ANOKA COUNTY – BLAINE AIRPORT

Long-Term Plan 2045

Discover ANE

ANE Airport Long-Term Plan

Date: June 10, 2026

ANOKA COUNTY – BLAINE AIRPORT

Long-Term Plan 2045

WELCOME REMARKS

Discover ANE

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Management & Operations
Metropolitan Airports Commission

METROPOLITAN AIRPORTS COMMISSION (MAC)

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AGENDA

- [x] Introductions
- [ ] **Long-Term Plan Overview**
- [ ] Existing Conditions
- [ ] Forecast Methodology
- [ ] Next Steps

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

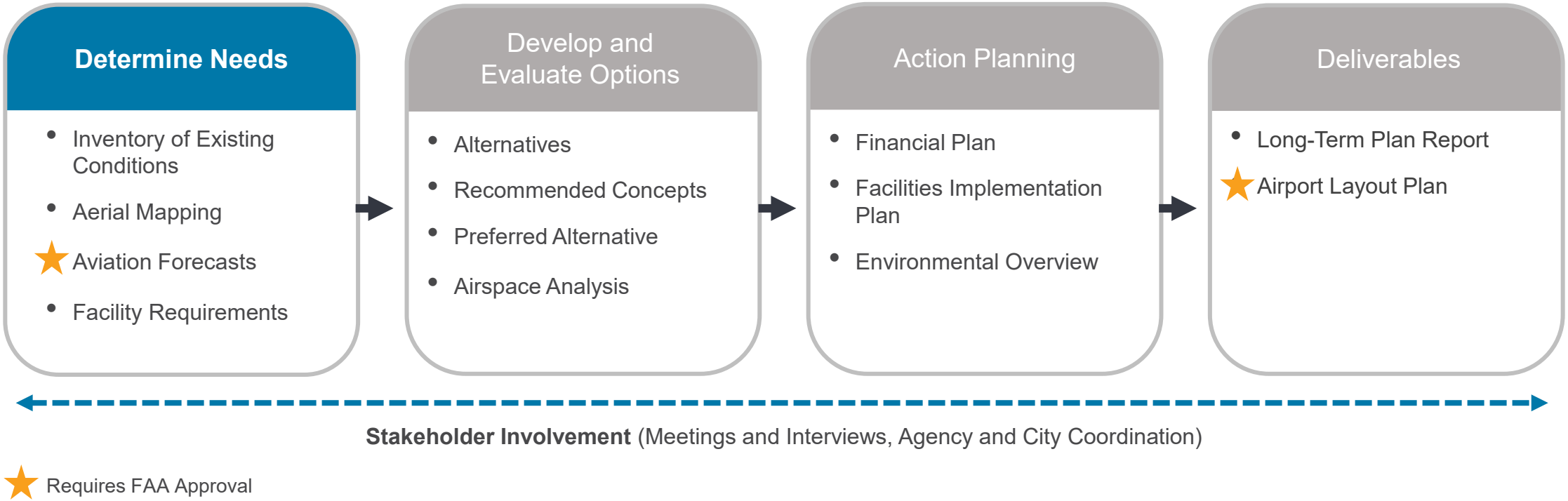
Long-Term Plan (LTP) Goals and Objectives

1. Enhance airport safety

2. Preserve and, if possible, improve operational capabilities for the current family of aircraft using the airport

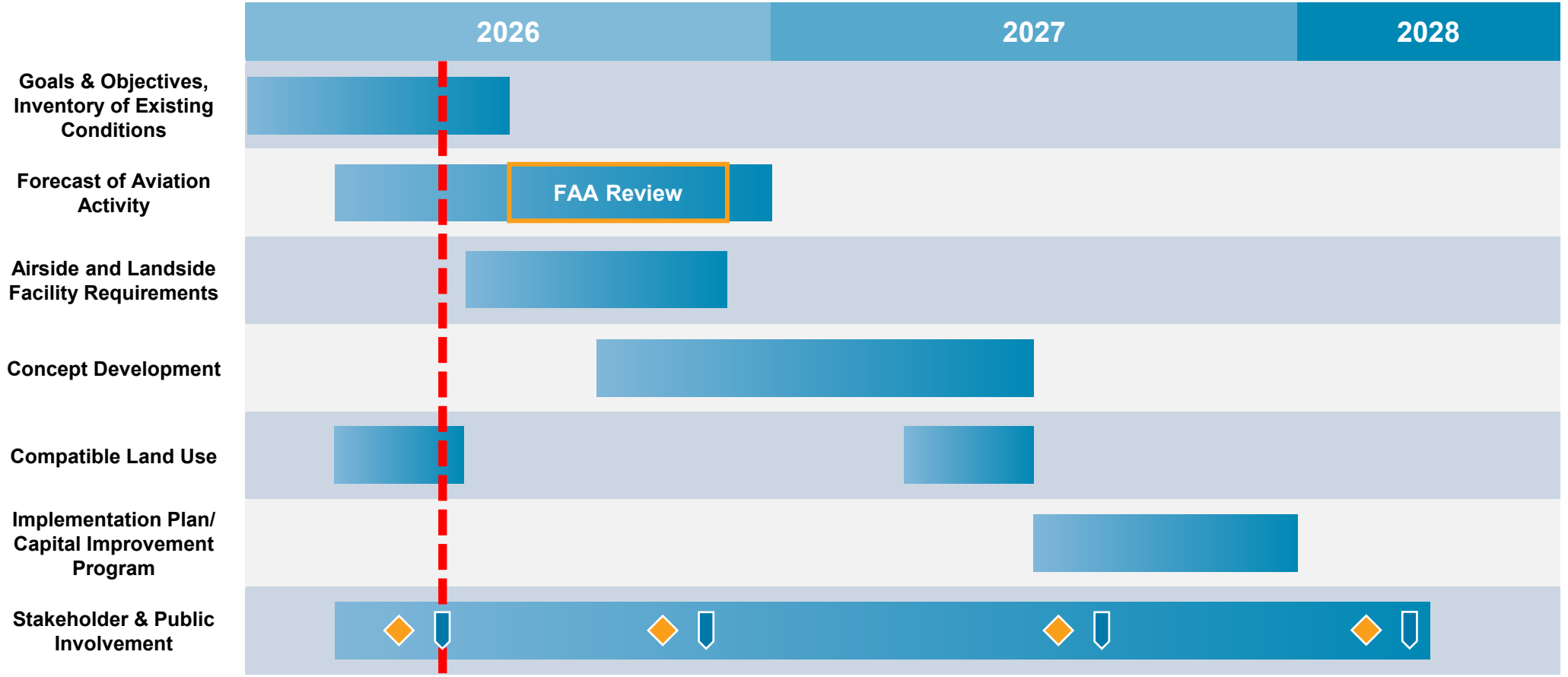
3. Promote financial stability of the MAC reliever airport system by exploring revenue opportunities for aeronautical and non-aeronautical development

