Anoka County-Blaine Airport Advisory Commission

Regular Meeting

February 12, 2025

ANOKA COUNTY-BLAINE AIRPORT
ADVISORY COMMISSION
(ACBAAC)

Anoka County-Blaine Airport Advisory Commission

GOAL

This Commission is formed to further the general welfare of the community and the Anoka County-Blaine Airport, a public airport in the City of Blaine, County of Anoka, state of Minnesota, through minimizing or resolving problems created by the aircraft operations at the airport.

PURPOSE

1. The Commission shall advise the community and the Metropolitan Airports Commission with regard to all matters affecting the Anoka County Blaine Airport, the classification, rules and regulations supplied to the operation of the Airport and the development of lands adjacent to the Airport.

2. The Commission shall cooperate with the Metropolitan Airports Commission staff in reviewing matters affecting the use and control of the Anoka County Blaine Airport.

3. The Commission shall make its recommendations to the Metropolitan Airports Commission regarding any proposal affecting the use or operations of Anoka County-Blaine Airport.

Agenda

1. Introductions
2. Consent Items
3. Public Comment
4. Business
5. Information
6. Member Announcements/Remarks/Feedback
7. Review 2025 Meeting Schedule

   Adjourn

Community/Public Representatives	Airport User/Tenant Representatives	Technical Advisors and MAC Delegates
Suzanne Erkel Community Co-Chair	Scott Klobacher Airport User Co-Chair	James Deal-MAC Commissioner
Steve McChesney	Greg Krantz	Joe Harris-Director Reliever Airports
Kim Devries	Cheryl Daml	Phil Tiedeman-Airport Manager
Tom Newland	Michael Lawrence	Jennifer Lewis-Technical Advisor
Kathryn Smith	Jason Dickinson	
Jeff Reinert	Kevin Sislo	
Dean Quimby	Chris Webb	

