# Anoka County-Blaine Airport ADVISORY COMMISSION

ACBAAC

**MEETING AGENDA**
December 2, 2026, at 4 p.m.

**In-Person Meeting Location: Blaine City Hall Cloverleaf Farm Rooms A & B (2nd Floor)**
10801 Town Square Dr NE, Blaine, MN 55449

**Remote participation through TEAMS:**
Click Here to Join Meeting via TEAMS
**Meeting ID**: 220 215 753 228 869 3 **Passcode**: me7ch3uR
Or join via phone: +1 612-405-6798,,919137185#

1. Welcome & Introductions
2. Consent Items:
   - 2.1 Approval of Meeting Minutes: September 2, 2026 – *Action*
   - 2.2 Aircraft Operations & Noise Complaints Q3 Report
3. Public Comment – (up to 3-min. each speaker)
4. Business
5. Information
   - 5.1 Tenant Highlight – Virtual Tour
   - 5.2 Community Spotlight
   - 5.3 Airport Manager Update
   - 5.4 Fly Neighborly Update
   - 5.5 ANE LTP Update
   - 5.6 Airport User and Community Engagement
7. Members: Around the Room
9. Proposed 2027 Meeting Schedule: *March 3, June 2, September 1, and December 1, 2027*
10. Closing Remarks

Adjourn

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

***For assistance with meeting accommodations, please contact:***
***David Lafferty, MAC Community Relations, David.lafferty@mspmac.org, 612-467-0419***

**METROPOLITAN AIRPORTS COMMISSION**
**ANOKA COUNTY-BLAINE AIRPORT ADVISORY COMMISSION**
**DRAFT MEETING MINUTES**
Wednesday, September 2, 2026, at 4:00 p.m.
Blaine City Hall Cloverleaf Farm Rooms A & B (2nd Floor)
10801 Town Square Drive Northeast, Blaine, MN 55449

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The meeting began at 4:05 p.m. 25 people were in attendance: 23 in person, 2 via Teams. A quorum of at least 3 User Members (Belany, Daml, Deierling, Klobucher, Miller, Sislo) and 3 Public Members (Devries, Erkel, Ford, Thorvig, Quimby) was established.

**Members:** J. Belany, Life Link III; C. Daml, Northstar Flyers; R. Deierling, US Aviation Academy; K. Devries, Lexington; S. Erkel, East Bethel; C. Ford, Blaine; S. Klobucher, FBO - Atlantic Aviation; M. Miller, Anoka County Aviation Association; D. Quimby, Lino Lakes; K. Sislo, EAA Chapter 237, E. Thorvig, Blaine;

**MAC Staff:** R. Anderson; K. Gerads; D. Lafferty; J. Lewis; M. Ross (via Teams); P. Tiedeman;

**Others:** K. Hinson; J. Johnson; J. Krack; E. Marx; T. Sloane; J. Vossen (via Teams); B. Weins; R. Ziegler.

## 1. Welcome & Introductions

**Co-Chair Klobucher** called the meeting to order at 4:05 p.m. He welcomed everyone and explained meeting procedures. He stated the Commission's goals and purpose. Those present introduced themselves. It was confirmed that a quorum was present. The agenda was reviewed.

## 2. Consent Items

**2.1 Approval of Meeting Minutes: June 3, 2026**

**2.2 Aircraft Operations & Noise Complaints Quarterly Report**

**Co-Chair Klobucher** introduced the consent agenda items. The minutes and report were provided in the meeting packet. He asked for any discussion of the agenda or meeting minutes, and no members had comments or requested changes.

**Member Devries motioned and Member Daml seconded to approve the June 3, 2026, meeting minutes as drafted. There was an opportunity for discussion, and a vote was taken. The motion passed by unanimous vote.**

**Co-Chair Klobucher** asked if there were any questions or further discussion at this time regarding the Operations & Noise Complaints Quarterly Report. There were none at this time.

