



Anoka County-Blaine Airport Advisory Commission

Regular Meeting

November 6, 2024



ANOKA COUNTY-BLAINE AIRPORT
ADVISORY COMMISSION
(ACBAAC)

This meeting is being recorded



**Please remember
to mute yourself
when you are not
speaking.**

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.

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

Agenda

1. Introductions
2. Approval of Meeting Minutes
3. Public Comment
4. Airport User Co-Chair Election
5. Airport User Spotlight: Atlantic Aviation
6. Aircraft Operations and Noise Complaints Summary
7. Fly Neighborly Update
8. Airport Manager Update
9. Member Remarks and Feedback
10. 2025 meeting schedule



Approval of Meeting Minutes for April 10, 2024



Public Comment

Members of the public are welcome to make a comment
(up to 3 minutes each)

Please state your name and address

Nominations & Election of Airport User Co-Chair

ACTION

ARTICLE V

CO-CHAIRPERSONS

The representatives shall elect by majority vote from membership present (in-person or through use of virtual collaboration tool) at the time of voting two (2) chairpersons; one (1) from the PUBLIC REPRESENTATIVE constituency and one (1) from the USER REPRESENTATIVE. The chairpersons will alternate conducting chairperson duties from one meeting to the next. The Chairpersons shall serve for a two (2) year term or until his/her representation on the Commission terminates, whichever occurs first; and until his/her successor is elected. The powers and duties of the Chairpersons are as follows:

1. To preside at all meetings of the Commission.
2. To call special meetings of the Commission as he/she deems necessary, or upon request by two (2) USER or two (2) PUBLIC REPRESENTATIVES.
3. To sign as Chairpersons of this Commission, with the approval of the membership, certifications and other papers and instruments in writing that may require such signature.
4. To perform such other duties and tasks as these Bylaws or as the membership shall from time to time prescribe.



