicle turns from the taxiway onto the active runway, airport crews on scene!

You...report "3 mile final". Speed "check", on centerline, "check". Icing check, 1/2 inch of rime. GUMPS..."Check"!

Tower reports, "Unauthorized vehicle on runway, prepare for go around" You reply "I'd prefer not."

Can you circle? Think about it...Low speed circle, minimum altitude, with ice? Really???

Sooo...How do you feel now!

You wait. TIC TOCK, TIC TOCK. TIC TOCK.  
Fuel check. Go around sequence, "check"!

Are you going to call it, or wait for the Tower?  
How do you feel now, Captain???

Long story short...Tower makes the call, and, you're going bye bye!

End of story, everyone's happy. Second approach ends in a beautiful landing and you taxi to the FBO. "Have a good day, watch out for the ice on the ramp!"

Been there? Some have, and you don't want to be one!

Folks, remember this scenario the next time someone pulls up behind you at the gate! Security at the airport is on all of us! ME INCLUDED.

Put yourself in that pilot's seat! It's a very uncomfortable position.

All of us in the tower, wish all of you in the air, A very Merry Christmas and a happy New Year.

We...count on you guys, every day, for your "eyes" and your "ears" to help us "play safe". Please, if you see something...say something!

We couldn't "do it" nearly as well without you. Thank YOU!

ANE FCT

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## RAAC Report

By John Krack

The winter Reliever Airports Advisory Council meeting was held at 7pm on Tuesday, December 10 at the MAC general office building at 6040 28<sup>th</sup> Avenue S. in Minneapolis.

### 1. Snow Removal

- a. Phil Tiedeman notes that to avoid damage to hangars, snowplow drivers don't attempt to clear aprons right up to the hangar doors. Instead, they leave a 1-2 foot band of snow in front of the door for the tenant to clear away. When clearing the snow, Phil recommends that as you move it off to the side, deposit it 3-5 feet in front of the hangar so the next time the plow comes through they'll clear it out. Otherwise, the freeze/thaw cycles turn it to ice, making it harder to remove.
- b. When you expect to be away (such as overnight) with your aircraft during a potential snow event, park your car inside the hangar rather than alongside it. This allows the plow drivers to do a better job clearing the snow. Otherwise, they'll have to work around your vehicle, and you'll have more cleanup to do when you

get home.

### 2. Hangar Availability and Usage

- a. I've had several comments recently from people having trouble finding hangar rental space at ANE, and who have expressed an opinion (with no details) that some tenants are abusing the privilege by having no aircraft, storing lots of junk, running businesses, living in their hangars, etc. The argument is that this non-compliant behavior ties up scarce space that could/should be freed up for aviation use, and that in any case MAC should enforce the rules.

In discussing this with MAC staff, I found that:

- i. MAC has been doing hangar inspections for several years, as resources permit, but has been short-staffed (Glenn Burke departure, Joe Harris promotion) until recently. They are focusing on the most egregious violations first, working with the subject tenants to bring them into compliance. They're now back at full strength, and hangar inspections will continue.
  - ii. Per the lease documents and policies, one can continue to keep (and even renew) a lease without owning an aircraft. However, MAC does not condone using the building for non-aviation activities, such as general storage, running a non-approved business, etc. Their position is that if there's no aviation use, and the tenant wants to keep the lease, he/she should either keep the hangar empty or (preferably) sublease space to other aircraft operators.
  - iii. If we become aware of suspected non-compliant use, we are asked to advise the airport manager, who will discreetly check it out, keeping the tipster anonymous. Before taking draconian lease action, MAC will work with a non-compliant tenant to achieve compliance.
  - iv. MAC does not have the resources, or the desire, to become Gestapo-like enforcers, but they do have the responsibility to treat us all fairly, and they need the user community's help to do that. Although none of us wants to "rat" on our neighbors, if someone is suspected to be out of compliance, MAC needs to know so they can look into it and take appropriate action.
- b. At the RAAC meeting, we discussed several ideas for increasing available hangar rental space (which, with a renewed interest in general aviation, will likely become more acute as more people want to base aircraft at local airports):
    - i. Add a "Hangar or Rental Wanted" category to the hangar exchange website. Let people specify what they're looking for. **[The next day, Phil called me to let me know that IT just added it. Check it out at <https://docs.google.com/forms/d/e/1FAIpQLScE5S3evAwO20p1wv4nbWY0bVIMxPtl-LyLze5oBA3N6gbWGA/viewform?fbzx=-378476364975218529> ]**
    - ii. Try to encourage tenants to lease out available space.
    - iii. Dump the sublease fee

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## RAAC Report

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- iv. Have a “cleanup days” event next spring – encourage tenants to clean out their hangars. [We’ve done this successfully at ANE in the past, but Mike Wilson noted that they tried this at FCM and got a significant amount of hazardous materials thrown in the dumpsters. Another concern is that people would bring lots of stuff from home. (Why are there always a few who have to abuse a good thing?)]

