



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

**May, 2020**

Next Meeting: **MAY MEETING CANCELED**  
 EAA 237 Building, Anoka County Airport.

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**Calendar**

May 11, 2020 (Mon)		<b>ACAA Meeting Canceled</b>
May 13, 2020 (Wed)	4:00pm	Anoka County – Blaine Airport Advisory Commission Meeting via Skype
June 9, 2020 (Tue)	TBD	Summer RAAC Meeting Location TBD
July 3, 2020 (Fri)		Newsletter Deadline Want Ads Due
July 13, 2020 (Mon)	TBD	ACAA Meeting EAA 237 Building

On another note, I've been impressed with the total number of Reliever Airports operations amid the Covid-19 outbreak. Here's a startling fact: Flying Cloud Airport alone had more operations than MSP during twelve days in April. Additionally, on April 25<sup>th</sup>, Anoka County-Blaine had more operations than MSP. Keep it up - keep flying, but please follow CDC recommendations to stay healthy.

A number of 2020 events have been postponed or cancelled. MAC staff was excited to exhibit at the Minnesota Pilots Association Great Minnesota Aviation Gathering. Moreover, I've cancelled MAC staff plans to share booth space with MnDOT Aeronautics at Oshkosh. [AirVenture was subsequently canceled – Ed.] We will come back in 2021. I am keeping my fingers crossed we'll be able to have the annual ANE picnic post Labor Day.

**May Meeting – Canceled Due to Coronavirus**

One more casualty to the pandemic sweeping the world. The governor has extended his "stay at home" order until May 18, and the EAA 237 chapter has closed its building until further notice. We urge all of you to continue the lifestyle guidelines to minimize exposure, and stay healthy.

Circumstances will determine whether we hold the July meeting.

I wish you well and look forward to brighter days ahead.

Warm regards,  
Joe

**From the Director's Chair**

By Joe Harris, Reliever Airports Director

Dear Friends,

Together, we are facing a truly difficult situation. The global coronavirus pandemic is affecting all our families, our communities and our way of life. Together we will get through this and come out stronger than ever before.

First and foremost, my heart goes out to anyone who's been impacted by the virus, either directly or indirectly. My thoughts are especially with those who are sick or caring for someone who is sick. I extend my heartfelt wishes for a full recovery. I'm truly inspired by the selfless acts of employees who continue to report to work to maintain the safety and security of our airport system. Words of gratitude to all who work in aviation to serve us - I salute you!

Many of our dear friends and businesses are facing difficult circumstances and dealing with uncertainty. I urge you to support local businesses. They need you now more than ever.

I visit each airport once a week, and they look amazing. MAC's Reliever Airport crews and our partners are doing excellent work to keep operations flowing. I've instructed my staff to reduce expenses and innovate. They have embraced the message. The Reliever Airports operate very lean, so I do not expect many of you to notice much change even though we have tightened our spending. We're also working with the FAA to ensure we're getting our share of federal entitlement and CARES Act funding at the Reliever Airports. We will continue to invest in our airports in a way that makes sense.

**Around the Airport**

By Philip Tiedeman, ANE Airport Manager

You may have heard about or even experienced some changes to some of the FAA air traffic control towers in the last few days. The FAA has released the final list of 93 air traffic control towers that will have their hours temporarily adjusted. The number was reduced from an initial list of 115 facilities. The full list of towers scheduled to have operating hours temporarily adjusted may be viewed here:

[https://www.faa.gov/coronavirus/regulatory\\_updates/media/Control\\_Tower\\_Hour\\_Adjustment\\_list.pdf](https://www.faa.gov/coronavirus/regulatory_updates/media/Control_Tower_Hour_Adjustment_list.pdf)

STP and MIC are the only two Twin Cities Metro airports on this list. Making these adjustments allows for continued safe operations throughout the national airspace system while minimizing health risks to their workforce. These facilities have seen a significant reduction in flights, especially during the evening and nighttime hours, since the pandemic began. More FAA related information regarding this topic can be found by searching for "coronavirus" at [www.faa.gov](http://www.faa.gov).