Airport User Spotlight

ATLANTIC ANE



SVP-Kyle Schultz

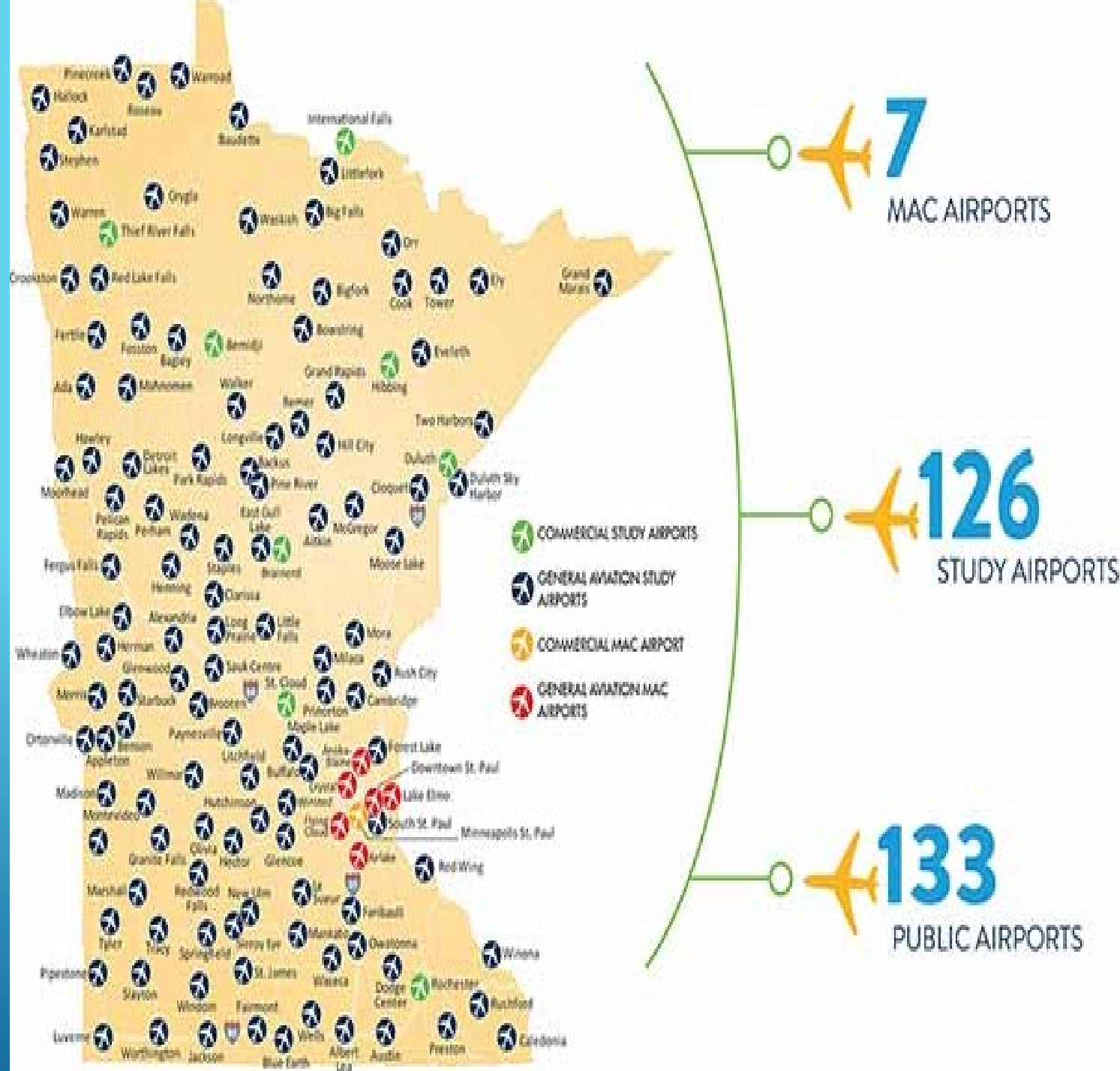
Controller-Debbie Clark

- ▶ **Regional Director –Michael Kurgan**
- ▶ **General Manager-Scott Klobucher**

CHAIN OF COMMAND

- ▶ **Population-71,739**
- ▶ **Elevation-912**
- ▶ **Runways-**
 - ▶ **9/27 5,000ft**
 - ▶ **18/36 4,855**
- ▶ **30 min driving to MSP**
- ▶ **2 hours driving to Duluth**

FUN FACTS



- ▶ **Based Turboprop-3**
- ▶ **Based Jet-4**
- ▶ **Based Piston-15**
- ▶ **2–3K Jet Refuelers**
- ▶ **2-1K AvGas Refuelers**
- ▶ **120,000 gallon Fuel Farm**
- ▶ **1-8850 Lektro**
- ▶ **Type I and IV Deice Capability**

- ▶ **Headcount-16**
 - ▶ **2 CSR's**
 - ▶ **11 LST's**
- ▶ **2023 Economic Contributions**
 - ▶ **Payroll: \$919,000.00**
 - ▶ **JetA: 540,000 gallons**
 - ▶ **100LL: 248,000 gallons**
 - ▶ **EBIDTA: \$883,000.00**

CAPABILITIES & FINANCIALS



MAIN HANGAR-

BUILT IN 2008: 68K SQ. FT HANGAR FLOOR SPACE W/8K SQ. FT OFFICE SPACE



MAIN HANGAR-

CAN ACCOMMODATE MULTIPLE LARGE JETS UP TO A GLOBAL 7000.



- ▶ **12 -Hangar Office Suites**
- ▶ **671 sq ft. each**
- ▶ **Ability to build to suit occupant**

MAIN HANGAR OFFICE SPACE



SOUTH HANGARS

COMPLETED MID 70'S. 12K SQ. FT. OF HEATED BULK STORAGE.



FBO

COMPLETED IN 2008. 2 LOBBY AREAS FOR CUSTOMERS, PILOT LOUNGE, SLEEPING ROOM, OVER 8K SQ FT IN OFFICE SPACE



- ▶ 2025 will include an approximate \$100,000 update to the FBO

- ▶ **Short Runway**
- ▶ **Inclement weather diversions.** On days with bad weather, companies will bypass ANE due to insurance restrictions not allowing them to land here.
- ▶ **Seasonal Traffic**
- ▶ **State laws preventing runway lengthening.**
- ▶ **No Commercial Airline Service**
- ▶ **No Customs**
- ▶ **Not having the proper accommodation for BBJ and larger sized aircraft.**
- ▶ **Local Population's reaction to increased air traffic**
- ▶ **Lack of on field emergency response**

CHALLENGES

- ▶ **Great Relationship with community and county**
- ▶ **Versatile Approaches (GPS, ILS, VOR, RNAV)**
- ▶ **120,000 gallon fuel farm**
- ▶ **Over 70,000 sq. ft. of heated hangar space.**
- ▶ **Self Serve Avgas**
- ▶ **Room to grow**
- ▶ **Airport is open for operations 24/7**

STRENGTHS



- ▶ Growth is wanted and supported (bulk hangar, corporate hangar builds on our leasehold)
- ▶ Capture even more traffic from MSP
- ▶ More Base Customers

OPPORTUNITIES

RISK

- ▶ Can ATC handle the increased traffic load?
- ▶ Increased noise complaints
- ▶ Mishap response (does the airport support fulltime on field emergency response staffing)?

