

**ANOKA COUNTY –
BLAINE AIRPORT**

Long-Term Plan 2045



ANE AIRPORT LONG-TERM PLAN

Strategic Advisory Panel Meeting #1

Date: May 5, 2026



ANOKA COUNTY – BLAINE AIRPORT

Long-Term Plan 2045

WELCOME REMARKS

Stakeholder Advisory
Panel Meeting #1



Kelly Gerads

Director of Reliever Airports
Metropolitan Airports Commission





METROPOLITAN AIRPORTS COMMISSION (MAC)



Eric Gilles

Director of Planning, LTP Project Manager



Philip Tiedeman

ANE Airport Manager



Michele Ross

Director, Stakeholder Engagement



Dan Hurley

Airport Planner





CONSULTANT TEAM | HNTB



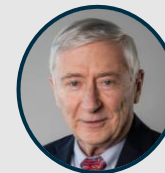
Andrew Blaisdell
Project Manager



Brian Gaul
Deputy Project Manager



Greg Albjerg
National Practice Consultant





STAKEHOLDER ADVISORY PANEL (SAP)

SAP Members

- Name
- Organization & affiliation





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Introductions



Stakeholder Advisory Panel (SAP) Role



Long-Term Plan Overview



Existing Conditions



Forecast Methodology



Next Steps





STAKEHOLDER ADVISORY PANEL ROLE

- Represent a broad range of stakeholder groups to provide a variety of viewpoints, local and technical expertise
- Review information about the planning process
- Share feedback and aspirations as the voice of key stakeholders
- Meet four (4) times during the LTP process:
 - Kick-off – Spring 2026
 - Facility Requirements – Fall 2026 (Tentative)
 - Concept Development and Review – Summer 2027 (Tentative)
 - Final Recommended Plan – Early 2028 (Tentative)



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Long-Term Plan 2045

Polling Question #1

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One thing you hope to achieve in being a part of this process

Learn more about the future plans for
any potential expansion of the airport.

Hearing ideas

Finding ways we can help promote the
airport as an economic development
asset

Positive community impact in support
of general aviation

Provide input on availability and
affordability of hangar space.

Perimeter road construction on west
side to contribute to ground operation
safety

Monitor expansion plans

Increase ANE visibility to a larger
audience, longer runways, increased
security, business growth throughout.

Learn more about future development
and system role

Communicate with airport users.
Suggest improvements



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Introductions



Stakeholder Advisory Panel (SAP) Role



Long-Term Plan Overview



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Next Steps



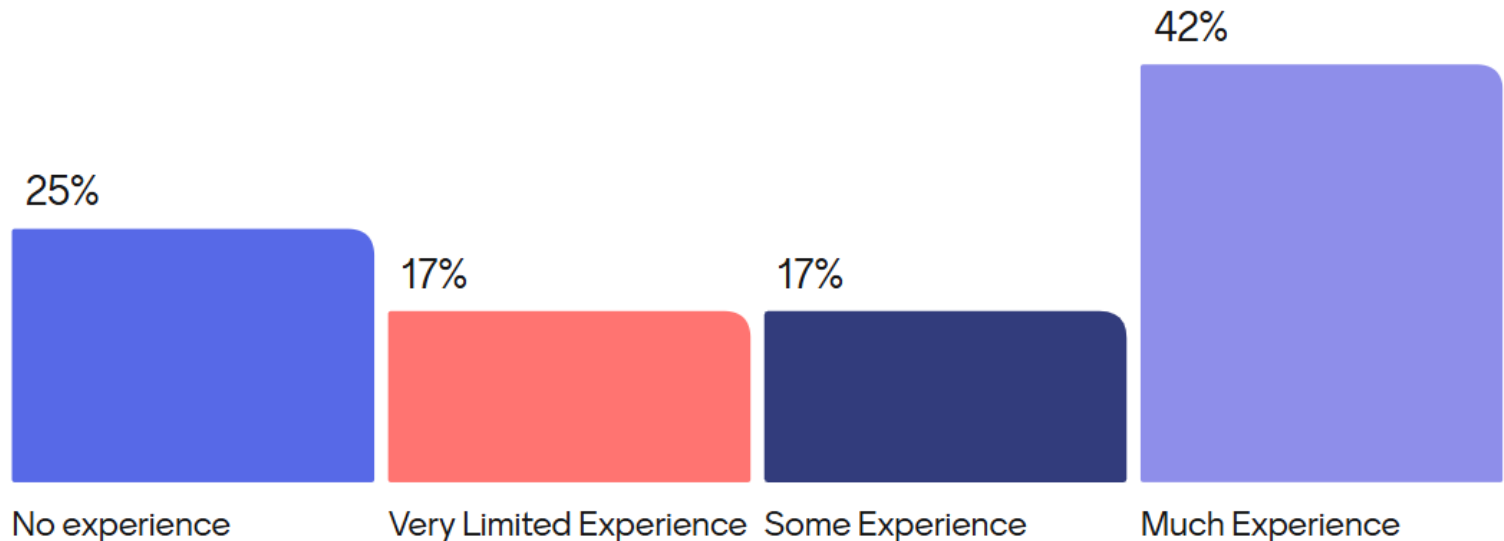
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Long-Term Plan 2045

Polling Question #2



What is your level of experience with Airport Long-Term Plans / Master Plans?



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LONG-TERM PLAN (LTP) OVERVIEW

What is an Airport Long-Term Plan (LTP)?

- A planning document that memorializes current and future needs of an airport
- Focuses on a 20-year horizon, with intermediate steps at 5 and 10 years
- FAA typically requires an update every 7-10 years
- The last LTP update for ANE was completed in 2010
- Does not authorize construction
- Limited to immediate airport environment (on-airport property)