Just like the FAA, MAC is making some adjustments as well. One of the more notable changes is to the construction projects slated to take place this year at MSP and the Reliever Airports. So, what does this mean specifically for the Anoka County-Blaine Airport? Thankfully, most of the projects at ANE will be moving forward: LED Edge Lighting Upgrades, Taxilanes Pavement Reconstruction, and some equipment upgrades at the Control Tower. Some less critical projects have been paused, like the airport cleanup day, until we can reevaluate the state of the airport as we work through COVID-19 related issues.

As of Thursday, April 30th, the airplane wash pad has been turned on for the season. I have seen several aircraft owners take advantage of this already.

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## **Around the Airport**

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Just like I did in the fall, I ask for your assistance in keeping the airport looking its best. Please remove any unnecessary items from outside your hangar, maintain the proper aeronautical use of your hangar, and report any unsafe or unauthorized activity.

Most of all, in these trying times, be safe. Take any extra precautions you feel are needed to protect yourself, your loved ones, and others who may be at risk.

If you would like to get in touch with me, I can be reached at philip.tiedeman@mspmac.org, (cell) 432- 556-9009.

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### **Other Notes from Phil**

- The Crystal Airport Father's Day open house, scheduled for June 21, has been canceled
- The Appreciation BBQ events mentioned in the RAAC report below have been paused pending further coronavirus developments
- The MAC diesel fuel storage facility upgrade at ANE has been paused as MAC sorts out the coronavirus budget implications.
- The Crystal self-service fuel facility is on schedule for July 1. World Fuel Services has been selected to operate the facility. [Editor's Note: At the May 4 Operations, Finance, and Administration Committee meeting, Joe Harris was given very high praise by MAC senior management and the committee members for bringing this very complex challenge to a successful conclusion. Nice work, Joe.]
- Two transient parking areas have been identified on the airport: Lynx North and Lynx South (the old Cirrus facility.) No tiedowns are available. Contact Bryan Orr at Lynx FBO for details and to coordinate usage.

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### **RAAC Report**

By John Krack, RAAC Chair

The spring Reliever Airports Advisory Council was held on Tuesday, March 10 at the MAC general office building at 6040 28<sup>th</sup> Avenue S. in Minneapolis. John Grosen, the Crystal RAAC rep, wrote an excellent summary of the meeting, which is included below (thanks, John).

The summer meeting is scheduled for Tuesday, June 9, but we haven't decided at this point whether and where/how it will be held. We might try to do it remotely. We'll let you know.

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#### **March RAAC Meeting Summary**

By John Grosen

The March 2020 Meeting of the Reliever Airports Advisory Council took place on the evening of March 10th. Of note, Brian Ryks, CEO, was in attendance which is the second meeting in a row that I've attended where he was present. I think it says a lot about his commitment to GA and reliever issues that he takes the time to attend and participate in the discussions.

The first item on the agenda was an update on stakeholder engagement by Dana Nelson. You may recall that this is a new division within MAC. A list of new or significant events on the calendar this year for reliever airports was distributed. I've attached the list for your information. In addition, there will be "fridge magnets" coming with these events and dates on them. Note that the Crystal BBQ is being held about a week before the

new self-service fueling system is supposed to be online so there'll be important information available I'm sure.

[Ed. Note: The list is reprinted below. Many of these events have been canceled. The Appreciation BBQs are on hold.]

Next was a report on the MAC's non-aeronautical revenue initiative. Recall that the MAC has been working with a consultant to identify potential commercial use cases for property they own adjacent to airports. The MAC has approved the Phase 1 draft recommendations and is in the process of bidding a real estate broker. Currently, CBRE has this role. Airlake, Lake Elmo, Flying Cloud, and Crystal airports all have projects under way. In the case of Crystal, the FAA has given Part 163 approval for two parcels of property on the north side of the field that a local developer is actively interested in. No details were given. Of note, the MAC will be pooling revenue from all the fields into their reliever general fund and spending the money where it's most needed (regardless of where it's generated). Mr Ryks pointed out that rule changes in the last reauthorization bill for the FAA facilitated approvals from the FAA for all of the projects.

Joe Harris spoke next about new hanger lots at the relievers. For the most part this focused on Lake Elmo, Crystal, and Airlake. Eight lots were made available at Lake Elmo and all have been leased. Airlake will have 17 new lots with 24 names on the waiting list. Crystal has many new lots being offered on the north side of the field (Wiley and Flying Scotchman areas). There have been two new leases signed at Crystal. Hopefully, once the LTCP improvements are finished there will be more interest in hangar lots at Crystal.