LONG-TERM PLANNING PROCESS



Requires FAA Approval

PROJECT SCHEDULE



Stakeholder Advisory Panel (SAP) Meeting

Public Open House

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ANOKA COUNTY-BLAINE AIRPORT (ANE)

BY THE NUMBERS

452 based aircraft

286 leases

24 pieces of equipment
maintaining the airfield and airport grounds

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

In the community since **1950** ▸ Owned by the MAC since **1950** ▸ On-site public viewing area ▸ **2** Flight schools

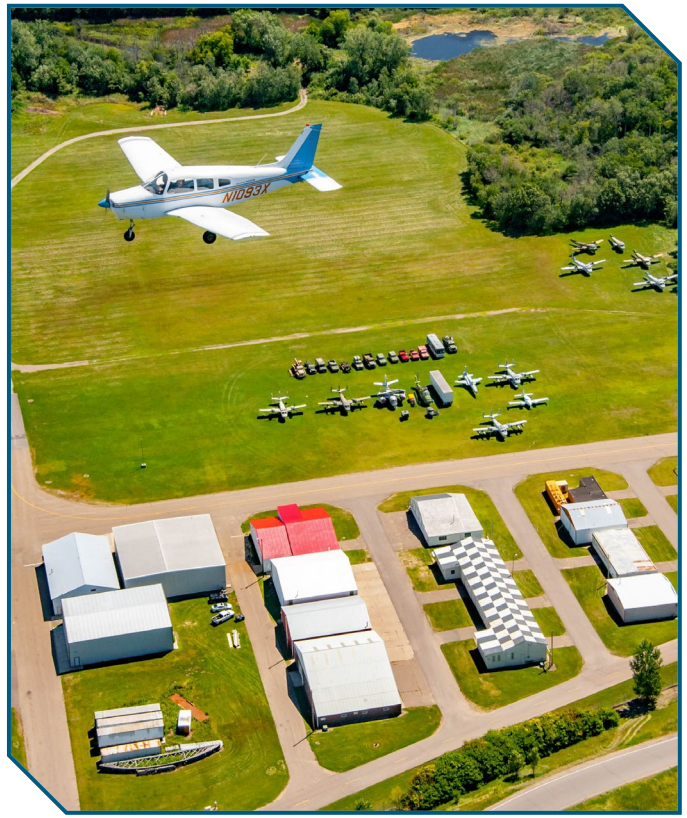
4 Full-time Airport Maintenance Staff ▸ **1** Civil Air Patrol ▸ Has a world renowned golf course next door as an airport tenant

