



Anoka County-Blaine Airport ADVISORY COMMISSION

ACBAAC

MEETING AGENDA

February 12, 2025 at 4 p.m.

In-Person Meeting Location: Atlantic Aviation ANE
9877 N Airport Rd NE, Blaine, MN 55449

Remote participation through TEAMS: [Click here to join the meeting](#)
Meeting ID: 241 008 994 48, Passcode: ZC22aM95
Dial in by phone [612-405-6798, ID 883654648#](#)

1. Welcome & Introductions
2. Consent Items:
 - 2.1 Approval of Meeting Minutes: Nov. 6, 2024 – **Action**
 - 2.2 Aircraft Operations & Noise Complaints Quarterly Report
3. Public Comment* – (up to 3-min. each speaker)
4. Business
 - 4.1 ANE Long-Term Plan Update: Eric Gilles
 - 4.2 City of Blaine Ball Park Development Area Update
 - 4.3 Noise Abatement Best Practices Update – **Action**
5. Information
 - 5.1 Tree of Hope Overview: Cheryl Daml
 - 5.2 Airport Manager Update
 - MAC Properties Overview
 - 2025 Airport Construction Projects
6. Member Announcements & Airport/Community Events in 2025
7. Review 2025 Meeting Schedule
Next meeting dates: June 11, November 12

Adjourn

Unless otherwise noted, agenda topics are presented as information only.

** For assistance with meeting accommodations, please contact:*

Jennifer Lewis, MAC Community Relations Coordinator, jennifer.lewis@mspmac.org or 612-725-6327





ANOKA COUNTY- BLAINE AIRPORT ADVISORY COMMISSION
(ACBAAC)

METROPOLITAN AIRPORTS COMMISSION
ANOKA COUNTY – BLAINE AIRPORT ADVISORY COMMISSION
DRAFT MEETING MINUTES

Wednesday, November 6, 2024, 4:00 p.m.
Atlantic Aviation ANE
9877 N Airport Rd, NE, Blaine, MN 55449

The meeting started at 4:06 p.m. In attendance were:

Representatives: K. Devries, City of Lexington; S. Klobucher, Atlantic Aviation; S. Gunn, City of Mounds View; D. Quimby, City of Lino Lakes; J. Reinert, Anoka County; C. Daml, Northstar Flyers; T. Newland, City of Blaine; N. Zikmund, City of Mounds View; M. Wolfe, City of Blaine; M. Percy, City of Circle Pines; S. Erkel, City of East Bethel; and G. Krantz, North Central Aviation, participated virtually.

MAC Staff: J. Lewis, Community Relations Coordinator; C. Metcalfe, Assistant Manager – Community Relations; P. Tiedemann, Manager - Anoka County-Blaine Airport; M. Ross – Director, Stakeholder Engagement; J. Sonju, Acoustics Coordinator

Others: M. Look, East Bethel; J. Krack, Reliever Airports Advisory Committee; J. White, ATP Flight School; J. Block, Minnesota Department of Transportation

1. Introductions

Chair Erkel called the meeting to order at 4:02 pm. She asked all attendees to introduce themselves briefly. There were 21 participants.

A quorum of three User Representatives and three Community Representatives was established.

Public Representatives: K. Devries, S. Erkel, S. Gunn, T. Newland, M. Percy, J. Reinert, D. Quimby
User Representatives: C. Daml, G. Krantz, S. Klobucher

2. Approval of Meeting Minutes: April 10, 2024

Chair Erkel opened the item for discussion, approving the April 10, 2024 meeting minutes.

Representative Devries moved and Representative Gunn seconded to:

Accept the April 10, 2024 meeting minutes as presented.

The motion passed by unanimous vote.

3. Public Comment

There were no comments from the public.

4. Nominations and Elections of Airport User Chair

Chair Erkel opened the item to nominations and discussion for the Airport User Chair. There was one nomination for the role.

Representative Daml moved and Representative Krantz seconded to elect Scott Klobucher to the role as user Co-Chair. The motion carried by unanimous vote.

5. Airport User Spotlight:

Member Klobucher provided an overview of Atlantic Aviation.

MnDOT had question about insurance
Displaced threshold addresses insurance issue

6. Aircraft Operations and Noise Complaints Summary Q2 2024:

2nd Quarter 2024

Jennifer Lewis, Technical Advisor, explained the Metropolitan Airports Commission Noise and Operation System ([MACNOMS](#)) tool, its updates, and how the operations were tracked. **Ms. Lewis** also explained that more detail about complaints and operations is available at www.macnoise.com/tools-reports/interactive-reports

Ms. Lewis stated there were 303 noise complaints from 134 locations and 111 nighttime complaints from 8 nighttime locations at Anoka County–Blaine Airport (ANE). **Ms. Lewis** explained most complaints were regarding piston aircraft.

Member Devries asked what type of aircraft generated the complaints. **Ms. Lewis** shared that piston aircraft are generating the highest number of complaints.

Member Devries noted that law enforcement activity could have generated the helicopter complaints. **Ms. Lewis** shared that helicopter complaints may also be medical.

Chair Erkel asked if inquiries are marked as a complaint. **Ms. Lewis** explained that she will seek to clarify with residents when possible.

Member Reinert mentioned that there is a seaplane base in Lino Lakes and asked if complaints could be associated with operations that are not occurring at Anoka. **Ms. Lewis** clarified how complaints are associated with airports.

Mosquito control operations were also noted and it was clarified which airport they are based at and whether they show up on MACNOMS.

7. Fly Neighborly Update

Jennifer Lewis, Technical Advisor, gave an update on the MAC's Fly Neighborly program.

Member Daml shared concerns with the runup area would cause some congestion. Mr. Tiedeman clarified that these types of run-ups would be extended maintenance runups, and the proposed area helps to keep the activity/noise as far from homes as possible.

Member Gunn had questions about who would have access to this information.

There was a question about adding to the FAA chart supplement.

8. Airport Manager Update

Philip Tiedeman, Manager of Anoka County—Blaine Airport (ANE), gave an airport update and shared that the snow crew was activated during the weather event on October 31, 2024.

Mr. Tiedeman shared that the long-term planning process for ANE is anticipated to begin following completion of the FCM long-term plan and start of the STP plan. He shared that input will be requested from stakeholders.

The Property overview topic will come back to the group at a future meeting to share more information about property that the MAC owns and requested to postpone.

The West perimeter road has been in the works for many years. The MAC will have to do a full environmental assessment due to wetland impacts. The MAC will continue to coordinate with the FAA to move the project forward because it is an important project for reducing runway crossings.

MnDOT is working on AWOS replacement, pending summer 2025.

Ham Lake wetland area (MAC owned land) cleanup will commence once the area has experienced its first frost, and the project includes trees and weeds. A map will be provided at a future meeting.

An overview was provided about the new MAC equipment building and fuel system – 2,500 diesel tank for MAC equipment – a proactive replacement of inground tank with above ground tank following MPCA criteria / requirements.

The MAC maintenance equipment will remain in the same building. The new building will allow an aircraft hangar to return to hangar space – behind malibu to the west.