### 3. Capital Projects

The total investment for 2020 Reliever Airport capital projects is almost \$20M. The airport managers summarized the projects at each of their airports:

- a. Lake Elmo: Mike Wilson reported that the LTCP improvements are underway. He also noted that MAC has budgeted \$400K to cover small projects across the reliever system that come up on short notice during the year.
- b. Crystal: Phil Tiedeman outlined the capital improvement projects but didn’t get into schedules: \$5.6M for Rwy 14R/32L and Taxiway E modifications (LTCP) stuff), MAC building improvements (\$500K), and underground fuel storage tank replacement (\$400K).

Phil also noted that the bids for the new s/s fuel service came in higher than expected, and they’ve asked the Commission for another \$215,000 to complete the project, bringing the total to \$1.215M (WOW!). [The Commission approved this on December 16.] Kelly Gerads (as I remember) noted that MAC will not undercut their other reliever FBOs on price, so we can expect prices to be somewhere near local market prices. MAC hopes that someone will eventually want to open a full-service FBO and take over the fuel service.

- c. Anoka: Smaller projects next year: Improvements to the control tower equipment and replacement of the fuel system for MAC maintenance equipment. There are also projects for LED edge lighting, lift station improvements, and taxilane pavement reconstruction.
- d. Airlake: New Airlake manager Blaine Peterson reported that they’re installing \$500K in LED lights around the airport.
- e. Flying Cloud: Blaine noted that Taxiways A1, A2, and F will be rehabbed, and the MAC underground fuel storage tank will be replaced.

Further details weren’t discussed at the RAAC meeting, but I copied the Reliever Airports capital improvement plan for 2020 and projections through 2026 on page 6 so you can see the detailed line items and projected costs. This was approved by the full Commission on December 16.

4. The Learning Jet at STP is busy. They’re looking for volunteers.
5. MAC is working with AOPA to identify areas for transient parking, which can then be published to the aviation community.
6. **HEADS UP:** Kelly Gerads noted that many leases are coming up for renewal in 2022, and MAC will require

tenant compliance with the Maintenance Standards ordinance (AKA the “Aesthetics Ordinance”) prior to renewal. So... take stock of what you need to do to comply while you have a couple of years to get it done. You can view the ordinance at:

[https://metroairports.org/sites/default/files/ordinances/Ordinance\\_112.pdf](https://metroairports.org/sites/default/files/ordinances/Ordinance_112.pdf)

If questions, discuss with your airport manager.

7. Reliever Airport Non-Aeronautical Development  
The study to evaluate potential revenue generation for reliever airport land not suitable for aviation purposes is nearing completion. MAC is working with the FAA on land releases so they can move forward with marketing these properties.
8. Primary Reliever Airport Visioning Study.  
The Primary Reliever Airport Visioning Study is a major MAC project, working with consultant HNTB, to examine the three primary relievers (ANE, STP, FCM) to identify appropriate strategies to attract more business/corporate aviation activity to these airports. Neil Ralston reported that Phase 1 (Discovery) is now complete, and the findings will be used in Phase 2 to drill down to more detail to:
  - a. Identify key factors and constraints affecting the primary reliever system
  - b. Analyze reliever airport strategies for other similar systems (BOS, PHX, DEN) to identify what does/does not work to induce business aviation to move from hub airports to relievers
  - c. Survey aircraft manufacturers to identify trends and factors from that end
  - d. Expand economic analysis to determine the relationship between local economic factors and business aviation demand
  - e. Review recent business aviation activity and develop forecasts
  - f. Identify future facilities needed at the primary relievers to promote aviation growth

The information derived from the Visioning Study will be used to develop Long Term Comprehensive Plans for each of the primary relievers.