LONG-TERM PLAN (LTP) OVERVIEW

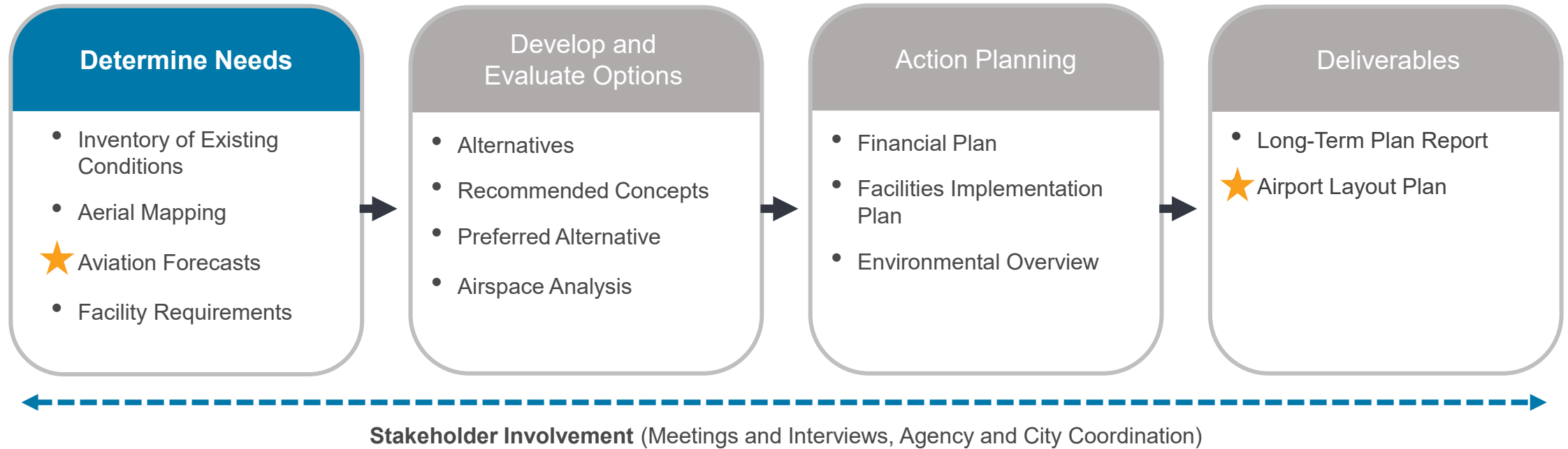
Long-Term Plan (LTP) Goals and Objectives

1. Enhance airport safety
2. Preserve and, if possible, improve operational capabilities for the current family of aircraft using the airport
3. Promote financial stability of the MAC reliever airport system by exploring revenue opportunities for aeronautical and non-aeronautical development





LONG-TERM PLANNING PROCESS

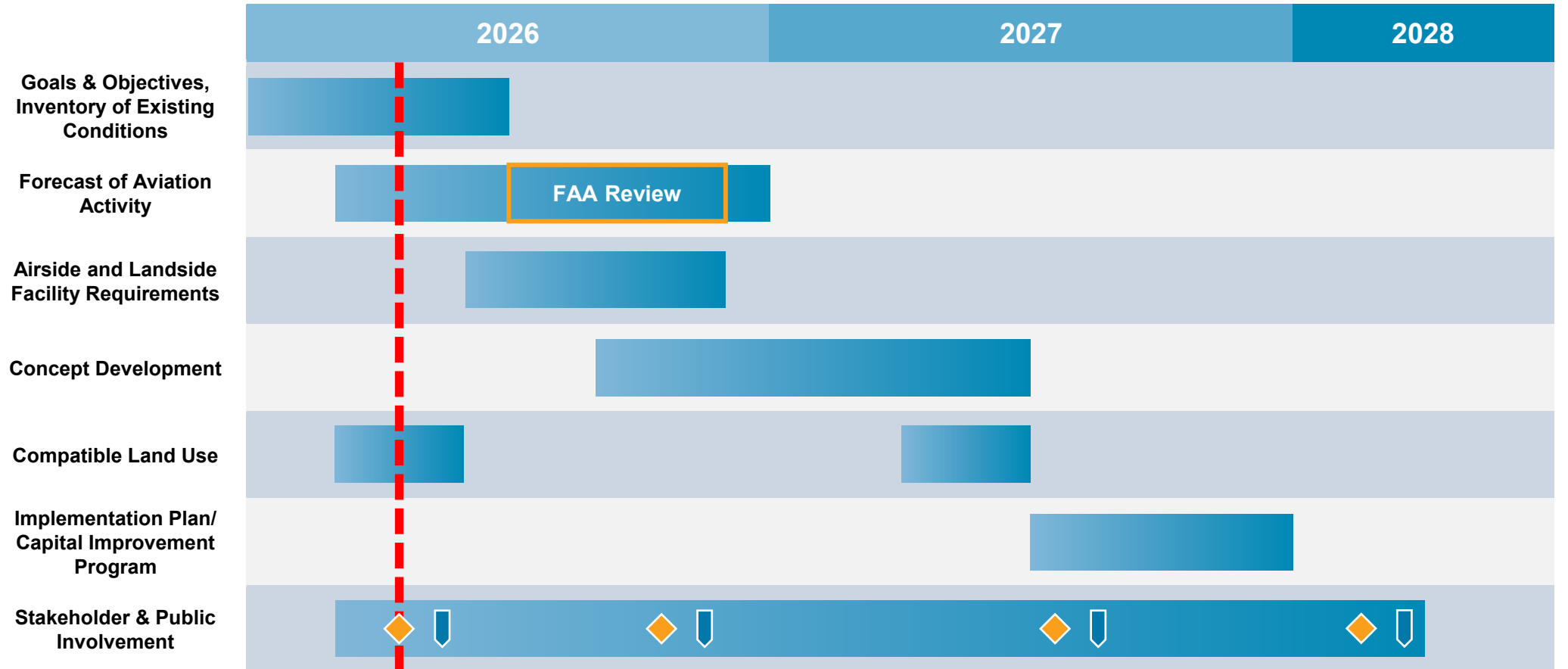


★ Requires FAA Approval





PROJECT SCHEDULE



◆ Stakeholder Advisory Panel (SAP) Meeting

▮ Public Open House





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Introductions



Stakeholder Advisory Panel (SAP) Role



Long-Term Plan Overview



Existing Conditions



Forecast Methodology



Next Steps





ANOKA COUNTY- BLAINE AIRPORT (ANE) BY THE NUMBERS



452
based aircraft

286
leases



66,472
annual flight operations

\$118M
economic output annually



\$2.38M
annual operating revenue

1,900
acres

1
fixed based operator (FBO)

130
jobs supported

2
runways

9,855
total feet of runway pavement

540
runway and taxiway lights

1
air traffic control tower

24
pieces of equipment
maintaining the airfield and airport grounds

In the community since **1950** › Owned by the MAC since **1950** › On-site public viewing area › **2** Flight schools
4 Full-time Airport Maintenance Staff › **1** Civil Air Patrol › Has a world renowned golf course next door as an airport tenant
1 EAA Chapter › Only non-federal control tower in the MAC's system of General Aviation Airports