A general update on relievers by Philip Tiedeman and Blaine Peterson (new manager for Flying Cloud and Airlake) was next. Crystal has a number of things underway or planned for this year including the LTCP changes. Taxiway Echo will be resurfaced and some drainage improvements made simultaneously. The self-service fuel installation equipment bid has been awarded and work will proceed once load restrictions are removed. A new RFP will be out later in March for a fuel service provider which will offer a two-year (with option to renew for another two years) contract to the winner. Potential bidders include companies like Shell, Philips 66, AvFuel, etc. The services to be provided include fuel delivery, pricing assistance, credit card processing, operational and safety training for MAC staff, and so on. Given that the MAC has no expertise in this space, I think this makes sense. Presumably, the winner will be advertising their fuel availability at the field which will be beneficial along with ensuring that fuel availability is something we can depend on. I've been asked if I would be willing to sit on the RFP review committee and have said I am. I don't know yet whether I actually will be on the committee or not but I reinforced the idea that having a tenant on the committee is necessary.

On a related note, JetA is not currently available at Crystal but the MAC is negotiating with Thunderbird to restore availability. No timeline for negotiations to be completed was provided.

Given the number of things happening at Crystal (and other relievers) communications on dates, services affected, etc. will be very important. The MAC is planning to post notices on its website and provide newsletters for tenants. No details on any of this were provided but I certainly think it's important. I'm sure that you, like me, want to know as far in advance as possible what will be happening and when. Although plans aren't final, it sounds like the resurfacing of runway 14/32 this summer will require closing the field for a few days. Knowing that for sure and the dates is obviously important for all tenants.

Next on the agenda was a report on hanger inspections by Robert Dockry. All tenants who lease land or hangar space from the MAC should be aware of the "rules" on what may be stored in a hangar. Clearly, FAA rules will also apply although they have become somewhat more lenient in recent years. The MAC attempts to

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## RAAC Report (Continued from previous page)

ensure compliance by regularly inspecting all tenant hangars and working with tenants on any issues. Over the last four years, 417 inspections have been done with 27 resulting in non-compliance. Of these, all but 4 have been resolved.

Unfortunately (but perhaps not unexpected), response rates to letters notifying tenants of inspection is very low. However, ignoring these letters won't prevent inspection. Lease terms give the MAC absolute right to conduct inspections. Please respond to these letters and cooperate with the inspector. No one will lose their lease simply because they are found non-compliant. The MAC works with hangar tenants to resolve issues as noted above.

There was a lot of discussion about tenants fearing retribution for reporting on other tenants who are obviously non-compliant. The argument is that "no one likes a rat." On the other hand, a tenant storing fuel in their hangar, for example, is endangering everyone around them. Regardless of your views, hangar inspections are a higher priority so don't expect them to stop.

The final item on the agenda was a presentation by Joe Harris on the results of the Reliever Airport Usage survey. This was an initiative of Joe's which was attempting to answer the question "How are we doing?" There was an excellent response rate (over 65% or 516 people) responded and the majority were positive. As will probably be no surprise, the highest rated reasons for choosing a reliever to base an aircraft were: proximity to home/business, availability of services, hangar availability. Other factors like instrument approaches, runway length, etc. were also factors. These criteria are strikingly similar to the responses from commercial and corporate tenants at the larger relievers.

A tenant from Airlake was present at the meeting and raised the issue of ultralight access to the field. You may remember that this was first discussed over a year ago and the MAC has been working with the FAA and other tenants on the issue since then. It is still not resolved and there was no visibility on when it might be. A MAC ordinance currently prohibits ultralights at all of the relievers. Joe Harris is continuing to work on this and I'm sure it will come up again at another RAAC meeting.

After other tenant concerns were presented (I pushed on the JetA issue and learned that North Memorial is also asking for a resolution), Brian Ryks talked about the Covid19 issue. Clearly, this is becoming a huge issue for all of us in our personal lives but it's also a big deal for MSP. At the time of the meeting, there had been a 15% decrease in domestic travel at MSP and a 25% decrease in international travel. This was before President Trump's announcement about European restrictions so it will only be worse. The MAC depends on landing fees from the major airlines for a significant portion of its operating budget and all of the vendors who are based in the terminals depend on the passenger traffic. This has the potential to have a huge impact on the MAC operating budget. Mr Ryks emphasized that the MAC is in good shape financially but it was obvious to me that, depending on how long traffic levels stay low, there could be ramifications for existing or planned projects.