Consent Items

Approval of Meeting Minutes
for
November 6, 2024

Public Comment

Members of the public are welcome to make a comment

(up to 3 minutes each)
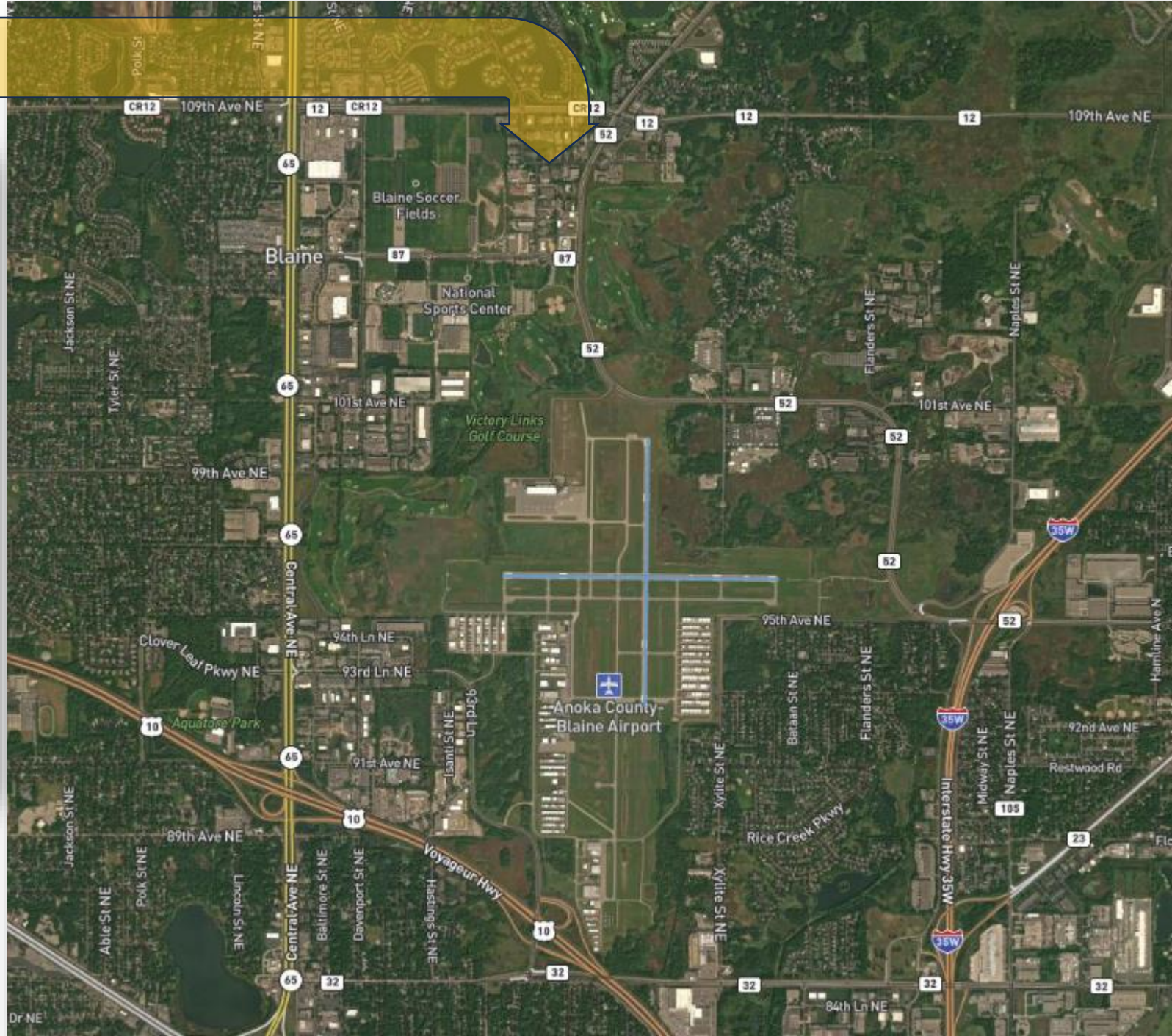
Please state your name and address

Business

ANE Long-Term Plan Update

Eric Gilles

City of Blaine
Ball Park Development Area Update

Erik Thorvig

105TH AVENUE REDEVELOPMENT MASTER PLAN

109TH AVE NE

105TH AVE NE

RADISSON RD NE

1	Hotel at Right Field	
Number of Stories		6
Rooms/Keys		**137**
Parking		155
Restaurant SF		3000
notes:	4 levels over structured parking	

2	Hotel Annex & District Parking	
Number of Stories		6
Rooms/Keys		**82**
Parking		653
notes:	District parking with hotel room façade	

3	Apartments / Commercial / Office	
Number of Stories		7
Units		**239**
Parking		414
notes:	Intended as single purpose use	

4	Apartments / Commercial / Office	
Number of Stories		7
Units		**229**
Parking		364
notes:	Intended as single purpose use	

5	Apartments / Commercial / Office	
Number of Stories		7
Units		**133**
Parking		214
notes:	Intended as single purpose use	

6	Medical Office	
Number of Stories		8
Office SF		**150,000**
Parking		409
notes:	Parking shared nights and weekends	

7	Restaurant	
Number of Stories		2
Total SF		**19,000**
Parking		49
notes:	Additional parking provided by district parking	

8	Field House - Sport Center	
Number of Stories		2
Indoor SF		**18,000**
Outdoor Activity SF		160,000
Parking		160
notes:	Additional parking provided by district parking	

9	Hotel & Waterpark	
Number of Stories		5
Rooms/Keys		**258**
Parking		397
Waterpark SF		60,000
notes:		

10	Sport Stadium	
Number of Stories		3
Seating Capacity		**5000**
Parking		0
notes:	Parking provided by district parking	

	West Parking Structure	
Number of Stories		3
Parking		2,464
notes:	District parking for all uses	

ANE Noise Abatement Best Practices Update

Jennifer Lewis

Fly Neighborly

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 address:

1. TAKEOFF AND APPROACH

2. TRAFFIC PATTERN

3. MAINTENANCE RUN-UPS

4. HELICOPTER OPERATIONS

5. NIGHTTIME OPERATIONS (2200-0700)

6. FLY NEIGHBORLY GUIDE

MAC staff received input on the draft Noise Abatement Best Practices from ACBAAC members, pilots, air traffic control, airport manager, and others.