INVENTORY OF EXISTING CONDITIONS

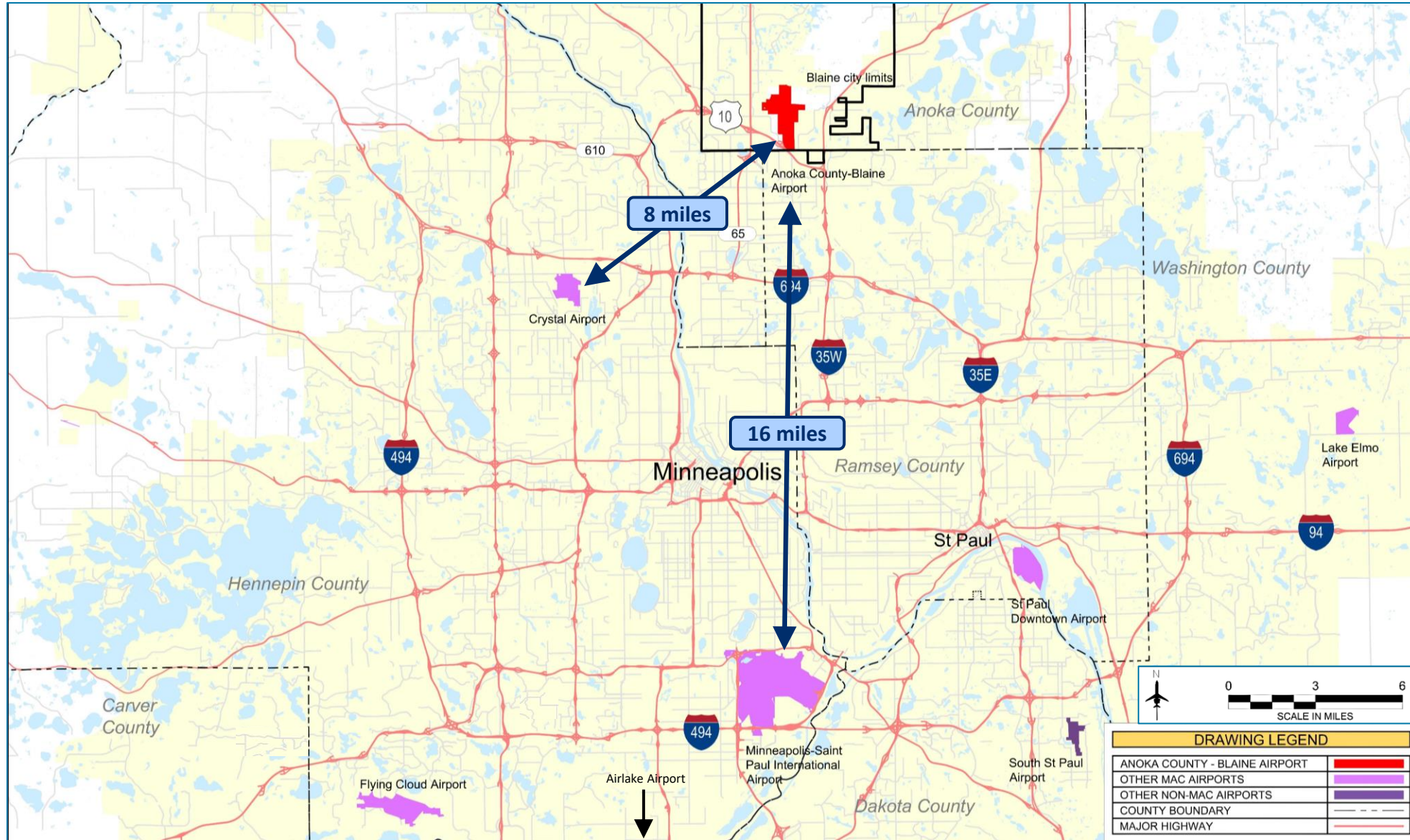
- Assembling of information, data, and mapping related to the Airport
- Interviews and desktop research
- Information collected includes:
 - History and background information
 - Regional setting and surrounding land uses
 - Physical facilities
 - Historical aviation activity
 - Design standards conformance



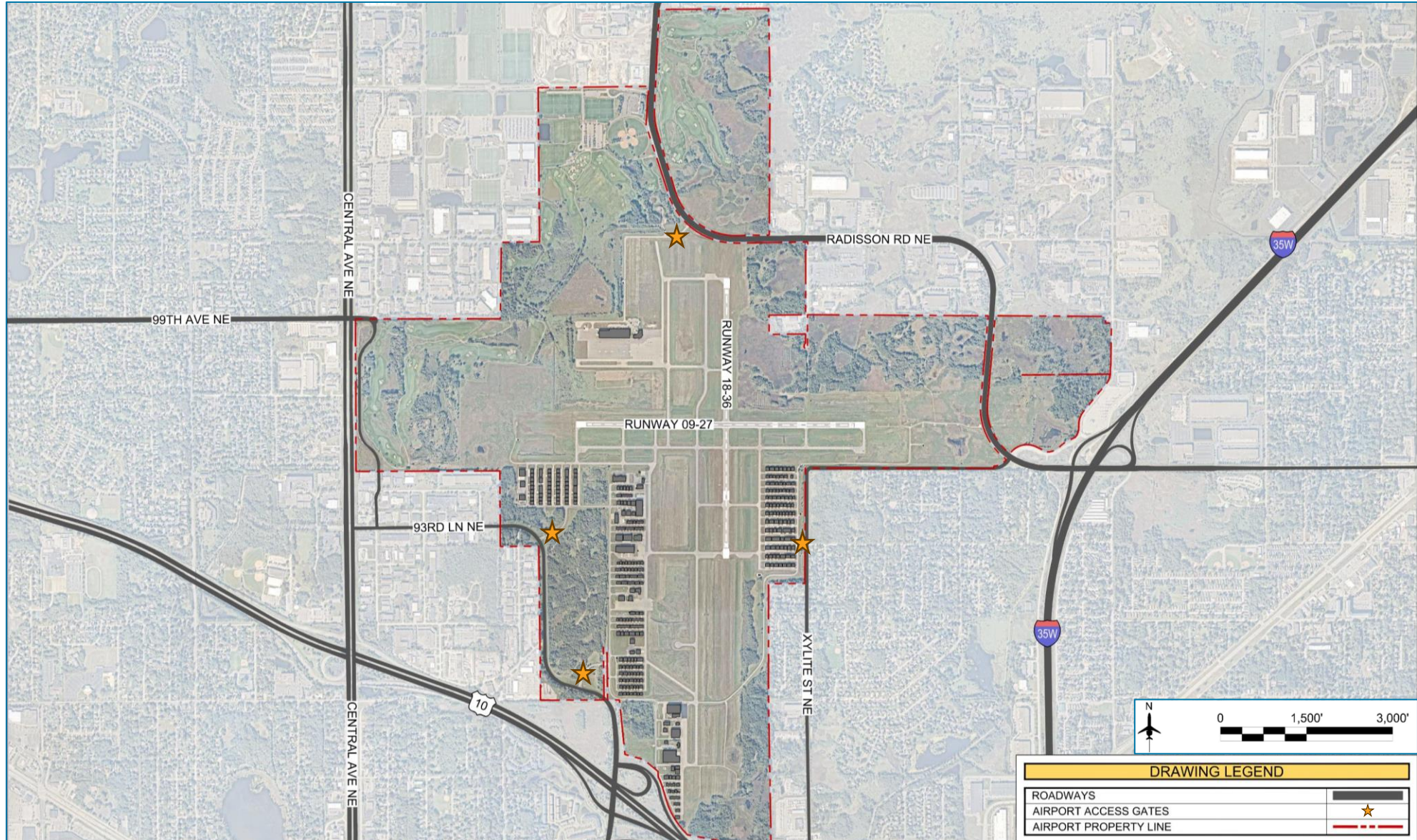
Source: Metropolitan Airports Commission