9. Member Remarks and Feedback

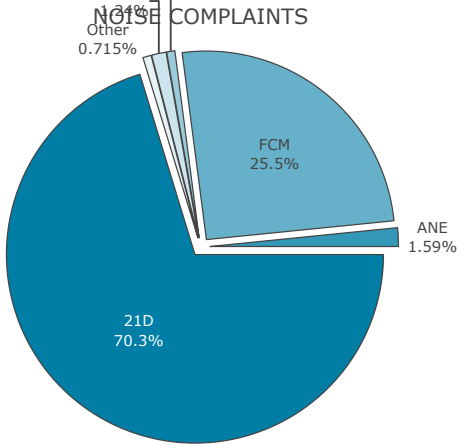
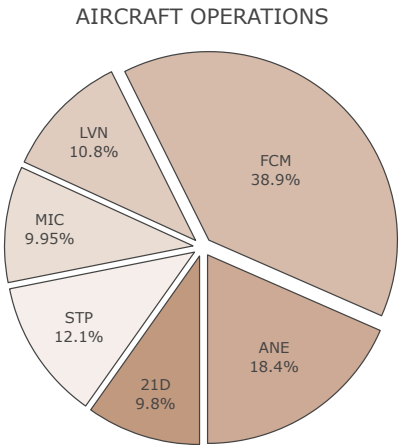
Chair Erkel opened the floor to ideas and suggestions. There were no comments.

13. Set 2025 Meeting Dates

Chair Erkel led a discussion regarding the next meeting. Currently meet twice a year with a summer tour. She proposed to meet three times a year. Meeting dates in 2025 were chosen as follows: Feb 12, June 11, and Nov 12.

The meeting was adjourned at 5:15 pm.

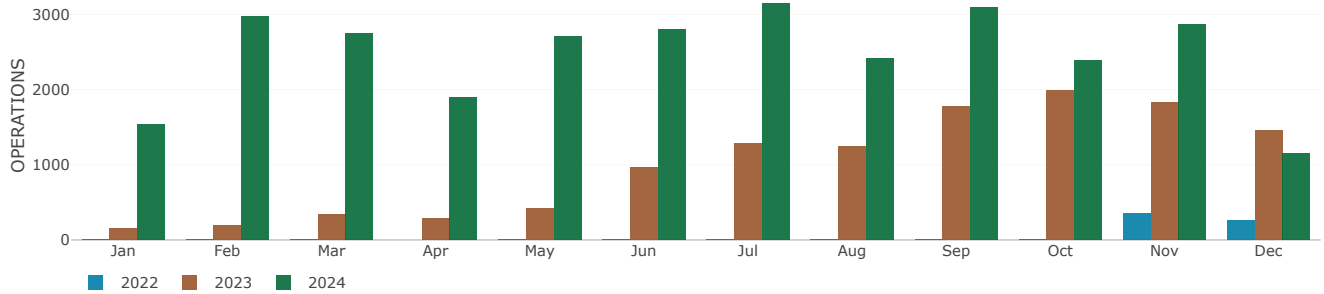
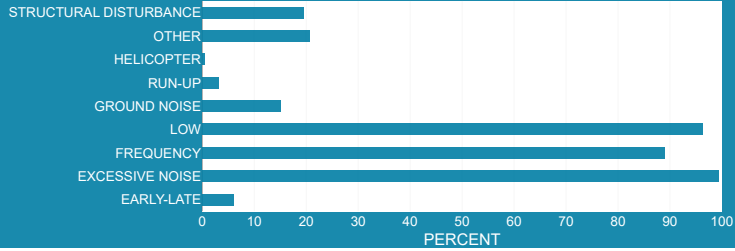
Metropolitan Airports Commission (MAC) Reliever Airport Operations and Noise Complaint Report



COMPLAINTS

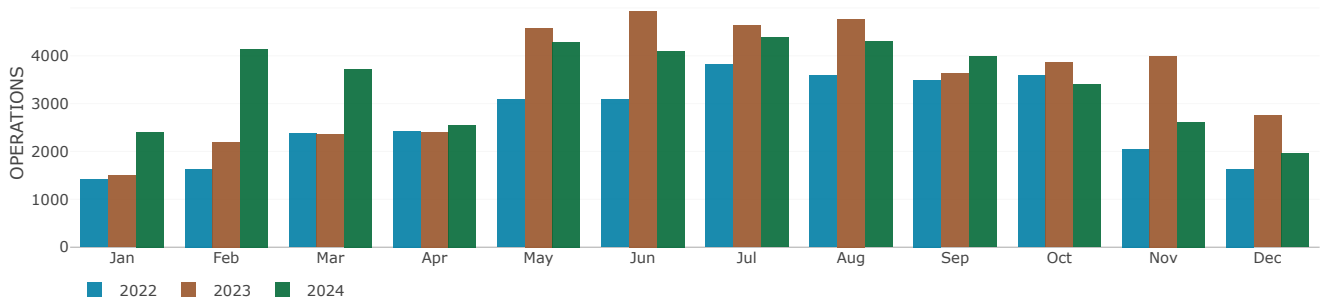
2024	6,390 COMPLAINTS	12 LOCATIONS	241 NIGHTTIME COMPLAINTS	6 NIGHTTIME HOUSEHOLDS
2023	5,266 COMPLAINTS	19 LOCATIONS	85 NIGHTTIME COMPLAINTS	7 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

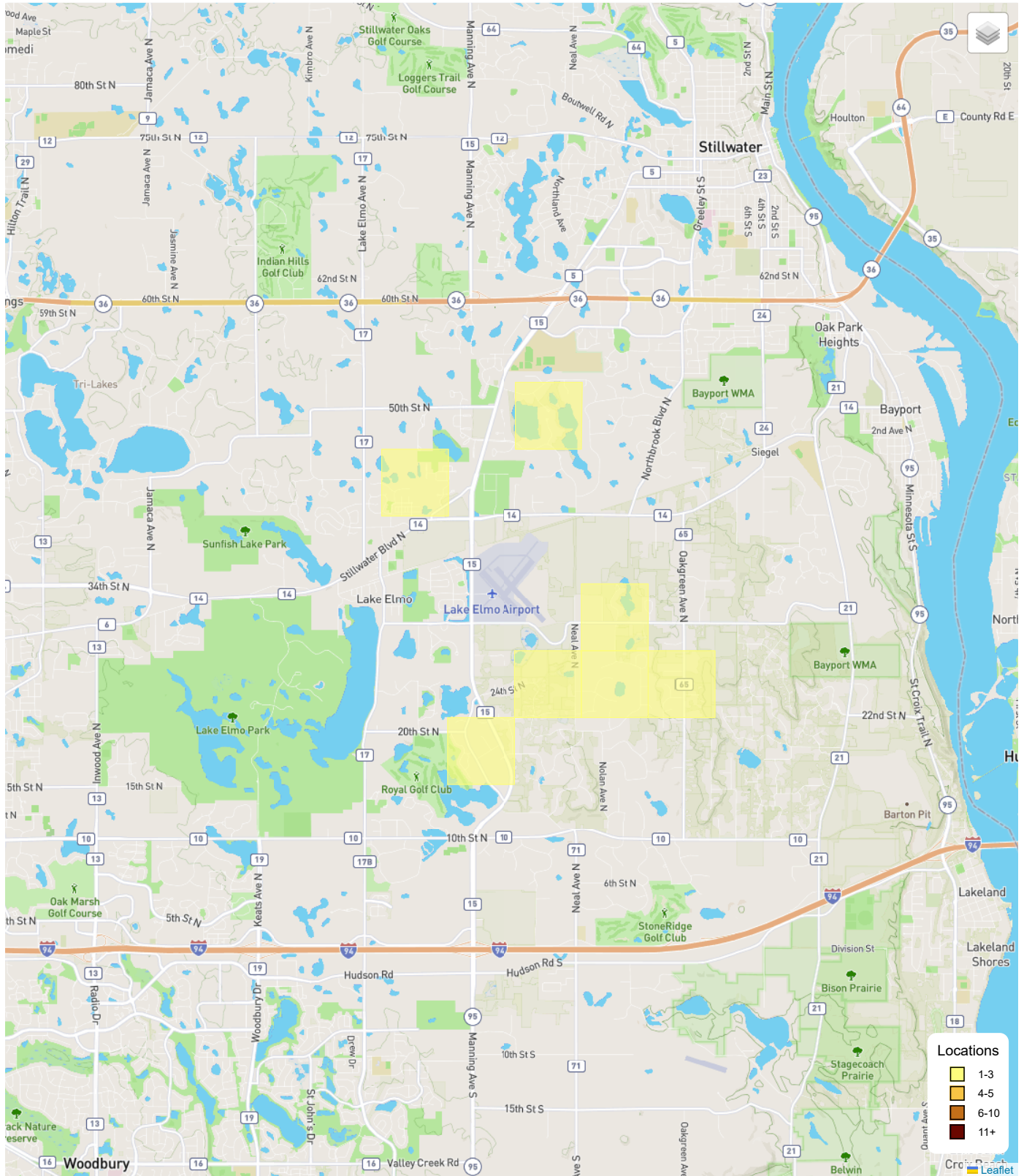
2024		2023	
7,980 OPERATIONS	36 NIGHTTIME OPERATIONS	10,596 OPERATIONS	60 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	0	0%	172	2.7%
HELICOPTER	62	0.8%	68	1.1%
NOT-CORRELATED	0	0%	1	0%
PISTON	7,809	97.9%	6,090	95.3%
TURBO-PROP	30	0.4%	36	0.6%
UNKNOWN	79	1%	23	0.4%

AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
RUN-UP	0	0%	0	0%

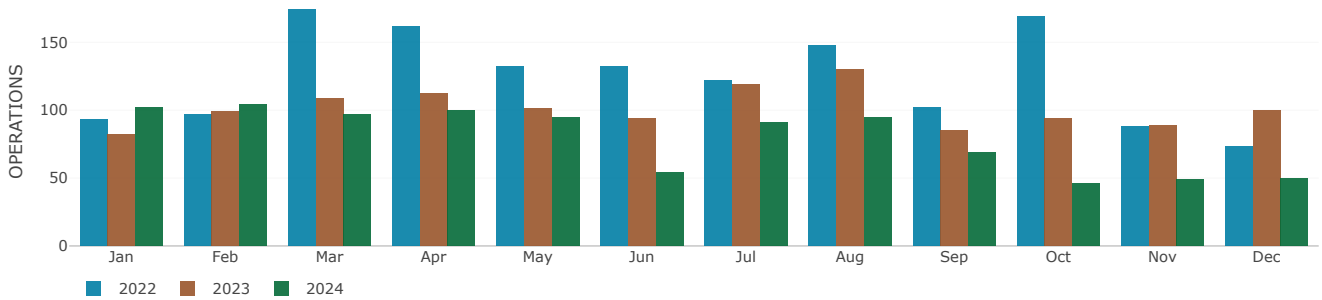
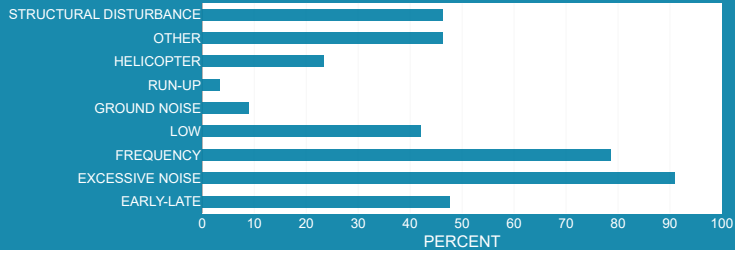
Lake Elmo Airport (21D) - COMPLAINTS HEATMAP



COMPLAINTS

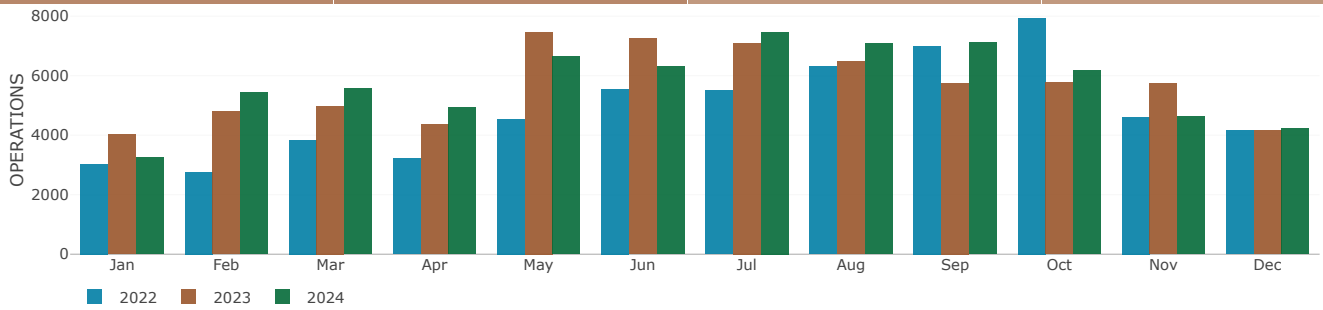
2024	145 COMPLAINTS	13 LOCATIONS	61 NIGHTTIME COMPLAINTS	6 NIGHTTIME HOUSEHOLDS
2023	283 COMPLAINTS	15 LOCATIONS	98 NIGHTTIME COMPLAINTS	7 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

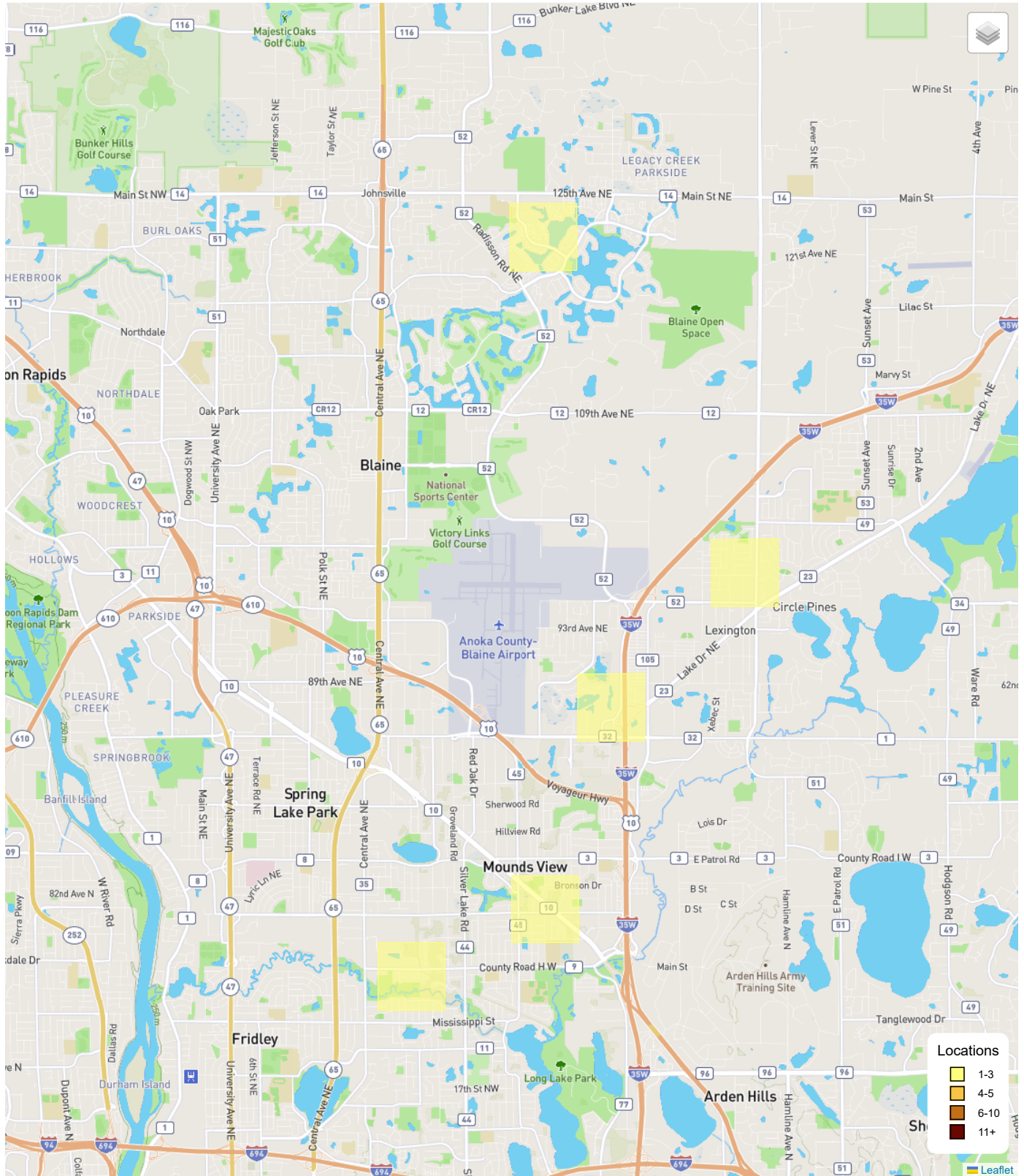
2024		2023	
15,011 OPERATIONS	687 NIGHTTIME OPERATIONS	15,662 OPERATIONS	540 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	546	3.6%	7	4.8%
HELICOPTER	826	5.5%	40	27.6%
NOT-CORRELATED	0	0%	2	1.4%
PISTON	12,675	84.4%	82	56.6%
TURBO-PROP	933	6.2%	13	9%
UNKNOWN	31	0.2%	1	0.7%

AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
RUN-UP	0	0%	0	0%

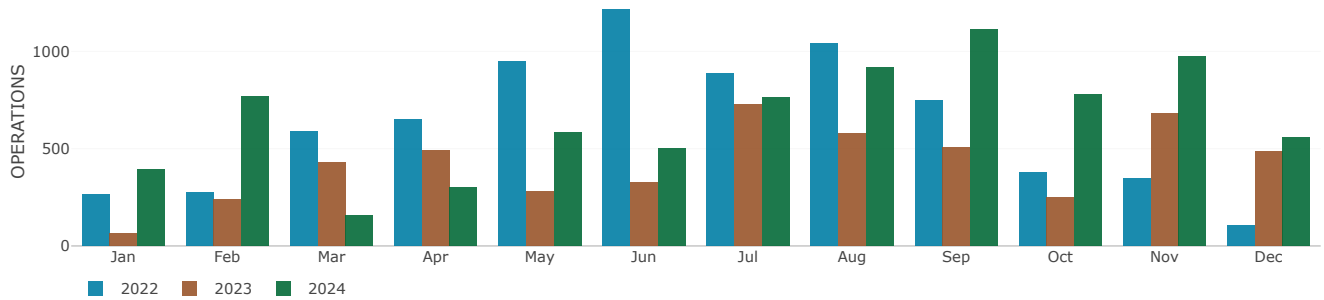
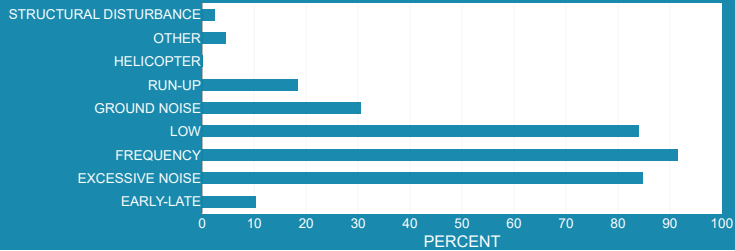
Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



COMPLAINTS

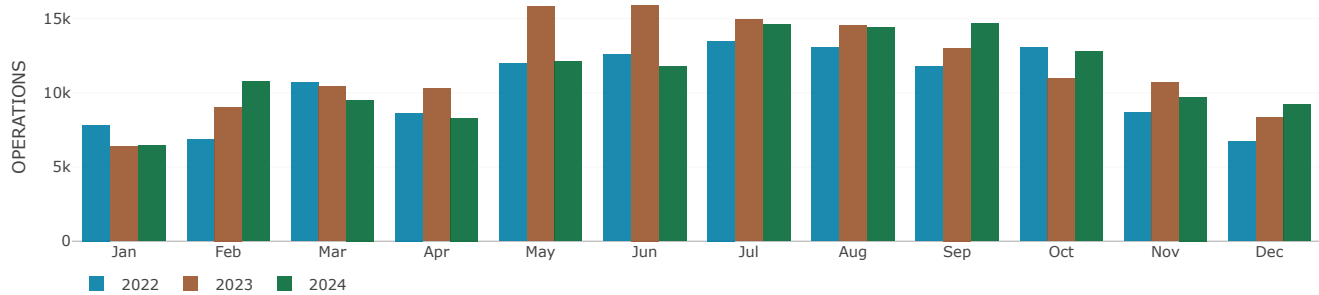
2024	2,315 COMPLAINTS	38 LOCATIONS	169 NIGHTTIME COMPLAINTS	25 NIGHTTIME HOUSEHOLDS
2023	1,412 COMPLAINTS	28 LOCATIONS	128 NIGHTTIME COMPLAINTS	20 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

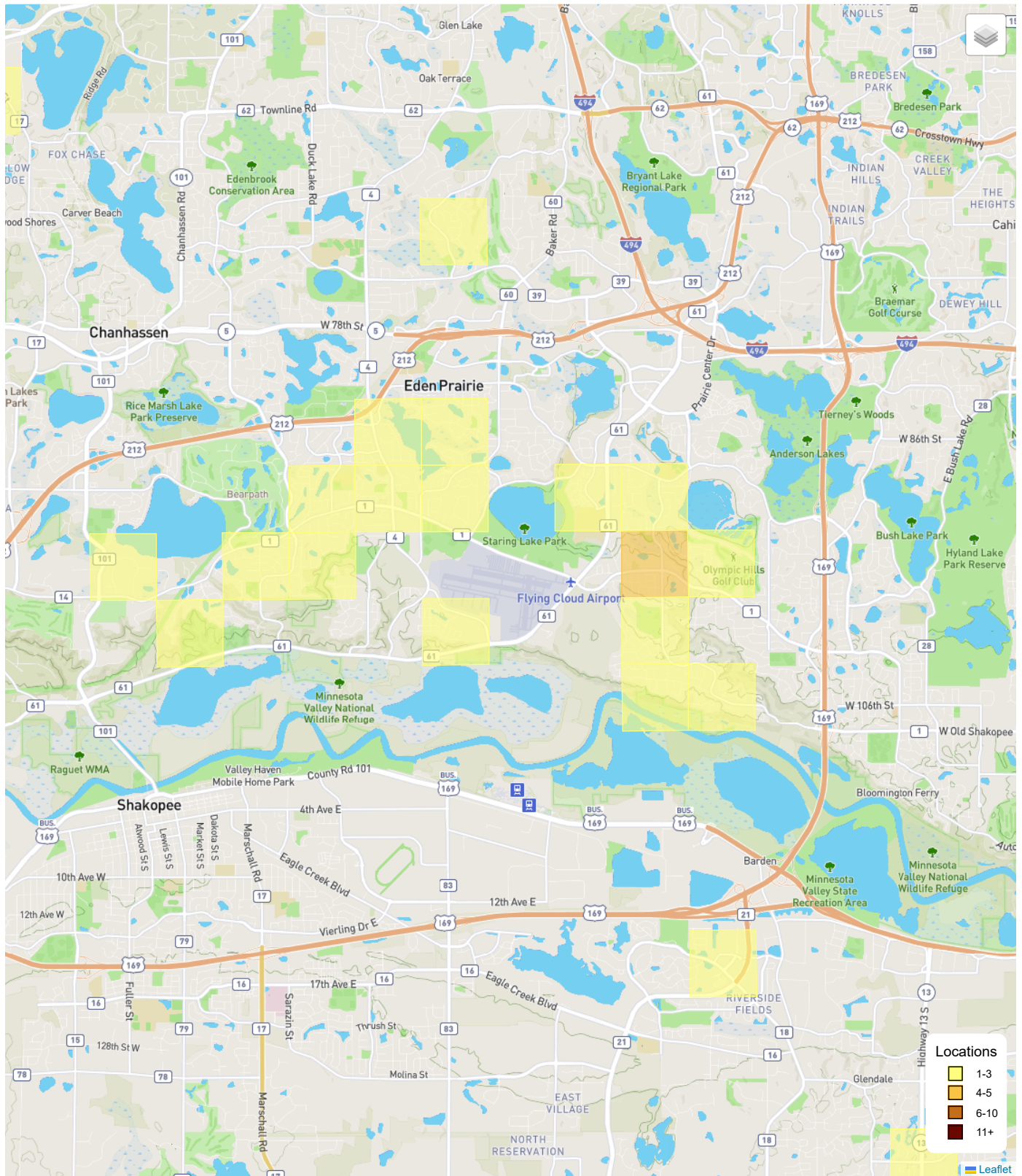
2024		2023	
31,707 OPERATIONS	895 NIGHTTIME OPERATIONS	30,003 OPERATIONS	767 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,945	9.3%	86	3.7%
HELICOPTER	926	2.9%	12	0.5%
NOT-CORRELATED	0	0%	2	0.1%
PISTON	26,017	82.1%	2,146	92.7%
TURBO-PROP	1,811	5.7%	69	3%
MILITARY	2	0%	0	0%