1 EAA Chapter ▸ Only non-federal control tower in the MAC's system of General Aviation Airports

Updated March 2026

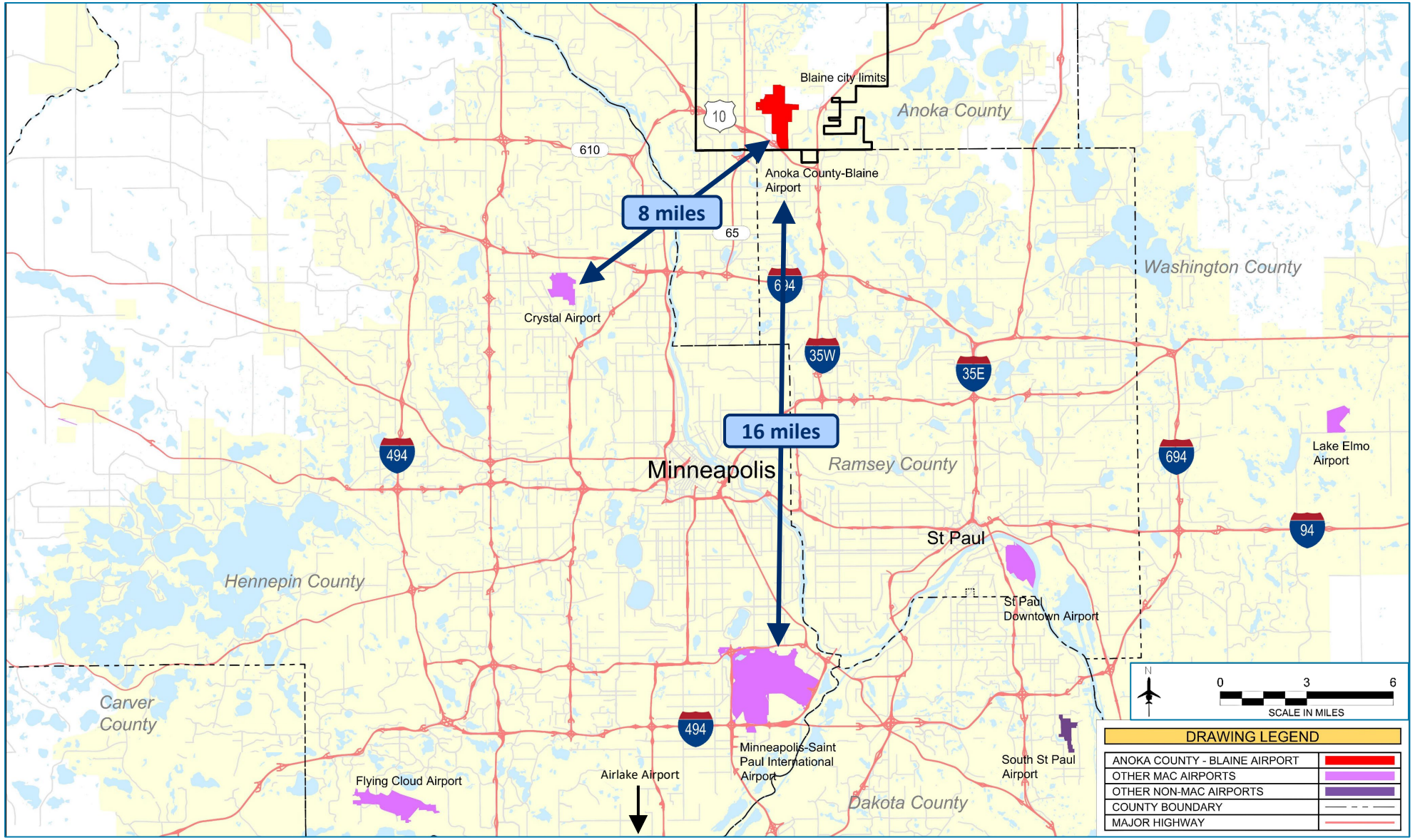
INVENTORY OF EXISTING CONDITIONS