## 3. Public Comment

**Co-Chair Klobucher** introduced the public comment period and reviewed procedures for public comment. There were no public comments made.

## 4. Business

**Co-Chair Klobucher** confirmed there were no business items on the agenda.

## 5. Information

### 5.1 ANE Long-Term Plan Update

**Michele Ross**, Director of Stakeholder Engagement, apologized for not attending in person due to significant traffic delays. She reviewed the goals and process of the long-term plan update, which looks into the future to create forecasts and plan for growth. The last update was in 2010. The current work began earlier this year. She reviewed the steps of the project and where they are now in the approximately 18-month process. MAC is working to inventory existing conditions, including conversations with tenants and the Stakeholder Advisory Panel (SAP), focusing on current and future needs at the airport.

That input is incorporated into the development of an aviation forecast. Alternatives are then developed which are brought back to the SAP and the public for further input. When a preferred alternative is chosen, environmental impacts and project costs are estimated, a long-term plan report is created, and the airport layout plan is updated. Next steps are to gather more feedback from the SAP and the public. An SAP meeting and open house will occur this fall, to which Commission Members are invited. She will share more at the next meeting about the actual forecast. She asked if there were any questions at this time, and there were none.

**5.2**

**Stakeholder Spotlight: Twin Cities Aviation Network**

**Co-Chair Klobucher** noted that **Jeff Johnson** of the Twin Cities Aviation Network was not present. He suggested delaying the agenda item until either later in this meeting or a future meeting.

**5.3 Airport Manager Update**

**Philip Tiedeman**, Airport Manager, said they started out the year assisting on projects like the Rice Creek Watershed District drainage ditch cleanout and MNDOT's update to the Automated Weather Observing System. Both these projects have now been completed.

For airport construction in 2026, he discussed gate replacement, Runway 9/27 lighting upgrades, construction of a lighting vault, fence line improvements, and crew quarter construction. For gate replacement, Gates A, B, and D will be replaced this year, with Morcon acting as contractor. They were able to move the project up approximately a month to accommodate damage repairs at Gate B and avoid duplicative work. Gate E will be updated in a future project, likely in 2027.

The Runway 9/27 lighting project will be done by Neo Electrical, a contractor with previous experience at the airport. This year's work will begin in October and run for approximately 18 days. Preparations for connections to the lighting vault will be done, as well as LED lights for the airfield, new signage, PAPI and REIL replacement, and removal of incandescent lights. The lighting vault work will begin this year and continue in 2027 with the 18/36 repaving to be done at that time. The vault will be constructed in between the control tower and wash pad. Fence line improvements will be made this year on the southeast side and continue in 2027 on the northeast portion with a goal of reducing wildlife movement on the airfield.

**Co-Chair Klobucher** asked if the fences will be 8 feet high.

**Tiedeman** confirmed they would be 8-foot fences.

He then discussed the crew quarter design project, which was advertised on August 31. Anticipated award of the project will be around mid-November depending on how the pre-bid meeting goes. MAC is shooting for an overall substantial completion date of May 2027. They will complete as much as they can this year, including footings and concrete, so they can hit the ground running in 2027. He concluded his presentation and asked if there were any questions.

**Co-Chair Klobucher** inquired about any shutdown anticipated for the Runway 9/27 work.

**Tiedeman** indicated there would be two full-airport night closures from 10 p.m. to 6 a.m. when the tie-ins are completed at the intersection. They will try to do the closures on lighter days of the week and will accommodate as best as possible any tenants who are impacted by the closures.

**Member Sislo** asked if the crew quarters were for overnight crews.

**Tiedeman** said in winter crews do stay overnight for snow events and that the new quarters will give them a better dedicated space for breaks and for sleeping.

**Member Daml** inquired about the anticipated completion date for the gate replacements.

**Tiedeman** stated they will start at Gate B and that some removal work at Gates B and D has already occurred. Each gate will take approximately a week and a half nonconsecutively.

**Member Daml** asked if they will work on one gate at a time.

**Tiedeman** said work will proceed at gates at different times depending on material availability and other considerations. Work could be done at multiple gates within the same time frame.