	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	UNKNOWN	6	0%	0	0%
	RUN-UP	0	0%	0	0%

Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



Locations

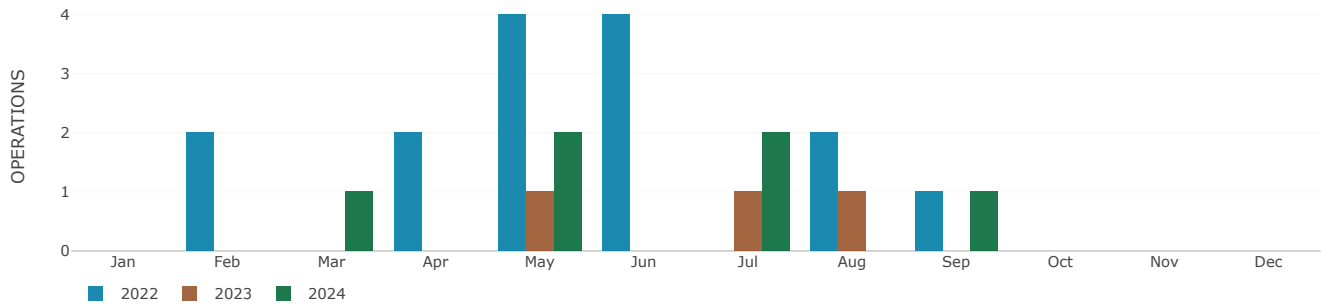
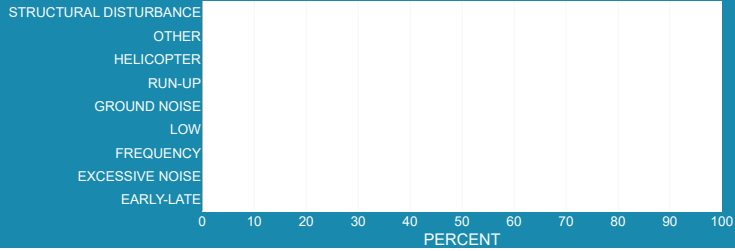
- 1-3
- 4-5
- 6-10
- 11+

Leaflet

COMPLAINTS

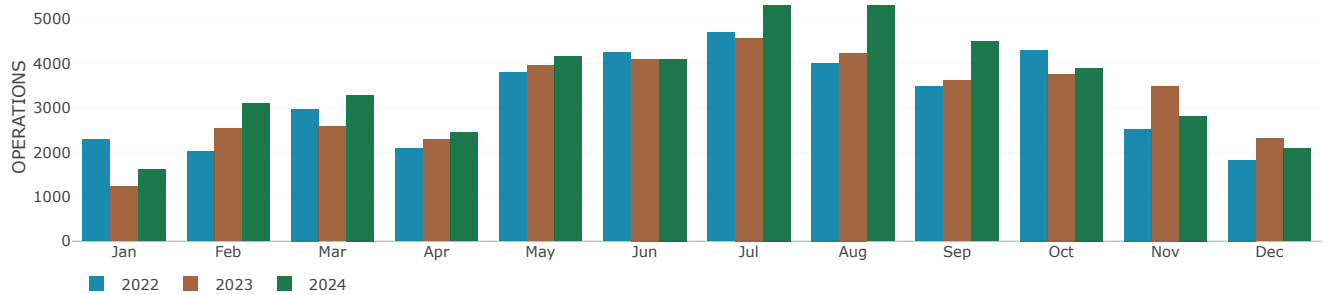
2024	0 COMPLAINTS	0 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS
2023	0 COMPLAINTS	0 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