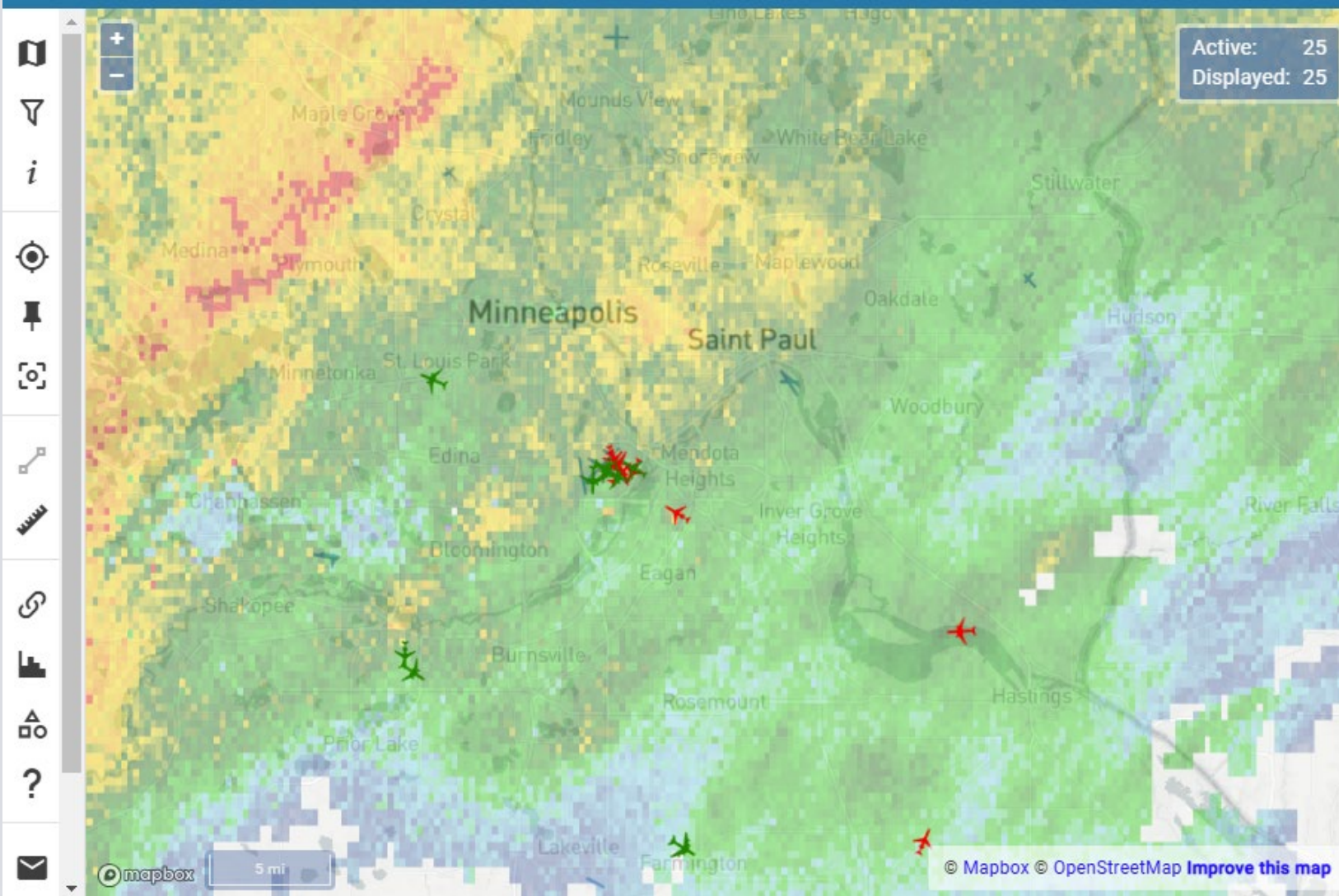




ANE Aircraft Operations & Noise Complaints Overview

☰ Find an Address 20 MPH N 8:37:11 AM MACNOMS
 Oct 31, 2024

Replay Type: Animated | Start Date: 10/31/2024 | Start Time: 8:30 AM | Play Speed: 10x | Pause