- 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

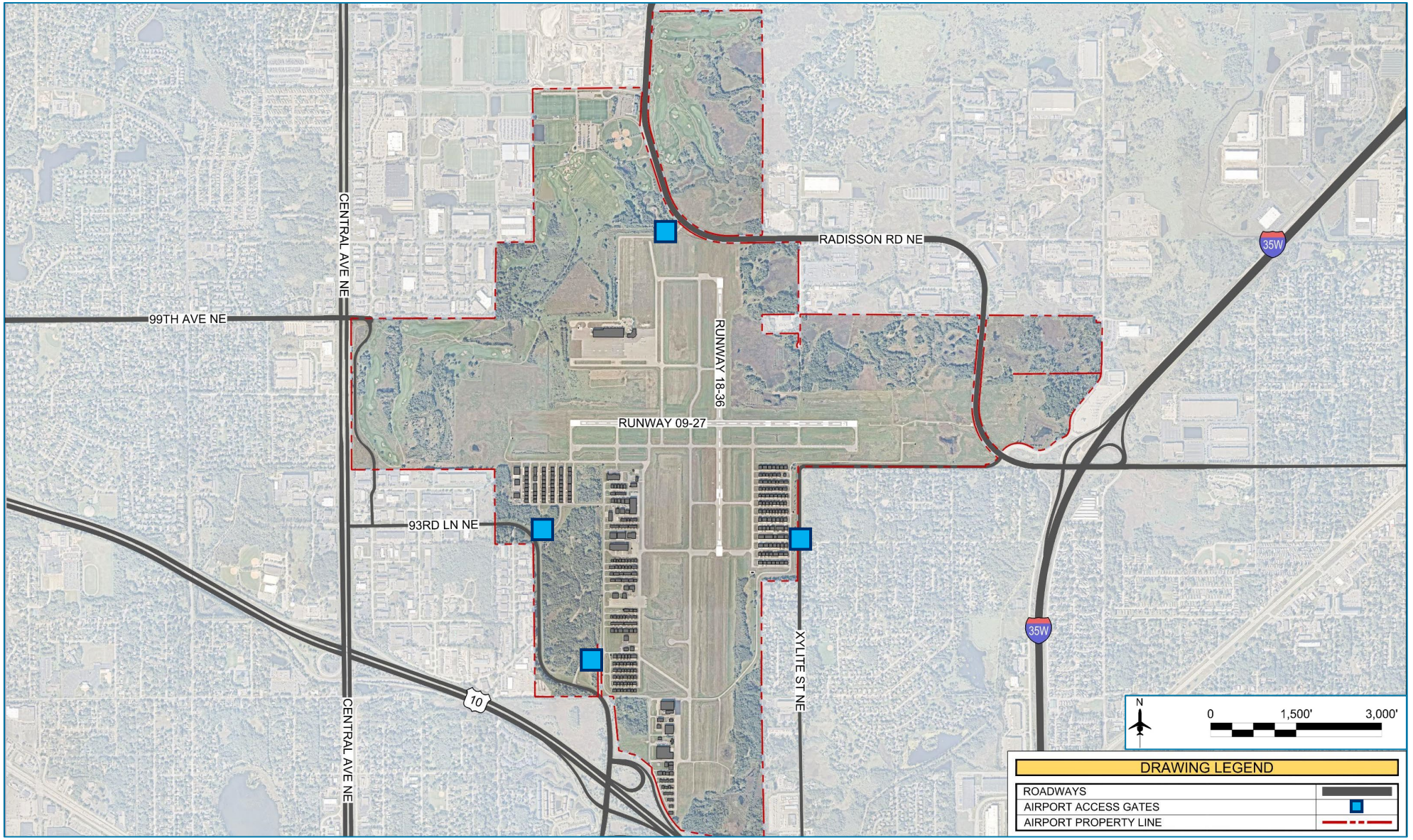


Source: Metropolitan Airports Commission

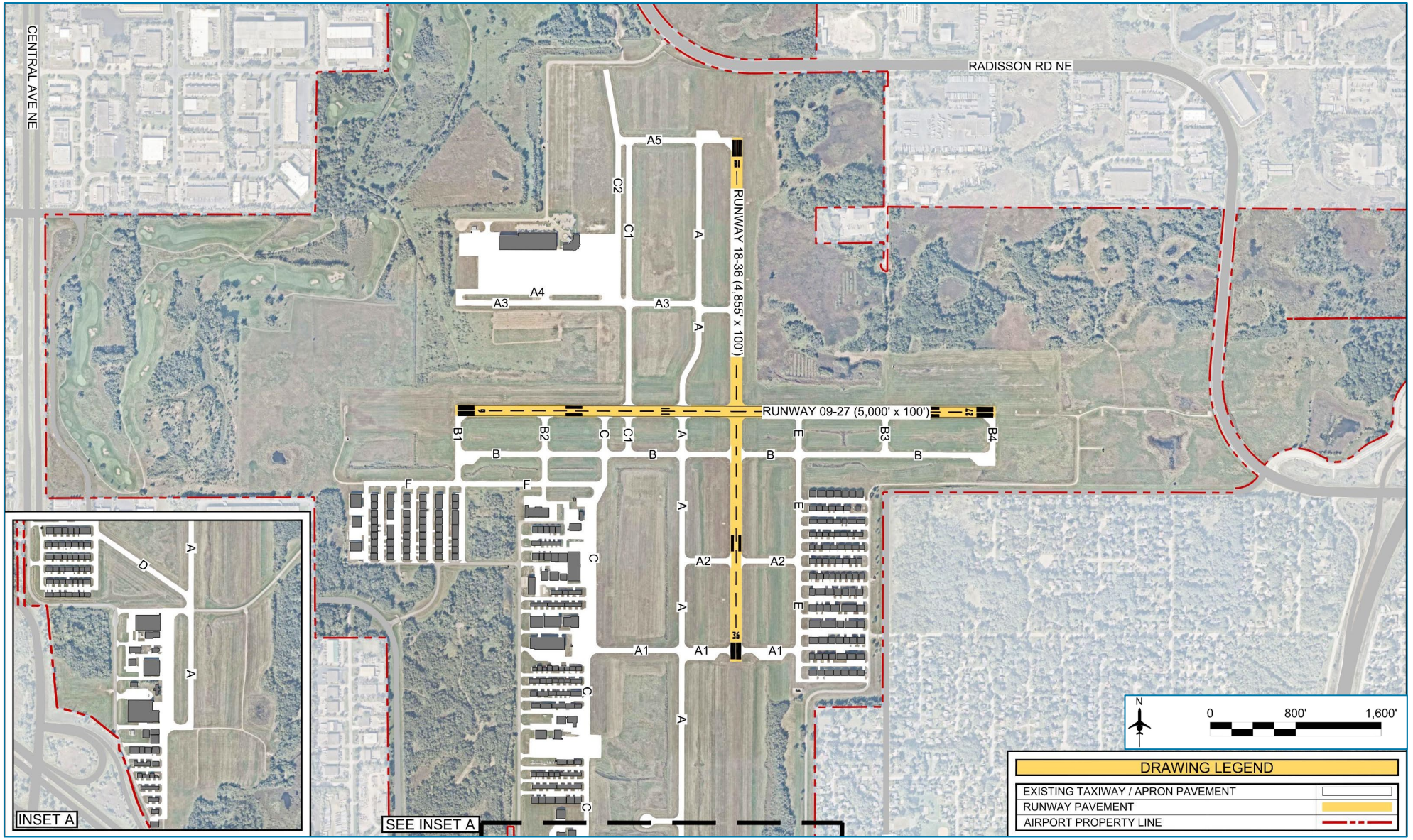