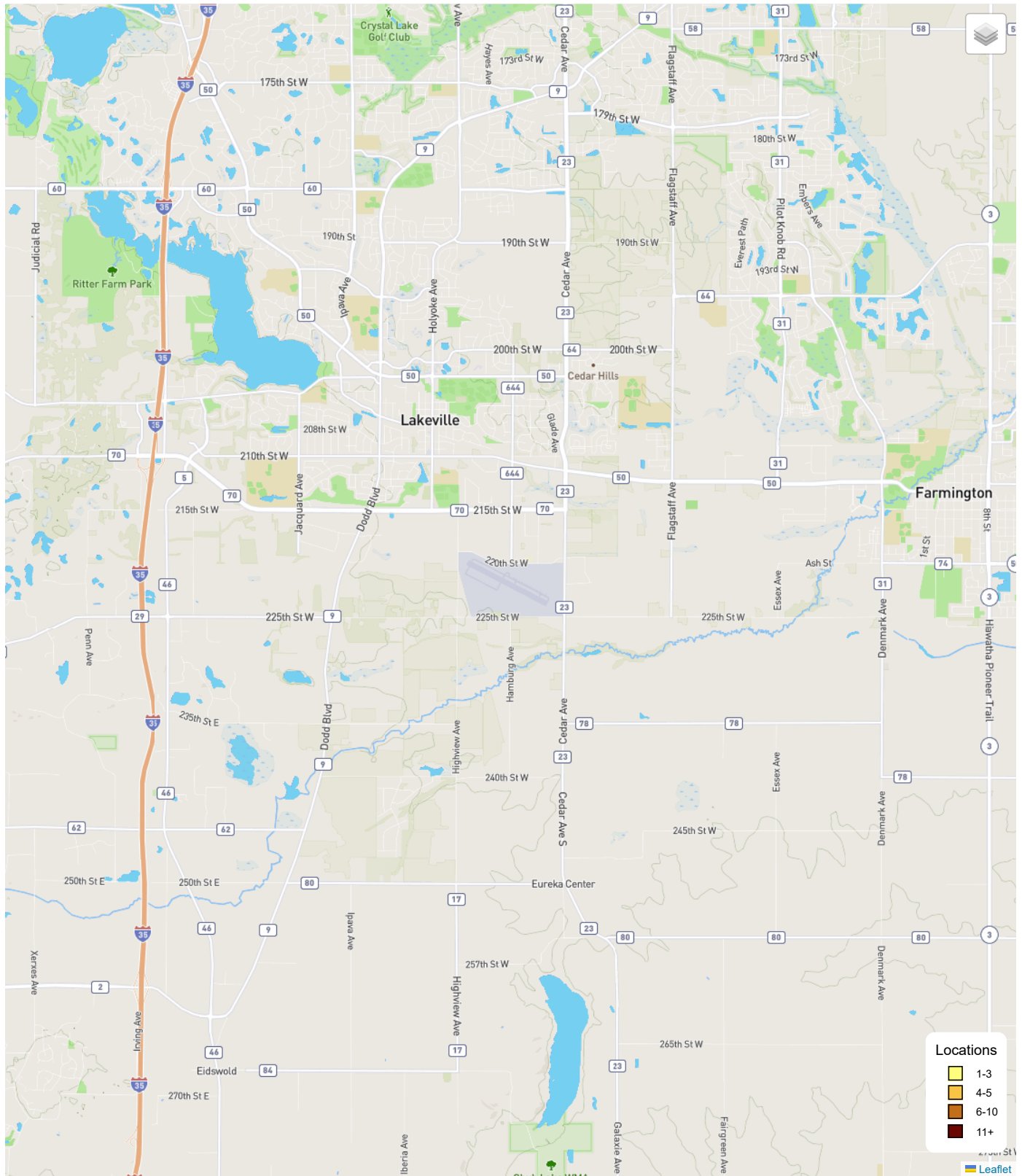
OPERATIONS

2024		2023	
8,802 OPERATIONS	55 NIGHTTIME OPERATIONS	9,561 OPERATIONS	44 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
HELICOPTER	98	1.1%	0	0%
JET	48	0.5%	0	0%
PISTON	8,576	97.4%	0	0%
TURBO-PROP	40	0.5%	0	0%
UNKNOWN	40	0.5%	0	0%
RUN-UP	0	0%	0	0%

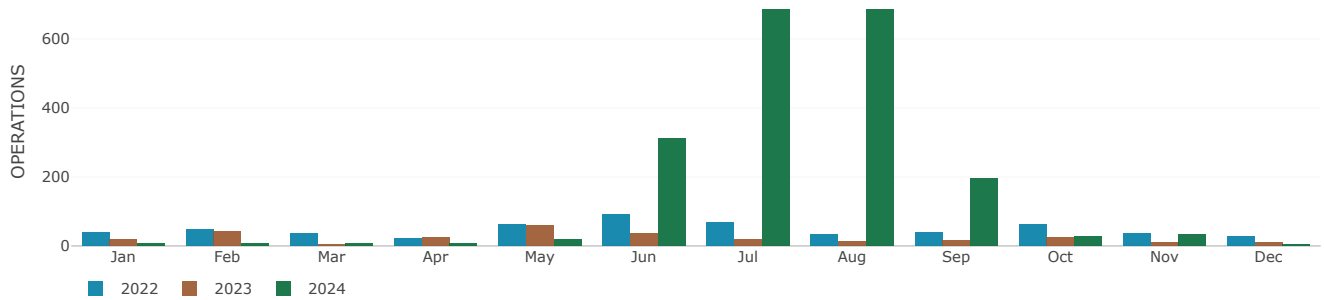
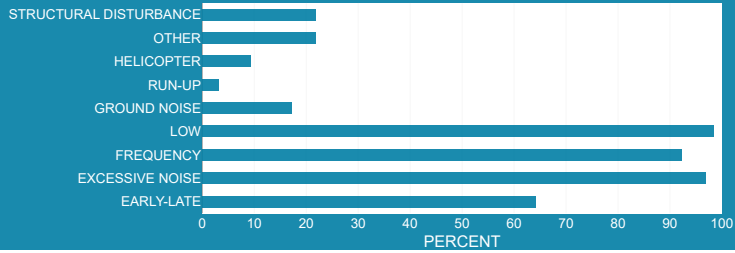
Airlake Airport (LVN) - COMPLAINTS HEATMAP



COMPLAINTS

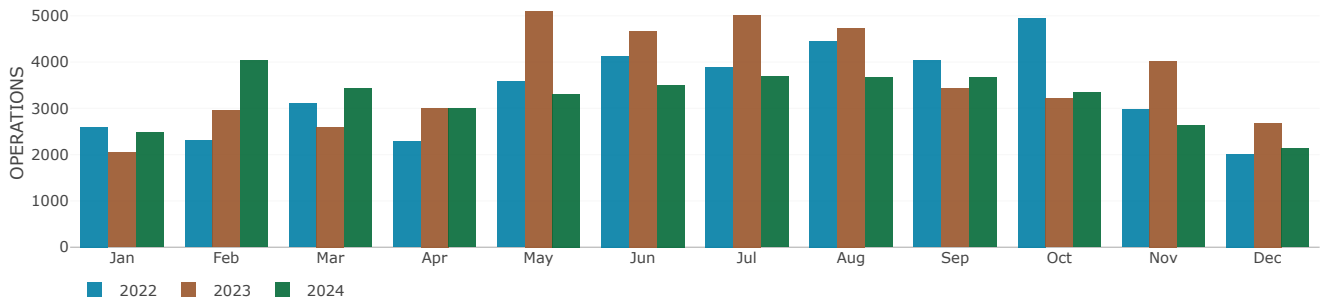
2024	64 COMPLAINTS	10 LOCATIONS	3 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS
2023	44 COMPLAINTS	6 LOCATIONS	6 NIGHTTIME COMPLAINTS	3 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



