



Newsletter
Anoka County Aviation Association
ACAA

July, 2018

Next Meeting: **Monday, July 9, 2018 6:30 PM**
NOTE TIME CHANGE – Pre-Meeting Picnic
 EAA 237 Building, Anoka County Airport.

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Calendar

July 9, 2018 (Mon)	6:30pm	ACAA Meeting EAA Building
Aug 31, 2018 (Fri)		Newsletter Deadline Want Ads Due
Sept 10, 2018 (Mon)	5:00pm	Annual Airport Picnic MAC Maintenance Building
Sept 12, 2018 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.

July Meeting – Pre-Meeting Picnic @ 6:30

As we did at the May meeting, 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, July 9, at the EAA 237 Hangar on the west side of the field. Let's have a great turnout. Hope to see you there.

Also, mark your calendars for September 10, when we'll hold our annual airport picnic, sponsored by MAC and the ACAA.

RAAC Report

By John Krack

The fall RAAC meeting is scheduled for Wednesday, September 12, at the MAC general office building at 6040 28th Ave. S. in Minneapolis.

The summer RAAC meeting was held on Wednesday, June 13.

Items of interest were:

1. **Non-Aeronautical Revenue:** Kelly Gerads reported that they're hiring an outside consultant (the third one, by my count) to help them take a different approach to developing these properties considered unsuitable for aviation use. This time around, they want to engage the communities to help identify compatible revenue opportunities, and to help determine the best use of these properties and how best to develop them. They expect to have a request for quotes out by July 2, with submittals due in September.

Long Term Comprehensive Plans: Neil Ralston updated the group on the reliever airport comp plans.

- a. The Airlake plan was adopted in April
- b. The Crystal environmental plan is being coordinated with the FAA, and the timeline has been pushed back a bit.
- c. The Lake Elmo environmental assessment is being coordinated with the FAA, and from there will go to the

MAC board and the state. The FAA plans to put their position document in the Federal Register for a 60-day review. MAC will publish their responses to the Public Hearing comments as well.

- d. As reported previously, instead of doing independent comprehensive plans for the three primarily reliever (ANE, FCM, and STP) airports, MAC is starting with a "big picture" study to assess the systemic needs, and the role each airport would play in the overall system. MAC is vetting two consultants to help with this project, with a decision expected by early July. Following the overall study, the next step will be to work out the details for the individual airports. The outline on Page 6 shows their current thinking on the scope and approach.

2. **GA Financial Model:** Kelly Gerads reviewed the latest GA Financial Model. The 2017 Operating and Maintenance activity resulted in a gain of \$3.26M in 2017, and a projected 2018 gain of \$3.17M. The capital expenses, however, exceeded the operations gain for a net "loss" of \$4.235M, subject to final capital funding amounts. The big hit was MAC's \$5.9M purchase of a building at FCM for airport maintenance equipment, but the building also includes a tenant whose rent is expected to offset the cost over 20 years. I've included on pages 4-5 a copy of the model summary together with the narrative that Kelly presented at the June F&A Committee meeting. Understand that the model is not a budget or financial statement, but is a tracking tool to track the reliever airport revenues and expenses.

Given the expectation of some major capital projects in the next few years, a recent inflow of new revenue from MSP GA operations, and tenant concerns about the built-in fee escalators that have been well above recent inflation, MAC is taking another look at how the reliever airports are funded. I think this is good news, and rest assured that we will vigorously oppose any *increase* in our fees. MAC overall is a well-funded organization, and I think it's high time that they relax their policy of reliever airport financial self-sufficiency on the backs of the tenants.

3. **Airlake Annexation:** Gary Schmidt updated the group on the initiative to bring the Airlake airport (LVN) under the City of Lakeville jurisdiction. LVN currently straddles the boundary between the city of Lakeville and Eureka Township. Lakeville has access to the metro area sewer and water system, and Eureka Township does not. MAC's objective is to have Lakeville annex current and potential LVN building areas to get access to sewer and water. This past winter, Lakeville annexed 120 acres, and MAC is in negotiations to have Lakeville annex the remaining development areas, and potentially the rest of the airport. Providing sewer and water to these areas will help promote future development on the airport.