Fly Neighborly

The Big Picture:

- Keep the Fly Neighborly program current for greater usability.

- Keep terminology consistent with FAA guidance.

- Rebrand Fly Neighborly program for all MAC Reliever Airports.

- Consider piloting and practical use.

Thank you to everyone who provided input on the draft measures!

Anoka County-Blaine Airport ADVISORY COMMISSION
ACBAAC

WORK PLAN 2024 -2025

1. Review of Aircraft Noise Complaints and Aircraft Operations Summary

2. Tenant Highlight and Airport User Spotlight

3. Metropolitan Airports Commission Update (Airport Manager)

4. Review Airport Developments and Long-Term Planning Efforts (off-airport as needed)

5. Airport/Community Events (e.g., open house at Aircraft Viewing Area)

6. Virtual Airport Tour

7. Noise Abatement Recommended Practices and Fly Neighborly Guide

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 agl[1] (2419 msl[2])
- 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.

Summary of Changes:

- Title Change
- Condensed language
- Added links to noise abatement guidance
- Added turbine-powered traffic pattern altitude
- Emphasis on "when practical"

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.

Designated Maintenance Run-up Area
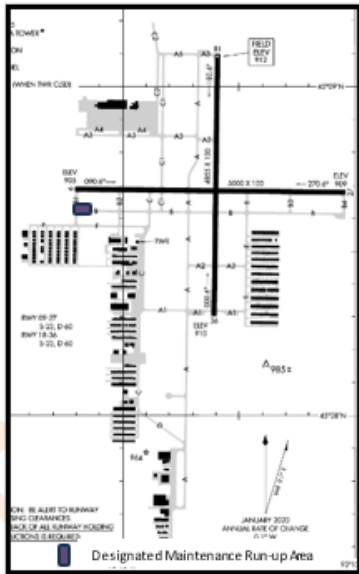
Summary of Changes:

- Various options considered for Designated Maintenance Run-up Area

- Fly Neighborly Guide reference

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.

Left Document

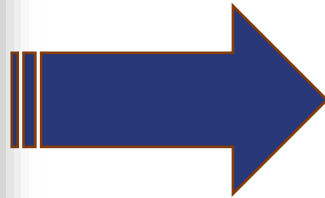# NOISE ABATEMENT BEST PRACTICES
Anoka County - Blaine Airport (ANE)

INTRODUCTION

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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

Right Document

Anoka County-Blaine Airport (ANE)
Fly Neighborly Guide

1. TAKEOFF AND APPROACH

A. Runway 27: calm wind runway, use right traffic.

B. Runway 18: use right traffic.

C. Arrivals: follow PAPI glide slope until a lower altitude is necessary for a safe landing.

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
- FAA AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas
- NBAA Noise Abatement Program
- AOPA Noise Awareness Steps

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.
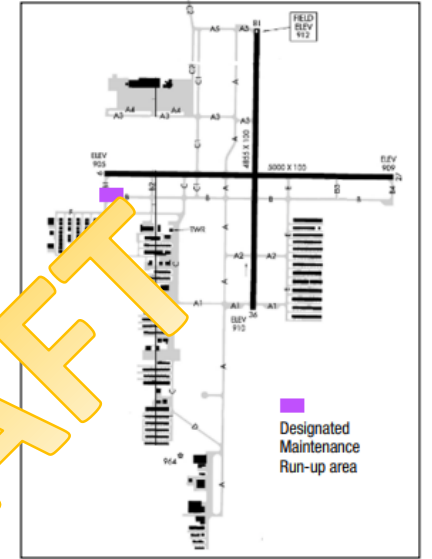
2. TRAFFIC PATTERN

A. Fly aircraft at the airport traffic pattern altitude:
- Turbine-powered aircraft: 1,500 feet agl (2419 msl)
- Propellor-driven aircraft: 1,000 feet (912 msl)

B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.