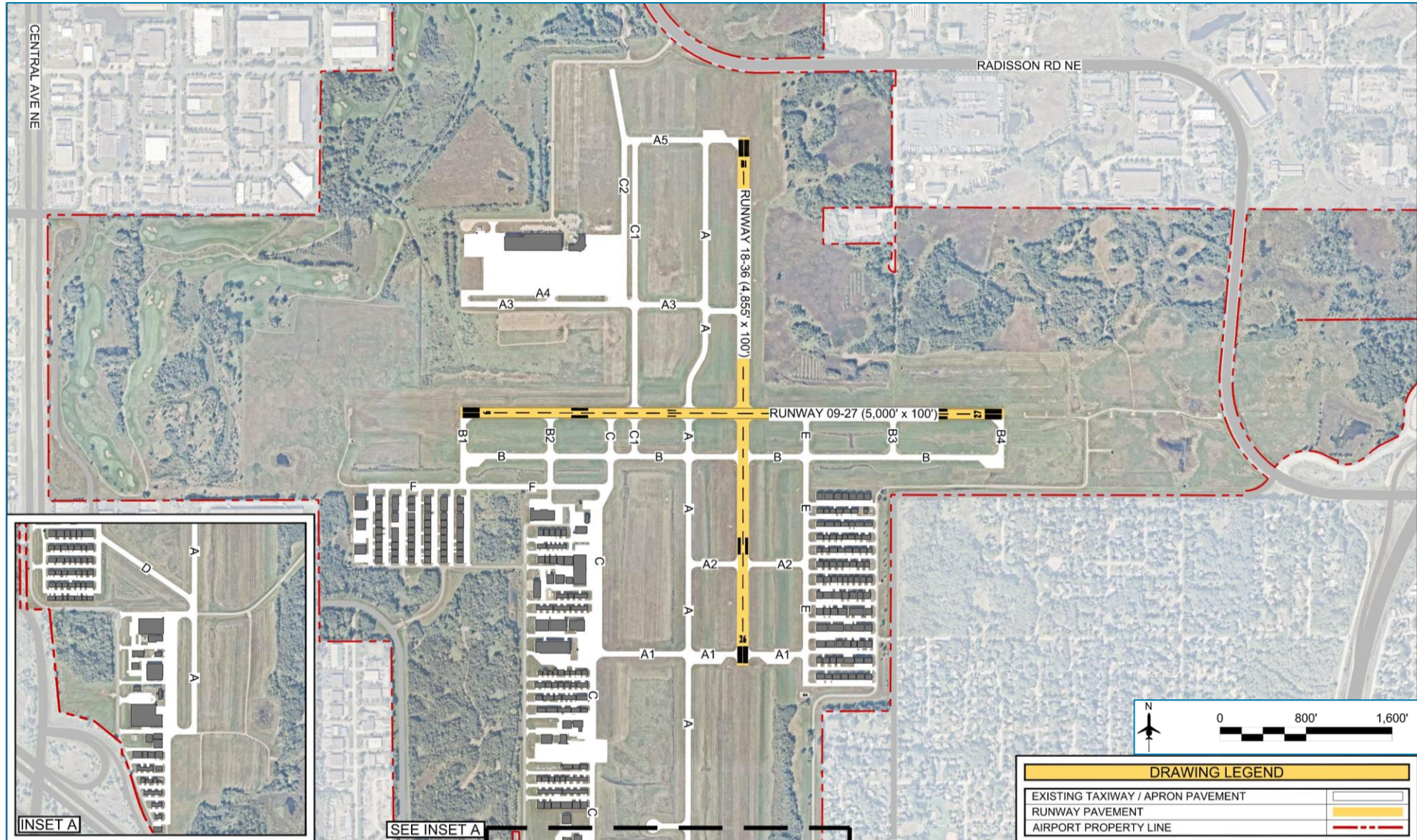
AIRPORT VICINITY MAP



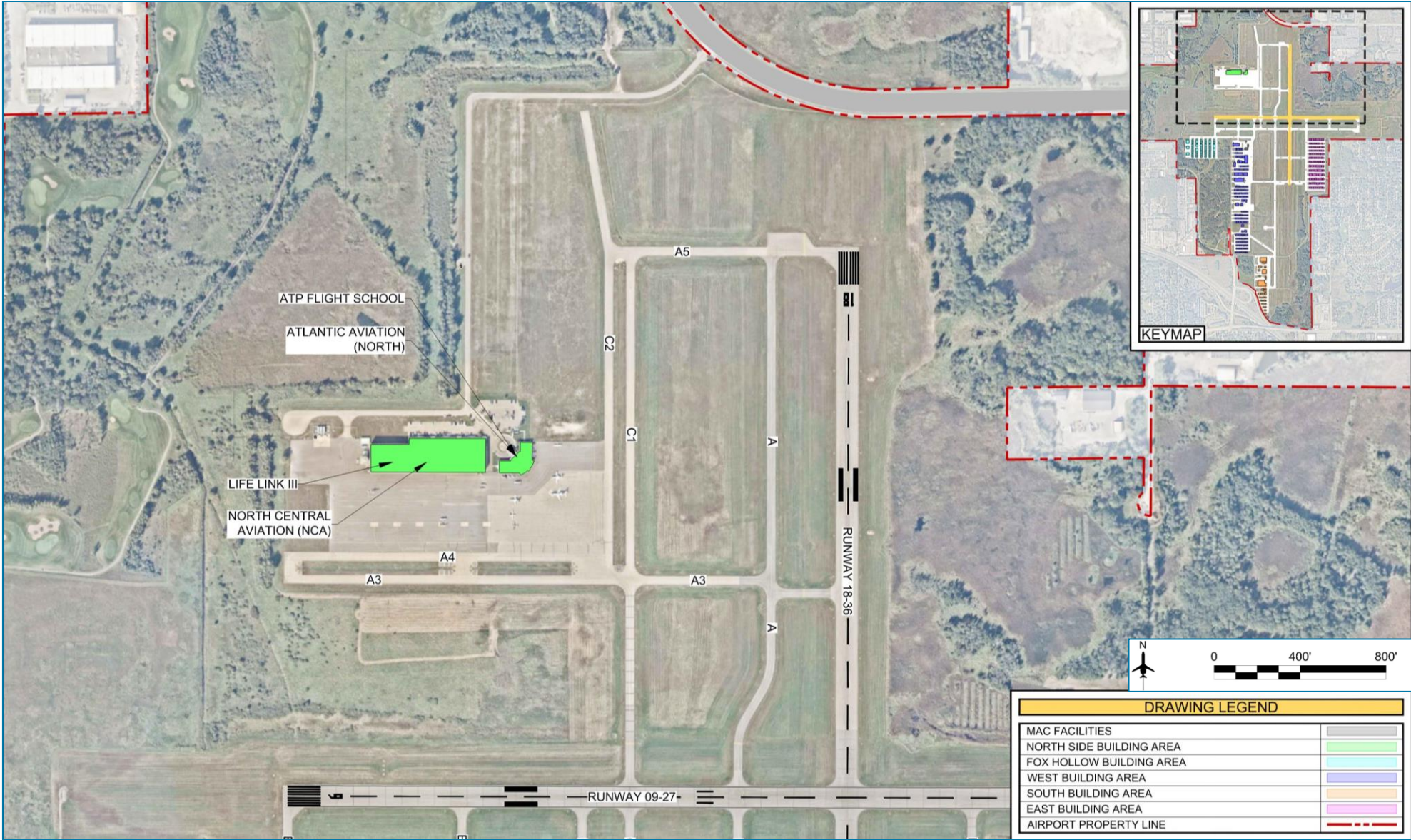