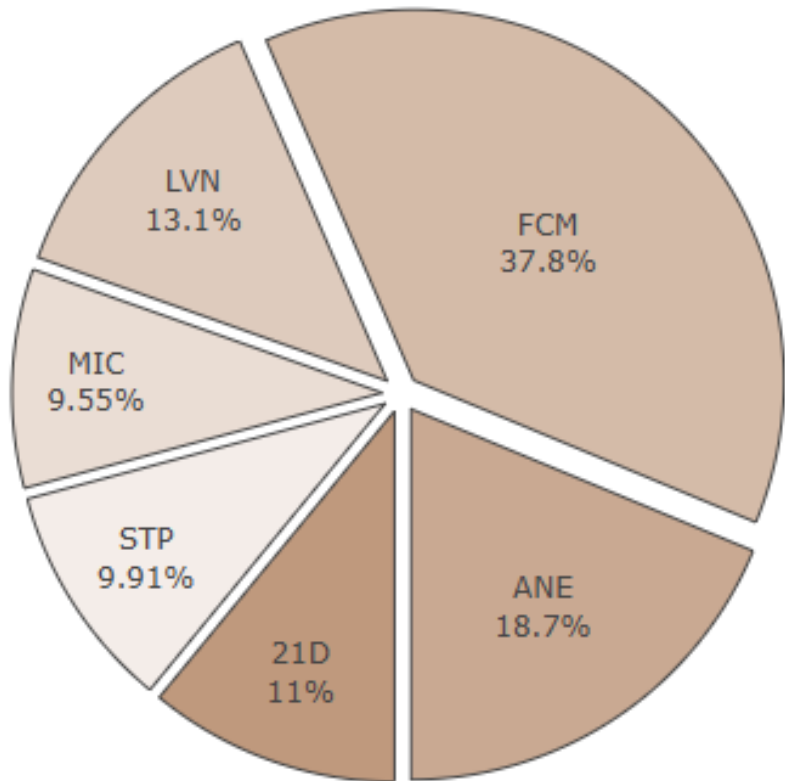


MAC FlightTracker

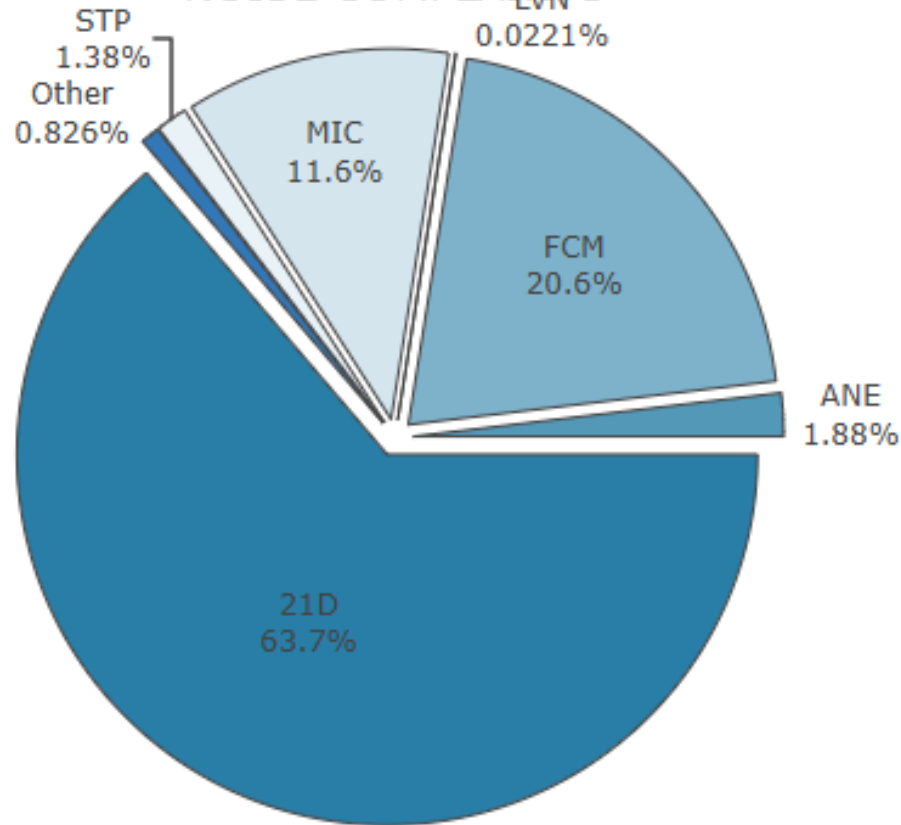
MACNOMS.com

Q3 2024 Aircraft Operations and Noise Complaints

AIRCRAFT OPERATIONS