C. Keep traffic pattern legs as short as practical and close to the airport without risking safety.

D. Use full length of runway for arrivals and departures when practical, especially during nighttime hours.

E. Avoid repetitive activity over residences, including training activities.

F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical.

3. MAINTENANCE RUN-UPS

A. Use designated area (see map) to conduct all engine tests and maintenance run-ups in excess of 5-minutes. **Pre-departure Run-ups may be conducted in other areas.**

B. Avoid engine tests and maintenance run-ups during nighttime hours.

4. HELICOPTER TRAINING

A. Utilize designated helicopter training areas determined by Air Traffic Control.

B. Avoid helicopter training in the traffic pattern during nighttime hours

C. Avoid hovering for extended durations in the vicinity of residential areas.

D. Avoid repetitive activity over the same neighborhoods.

5. NIGHTTIME OPERATIONS (2200-0700)

A. Avoid operating aircraft during nighttime hours when practical.

B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.

C. Avoid low-level flyovers at the airport.

Designated Maintenance Run-up area

If you have questions, please contact the airport manager at **763-717-0001**

Metropolitan Airports Commission • https://metroairports.org/our-airports • Anoka County-Blaine Airport (ANE) Fly Neighborly Guide - February 2025

Fly Neighborly

Webpage

Proposed Action

ACBAAC members recommend approval of ANE Noise Abatement Best Practices, and recommend that MAC proceed with next steps:

➢ Finalize and Publish ANE Noise Abatement Best Practices

➢ Publish ANE Fly Neighborly Guide and Custom Content for navigation applications (e.g., ForeFlight)

Information

Holiday Tree of Hope 2024

December 7, 2024
8:00 am-12:00 pm

Atlantic FBO

Who We Are

- Aviation based charity started 1990 in Nary, MN by Ray and Celeste Shefland, (a nurse and a physician), who saw a need

  Mission is to provide toys for children who are hospitalized during holidays

  All volunteer committee of 8 people

  www.holidaytreeofhope.org

How It Works

- Determine event location by August/September for first Saturday in December

- All MN airport managers, EAA chapters, aviation organizations, flight schools, flying clubs, FBOs, are contacted via email about event