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RAAC Report

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4. **Ultralight Operation:** As noted in May, an issue has come up regarding a 1981 MAC policy prohibiting ultralight aircraft operations at its reliever airports. We had a lively discussion at the RAAC meeting, and the end result is that MAC is reviewing its policy, and will be working with AOPA and the FAA to determine best practices. I did confirm that the aircraft that precipitated the discussion was indeed a powered parachute, and Tom Fitzhenry, the pilot, attended the meeting and was able to provide some useful insight as to how they operate these aircraft. Basically, they stay below the fixed-wing pattern, and operate on the grass beside the runways, not on the pavement. Not only does dragging the parachutes on pavement during takeoff and landing damage them, but they have to lay the parachute out behind the aircraft on takeoff and gather it up after landing.

Tom also noted that Part 107 drone operators can operate out of airports, so MAC will likely need to consider that as well.

Coincidentally, a new Advisory Circular (AC 90-66B) on traffic patterns at non-towered airports was released in March that offers recommendations for these types of aircraft. In particular, it recommends that piston aircraft fly a pattern at 1000' AGL, that large and turbine aircraft fly at 1500' AGL, and that ultralights operate no higher than 500' AGL. You can view the AC at:

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B.pdf

Changing the policy will require research and Commission approval. We asked if staff would try to provide a temporary policy at the three non-towered airports so pilots could operate for the rest of the summer/fall, while they worked on a more permanent policy. Gary Schmidt said that they would try to do so.

5. John Grosen (MIC rep) said that it's not possible to get fuel at Crystal after hours. Gary Schmidt said that they're in discussion to find a solution.

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

The View From Here

By John Krack

Minnesota Legislature

The two bills we reported on in March that would limit any runway extension at MAC Reliever Airports to 150 feet officially died without a hearing upon adjournment of the Legislature.

Discover Aviation Days

The DAD team is still crunching the numbers, but Craig Schiller said that it looks like they didn't do as well as 2016, due largely to the weather on Saturday and the expanded footprint they tried this year. They did do OK, though, and definitely plan to do it again next year.

Thanks to everyone who helped with the planning, the set-up, the take-down, and volunteering during the event. I helped with the set-up and takedown, and I have to particularly commend Craig Haas, the team leader for the signage and fencing, for successfully leading a very large effort. It was a lot of work, and it worked out well.

We look forward to next year's event, June 1-2.

Flight Line Gifts Offers 15% Discount to ACAA Members

Craig Schiller, owner of Flight Line Gifts, is offering a 15% discount to ACAA members with the coupon on Page 3. See the coupon for details. Thanks, Craig.

Girls in Aviation Needs Volunteers for September 22 Event

John Grosen, the MIC RAAC rep, advises that the Girls in Aviation organization is looking for volunteers for their Girls in Aviation Day event on Saturday, September 22 at Flying Cloud airport. This free event is open to children of all ages, and their parents, to learn more about the exciting world of aviation. They'll have display aircraft, interactive activities, and representatives from Minnesota aerospace companies. You can volunteer, and bring along your kids and grandkids to experience our love of aviation.

Check out their website at

<http://www.starsofthenorth.org/girls-in-aviation-day.html>

Learning Jet Seeking Volunteers to Help Teach

The Learning Jet project at STP, operated by the Minnesota Association of Women in Aviation, is seeking volunteers to help teach aviation-related classes to students in their program. If interested, contact mnawaviation@gmail.com.