AIRPORT VICINITY MAP



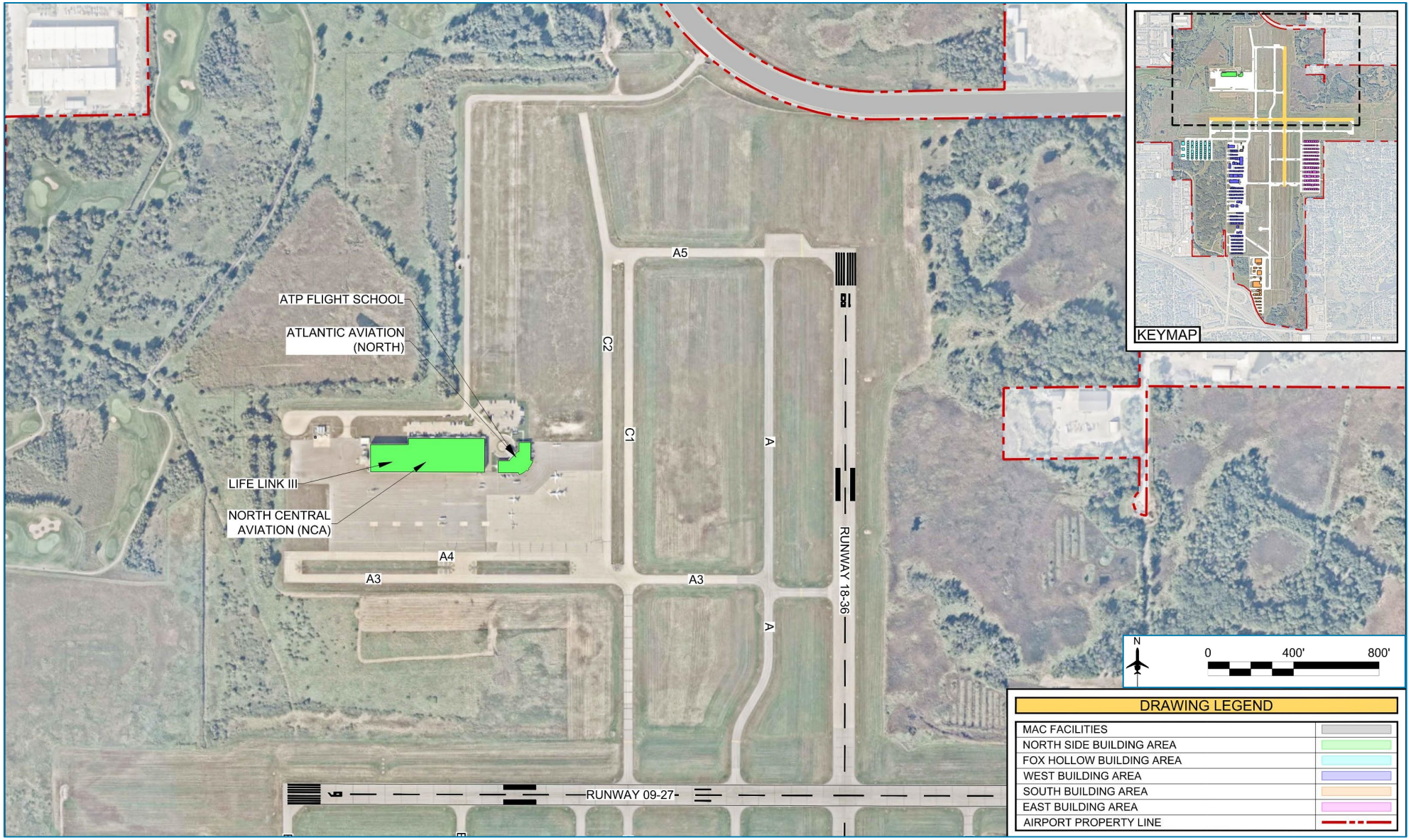
REGIONAL CONNECTIONS



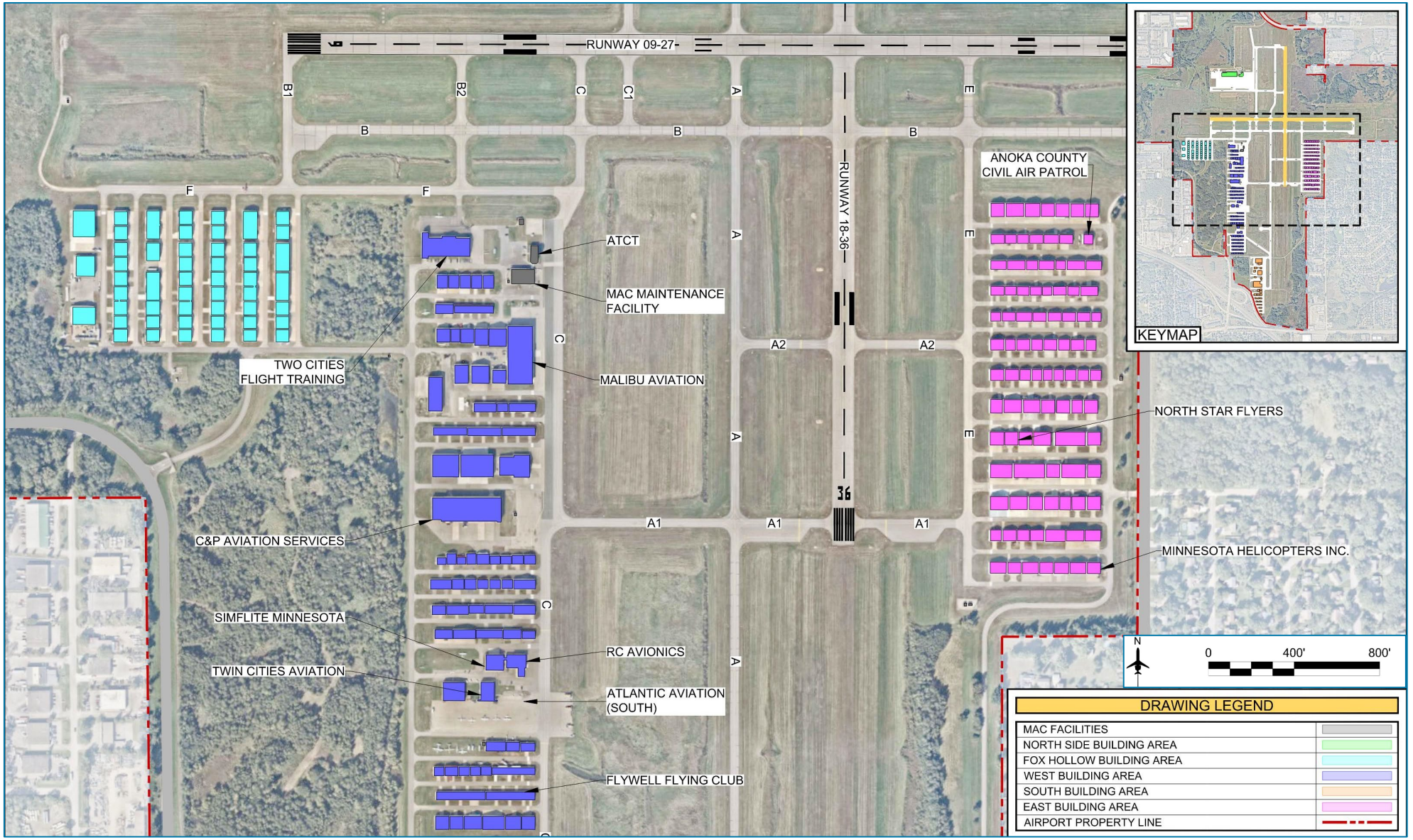
INVENTORY OF EXISTING CONDITIONS: AIRFIELD