- Flyers posted at airports, events, FB, newsletters

- Hospitals are contacted to find out how many toys are needed

- Volunteer drivers are contacted to cover delivery of bags of toys to hospitals

- Participating organizations begin collecting toys in November

- Volunteers solicited to help on event day

Day Before

- Tree of Hope committee/volunteers set up the venue
  - Arrange tables for intake, sorting, bagging, refreshment areas
  - Signs for where to put bags for drivers
  - Unload any toys that are already collected
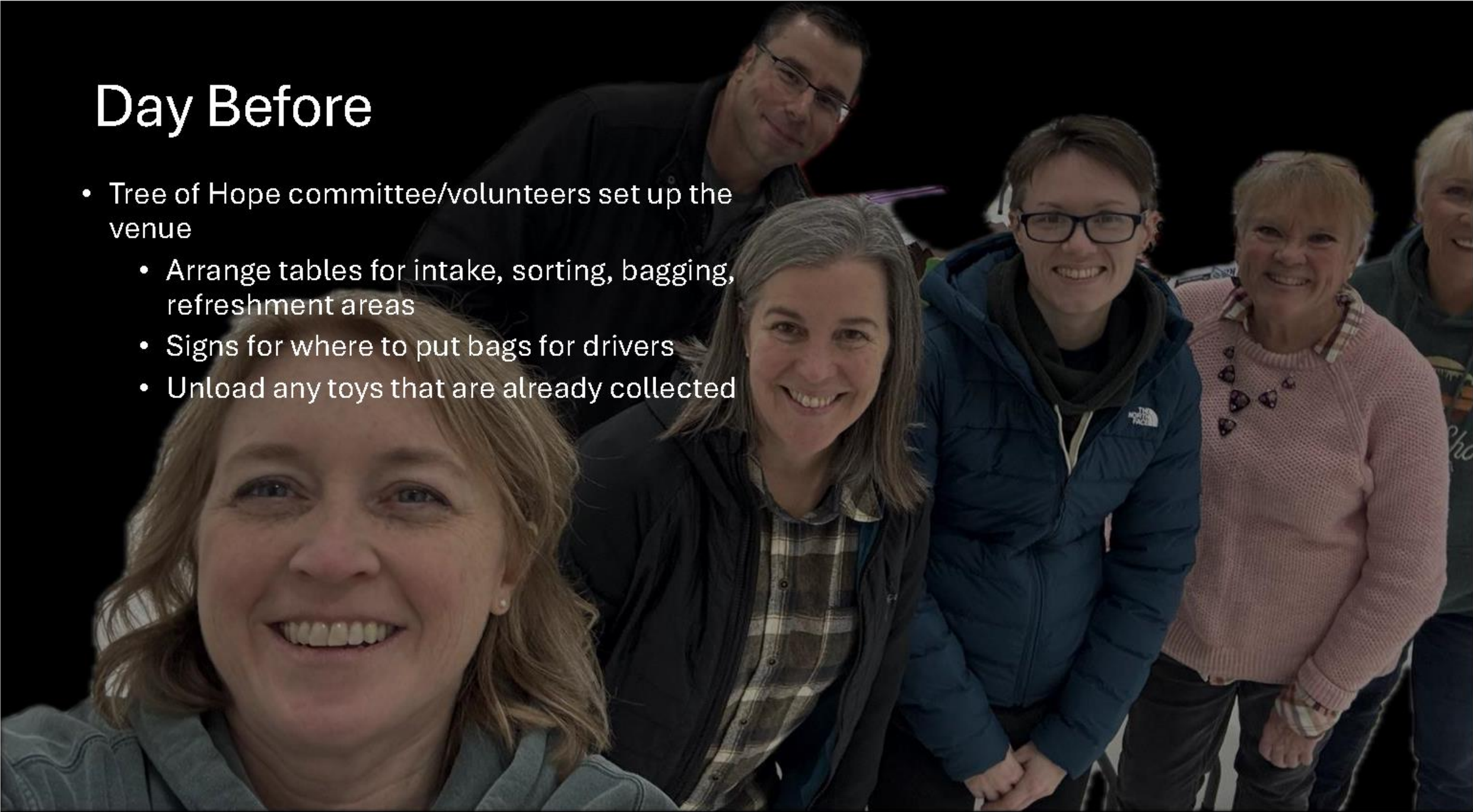
EVENT DAY

- Organizations and volunteers
  - Drive or fly the toys to the event site on the event day
- Event volunteers (arrive by 7:30 for briefing)
  - Unpack and intake toys
  - Tag toys with TOH sticker, sort toys by age group
  - Insert batteries in toys where needed
  - Insert crayons/pencils, where needed
  - Bag toys with 25 toys per bag of assorted age groups
  - Sort the bags by hospitals
- Volunteer drivers pick up the bags for their designated hospitals
  - Deliver during the next week to hospital

Toy Delivery

- Volunteer delivery drivers set up time with hospitals to deliver toys in time for holidays

- Nurses wrap the toys and determine age-appropriate recipients
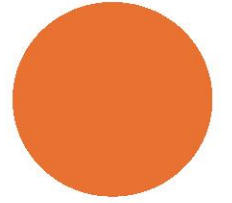
Tree of Hope 2024 Results