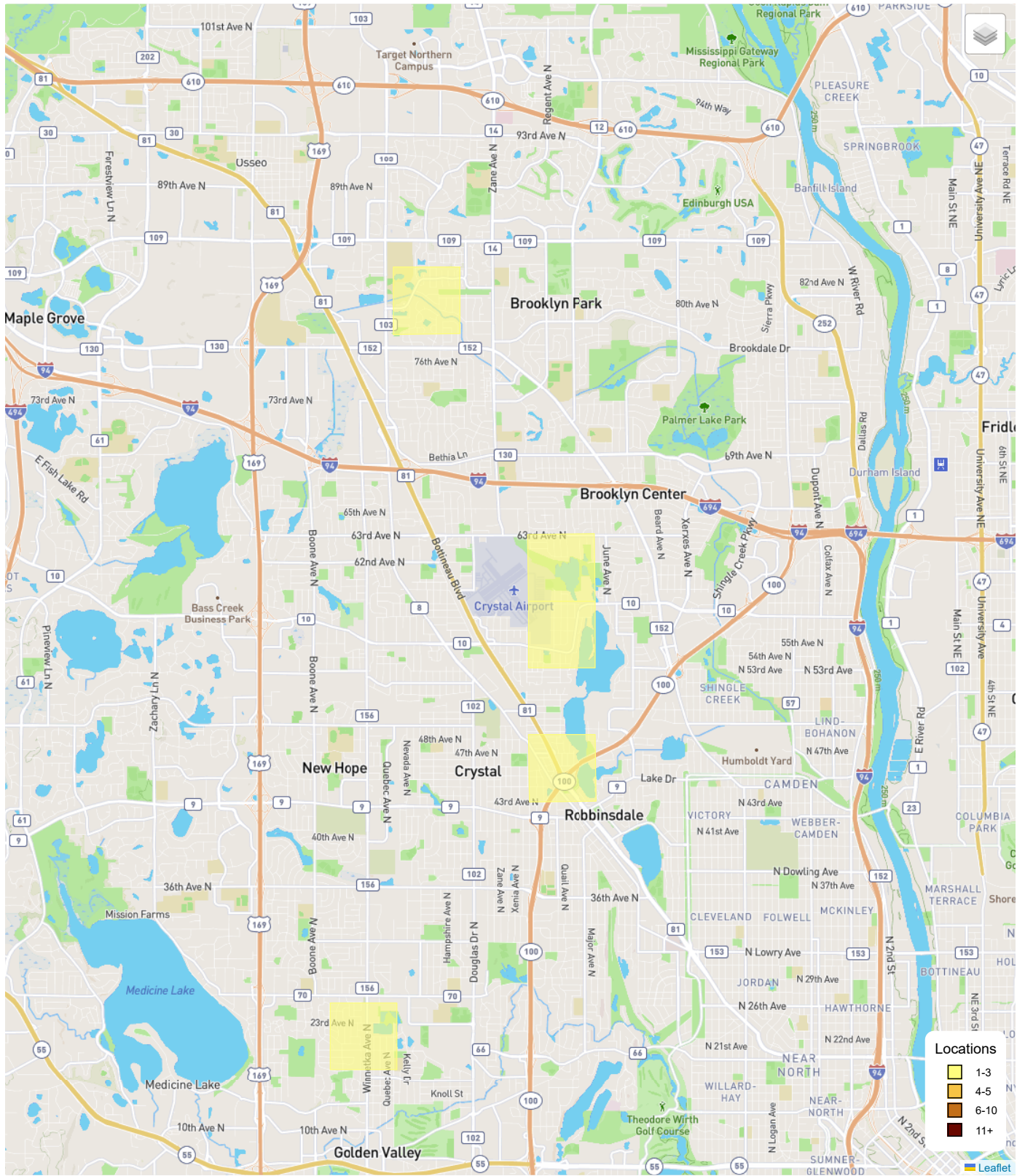
OPERATIONS

2024		2023	
8,104 OPERATIONS	92 NIGHTTIME OPERATIONS	9,923 OPERATIONS	120 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	0	0%	1	1.6%
HELICOPTER	249	3.1%	4	6.3%
PISTON	7,802	96.3%	59	92.2%
TURBO-PROP	42	0.5%	0	0%
UNKNOWN	11	0.1%	0	0%
RUN-UP	0	0%	0	0%

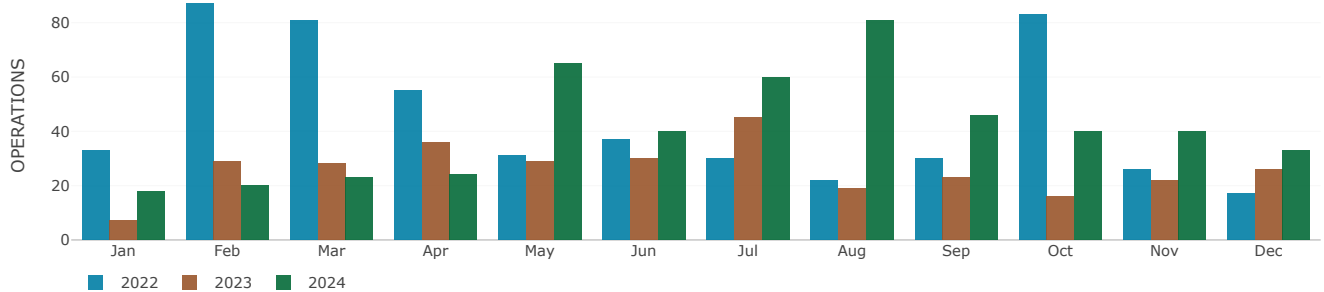
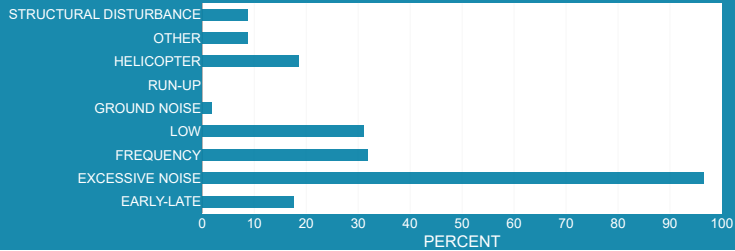
Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS

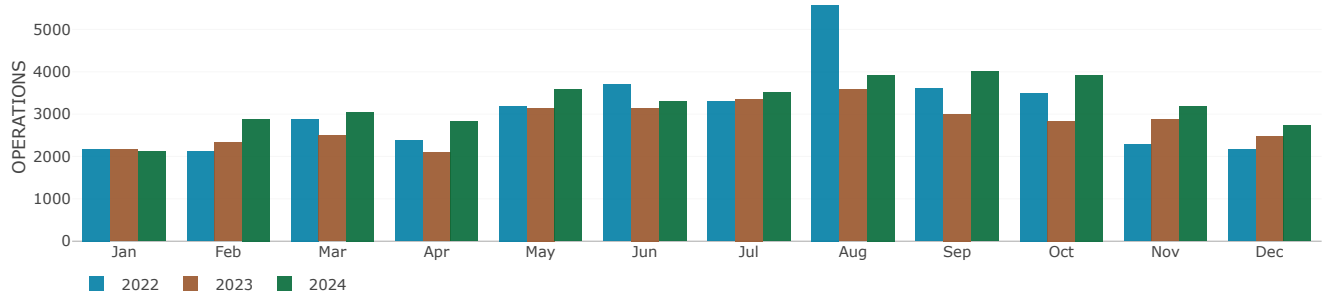
2024	113 COMPLAINTS	16 LOCATIONS	33 NIGHTTIME COMPLAINTS	12 NIGHTTIME HOUSEHOLDS
2023	64 COMPLAINTS	11 LOCATIONS	25 NIGHTTIME COMPLAINTS	6 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