Phase 1 showed (no big surprise, really) that a key factor in the decision to use a particular airport is the travel time to/from the final destination. I suggested that Phase 2 include a review of what types of businesses typically use general aviation, along with a review of the local communities’ Long Term Comprehensive Plans, looking for good fits. Perhaps the proximity of a well-equipped and managed GA airport could be used as a selling tool to attract businesses.

9. We started a discussion about how we might improve the way we communicate information from the MAC to the aviation community. Right now we have a variety of ways to communicate which involve human intervention along the way, and are inconsistent in getting to the right people. We also have users who want different categories of information, for different airports, and via different mechanisms (email, social media, snail mail).

We discussed the possibility of having MAC enhance their website to allow self-registration, selection of message categories, and the desired delivery mechanism.

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## RAAC Report

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- MAC staff is still working with the FAA and AOPA to see if it's possible to safely accommodate powered parachutes and other similar "ultralight" aircraft at Airlake.
- Phil Tiedeman reported that the feedback he's received on the gate closures has been overwhelmingly positive.

The next RAAC meeting is scheduled for Tuesday, March 10, 7PM at the MAC General Offices.

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## The View From Here

By John Krack

### New Airport Manager – Blaine Peterson

Blaine Peterson was named the new airport manager for Flying Cloud and Airlake, replacing Mike Wilson, who moved to STP and Lake Elmo following Joe Harris' promotion to Reliever Airport director.

Blaine comes with a long resume in aviation, starting with a BS in Aviation/Airway Management and Operations from University of North Dakota, 20 years in the US Army, 6 plus years in the Duluth Air Guard, and Manager at the Rusk County airport in Ladysmith, WI. He's been with the Duluth Airport Authority for over 15 years, most recently as Operations Director.

Welcome aboard, Blaine. We look forward to working with you.

### Communication Thoughts

I've been thinking about how we might improve the communication pipeline from MAC to the reliever airport communities. Currently, when MAC has information they need to broadcast, it goes mostly to tenants through snail mail or sometimes email to addresses they have on record. If the information affects more than tenants, each organization such as ACAA, EAA, flying clubs, etc. have to forward it to their constituents through any of a variety of means. It's kind of hit-or-miss as to who gets what information when.

It's also the case that many people now use social media and would prefer to be notified that way.

I think it would be helpful if MAC could add to their website a feature for reliever airports where interested persons could register to receive pertinent information from MAC. I envision that one could register a name, address, phone number, email address, Facebook address, Twitter address, designate the airport(s) of interest, and perhaps the desired categories of information, such as general announcements, runway/taxiway closures, construction schedules, tenant-oriented messages, etc. MAC, in turn, could enter messages and send them out to interested parties with the push of a button. Another option would be to post messages online and notify people with a link to the message, as they do with Commission meeting materials.

This could get information out to users in a timely manner and reduce MAC's paperwork load.

**I'm interested in feedback on this idea. Do you see value in something like this? Do you have other ideas? Have you ever missed an important message from MAC because you weren't on the right mailing list? Let me know.**

### ADS-B – Are You Equipped?

As you no doubt know by now, with a few exceptions, all aircraft with electrical systems are required to have ADS-B Out capability to operate within 30 nm of MSP (and many other airports and airspace), which includes all of the MAC reliever airports. We hope you have been able to get it done, or will do so soon. Otherwise, you're grounded if based at a MAC airport.

## Great Minnesota Aviation Gathering

Mark your calendars: the GMAG event will be held again this year at the Buffalo airport (KCFE) on April 24-25.

This is well worth attending. It features great seminars, lots of vendors, and a chance to hobnob with your fellow pilots.

You can fly in, or drive it in about 45 minutes from ANE.

And if you're a Minnesota Pilots Association member, you get in free.

Check out MPA at [www.mnpilots.org](http://www.mnpilots.org).

### Discover Aviation Days

As of December 21, no decision had been made regarding doing Discover Aviation Days this year. Craig Schiller promised to let me know when they have more information. This event has proven very popular with local residents, and Blaine Mayor Tom Ryan commented at a recent ACAAC meeting that he'd hate to see it go away. If you have any interest in helping, contact Craig Schiller at [cschiller@flightinltd.com](mailto:cschiller@flightinltd.com).