I'm hoping that you and yours are all healthy and that you stay that way. I'm sure we're all looking forward to a resumption of "normal life."

As always, if you have any questions or concerns please reach out to me or talk to the airport manager, Philip Tiedeman.

Regards,

John Grosen  
Crystal RAAC Representative  
[jgrosen@gmail.com](mailto:jgrosen@gmail.com)

## 2020 MAC Events (As of March 10)

April 14 – Downtown Airport Advisory Council (DAAC) Kick-Off Social Event

- 4 pm – 6 pm
- STP airport terminal
- Free food

April 15 – Anoka Airport Advisory Commission Kick-Off Social Event

- 4 pm – 6 pm
- Lynx FBO
- Free food

Great Minnesota Aviation Gathering, Buffalo

- April 24-25
- 9am – 5pm both days

Airport User Appreciation BBQs

- Flying Cloud – May 20 (5-7p)
- St. Paul Downtown – June 16 (11a-1p)
- Crystal – June 24 (5-7p)
- Lake Elmo – July 14 (5-7p)
- Airlake – August 5 (5-7p)
- Anoka – September 14 (5-7p)

Editor's Note:  
These are on  
hold

Oshkosh AirVenture, MAC booth

- Partnering with MnDOT Aeronautics
- July 21 and July 22 (Tues-Wed) from 9 a.m. – 5 p.m. both days

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If you have reliever airport questions or concerns, please contact your airport manager

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## The View From Here By John Krack

### The ACAA Turns 30 Next Month

It's hard to believe, but the ACAA was formed in June, 1990 in response to a local fire department initiative to impose commercial building codes on our existing storage hangars, even though they had already been signed off and given occupancy permits by the City of Blaine. Among other things, the FD wanted double sheetrock on the walls, and sprinkler systems (in unheated buildings!). So we worked with MAC to come up with sensible fire safety guidelines for our storage hangars, and the FD decided they could live with that. From there we went on to partner with EAA's annual pancake breakfast to create Discover Aviation Days as a community outreach project. As the airport became busier, we urged MAC to get a discrete CTAF frequency after the National Guard decommissioned their part-time training tower and the FAA took away the frequency assigned to that. Shortly thereafter, we urged (pushed, lobbied, twisted their arm) MAC to get a control tower, which they were able to do in a uniquely Minnesota way – MAC built and equipped the building, and the FAA contracted with Midwest ATC to staff it. (MAC didn't want the liability.) The tower opened October 1, 1996. Our first tower chief was Ed McKinley. The airport manager at the time was Jack Eberlein.

We went on from there to work with MAC on a number of other items, including tenant relations and charges and lease policies. We've built a great relationship with MAC, and look forward to continuing that partnership.

A major accomplishment was working with a local coalition to get the legislature to reclassify our storage hangars from commercial to non-commercial storage, resulting in a significant reduction in our property taxes.

I was hoping to have a big celebration at the May meeting, but that will have to wait. In future newsletters, I'll try to recap some of the history we've been through the last 30 years.

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## The View From Here

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### EAA AirVenture Has Been Canceled

On May 1, EAA CEO Jack Pelton announced that AirVenture 2020 at Oshkosh has been canceled due to the coronavirus. The Great Minnesota Aviation Gathering was canceled last month for the same reason.

It's disappointing for many of us, but our inconvenience is miniscule compared to those who struggle to survive both economically and healthwise. Hopefully things will be much better next year and we can once again enjoy these premier events.

### Hangar Inspections Ramping Up after a Slow Winter

Phil Tiedeman advises that, with the arrival of spring and our fellow snowbirds, they'll be ramping up the ongoing routine hangar inspections. As noted previously, MAC will be renewing leases over the next few years, and will require compliance with the MAC Maintenance Standards ordinance (AKA the "Aesthetics Ordinance") prior to renewal. An outcome of the inspection will be to document any compliance issues you need to correct, which gives you a roadmap for what needs to be done.