- Toys donated from at least 60 organizations/individuals
- Over 4150 toys collected
- 32 event day volunteers signed in
- 29 volunteer drivers
- 38 hospitals across MN and WI
  - 127 bags of toys
- 600 toys to Ronald McDonald Houses in MN
- 125 toys to women's shelters
- 3 planes flew in
- 523 batteries installed in donated toys
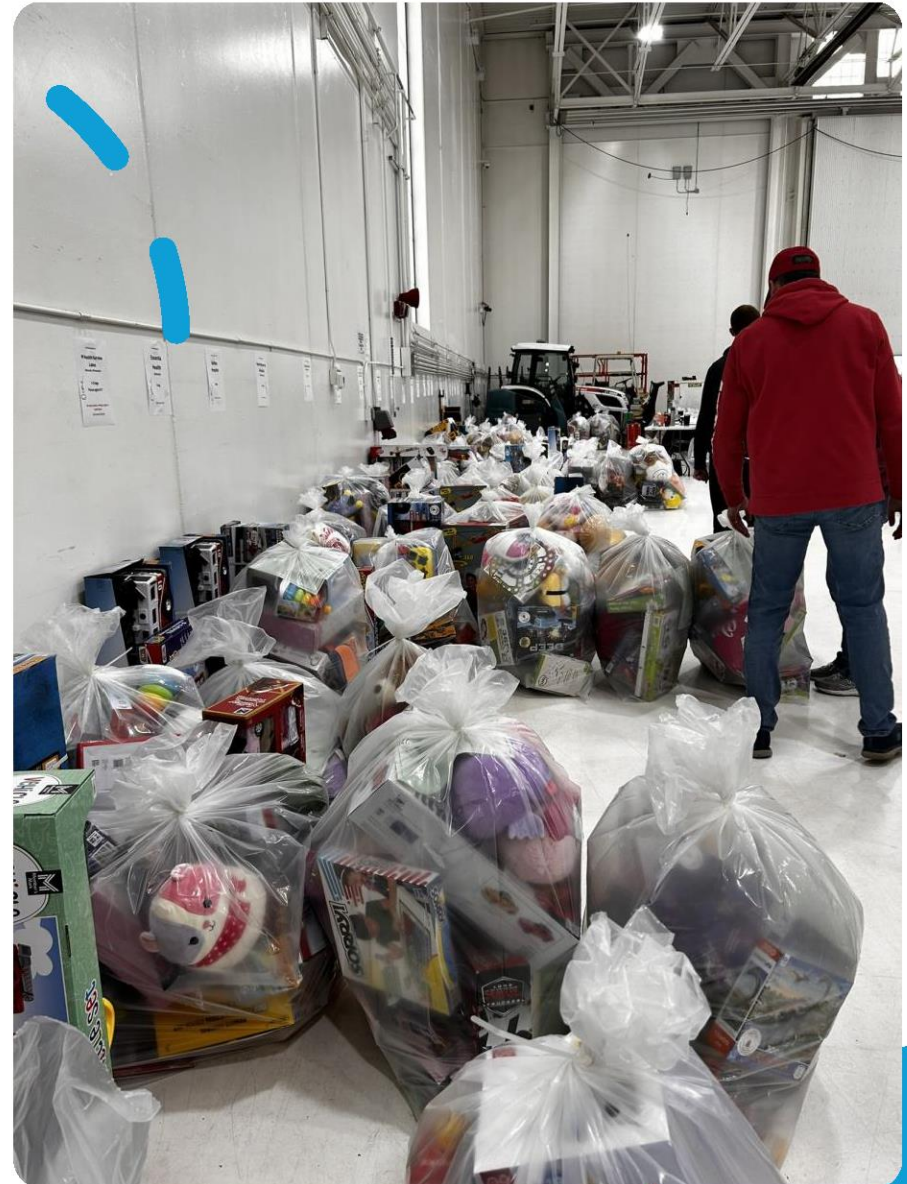
Thank You from Hospitals

Dear Tree of Hope,
Thank you for the stuffed animals. I like them very much. You made me feel like I was at home. I named the lion Huck like Huckleberry Finn. I named the unicorn Stitch. The gifts you gave us all were awesome.