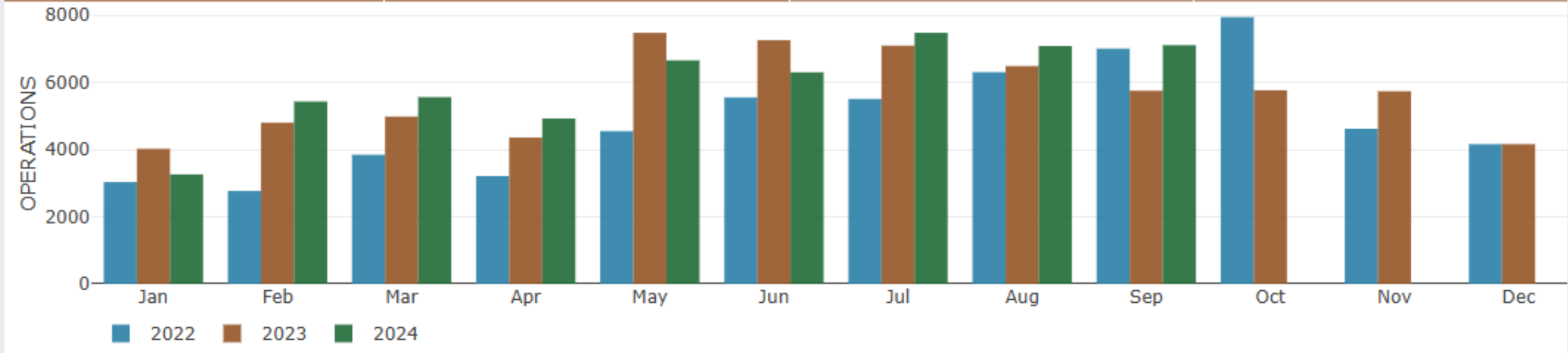


NOISE COMPLAINTS



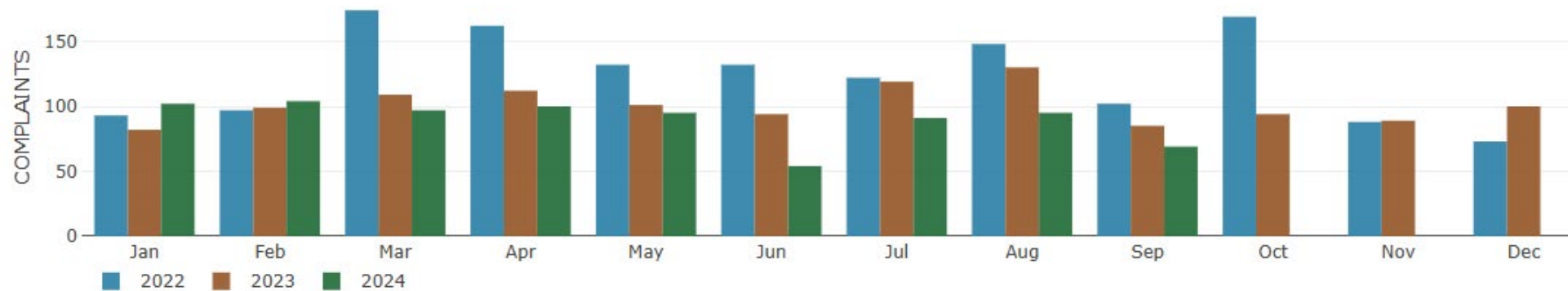
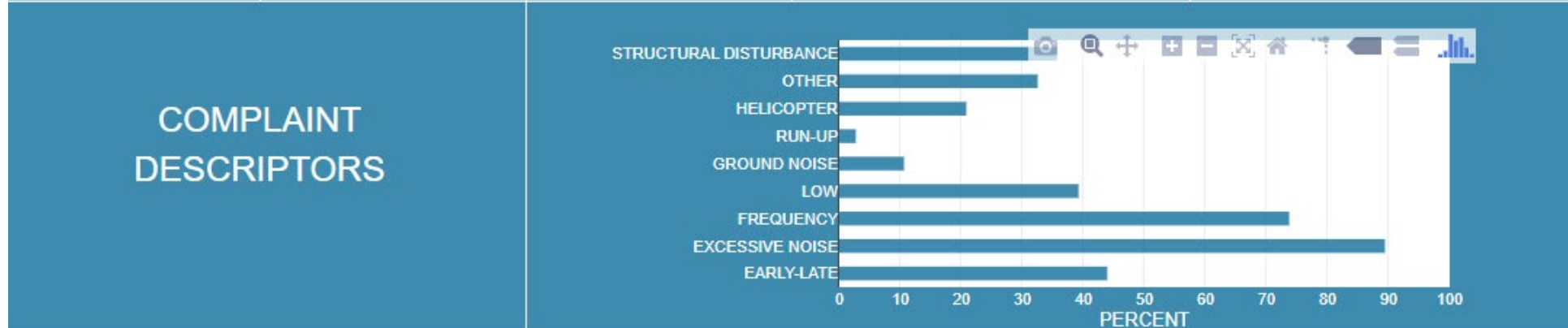
Q3 2024 ANE Aircraft Operations