REGIONAL CONNECTIONS



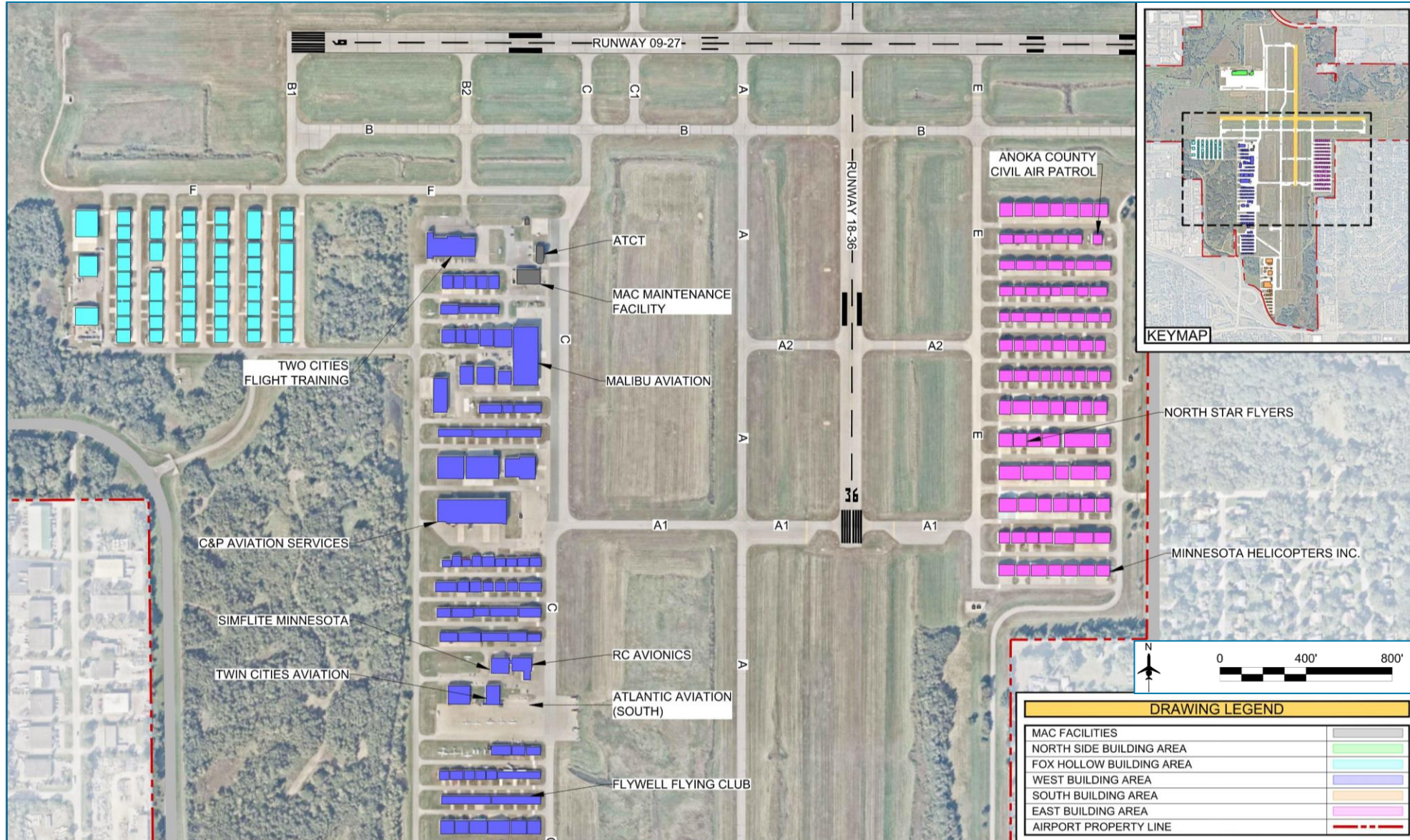
INVENTORY OF EXISTING CONDITIONS: AIRFIELD