### New General Manager at Lynx FBO

Back in November, I had the pleasure of meeting with Bryan Orr, the new manager of Lynx FBO at ANE. Bryan is very interested in engaging with the airport community, and in doing what he can to help the airport grow. He's especially interested in helping young people get into aviation, and in a previous life worked for an organization that did that.

If you get a chance, stop by and say Hi.

Welcome, Bryan, to the airport community. We look forward to working with you.

### Elections

We held our annual officer elections for President, Vice President, Secretary, and Treasurer at the November meeting. All current officers agreed to serve one more year, and were elected by unanimous voice vote.

Thanks to Michael Lawrence, Don Johnson, Mike Miller, and John Krack for your service.

### You Can Now Pay Your Membership Dues Via PayPal

If you would like to join or renew using a credit card, email us at [aneairport@gmail.com](mailto:aneairport@gmail.com) and let us know. We will send you an invoice with a link to enter your credit card information for payment. Or, you can still mail the form with a check.

### Newsletter Input Solicited

I'd like to bring more variety to the content, so if you have any interesting stories, experiences, or tips to share, please send them along.

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### Email Distribution

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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

## Looking to Buy/Sell/Rent Hangar Space?

Check out the hangar space clearinghouse on the MAC website:

<https://docs.google.com/forms/d/e/1FAIpQLScE5S3eyAwO20p1wv4nbWY0bVIMxPtI-lyLze5oBA3N6gbWGA/viewform> or

<https://docs.google.com/forms/d/e/1FAIpQLScE5S3eyAwO20p1wv4nbWY0bVIMxPtI-lyLze5oBA3N6gbWGA/viewform?vc=0&c=0&w=1>.

Depending on which browser you use, you may have an easier time opening the alternate link. Or, you can click this QR code.



**NOTE: The website was recently updated to include a “Hangar Wanted” category. You can use this also if you’re looking for rental space.**

## November Meeting Minutes

The November 11, 2019 meeting was called to order at 1912 by President Michael Lawrence. Since there was no business meeting in September, the July minutes were approved by voice vote.

Mike Miller gave the treasurer’s report. As of the end of September:

Checking:	\$ 999.18
Savings:	4,917.58
Total:	\$5,916.76

Mike noted that MAC generously covered the picnic expenses. (Thanks, MAC.)

It was decided, due to traditionally poor attendance in January and the unavailability of at least two officers, to cancel the January meeting.

Lack of hangar availability, particularly for rental space, was discussed. Several members claimed that many hangars are not being used for aviation purposes, and that MAC should enforce inspection policies and/or open a new building area. Michael Lawrence suggested that we have a discussion on how long tenants can keep hangars without airplanes, and also to understand better the goal of inspections.

Gary Garner noted a “Catch-22” situation in MAC’s policies whereby a potential tenant who wanted to buy an aircraft wanted first to secure a hangar to store it, but MAC would not issue a lease without the potential tenant either owning an aircraft or having a firm commitment to purchase a specific aircraft since a tail number is required on the lease application. So if one buys the aircraft first, it may be awhile before finding a satisfactory hangar, and one can’t buy the hangar first, then look for an aircraft. And if one can’t find rental space for an aircraft until a hangar can be acquired, you’re looking at basing at another airport. However, once one has a lease, he/she can sell the aircraft and continue to keep the lease virtually indefinitely.

The sentiment (albeit from a small sample) was that this practice ties up scarce hangar space that could/should be used for storing aircraft, in accordance with both the FAA’s and MAC’s stated goals.

John Krack agreed to talk with MAC about hangar usage.

[NOTE: See my comments on this in the RAAC Report above.]

Vince Meyer noted that many hangar policies no longer cover cosmetic hail damage, and suggested checking with your insurance company if this is a concern for you.

It’s not clear whether Discover Aviation Days will take place this year. John Krack said he’d get an update from Craig Schiller.

Officer elections were held for the coming year. All the current officers agreed to serve another year, and were re-elected by unanimous voice vote.

The meeting was adjourned at 2018.