For more information on the Learning Jet, check out

www.mnawa.org

EAA Sponsors VMC and IMC Clubs

Are you interested in participating in some intellectually stimulating discussions on VFR and IFR flying? Our local EAA chapter is sponsoring both a VMC Club and an IMC Club. These clubs hold "organized hangar flying" sessions, led by a CFI, where a challenging but realistic situation is presented by the leader and discussed by the group. It's a good way to get us thinking about unpleasant situations that we might not otherwise want to think about, and listening to pilots with a range of experience levels weigh in on the subject. Both groups meet on the 4th Saturday of the month in the EAA 237 building (though no meetings in July due to AirVenture). The VMC group meets at 0900 and the IMC group at 1030. Stop by and have your brain stretched.

Following is a description of the IMC group from the EAA 237 website:

The IMC Club provides organized "hangar flying" focused on building proficiency and safety in instrument flying. We will discuss real-world instrument scenarios and how you can mitigate the risk of your instrument flying. It emphasizes the development of critical thinking and flight management skills. Safety and proficiency are further developed by pilots sharing their knowledge and experiences. You do not have to be instrument rated to attend.

Meetings will be held on the 4th Saturday of each month at 10:30 am at the EAA Chapter 237 building, Anoka County Airport.

The IMC Club's purpose is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. IMC Club chapters offer monthly meetings in which pilots can network and share knowledge and experiences.

The IMC Club monthly programming is developed and produced by EAA, but it does not use a lecture or presentation format. Instead an actual scenario is presented and is followed

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The View From Here

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by a group discussion – so audience participation is encouraged! Since everyone has a different experience level and different airplane capabilities, we can all benefit from the discussion. A local CFII will be the subject matter expert and lead the discussion, but the real value comes from everyone contributing to the conversation.

All pilots are welcome to attend EAA IMC Club meetings. Join us for an opportunity to build community with your fellow pilots and learn about issues important to your success as a pilot. Bring your iPad or tablet if you want to follow the simulation.

For more information about the IMC Club, click [HERE](#)

Send an inquiry email to our [Chapter's IMC Coordinator](#).

Chad Leqve Named VP of MAC Management and Operations

Congratulations to Chad on his promotion. I've known Chad for a number of years, and I think he's an excellent fit for this position.

Chad, a licensed pilot, was previously the director of the MAC Environment department, which I think has got to be one of the toughest jobs in MAC, having to walk the fine line between maintaining an effective air service while dealing with sometimes angry citizens and politicians over noise. Chad fills the slot vacated by Roy Fuhrmann, who was promoted to Chief Operating Officer several months ago. Before Roy, the position was held by Tim Anderson, who retired several years ago.

In his new role, Chad will oversee the day-to-day operation of all seven MAC Airports: Minneapolis-St. Paul International (MSP), Airlake, Anoka County-Blaine, Crystal, Flying Cloud, Lake Elmo, and St. Paul Downtown.

To put things in perspective, Chad is Gary Schmidt's boss.

For more information on Chad's background, see the MAC press release at

<https://www.metroairports.org/Utility/News-Events/Leqve-named-VP-of-Management-and-Operations.aspx>

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.

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

Following the pre-meeting BBQ, which was well attended the meeting was called to order on Monday, May 14 at 1913 by President Michael Lawrence.

Special Guests: Phil Tiedeman, airport manager

Treasurer's Report: Mike Miller gave the treasurer's report. As of the end of April, the treasury balance stands at \$6,298.55.

Minutes: It was moved, seconded, and passed by voice vote to approve the March minutes as published in the May Newsletter

Phil Tiedeman, airport manager, advised that taxiway Foxtrot west of the tower (servicing Fox Hollow tenants) will be rebuilt this summer. The project will take about one week, and is the only construction project scheduled for this year. A letter will be sent to all affected tenants.

Phil also noted that hangar inspections will start next week, and asked that if we see something maybe not in compliance, to let him know.

It was suggested that MAC consider sponsoring another "cleanup days" event to encourage tenants to dispose of stuff they no longer need.