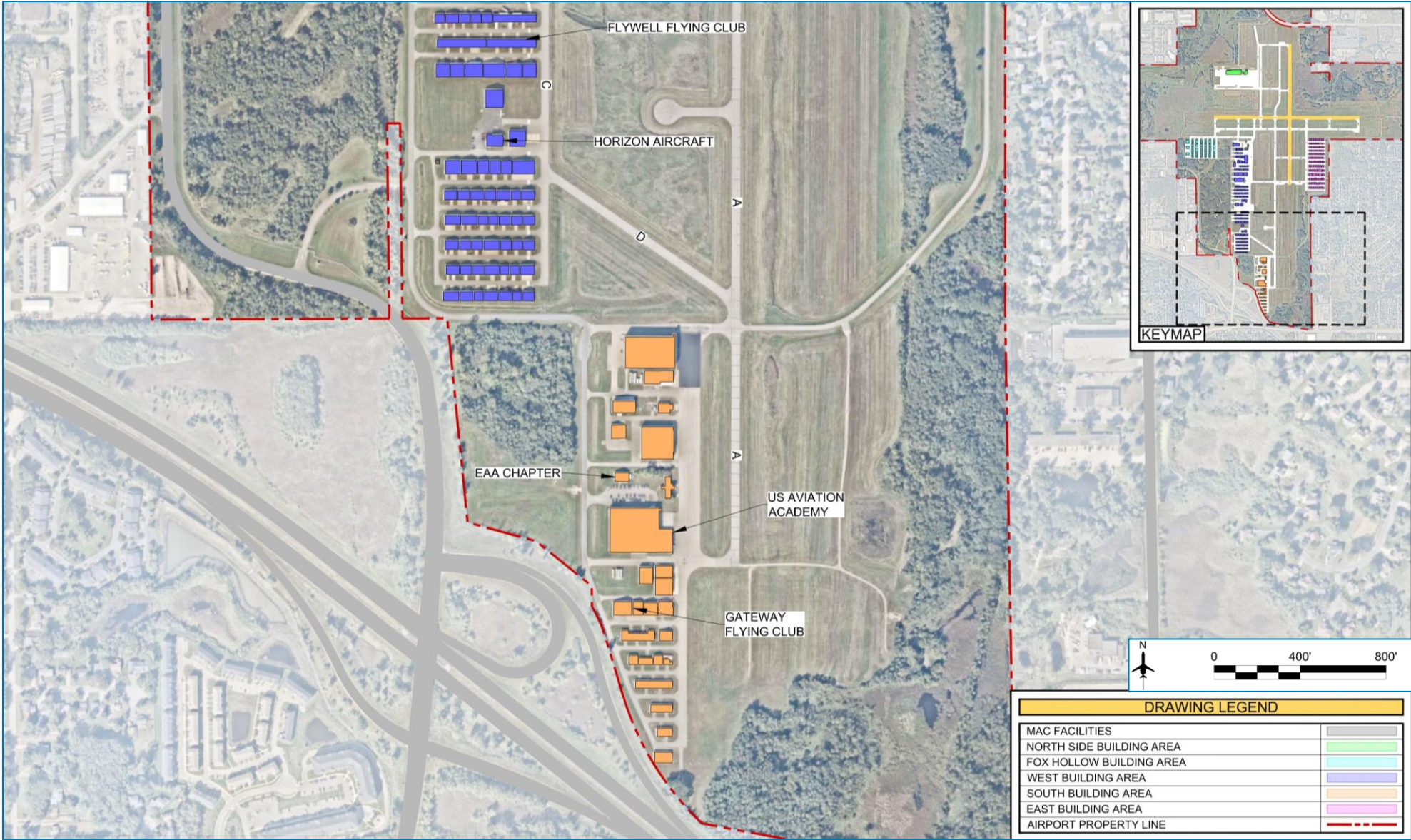
TENANT INVENTORY: NORTH



TENANT INVENTORY: CENTRAL



TENANT INVENTORY: SOUTH





CRITICAL AIRCRAFT

What is a Critical Aircraft?

- The most demanding aircraft that operates at least 500 times per year at the Airport, excluding touch-and-go activities.
- Determines design standards as well as physical requirements such as size of safety areas.



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Polling Question #3

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What makes Anoka County – Blaine Airport an asset to the region?

Ability to operate larger aircraft at higher frequency serving northern metro

Accessibility and location to the metro. Especially for smaller users

Its locality to future growth in the area and the amount of land owned by ANE

Brings commuters/ travelers/ businesses to our local region avoiding the large terminals

Affordable hangar space

Location and amenities provide transportation options, aviation resources and career opportunities

Convenient location for corporate operations and also ideal flight training environment

Well the golfers and CEOs who come for the golf tournament sure find it an asset!

Supports businesses in the area. Pulls in general aviation



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Introductions



Stakeholder Advisory Panel (SAP) Role



Long-Term Plan Overview



Existing Conditions



Forecast Methodology



Next Steps





FORECASTS OF AVIATION DEMAND

What is the Purpose of a Forecast?

- Establish a framework to discuss future demand, in the context of capacity, efficiency, and safety
- Used as basis for future requirements, alternatives, and preferred development plan

Forecast Components

- Annual Aircraft Operations
- Fleet Mix
- Based Aircraft





FORECASTS OF AVIATION DEMAND

Approach

- 2025 base year with short-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years) planning horizons
- Key inputs:
 - Historical aviation activity at ANE
 - Industry factors (national GA forecast, fuel prices, aircraft production, etc.)
 - Activity and constraints at other regional airports (MSP, FCM, STP)
 - Regional economic and population demographic data
 - Existing airport environment and constraints



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Polling Question #4

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What other factors should be considered as a part of the forecasting process?