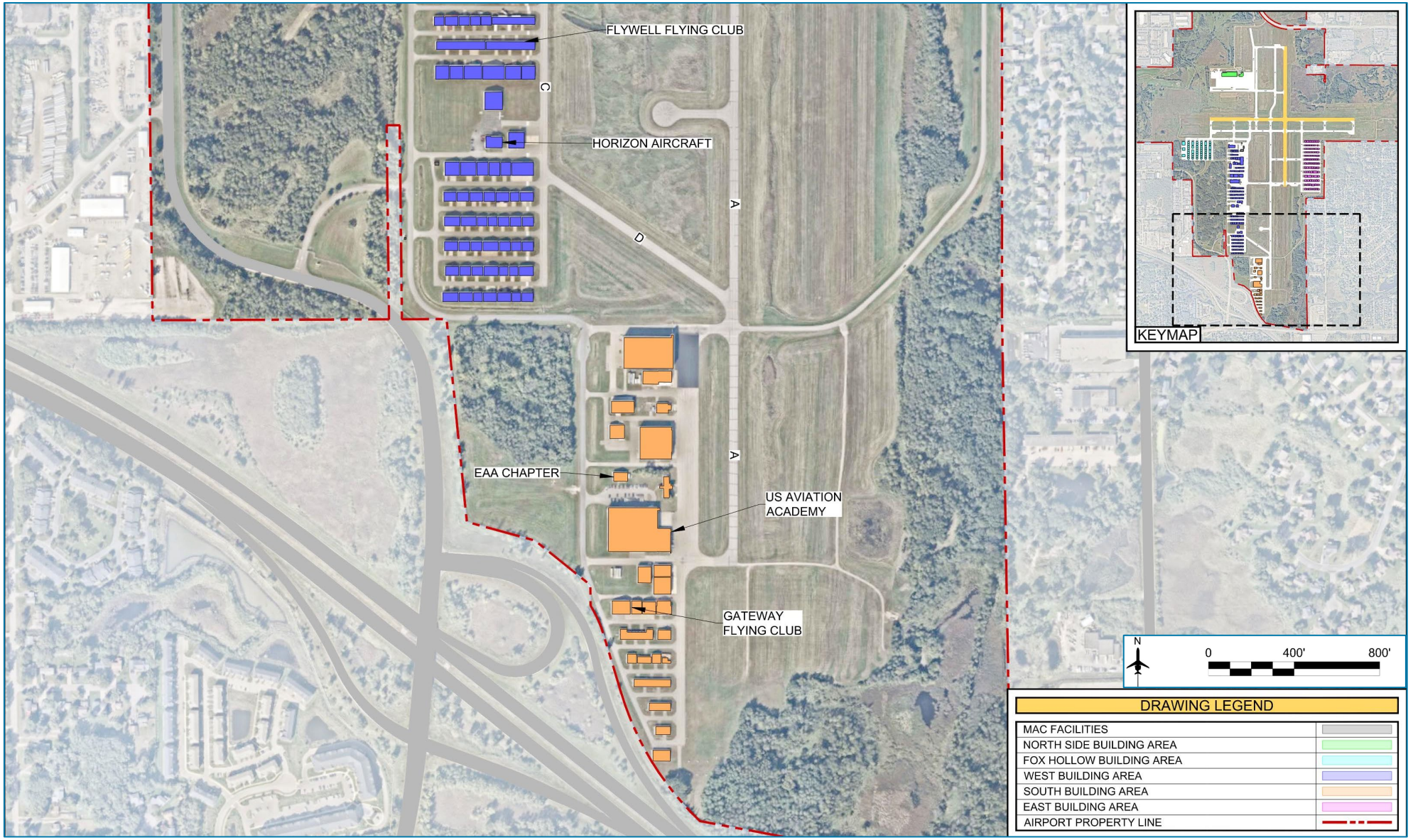
TENANT INVENTORY: NORTH



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.

Airport Reference Code (ARC)

ARC = Aircraft Approach Category **(AAC)** + Airplane Design Group **(ADG)**

Aircraft Approach Category (AAC)

AAC	Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: FAA Advisory Circular 150/5300-13B, Change 1, Airport Design, 2024.

Airplane Design Group (ADG)

ADG	Tail Height (feet)	Wingspan (feet)
I	< 20	< 49'
II	20' - < 30'	49' - < 79'
III	30' - < 45'	79' - < 118'
IV	45' - < 60'	118' - < 171'
V	60' - < 66'	171' - < 214'
VI	66’ - < 80’	214’ - <262’

Source: FAA Advisory Circular 150/5300-13B, Change 1, Airport Design, 2024.

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.
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9/27 **ARC: B-II**

Design Aircraft: **Cessna Citation 560**

18/36 **ARC: B-II***

Design Aircraft: **Cessna Citation 560**

*Runway is FAA eligible for A/B-I Small (Cessna 172 and alike). Runway is currently capable of accommodating B-II aircraft

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WHAT ARE FORECASTS OF AVIATION ACTIVITY?

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 (take-offs and landings per year)
- Fleet Mix
- Based Aircraft

HOW DO WE FORECAST AVIATION ACTIVITY?

Time Periods

- 2025 base year
- Short-term (0-5 years)
- Medium-term (5-10 years)
- Long-term (10-20 years)

Scenarios

- Baseline: most realistic and likely future scenario. Assumes no major changes or constraints.
- “High” or “Low” Scenarios: represent “what if” conditions (e.g., new tenants)

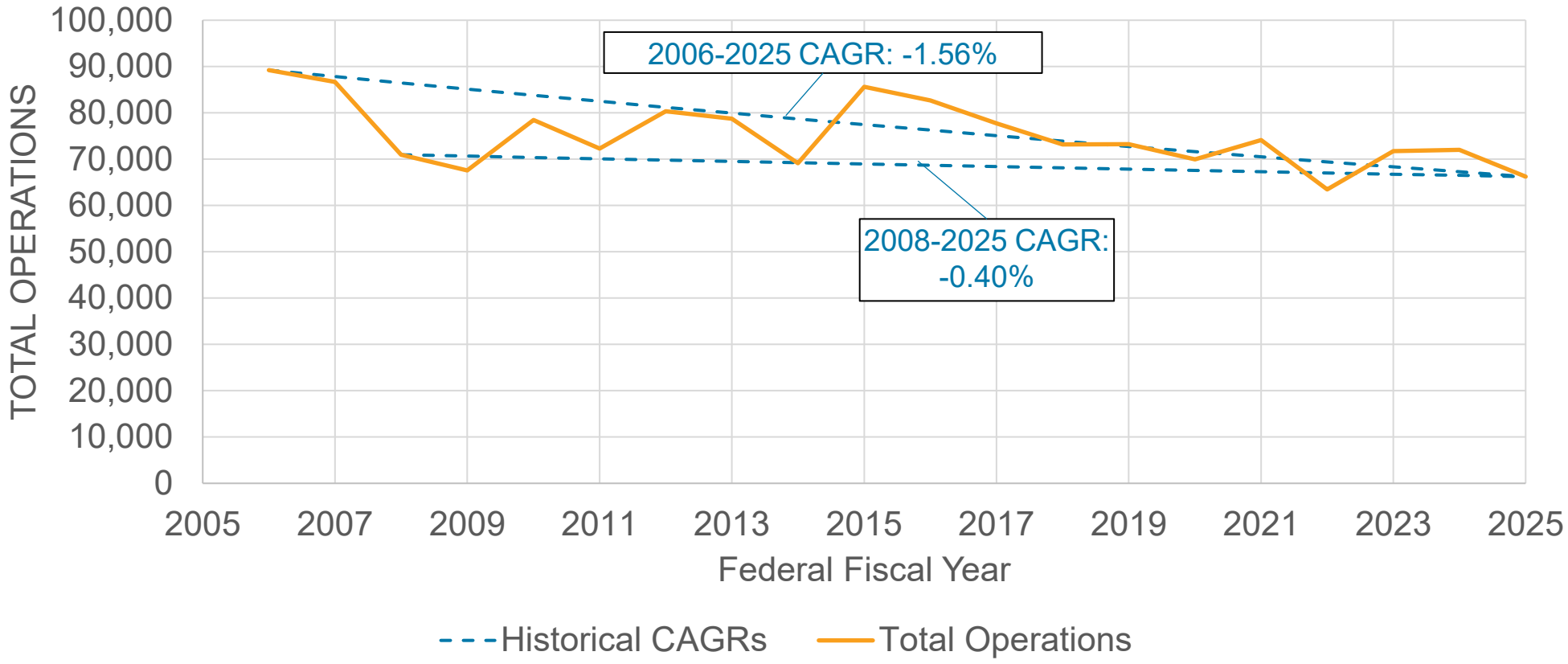
WHAT INFLUENCES A FORECAST?