It was noted that Discover Aviation Days will be held on June 2-3.

The meeting was adjourned, time not recorded.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

For Sale: Brand New Appareo Stratus 2S ADS-B Receiver

Get ADSB-In via WiFi interface to iPad running ForeFlight Mobile.

Provides in-flight traffic, weather, moving map navigation, attitude indicator backup, current IFR/VFR charts and more with a ForeFlight subscription @ \$99/year.

Also interfaces to the Stratus ADSB-Out ESG transponder's GPS antenna and power supply. Never powered up.

\$850, including optional \$13 dash mount.

Save \$72. Sporty's charges \$922 including shipping.

More details: <http://www.sportys.com/pilotshop/stratus-2s-ads-b-receiver-for-ipad.html>

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

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



Flight Line Gifts

15% Off Coupon

Pilot Supplies - Books
Prints - Toys - Models
Clothing - Collectables

*Does Not Include
Consignment Items*

Good For All

763-784-6400 / www.FlightLineGifts.com **ACAA Members**

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 28, 2018

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 2015-2017 year-end data and 2018 projections. Following are the highlights of the current model:

- 2017 year-end resulted in a positive operating gain of \$3.2M. When adjusted for net capital costs, the year-end resulted in a loss of approximately \$4.235M, which remains subject to adjustment for final capital project funding amounts. This loss is primarily the result of a \$5.9M facility purchase at the Flying Cloud Airport needed to house airport maintenance equipment. The facility is also home to a tenant that is expected to generate a monthly rental stream that will offset the purchase price over a 20 year period
- Commercial revenues, including landing fees, fuel flowage fees and commercial rent, continue to trend upward.
 - Flying Cloud Airport continues to see a steady increase in landing fees, whereas St. Paul Downtown Airport and Anoka Airport have fluctuated year to year.
 - Assessment revenue fluctuates based on the development of new hangars at the Flying Cloud and St. Paul Downtown Airports.
 - 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, with a full year reflected in 2017.
- 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; the full 2017 reimbursement was received in 2017. 2017 professional services, operating services, and maintenance were up from 2016 as a result of system-wide preparations for the 2018 Super Bowl and for needed maintenance and improvements to the St. Paul Administration Building in preparation for Super Bowl and to support building tenant needs.
- The operating gain/loss, before capital projects and equipment, remained positive each year of the reporting period.
- From 2015-2018 actual and projected net investment in capital projects is expected to total \$11.846M and total equipment is expected to total \$3.365M.
- 2018 Projections:
 - Increased revenue from Super Bowl operations
 - Increased operating expense resulting from Super Bowl operations and major snow events January – April 2018.
 - Net capital project costs are estimated at \$1.8M
 - Equipment purchases are estimated at \$527,000
 - Bottom-line projected gain of \$782,000, 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 2018 remains positive at \$1.258M. 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.