*Respectfully submitted by John Krack, Secretary, ACAA.*

## WANT ADS

THIS SPACE RESERVED FOR YOUR WANT AD



**Aircraft and Hangar Insurance**  
Aircraft & Marine Agency, Inc  
**Contact:** Kevin Gruys at 952-890-1124  
or email [gruys@aircraft-marine.com](mailto:gruys@aircraft-marine.com)  
website: [www.aircraft-marine.com](http://www.aircraft-marine.com)

## Reliever Airport Capital Improvement Projects Approved for 2020 and Projected for 2021-2026

(Does not include \$1,215,000 for Crystal self-serve fuel station)

PD&E 12/2/19  
Business Item 3.3.4.  
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2020-2026 Capital Improvement Program - Final Draft for Commission Approval	2020	2021	2022	2023	2024	2025	2026
<b>Reliever Airports Long Term Comprehensive Plan (LTCP) Projects</b>							
<b>81 - St. Paul</b>							
STP Airport Layout Plan			\$400,000				
<b>82 - Lake Elmo</b>							
21D Airfield Modifications	\$3,000,000						
21D Long Term Comp Plan					\$100,000		
21D Runway 14-32 Replacement	\$5,000,000	\$3,000,000					
<b>83 - Airlake</b>							
LVN Long Term Comp Plan					\$100,000		
LVN Runway 12-30 Improvements			\$3,500,000				
<b>84 - Flying Cloud</b>							
FCM Airport Layout Plan		\$300,000					
FCM Purchase and Demolition of Hangars			\$1,300,000				
FCM South Building Area Utilities							\$600,000
<b>85 - Crystal</b>							
MIC Long Term Comp Plan					\$100,000		
MIC Runway 14R-32L & Taxiway E Modifications	\$5,600,000						
<b>86 - Anoka County - Blaine</b>							
ANE Airport Layout Plan		\$400,000					
ANE Building Area Development - Xylite St. Relocation					\$1,000,000		
<b>Reliever Airports LTCP Projects Subtotal</b>	<b>\$13,600,000</b>	<b>\$3,700,000</b>	<b>\$5,200,000</b>	<b>\$0</b>	<b>\$1,300,000</b>	<b>\$600,000</b>	<b>\$0</b>

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2020-2026 Capital Improvement Program - Final Draft for Commission Approval	2020	2021	2022	2023	2024	2025	2026
<b>Reliever Airports Maintenance/Facility Upgrade Projects</b>							
<b>80 - Reliever Airports</b>							
Reliever Building Misc Mods	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Reliever Pavement Rehabilitation Misc Mods	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
<b>81 - St. Paul</b>							
STP Airport Perimeter Roads	\$550,000				\$500,000		
STP Cold Equipment Storage Building				\$750,000			
STP Customs and Border Patrol General Aviation Facility							\$2,000,000
STP LED Edge Lighting Upgrades			\$1,000,000	\$1,500,000			
STP MAC Building Improvements		\$850,000	\$200,000		\$200,000		\$200,000
STP Pavement Rehabilitation-Taxilanes/Tower Road						\$500,000	
STP Runway 13-31 Pavement Reconstruction			\$5,000,000				
STP Runway 14-32 EMAS Replacement							\$10,000,000
STP Runway 14-32 Reconstruction					\$5,000,000	\$5,000,000	
STP Storm Sewer Improvements				\$1,500,000			
STP Taxiway B Rehabilitation					\$800,000		
STP Taxiway Lima Rehabilitation							\$200,000
<b>82 - Lake Elmo</b>							
21D North Building Area Pavement Rehabilitation				\$900,000			
21D North Service Roads Rehabilitation					\$500,000		
21D Northside Taxiway Reconstruction					\$600,000		
21D Runway 04-22 Pavement Rehabilitation				\$4,000,000			
<b>83 - Airlake</b>							
LVN Existing Runway 12-30 Reconstruction			\$3,500,000				
LVN Joint and Crack Repairs		\$150,000					
LVN LED Edge Lighting	\$500,000		\$200,000				
LVN North Service Road Pavement Rehabilitation							\$400,000
LVN North Taxilanes Pavement Rehabilitation							\$1,000,000
<b>84 - Flying Cloud</b>							
FCM Airfield Electrical Improvements - TXY D & E Lights		\$300,000					
FCM Airport Access Roads and Tango Lane						\$500,000	
FCM Electrical Vault Modifications						\$500,000	
FCM MAC Building Improvements		\$520,000				\$200,000	
FCM Runway 10R-28L Pavement Rehabilitation				\$1,500,000			
FCM Taxiways A1, A2, F Pavement Rehabilitation	\$550,000						
FCM Underground Fuel Storage Tank Replacement	\$400,000						
<b>85 - Crystal</b>							
MIC LED Edge Lighting Upgrade		\$400,000	\$400,000				
MIC Service Roads			\$1,200,000				
MIC Taxilanes Pavement Rehabilitation	\$550,000		\$600,000		\$500,000		\$500,000
MIC Underground Fuel Storage Tank Replacement	\$400,000						
<i>Reliever Airports Maintenance/Facility Upgrade Projects continues on the next page.</i>							