Pilot demographics

New advances in aviation such as AAM, MOSAIC, etc.

Operational efficiency Cost efficiency

Technological changes, ie electric flight and need for additional electrical utilities.

Surrounding area growth, capacity at other airports, marketing (ie airport name change, upgrades).

As number of operations possibly increase, ANE Tower staffing and capabilities need to be considered (increase staffing)

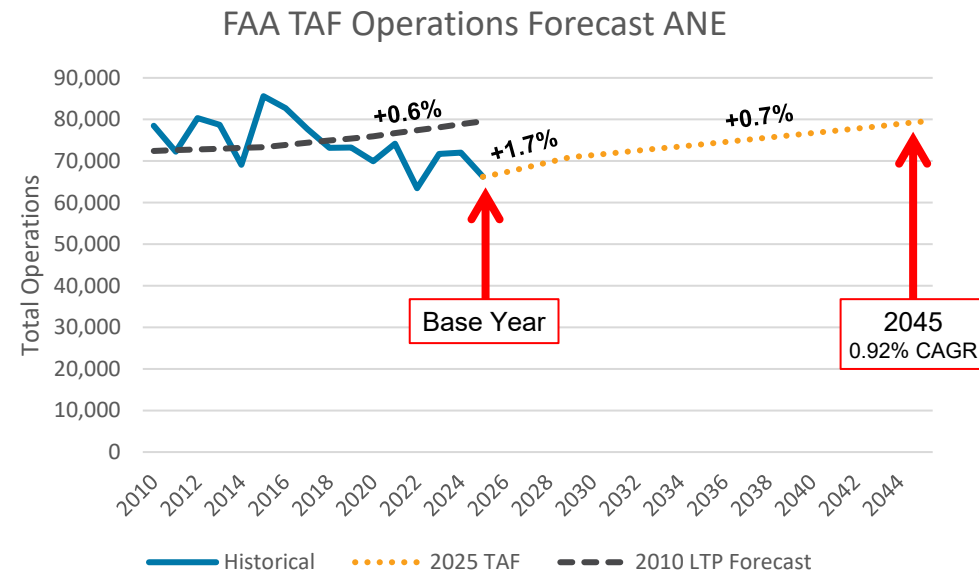
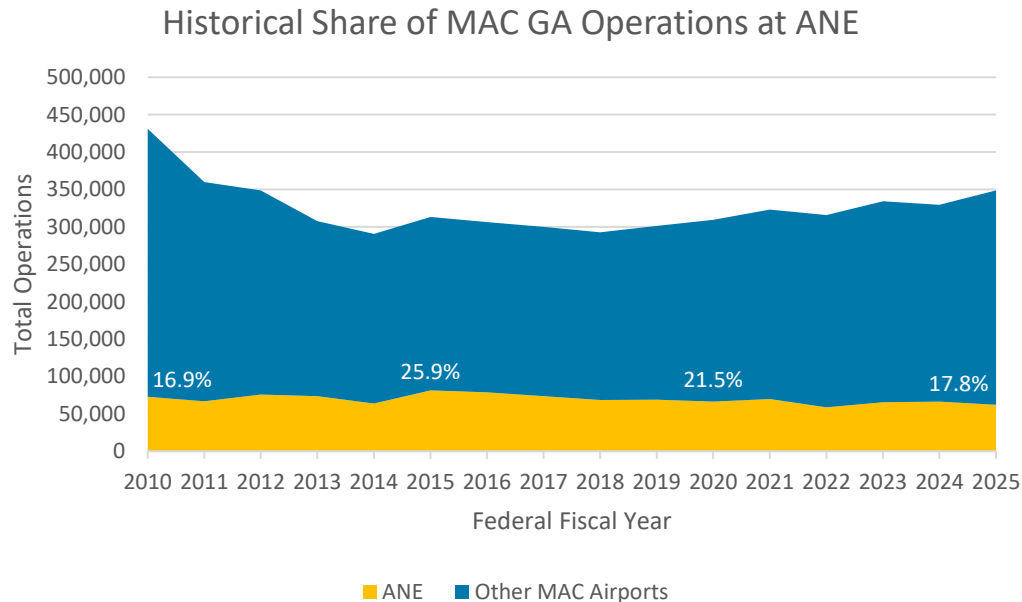
Additional runways parallel help with loads, more commercial biz options, fob's, repairs options, fuels costs



FORECASTS OF AVIATION DEMAND

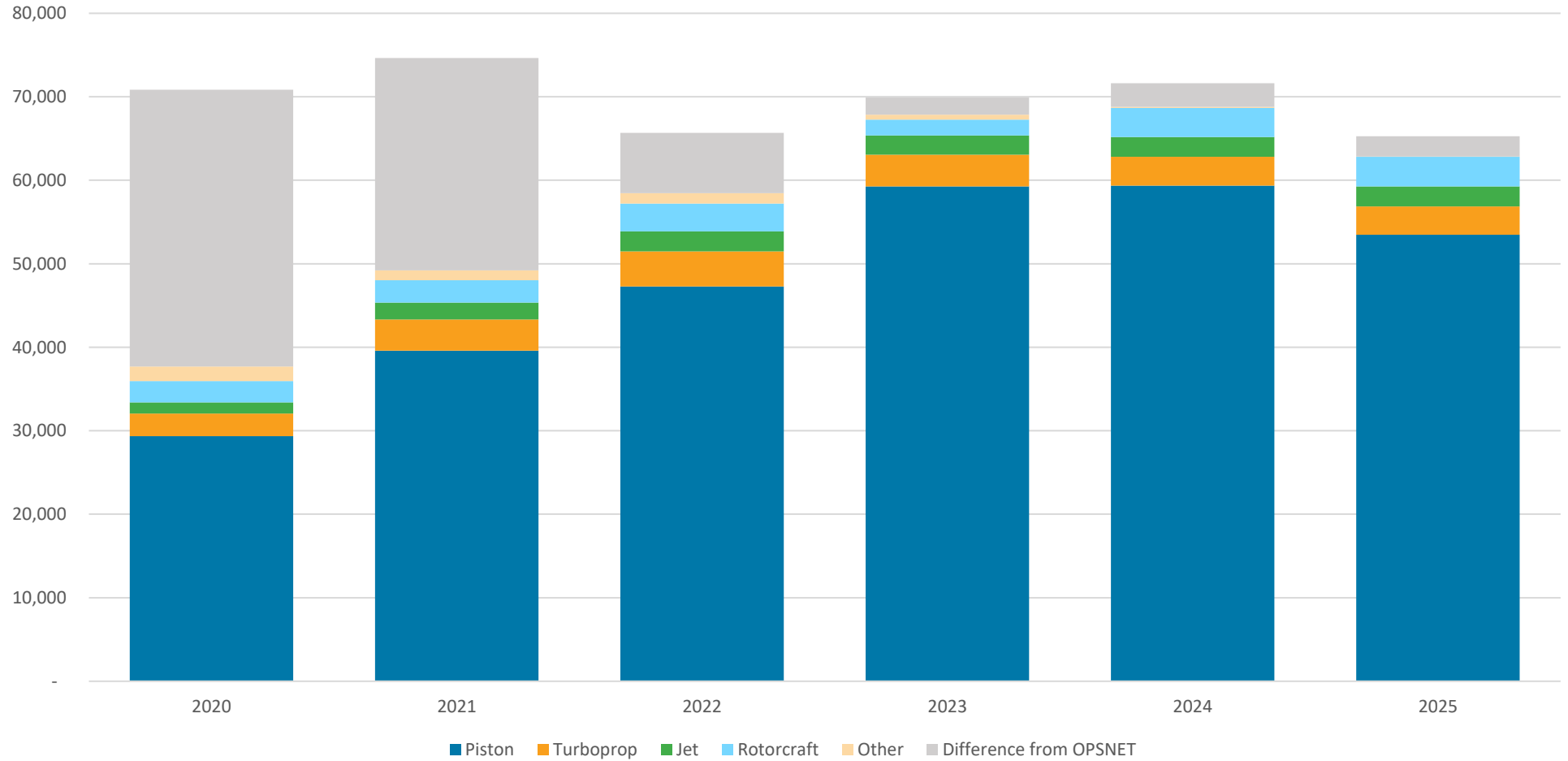
Terminal Area Forecast (TAF)