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

MAC General Aviation Revenue and Expense

	2015	2016	2017	Projected 2018
Revenue				
Storage Lots	\$ 2,019,842	\$ 2,104,230	\$ 2,179,978	\$ 2,271,360
Total Recreational	\$ 2,019,842	\$ 2,104,230	\$ 2,179,978	\$ 2,271,360
Fuel Flowage	\$ 856,024	\$ 894,990	\$ 972,433	\$ 1,019,145
Commercial Ground	\$ 1,363,764	\$ 1,405,099	\$ 1,450,651	\$ 1,595,360
Commercial Revenue	\$ 1,142,327	\$ 1,200,291	\$ 1,207,293	\$ 1,227,680
Landing Fee - St Paul	\$ 513,729	\$ 479,892	\$ 493,651	\$ 538,952
Landing Fee - Flying Cloud	\$ 153,959	\$ 204,604	\$ 239,062	\$ 245,913
Landing Fee - Anoka	\$ 103,967	\$ 93,206	\$ 94,064	\$ 104,442
Total Business	\$ 4,133,770	\$ 4,278,082	\$ 4,457,154	\$ 4,731,492
Other Buildings	\$ 166,469	\$ 67,536	\$ 65,065	\$ 108,160
Hangars	\$ -	\$ -	\$ -	\$ -
Alley Assessments	\$ 33,203	\$ 33,383	\$ 46,536	\$ 37,856
Farm	\$ 83,698	\$ 86,209	\$ 88,797	\$ 93,018
Misc.	\$ 302,272	\$ 404,872	\$ 224,780	\$ 272,400
Sewer	\$ -	\$ 14,442	\$ 7,438	\$ -
Total Other	\$ 585,642	\$ 606,442	\$ 432,616	\$ 511,434
Value	\$ 391,432	\$ 403,175	\$ 415,271	\$ 427,728
MSP GA Rent	\$ 835,082	\$ 1,210,611	\$ 1,494,907	\$ 1,606,495
MSP Fuel Flowage	\$ 479,689	\$ 536,710	\$ 435,495	\$ 511,962
Total MSP Contribution	\$ 1,706,203	\$ 2,150,496	\$ 2,345,673	\$ 2,546,186
TOTAL Revenue	\$ 8,445,457	\$ 9,139,250	\$ 9,415,421	\$ 10,060,471
Expense				
Total Admin	\$ 725,684	\$ 754,711	\$ 784,899	\$ 816,296
Personnel	\$ 3,593,757	\$ 3,591,221	\$ 3,548,554	\$ 4,151,996
Admin	\$ 24,088	\$ 25,331	\$ 29,780	\$ 34,611
Professional Services	\$ 244,890	\$ 343,657	\$ 438,489	\$ 370,400
Utilities	\$ 454,108	\$ 474,866	\$ 471,406	\$ 513,760
Operating Services	\$ 195,225	\$ 185,321	\$ 300,891	\$ 190,881
Maintenance	\$ 626,775	\$ 630,853	\$ 759,244	\$ 810,080
Other & Reimb Expenses	\$ (52,966)	\$ (560,610)	\$ (179,766)	\$ -
Total O&M	\$ 5,085,876	\$ 4,690,639	\$ 5,368,598	\$ 6,071,728
TOTAL Expense	\$ 5,811,559	\$ 5,445,350	\$ 6,153,497	\$ 6,888,023
Operating Gain / Loss	\$ 2,633,898	\$ 3,693,901	\$ 3,261,923	\$ 3,172,448
Total Capital Projects	\$ 3,418,890	\$ 6,254,474	\$ 9,610,000	\$ 5,300,000
Funding	\$ (2,317,424)	\$ (3,239,757)	\$ (1,446,190)	\$ (2,600,000)
Surcharge	\$ (714,226)	\$ (770,173)	\$ (812,510)	\$ (836,885)
Total Capital Projects	\$ 387,239	\$ 2,244,544	\$ 7,351,300	\$ 1,863,115
Total Equipment	\$ 1,907,395	\$ 765,000	\$ 166,336	\$ 527,000
Property Sale		\$ 1,948,066	\$ 20,000.00	
Gain / Loss	\$ 339,263	\$ 2,632,423	\$ (4,235,713)	\$ 782,333
Cumulative GA Financial Model Balance	\$ 2,079,732	\$ 4,712,155	\$ 476,442	\$ 1,258,775

MAC Primary Reliever Airport System (FCM, ANE, STP) Visioning Study (Scope Outline)

Background and Intent:

Before initiating 2040 Long-Term Comprehensive Plans (LTCPs) for each of the MAC's Primary Reliever Airports (FCM, ANE, and STP), MAC staff proposes to conduct a broader system-level vision-casting assessment of these airports to:

- Better understand how the Primary Relievers relate to each other and to other airports in the metropolitan system;
- Identify existing and future system needs to promote the efficient, safe, and economical handling of air traffic by diverting the maximum feasible number of general aviation operations from MSP to designated Relievers;
- Better understand and document key factors that affect airport use decisions by commercial aircraft operators and businesses, including proximity to other Primary Relievers and MSP;
- Acknowledge existing development constraints, including physical, financial, and political limitations;
- Proactively engage with stakeholders about the state of the Primary Reliever system, its benefits, and the factors that will drive facility improvement needs before those needs materialize; and
- Ensure that future airport LTCPs are based on a consistent, complimentary, and realistic development vision.