Sincerely, Lilo (& Stitch)

December 17, 2024

Howie and Deb Klier
Tree of Hope, Inc.
10110 161st St W
Lakeville, MN 55004

Dear Howie, Deb and Volunteers:

We wish to thank you and the Minnesota aviation enthusiasts (Tree of Hope) for thinking of the children in Superior, Wisconsin again this year. It was nice to see Alex Brandes when he dropped the toys off here in Superior. He encountered a bit of fog on the morning of his drop-off. No snowstorm this year!! We thank him for his time.

The young children who present to our Emergency Department, Rehab, Urgent Care and Clinic areas will find great comfort in these toys during very stressful times. Your gifts will bring many smiles over the holiday season.

Many thanks from your friends at Essentia Health St. Mary's Superior.

Sincerely,

Kim Pearson
Administrator

Meghan Becker
Rehab Manager

Adrienne Radovich
Director of Nurses

THANK YOU

The Child Life team at Essentia Health St. Mary's Children's Hospital thanks you for your wonderful holiday donation. Your gifts allowed us to help provide holiday joy to all of our patients. Thank you for helping our patients know that their community is thinking of them!
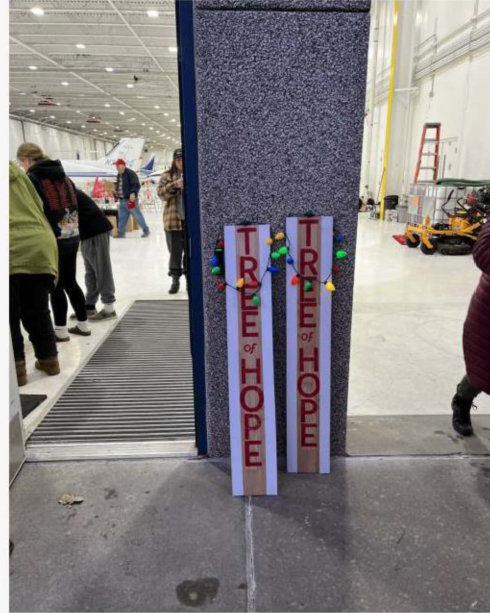
TAMMY, JENA AND JOHANNAH

Highlights from 2024

- Visits from Santa and Elf
- Volunteers from 99s Women Pilots
- Volunteers from EAA and flying clubs

Tree of Hope Thank You to:

- Atlantic Aviation
  - For providing the venue this year
  - Hard work of staff to prepare the hangar
- Volunteers
  - This would not happen without them
- Organizations/businesses/individuals
  - Overwhelming generosity

- www.holidaytreeofhope.org

Ways to Help/Support Tree of Hope

- **Visit our website:** www.holidaytreeofhope.org
- **Donate online**
- **Become a sponsor**
  - Funds are needed for
    - Administrative costs such as maintaining the website
    - Printing advertising materials for distribution at events and airports
    - Bags, tags, batteries, other items
- **Donate toys/volunteer for 2025 event (December 6, 2025)**

Airport Manager Update

Philip Tiedeman

Winter Operations

2025 Airport Projects

- Metropolitan Airport Commission
  - Equipment Storage Building
  - Above Ground Fuel Tank
  - ALP and LTCP
  - 2026 Runway 18/36 Rehabilitation & Lighting Vault Design

- MnDOT Aeronautics
  - AWOS Replacement

- Other Project Coordination
  - TH 65 Relocation
  - Easements

**Member
Announcements / Remarks / Feedback**

2025 Meeting Schedule

2025 Meeting Schedule

May

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	**11**	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	**12**	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Thank you for joining us!