2024		2023	
21663 OPERATIONS	1562 NIGHTTIME OPERATIONS	19328 OPERATIONS	1274 NIGHTTIME OPERATIONS

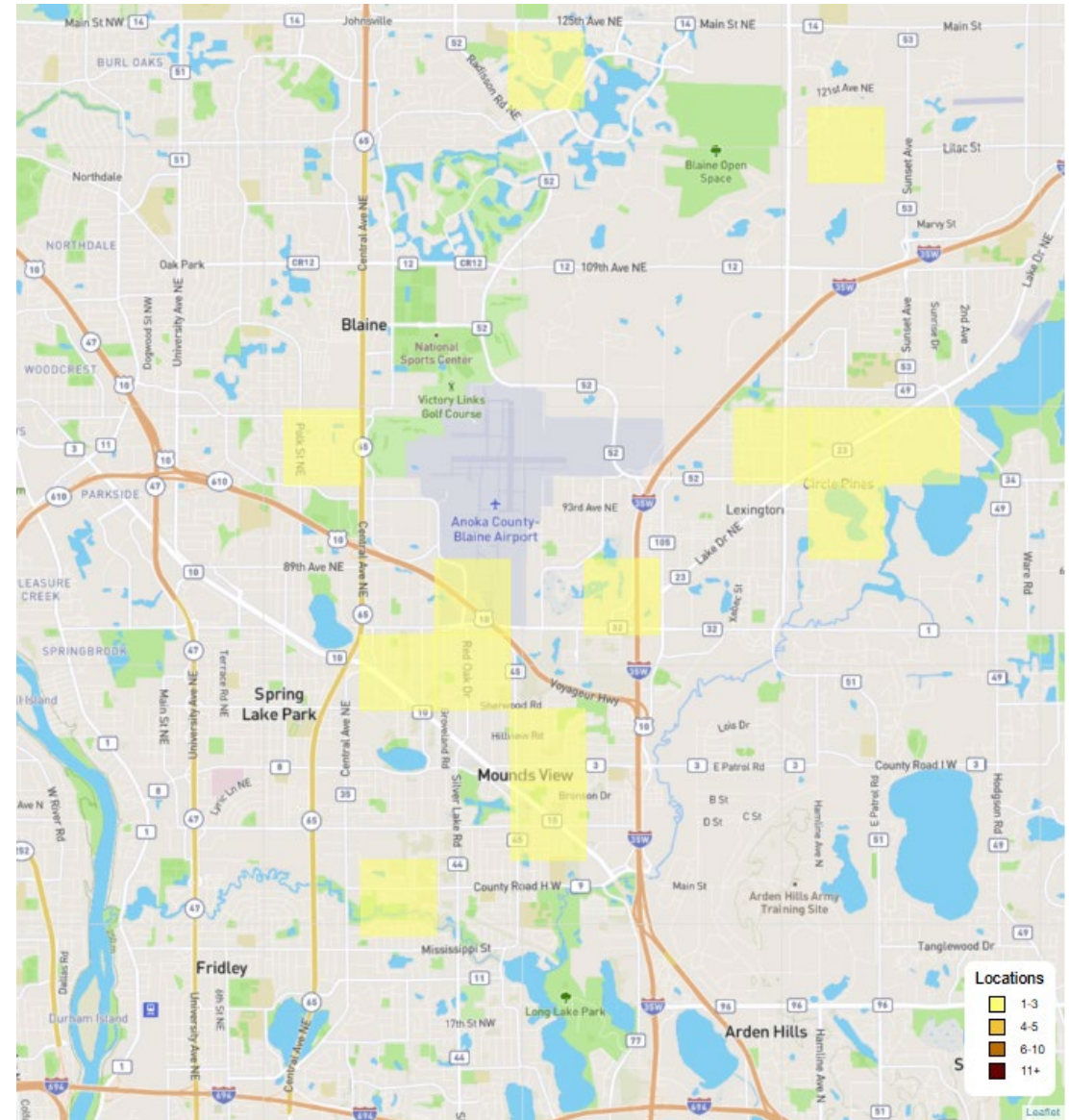
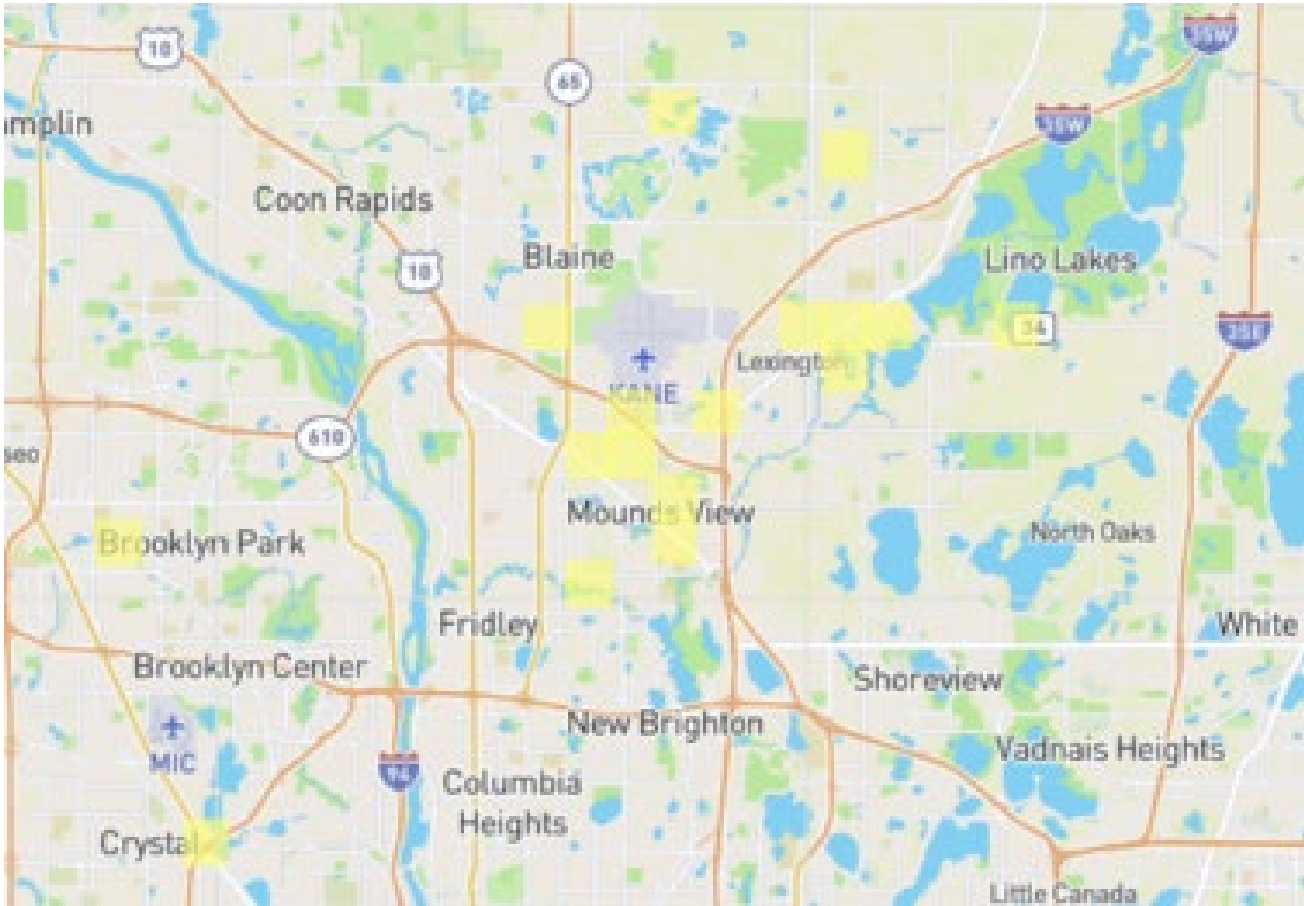