Potential Forecast Factors

- Historical aviation activity at ANE
- Regional economic development
- Population and demographics
- Existing airport environment and constraints
- Industry factors (national GA forecast, fuel prices, aircraft production, etc.)
- Activity and constraints at other regional airports (MSP, FCM, STP)

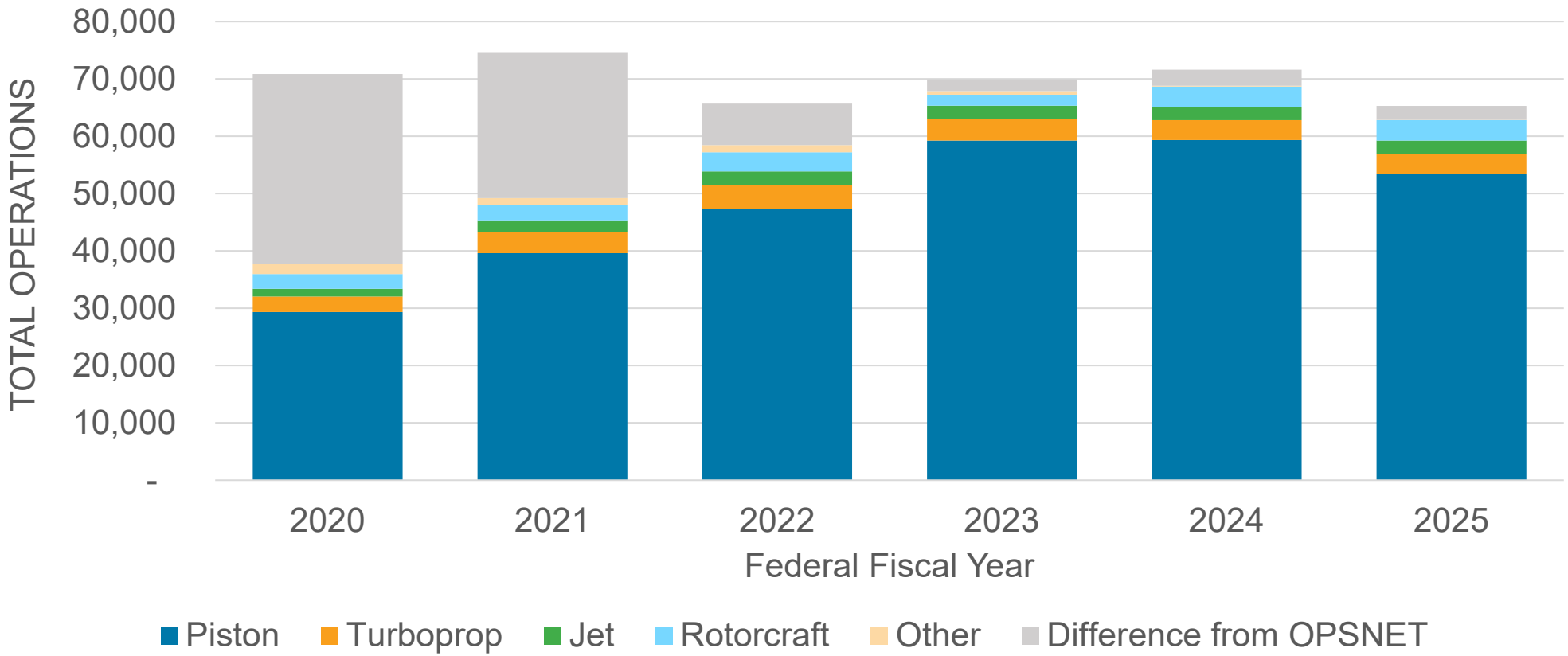
WHAT IS DEMAND LIKE AT ANE?