As John Grosen notes above, these inspections are nothing to be worried about. MAC is committed to working with tenants to resolve any issues. We want our airport to look attractive to surrounding communities, and we want some assurance that our fellow tenants are not doing anything hazardous or dangerous that might jeopardize our health, safety, or property, and that hangars are being used for their intended purpose. So when you get the letter, make the appointment and meet with MAC in the spirit of cooperation to find out what, if anything, you need to do to "fix things," and be proud that you're being a good airport citizen.

You can view the aesthetics ordinance, the inspection form, and other relevant documents at

<https://metroairports.org/general-aviation/airport-users/tenants>

If questions, give Phil a call.

### Anoka County – Blaine Airport Advisory Commission Mtg

The Anoka County – Blaine Airport Advisory Commission (ACBAAC) meeting venue has changed. It will not be held at Lynx FBO as previously planned, but instead will be done remotely, starting at 4pm on Wednesday, May 13, via Skype.

The "Meet and Greet" event planned for that day has also been canceled.

I will forward an email from Phil Tiedeman, with details and attachments, to the ACAA members for whom I have email addresses. If you don't get the email and would like to join, the meeting coordinator is Jennifer Lewis (phone: 612-486-2420 or email: [jennifer.lewis@mspmac.org](mailto:jennifer.lewis@mspmac.org)). Please let her know if you need assistance with using Skype.

These meetings are part of MAC's community outreach program to update local officials on airport activity, to get feedback on community concerns, and to answer questions. Jennifer advises that it's very helpful to have airport community members (that's us) at these meetings to help answer questions, clarify why we operate the way we do, and to better understand the communities' perception of the airport – all aimed at promoting good relationships with our neighbors.

I hope you can join in.

### Normal Summer Hours and Services for ANE Tower

Regarding operation hours cutbacks for some control towers, Neil Otey, ANE tower manager, advises that:

Since we have a "contract" with the FAA, we will remain on the job as usual, unless the FAA gives us the nod to reduce staffing or operating hours. In fact, Friday [May 1 – Ed.] starts our annual change to 10PM closing time until October. As you can imagine, traffic is down, and we are here to serve. Spread the word. I'm sure pattern traffic would qualify as "Social Distancing" .... Come out and fly.

Neil also sent the following message on May 5:

Hello all, Hope all is well in your world.

We have been receiving many calls "In our world" about reduced services, reduced hours of operations, or other "Covid-19" related changes to the air traffic system.

ANE Tower, as most of you know, is a "federal contract" control tower, with staffing, hours of operation, and services provided, dictated by contract. We have received numerous calls about what is happening at ANE.

Rest assured, there have been no changes to our contract. Even though some nearby FAA air traffic towers have seen staffing reductions and reduced hours of operations to reduce exposure of essential staffing to the virus, Midwest ATCS (ANE) remains fully operational. There have been no staffing reductions or reduced services at Anoka. Within the confines of "social distancing" and the governor's restrictions for businesses and services, we are here to provide you with all the services you require and expect.

### Runway Safety Team Meeting

I'll be "ZOOM"ing into the annual ANE Runway Safety Team meeting on June 3<sup>rd</sup>. The purpose of the meeting is to review, evaluate, and discuss mitigating actions to address safety issues. **If you have any safety-related observations, suggestions, comments, issues, or questions that you'd like me to bring up, let me know.**

### Updated Extensions for Certain Pilot Certifications During Pandemic

Kyle Lewis, AOPA Regional Director, advises that the FAA has extended the deadlines for several pilot certification and recency of experience requirements during the pandemic. He also told me that there has been no action on aircraft maintenance inspection deadlines such as 100-hours, annuals, and static/transponder checks. Following is the press release from AOPA:

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#### FAA SPECIAL RULE EXTENDS MANY OPERATING PRIVILEGES TO JUNE 30

##### *AOPA-Backed Initiative Addresses Several Pilot Concerns*

FREDERICK, Md., April 30, 2020—The Aircraft Owners and Pilots Association supported efforts that resulted in the FAA issuing a [special federal aviation regulation \(SFAR\)](#) yesterday. The SFAR will help pilots by extending the validity of expired or soon-to-expire medical certificates, flight reviews, recency of experience requirements for instrument pilots, and flight instructor certificates—in most cases—until June 30.

Additional conditions tied to proficiency were attached to several provisions of the rule intended to provide relief from the near-total shutdown of flight training and testing caused by the coronavirus pandemic, which was declared a national emergency on January 31.