Q3 2024 ANE Noise Complaints

2024	255 COMPLAINTS	29 LOCATIONS	96 NIGHTTIME COMPLAINTS	12 NIGHTTIME HOUSEHOLDS
2023	335 COMPLAINTS	14 LOCATIONS	90 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS



ANE Noise Complaints Locations in Q3 2024



Aircraft Types Generating ANE Noise Complaints in Q3 2024

AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	711	3.3 %	30	11.8 %
HELICOPTER	1,327	6.1 %	75	29.4 %
PISTON	18,627	86.0 %	122	47.8 %
TURBO-PROP	919	4.2 %	22	8.6 %
UNKNOWN	72	0.3 %	6	2.4 %
MILITARY	7	0.0 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %



Fly Neighborly

Fly Neighborly Program

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

Purpose of Update to Noise Abatement Materials

- Keeping the program current ensures greater usability.
- Terminology update is consistent with guidance provided by the Federal Aviation Administration.
- Rebranding across MAC Reliever Airports.
- ACBAAC recommendations are sought in accordance with the Work Plan 2024-2025.



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

Summary of Changes:

- Title Change
- Condensed language
- Added links to noise abatement guidance
- Added turbine-powered traffic pattern altitude

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:

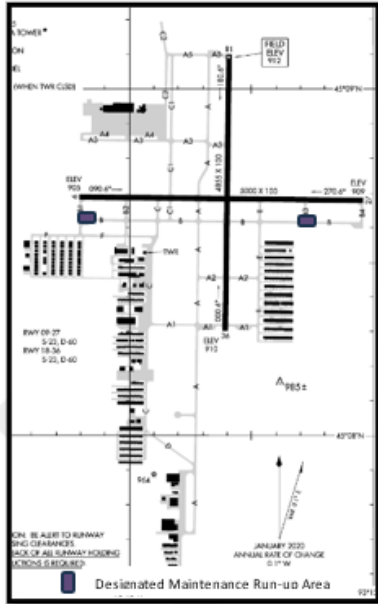
- A. Operate aircraft at the airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes:
 - Turbine-powered aircraft: 1,500 feet agl¹ (2419 msl²)
 - 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.
- E. Avoid repetitive activity over residences, including flight training activities.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas, if 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.



Summary of Changes:

- Condensed language
- Added 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.

NOISE ABATEMENT BEST PRACTICES

Anoka County - Blaine Airport (ANE)

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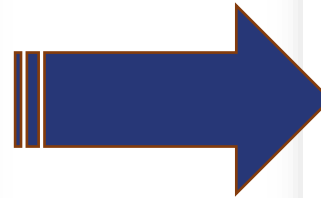
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- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.

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Anoka County-Blaine Airport (ANE) Fly Neighborly Guide

1. TAKEOFF AND APPROACH

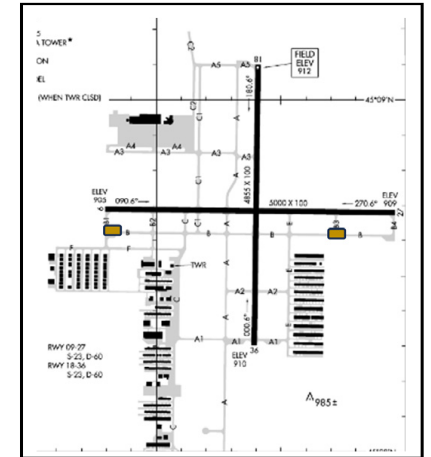
- A. Runway 27: calm wind runway, use right traffic.
- B. Runway 18: use right traffic.
- C. Arrivals: follow PAPI glide slope until a lower altitude is necessary for a safe landing.
[- FAA AC 90-66C Non-Towered Airport Flight Operations](#)
[- FAA AC 91-36D - Visual Flight Rules \(VFR\) Flight Near Noise-Sensitive Areas](#)
[- NBAA Noise Abatement Program](#)
[- AOPA Noise Awareness Steps](#)
- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.
- 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)
 - 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 stop and go operations and avoid intersection takeoffs.
- 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 areas (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.
- B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.
- C. Avoid low-level flyovers at the airport.