Total Operations: 2006-2025



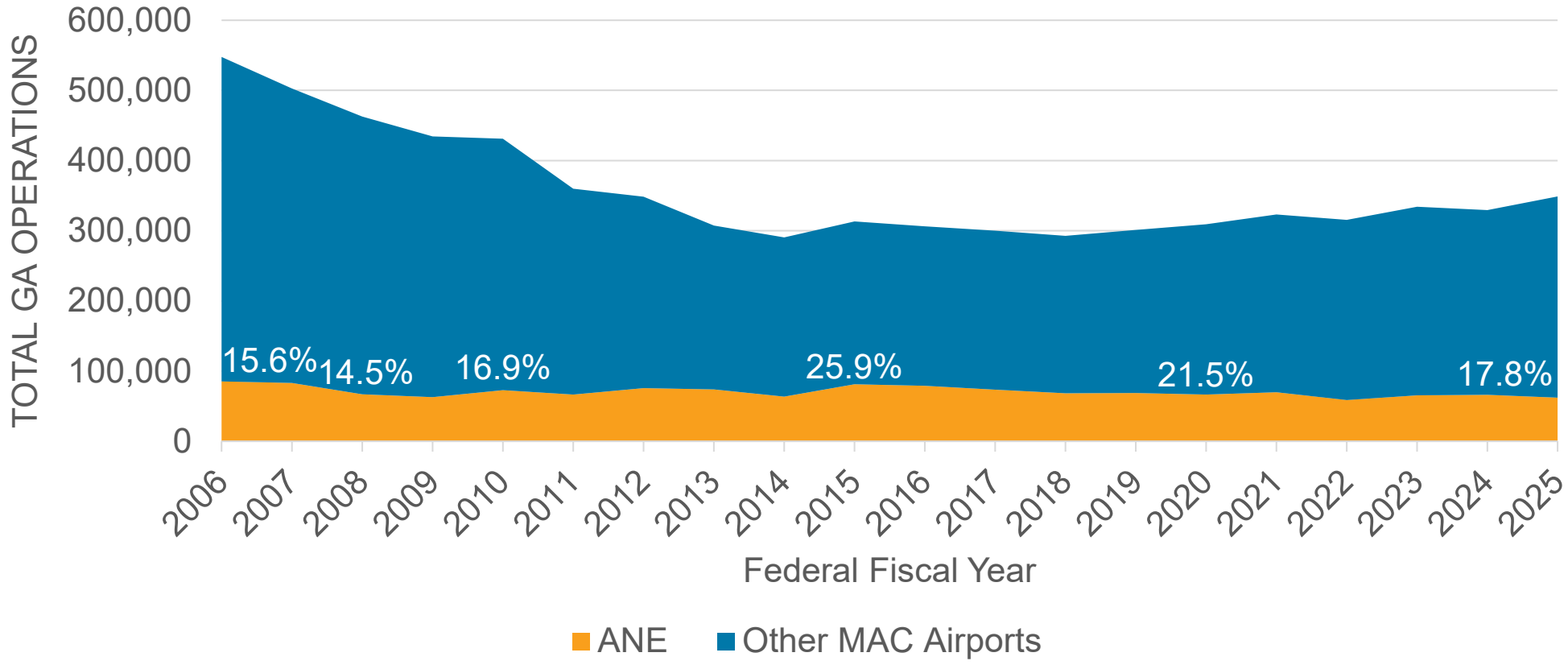
WHAT IS DEMAND LIKE AT ANE?

Fleet Mix: 2020-2025



WHAT IS DEMAND LIKE AT ANE?

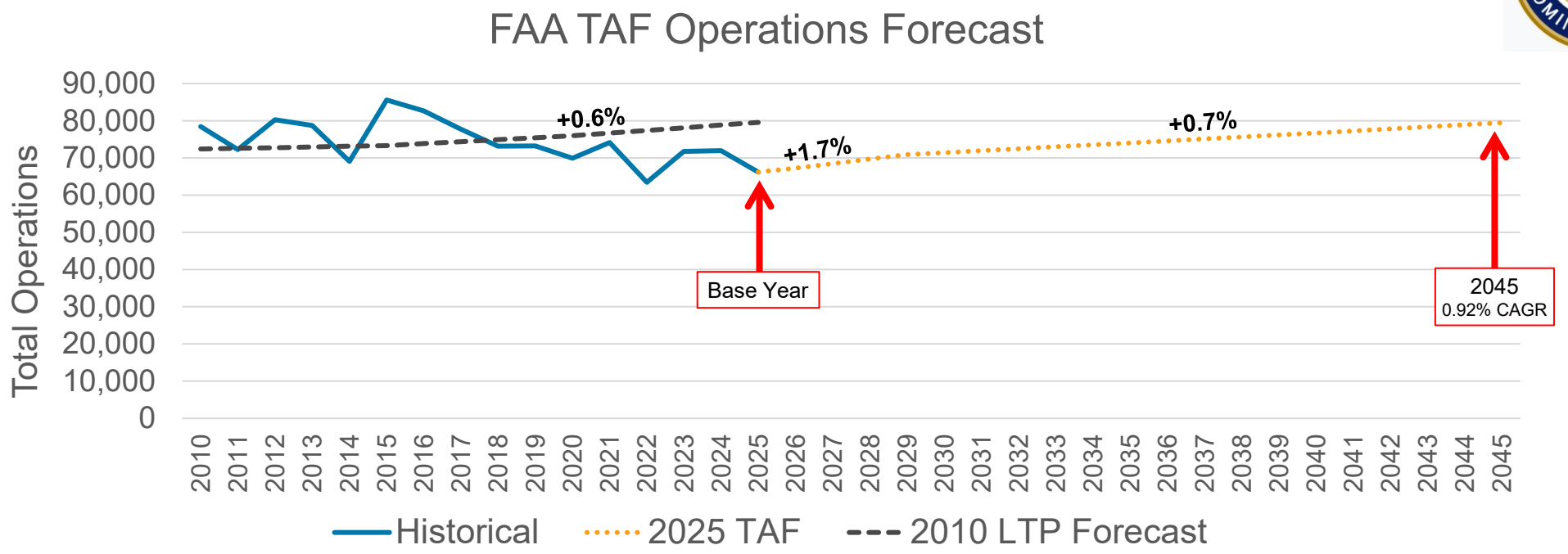
General Aviation at ANE versus other MAC airports: 2006-2025



COMPARISON WITH OTHER FORECASTS

FAA Terminal Area Forecast (TAF)

- FAA publishes the TAF annually to serve as preliminary guidance for all airports in the national system



Source: 2025 FAA Terminal Area Forecast, FAA Operations Network (OPSNET) and MAC Noise and Operations Monitoring System (MACNOMS)

WHAT HAPPENS NEXT?

Prepare Forecast for ANE LTP

- Analyze regional economic and demographic data
- Test predictive mathematical models
- Incorporate airport tenant insights
- Expected results: stable activity, mild growth related to City of Blaine growth

FAA Review and Approval

- Evaluate methodologies used
- Ensure forecasts are reasonable, realistic, and based on credible assumptions
- If applicable, check for consistency with the FAA's Terminal Area Forecast (TAF)

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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***
- Discover ANE #2: *TBD Oct. 2026*
- Discover ANE #3: *TBD Jul. 2027*

QUESTIONS / COMMENTS

Please send additional questions and comments to:

eric.gilles@mspmac.org | MAC Project Manager

ANE Long-Term Plan Update project website →

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THANK YOU!