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## The View From Here

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“The regulatory relief provided in this SFAR will enable the continuity of aviation operations that are critical during the COVID-19 outbreak, including operations that support essential services and flights that support response efforts,” says the final rule, adding that the rule extends relief intended to prevent individuals from suffering “unnecessary economic burdens due to circumstances related to the outbreak that are outside of their control.”

AOPA has begun a detailed review of the SFAR, which is titled *Relief for Certain Persons and Operations during the Coronavirus Disease 2019 (COVID19) Outbreak*, and takes effect immediately on publication.

“We appreciate the FAA’s work on this relief package,” said AOPA President Mark Baker. “There appear to be some very useful provisions in the 94-page document, and we will address more of its details soon.”

Here are some of the rule’s impacts on general aviation:

- **Medical certificates.** The FAA extended the validity periods of airman medical certificates that expire between March 31 and May 31 through June 30. However, the prohibition on operations during medical deficiency remains in effect. [Editor’s Note: Per Dr. Rehmann, if you have a time-limited special issuance, you don’t get the extension. Contact your AME.]
- **Flight reviews.** The FAA is offering a three-calendar-month “grace period” for those whose flight review may expire between March 1 and June 30. A condition of eligibility for the extension is that the pilot must have logged at least 10 hours of pilot in command time within the 12 calendar months preceding the month the flight review was due, in an aircraft for which that pilot is rated. Also, eligible pilots must complete FAA Safety Team online courses totaling at least three Wings credits. The courses must have been completed in January or later to meet this requirement, according to the rule.
- **Recent flight experience, pilot in command.** The FAA only provided relief for instrument recency. It extended by three extra months the requirement to be current under FAR 61.57(c) by having performed and logged, within the six calendar months preceding the month of the flight, six instrument approaches, holding procedures and tasks, and intercepting and tracking courses through the use of navigational electronic systems. An additional eligibility requirement is that the pilot must have logged, in the preceding six calendar months, three instrument approaches in actual weather conditions, or under simulated conditions using a view-limiting device. Eligible pilots may exercise the relief in this SFAR through June 30, it says. Pilots who are unable to meet the instrument experience requirements before June 30 may still reestablish recency in accordance with FAR 61.57(d), but the number of months available to attain the instrument experience before having to take an instrument proficiency check “will depend on when the person last established instrument recency” in accordance with the regulation.
- **Knowledge tests.** Applicants whose knowledge tests expire between March and June will have their knowledge tests’ validity extended by three months, making the applicants eligible for a practical test for a certificate or rating issued under Part 61 for those additional three calendar months.
- **Flight instructors.** Flight instructor certificates, unlike pilot certificates, expire every two years. The SFAR will extend the validity of flight instructor certificates that expired between March 31 and May 31 until June 30.
- **U.S. military and civilian personnel.** The SFAR gives U.S. military and civilian personnel who were assigned outside the United States in support of U.S. Armed Forces operations and returned to the United States from deployment in October 2019 through March an additional

three months beyond the six months allowed to comply with flight instructor and airframe and powerplant mechanic inspection authorization requirements, or complete the appropriate practical test, within six calendar months after returning to the United States.

- **Inspection authorization.** The SFAR grants to airframe and powerplant mechanics with inspection authorization who were not able to meet the first year (even-numbered year) renewal requirements by March an additional three months (April to June) to complete one of the listed activities to meet the first-year renewal requirements.

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### Hangar Door Repair

If you’re looking for someone to inspect or repair your hangar door(s), I have two candidates:

- Darrel Starr recommends Jerry Becker. Jerry lives in Waconia, and his contacts are [beckergm57@gmail.com](mailto:beckergm57@gmail.com). Phone: 763-269-2120
- Lance Fisher (FCM RAAC rep) recommends Merle Marshall, of Shakopee, MN, former FCM maintenance supervisor. His contacts are: <https://www.linkedin.com/in/merle-marshall-86047894>. Phone: 612 703-0845.

I don’t know the details, but I was told that there was a tragic accident at FCM a few months back where a tenant was under his hangar door when it failed, causing fatal injuries. **Lesson: Don’t stand under your hangar door while it’s operating.**

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### 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.