- FAA published the 2025 TAF in March 2026 to serve as preliminary guidance for annual operations and based aircraft at all airports in the national system
- The LTP team will review, validate, or propose modifications to the FAA TAF
- High-growth and low-growth scenarios will also be prepared





HISTORICAL OPERATIONS BY TYPE





FORECASTING CONSIDERATIONS

Baseline Forecasts

- Most realistic and likely scenario for the future of an airport
- Assumes no major changes or constraints

Scenario Forecasts

- Constrained scenario forecasts (e.g.,)
- Conceptual scenario forecasts (“What if” scenarios such as new air service or business tenants)

FAA Reviews of Forecasts

- Evaluate methodologies used
- Ensure forecasts are reasonable and realistic
- Evaluate consistency with the FAA’s Terminal Area Forecast (TAF)



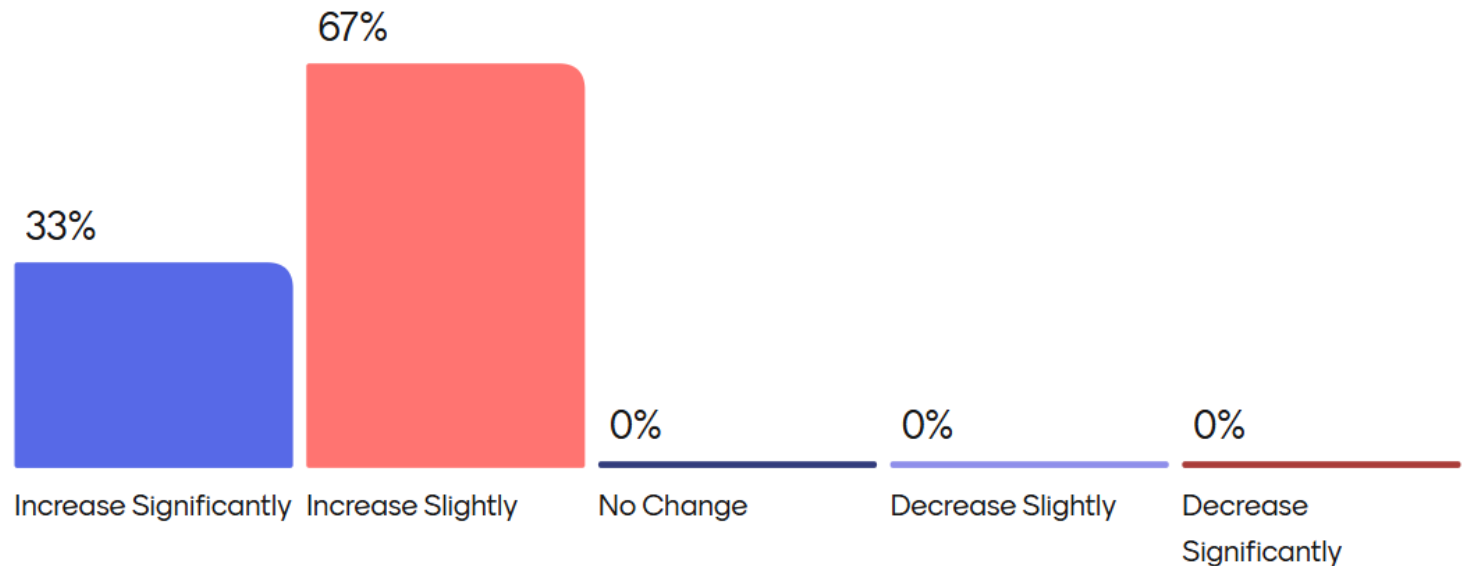
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Polling Question #5



What is your perception of how aviation activity will change at ANE over the next 20 years?



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Introductions



Stakeholder Advisory Panel (SAP) Role



Long-Term Plan Overview



Existing Conditions



Forecast Methodology



Next Steps





NEXT STEPS

LTP Development



- Inventory of Existing Conditions: *complete*
- Forecasts: *in development*
- Facility Requirements
- Alternatives Analysis
- ALP Development: *in progress*

Stakeholder Engagement



- **Discover ANE #1: June 10, 2026**
- SAP #2 and Discover ANE #2 Meetings: *Sept/Oct. 2026*
- SAP #3 and Discover ANE #3 Meetings: *Jun./Jul. 2027*

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QUESTIONS / COMMENTS

Please send additional questions and comments to:
eric.gilles@mspmact.org | MAC Project Manager



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THANK YOU!