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





Fly Neighborly

Webpage



Next Steps

- Receive Feedback from ACBAAC members by December 31, 2024
- Finalize and Publish ANE Noise Abatement Best Practices in 2025
- Publish Fly Neighborly Guide and Custom Content for ForeFlight



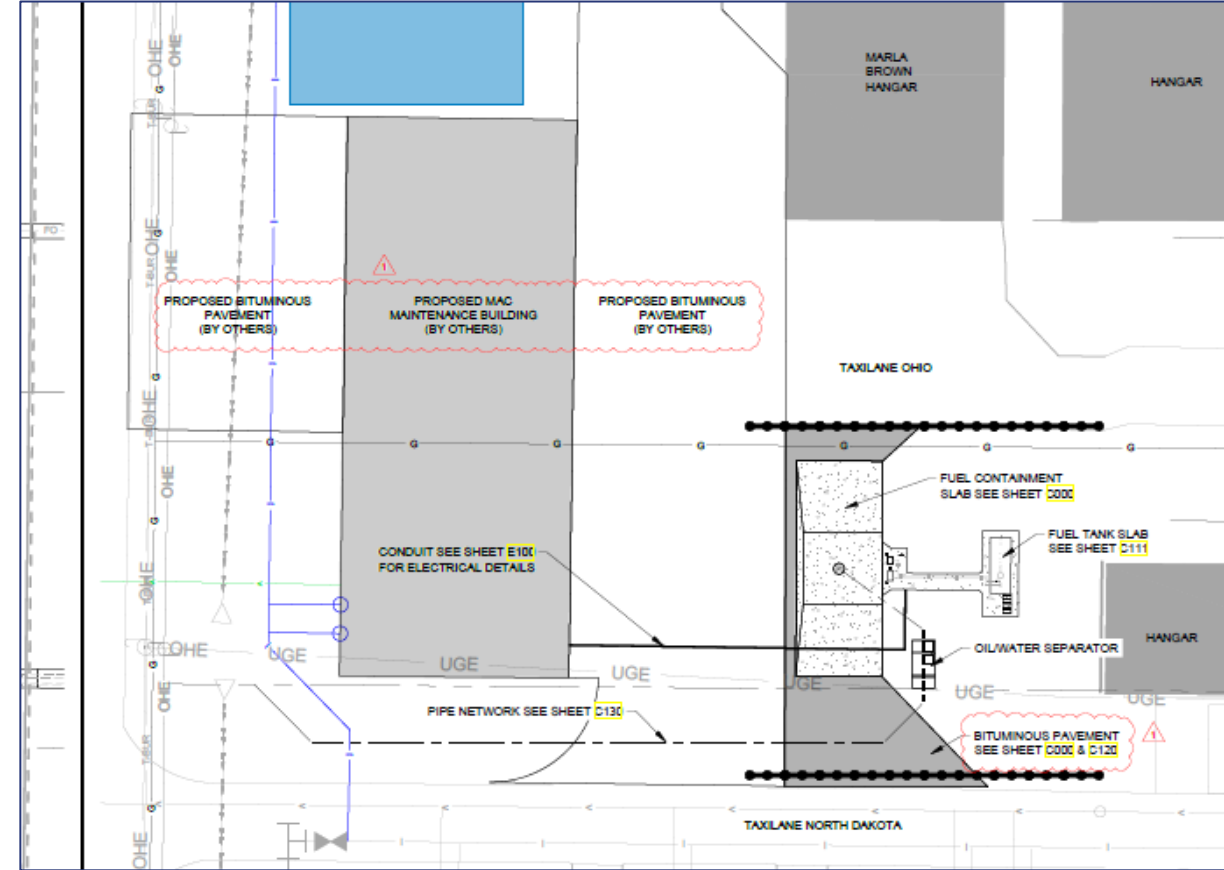
Airport Manager Update

Philip Tiedeman

Airport Manager Update

- Winter Preparations
- Long Term Comp Plan (LTCP)
- West Perimeter Road
- Construction Projects
 - 2024 Service Road/Entry Gates/Fenceline
 - 2025 MnDOT AWOS Replacement
 - 2026 Runway 18/36 (Previously scheduled for 2025)
 - 2024-2025 Ham Lake Wetland Cleanup
 - 2024-2025 MAC Maintenance Building/Demo
 - 2024-2025 MAC Diesel Fuel System

On-Airport Projects: In Progress





Member Remarks and Feedback



Set Future Meeting Schedule

2025

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
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February						
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July						
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30	31					

August						
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September						
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November						
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December						
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Thank you for joining us!