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

Check out the hangar space clearinghouse on the MAC website:

<https://docs.google.com/forms/d/e/1FAIpQLScE5S3evAwO20p1wv4nbWY0bVIMxPtI-lyLZe5oBA3N6gbWGA/viewform> or <https://docs.google.com/forms/d/e/1FAIpQLScE5S3evAwO20p1wv4nbWY0bVIMxPtI-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.



If you’re working from a hard copy, here’s how To get to the site without having to enter the above string of gobbledegook:

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## The View From Here

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1. In a browser, Google **MAC Hangar Portal**
2. Click on **Prospective Tenants | Metropolitan Airports Commission**
3. Click on the link under **Reliever Airports Hangar Listings**.
4. Scroll to the bottom of the page and click the **Next** button

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

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### March Meeting Minutes

The meeting was called to order by Secretary John Krack at 1904 on March 9. (President Michael Lawrence and VP Don Johnson were unable to attend.) Jennifer Lewis from the MAC Noise Department gave a presentation on the updated Noise Abatement Plan and answered questions. The major changes in the latest version are:

- Runways 18 and 27 are right traffic (helps keep traffic away from the adjacent neighborhoods)
- Runway 27 is designated as the "calm wind" runway (though runway 36 is preferred for nighttime departures)
- The recommended runway 27 run-up area is at the intersection of taxiways B and E. (Helps keep run-up noise away from the houses near the departure end of runway 27.)

You can view the Plan and the Pilot guide at:

<https://www.macnoise.com/pilots/anoka-county-blaine-airport-ane-pilots>

The last item provoked a good deal of discussion, since the recommended location is a "choke point" for traffic on both sides of the airport, and it is questionable whether doing runups at this point significantly reduces noise experienced by neighbors vs. doing runups at the pad at the end of the runway.

Consider that:

- Jets, which would create the most noise and undesirable odor, typically do their pre-takeoff checks while taxiing, so they're ready to go when they reach the end of the runway.
- Most piston pilots do not position perpendicular to the runway, but instead angle at around 45 degrees or so, which would direct the propwash and noise back toward the airport.

It was suggested that if MAC wants to keep that point in the guidelines, they note it as optional for when there is little other traffic, and also suggest that pilots doing runups at runway end position their aircraft so as to minimize the effect on houses on the other side of the fence.

Keep in mind that these guidelines are only effective when the tower is closed. When the tower is open, of course, the tower controllers will designate runways and traffic patterns, and as always, safe operation of the aircraft prevails.

Jennifer also noted that noise reports are available on the MAC website.

Chuck Datko noted that with ADSB-Out now required on most aircraft operating within a 30 nm radius from MSP, virtually all

aircraft operations, including time, tail number, altitude, airspeed, and physical location, will be tracked. There's no privacy anymore, and complaints can be pinpointed to the aircraft involved. His message was: Be careful how we operate.

Phil Tiedeman gave an update on airport activity and plans:

- Tree mitigation has been done, mostly on the east side of the field
- Connexus Energy is working in Fox Hollow to install a backup electrical feed.
- The box inside gate B is a new lift station for the sanitary sewer system
- Taxiway rehab stopped last year at Bolduc. This year in July it will be extended from Massachusetts to North Carolina
- Bidding starts March 17 for upgrading LED edge lights and signs
- The MAC diesel fuel storage for their equipment is going above ground
- No major airfield work is planned
- Spring and fall Airport Cleanup Days are being considered. Anoka County has a cleanup day planned for April 25. MAC may try to coordinate with that.
- Many lease renewals are coming up in 2022. Buildings will need to comply with the Aesthetics Ordinance.

Minutes from the November meeting were approved, seconded, and approved by voice vote.

Mike Miller gave the Treasurer's report:

Checking:	\$1,340.73
Savings:	4,918.08
Total:	\$6,258.81

The meeting was adjourned at 2030.

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

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### WANT ADS

#### FOR SALE:

Brand new Appareo **Stratus Power** Certified USB Charging Port. Sells at Sporty's for \$349 plus shipping. \$225. Check it out at:

[https://www.sportys.com/pilotshop/stratus-power.html?\\_SID=U](https://www.sportys.com/pilotshop/stratus-power.html?_SID=U)

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

#### FOR SALE:

4-gallon case of Phillips Anti-Rust aircraft oil \$100.

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

## 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@mspmac.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: \_\_\_\_\_