PD&E 12/2/19  
Business Item 3.3.4.  
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2020-2026 Capital Improvement Program - Final Draft for Commission Approval	2020	2021	2022	2023	2024	2025	2026
<b>Reliever Airports Maintenance/Facility Upgrade Projects (cont.)</b>							
<b>86 - Anoka County - Blaine</b>							
ANE Air Traffic Control Tower Equipment Upgrades	\$100,000						
ANE Electrical Vault Improvements					\$750,000		
ANE LED Edge Lighting Upgrade	\$800,000		\$1,700,000				
ANE Lift Station Improvements	\$410,000						
ANE Pavement Rehabilitation - Taxiway A and Edge Lights			\$1,800,000				
ANE Runway 18-36 Pavement Rehabilitation							\$2,500,000
ANE Taxilanes Pavement Reconstruction	\$750,000	\$750,000					
ANE Underground Fuel Storage Tank Replacement	\$400,000						
ANE West Perimeter Road				\$700,000			
<b>Reliever Airports Maintenance/Facility Upgrade Projects Subtotal</b>	<b>\$6,110,000</b>	<b>\$3,670,000</b>	<b>\$16,300,000</b>	<b>\$11,550,000</b>	<b>\$9,550,000</b>	<b>\$7,400,000</b>	<b>\$17,500,000</b>
<b>MSP Subtotal</b>	<b>\$370,160,000</b>	<b>\$315,590,000</b>	<b>\$203,020,000</b>	<b>\$178,990,000</b>	<b>\$147,900,000</b>	<b>\$404,770,000</b>	<b>\$413,290,000</b>
<b>Relievers Subtotal</b>	<b>\$19,710,000</b>	<b>\$7,370,000</b>	<b>\$21,500,000</b>	<b>\$11,550,000</b>	<b>\$10,850,000</b>	<b>\$8,000,000</b>	<b>\$17,500,000</b>
<b>Total</b>	<b>\$389,870,000</b>	<b>\$322,960,000</b>	<b>\$224,520,000</b>	<b>\$190,540,000</b>	<b>\$158,750,000</b>	<b>\$412,770,000</b>	<b>\$430,790,000</b>

## ACAA OFFICERS AND COMMITTEES

President: Michael Lawrence 763-780-2802  
V. Pres: Don Johnson 651-407-3403  
Secretary: John Krack 763-786-5876  
Treasurer: Mike Miller 763-267-8729  
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  
av8r00@gmail.com

#### Safety

TBD

#### Public Relations (Proposed)

#### Taxes

Vivian Starr 763-559-4683  
John Krack 763-786-5876

#### Membership

John Krack 763-786-5876  
av8r00@gmail.com

**Commissioner:** James Deal

#### Airport Manager:

Phil Tiedeman 432-556-9009  
Philip.tiedeman@mshpac.org

### Discover Aviation Days

**2019 Dates:** Canceled for 2019

**Website:** [www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org)

**Email:** [Info@DiscoverAviationDays.org](mailto:Info@DiscoverAviationDays.org)

**Phone:** 763-568-6072

#### Planning Team:

Craig Schiller Flight Line Enterprise  
Email: [cschiller@flightlineltd.com](mailto:cschiller@flightlineltd.com)

Craig Hass AWAM  
Email: [dlhass@comcast.net](mailto:dlhass@comcast.net)

Mark Bakko Flywell Flying Club  
Email: [mark.bakko@gmail.com](mailto:mark.bakko@gmail.com)

Michael Lawrence ACAA  
Email: [michael.lawrence.ane@gmail.com](mailto:michael.lawrence.ane@gmail.com)

## 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.

Or (\*\*NEW\*\*):

Pay via **PayPal** to [treasureracaa@gmail.com](mailto:treasureracaa@gmail.com). Or send an email to us at [aneairport@gmail.com](mailto:aneairport@gmail.com) and let us know. We will send you an invoice with a link to enter your credit card information for payment.

### 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](mailto: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.

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: \_\_\_\_\_