Work Scope Outline:

The proposed scope of work for this project includes the following professional services:

- **Element 1: Project Formulation**
 - Study design, including establishment of study goals and objectives
 - Work plan/schedules
 - Establish stakeholder outreach and communications plan
- **Element 2: Assess Current State**
 - Update/validate mission, goals, and objectives for the Primary Reliever Airport system
 - Review and document Primary Reliever roles and functional categories
 - Assess existing activity levels and trends by Primary Reliever; what is going on at each airport and why?
 - Consider changes driven by physical facility improvements
 - Consider business plans and models (both MAC and FBOs/service providers)
 - Consider impacts of operational improvements (better snow removal, etc.)
 - Consider impacts of current rates/charges and fees relative to competing airports
 - Conduct a high-level environmental scan to identify key factors affecting the Primary Reliever System:
 - Incorporate competitive factors present due to the proximity of MSP, MAC Complimentary Relievers, and non-MAC airports
 - Document current political realities and determine to what level these should constrain future planning [*proposed to be a MAC-led task*]
 - Assess performance of current Reliever airport funding model; identify constraints and opportunities [*proposed to be a MAC-led task*]
 - Assess non-aeronautical development potential and other land use compatibility factors along with economic impact/contributions to host communities
 - Inventory and assemble existing airport facility and operational data; identify data elements critical to establishing continuous planning mechanisms
 - Identify key system performance measures/indicators to track
 - Develop tracking tool/dashboard
- **Element 3: Future Activity Level Scenarios**
 - Review, validate, and update aviation activity forecasts for FCM, ANE, and SIP
 - Consider enhanced scenarios beyond traditional base/high/low forecasts to assess what variables have the greatest impact on general aviation activity levels.
 - Include GA/corporate activity at MSP
 - Consider emerging/disruptive technologies (electric aircraft, drones, etc.) and their impact on future facility use
 - Develop aircraft fleet mix scenarios
 - Set up forecast model for continuous updating
- **Element 4: Envision Future Facilities**
 - Develop facility planning parameters (operational factors) and level of service standards (performance criteria) for airfield, hangar/FBO area, and landside components
 - Develop detailed runway length needs assessment methodology for aircraft fleet mix scenarios developed in Element 3
 - Ultra-Nay Aircraft Performance Software tool [*proposed to be a MAC investment*] <http://www.ultranav.com/>
 - Identify "gaps" in the system, both existing and future
 - Identify "trigger points" that will drive the need for development decisions and investments
 - Identify and explore pros/cons of development alternative concepts to fill identified facility gaps
- **Element 5: Deliverables**
 - Narrative report
 - System performance measures tracking mechanism/dashboard
 - Runway length needs assessment methodology and tools
 - Documented facility planning parameters and level of service standards

Preliminary Timeline:

- Selection and Scoping - 2Q 2018
- Elements 1 & 2 —3Q2018
- Elements 3 & 4— 4Q 2018
- Final Deliverables - 1Q 2019

ACAA OFFICERS AND COMMITTEES

President: Mike Lawrence 763-780-2802
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Secretary: John Krack 763-786-5876
Treasurer: Mike Miller 763-267-8729
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RAAC Alt: Don Rosacker 651-633-1751
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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:

Phil Tiedeman 763-717-0001

Discover Aviation Days

2019 Dates: June 1 – 2, 2019

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

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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: _____