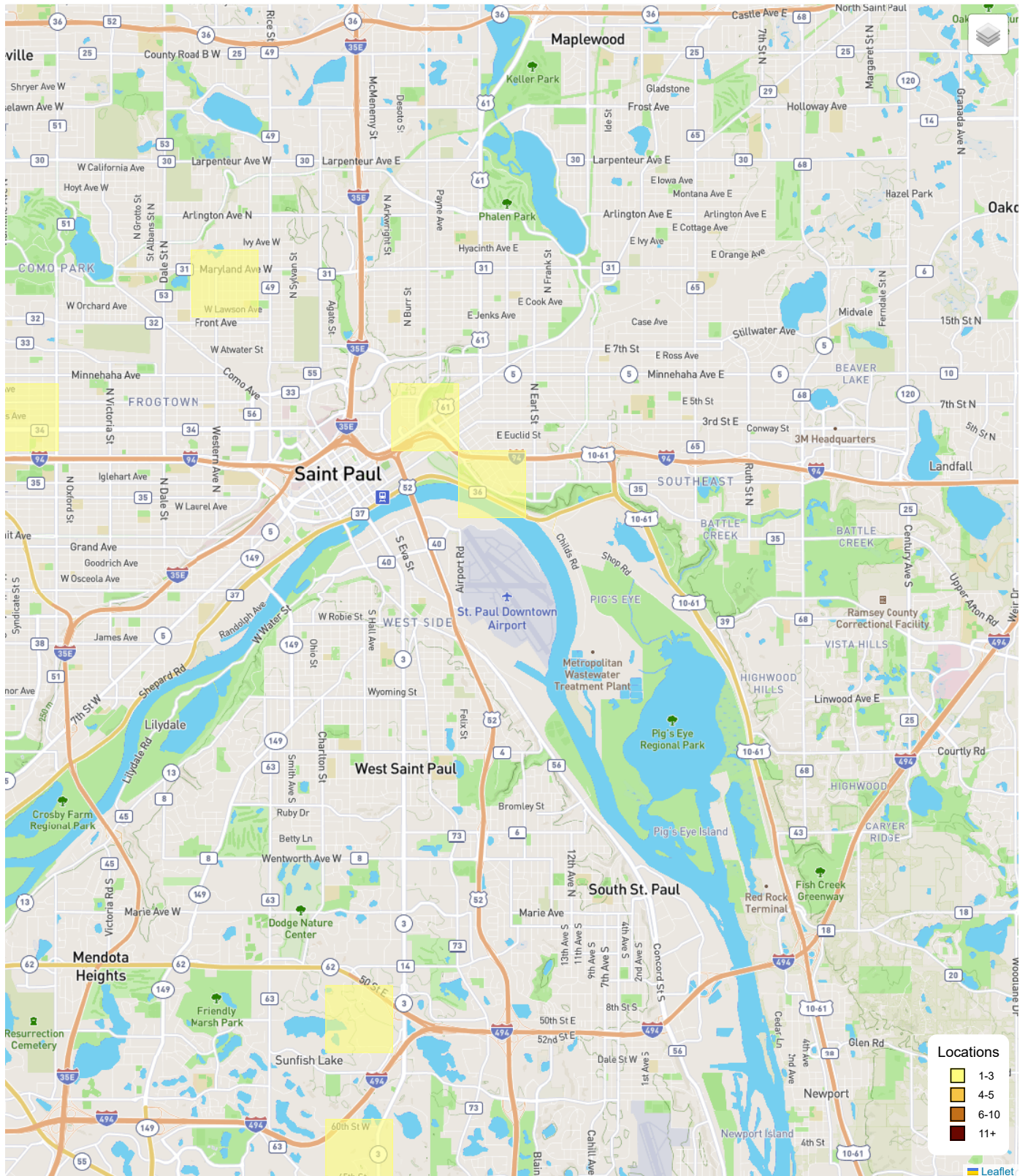
2024		2023	
9,837 OPERATIONS	840 NIGHTTIME OPERATIONS	8,182 OPERATIONS	552 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,995	30.4%	34	30.1%
HELICOPTER	1,302	13.2%	32	28.3%
PISTON	4,165	42.3%	25	22.1%
TURBO-PROP	1,350	13.7%	22	19.5%
MILITARY	2	0%	0	0%
UNKNOWN	23	0.2%	0	0%

AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
RUN-UP	0	0%	0	0%

St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP



Locations

- 1-3
- 4-5
- 6-10
- 11+

Leaflet

NOISE ABATEMENT BEST PRACTICES

Anoka County - Blaine Airport (ANE)

INTRODUCTION

These Noise Abatement Best Practices (measures) for the Anoka County-Blaine Airport (ANE) were developed in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region.

The measures below suggest ways to reduce the impacts of aircraft activity and noise experienced by people in areas surrounding the airport with an intent to direct as much air traffic over the least densely populated areas surrounding the airport. The success of these measures relies on voluntary efforts by aircraft operators to consider and apply these measures as they operate to and from ANE. None of these measures are intended to conflict with safety considerations or flight operation requirements dictated by federal law.

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the ANE Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

1. TAKEOFF AND APPROACH

During takeoff and landing the measures below attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that Air Traffic Control will dictate the active runway when the tower is operational. Pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, and with consideration of the measures below:

- A. Runway 27: calm wind runway, use right traffic.
- B. Runway 18: use right traffic.
- C. Precision Approach Path Indicator (PAPI) on Runway 9/27 and Visual Approach Slope Indicator (VASI) on Runway 18/36. Aircraft approaching a runway served by a PAPI/VASI are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.
- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.

FAA AC 90-66C Non-Towered Airport Flight Operations: (embed website link)

www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885

FAA AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas: (embed website link)

www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156

NBAA Noise Abatement Program: (embed website link)

<https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/>

AOPA Noise Awareness Steps: (embed website link)

www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf

- E. Turbine-powered aircraft and itinerant aircraft depart Runways 27 or 18, fly runway heading and turn to a northerly heading after attaining 700 feet above ground.

2. TRAFFIC PATTERN

The following procedures apply to aircraft operating in the ANE traffic pattern:

- A. Operate aircraft at the airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes:
- Turbine-powered aircraft: 1,500 feet agl¹ (2419 msl²)
 - Propeller-driven aircraft: 1,000 feet agl (1912 msl)
- B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.
- D. Use the full length of runway for arrivals and departures:
- Avoid intersection takeoffs, and
 - Avoid stop and go operations when practical, especially between 10 p.m. and 7 a.m.
- E. Avoid repetitive activity over residences, including flight training activities.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas, when practical.

¹ Above Ground Level

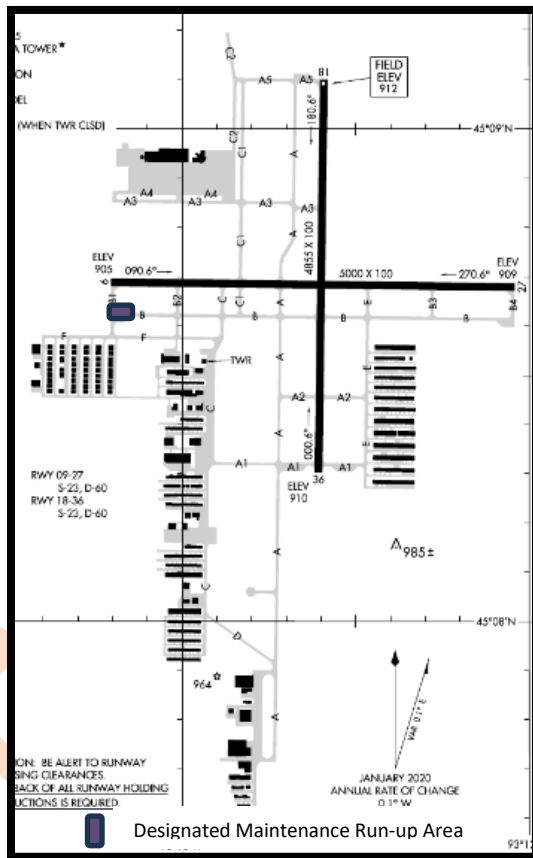
² Mean Sea Level

3. MAINTENANCE RUNUPS

Specific locations on the airfield are designated for engine tests and maintenance run-ups. These locations are selected to minimize the amount of noise projected toward adjacent residential areas (see map below):

- A. When practical, conduct extended engine tests and maintenance run-ups in excess of 5-minutes in the designated area (see map).
- B. Avoid engine tests and maintenance run-ups during nighttime hours.

NOTE: A pre-departure run-up, or run-ups of less than 5-minute duration may be conducted at other areas on the airfield, as needed.



4. HELICOPTER TRAINING

The unique design and operational characteristics of helicopter operations do not require use of a runway surface; however, helicopter operators must avoid conflicting with the flow of fixed wing aircraft. The following measures apply to helicopter training:

- A. Avoid helicopter training in the traffic pattern during nighttime hours.
- B. Avoid hovering for extended durations in the vicinity of residential areas.
- C. Avoid repetitive activity over residential areas.

5. NIGHTTIME RESTRICTIONS

Nighttime hours (2200 to 0700 local time) are noise sensitive because people are resting, and noise intrusions are more noticeable. When nighttime flight activity is needed, please limit noise and operate with consideration for neighbors by following these measures:

- A. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time
- B. Avoid unnecessary low-level flyovers at the airport.

6. FLY NEIGHBORLY GUIDE

A Fly Neighborly Guide consolidates the information in this document for easy reference during flight planning and flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.