**Co-Chair Klobucher** asked if there were further questions, and there were none at this time.

**5.2 Stakeholder Spotlight: Twin Cities Aviation Network (continued)**
**Co-Chair Klobucher** introduced **Jeff Johnson** for a stakeholder spotlight.

**Johnson** thanked the Co-Chairs and Commission for the invitation to speak. He apologized for being late, citing traffic issues. Twin Cities Aerospace Network (TCAN) was formed approximately two years ago with a mission to build and connect a community of aerospace and defense enthusiasts. They bring together various individuals, businesses, and organizations for networking, education, and collaboration. He gave information about their monthly networking events, guest speaker series, and newsletter, “Cleared for Takeoff.” He showed a map of aerospace and defense groups across Minnesota, including academia, government, and industry. He discussed an upcoming AeroDefense Summit, a daylong event intended to take the group’s mission to a larger

scale. Their keynote speaker is with the Pentagon, and they also have four or five other presenters and many local vendors. They saw a need to bring aerospace and defense groups together, and the response has been overwhelming. They have 150 signed up already for the event.

**Co-Chair Klobucher** asked him to clarify what day the Summit would be taking place.

**Johnson** said it is October 7 from 10 a.m. to 5 p.m. He discussed his background and gave information regarding the creation of TCAN and the AeroDefense Summit. TCAN hopes to address industry fragmentation and create a strong network of businesses and individuals.

**Co-Chair Klobucher** inquired as to how many members are currently in TCAN.

**Johnson** stated approximately 900 from all different disciplines. The group is open to anyone.

**Co-Chair Klobucher** asked if there are membership fees to join.

**Johnson** answered no. Even advertisements in the newsletter are free. Their distribution list is relatively small but very focused and therefore valuable for advertisers.

**Co-Chair Erkel** asked if the newsletter is available online.

**Johnson** said it is available on the organization's LinkedIn page and website: https://tcanmn.org. He left some brochures regarding the AeroDefense Summit, adding it is a full-day event with a mixture of big and small companies for networking. He is particularly excited about their keynote speaker.

**Co-Chair Erkel** asked if pre-registration was necessary.

**Johnson** indicated it was, as they need an accurate head count to provide lunch, coffee, and drinks. He thanked the Commission for the opportunity to present.

**5.4 FBO Update**

**Co-Chair Klobucher** reported on recent changes made by Atlantic Aviation, including $500,000 in upgrades over the last two years. They are working with the MAC to improve airport security and fix a damaged gate. The gates will no longer be open overnight as a security measure.

He said the 3M tournament was history-making, with some big names flying in and making for a very busy flying day. The tournament continues to increase in size, and their partnership with Atlantic is rapidly expanding. Red Bull brought in a 1958 DC-6 that has not been on American soil since it was built. Atlantic also put an F1 car in the lobby. They are working hard to drive interest in the airport and are discussing with new businesses the opportunities the airport provides. They want to be a good steward and a good neighbor. Atlantic is growing, with a positive outlook for the future, adding that August 2026 was a record month by many metrics. They are seeing an uptick in larger aircraft. They are currently hiring. He introduced **Evan Marx**, the new customer service manager. They are building a repeat customer base and working to elevate their customer experience. He asked if anyone had questions, and there were none at this time.

**5.5 Fly Neighborly Update**

**Ryan Anderson**, Community Relations Manager, thanked the Commission and introduced himself. He said MAC has been working to refresh the look and feel of the Fly Neighborly program, although not changing program elements, for better distribution. They are partnering with flight schools to integrate Fly Neighborly into the onboarding process for instructors and students. They want to provide it as early as possible to keep it at the forefront of people's minds, and they are working to create more digital formats to achieve that goal.

**Co-Chair Klobucher** complimented the Fly Neighborly signs at the end of the runways. He said Austrians who flew in loved the wording and planned to bring the idea back to their country.

**Anderson** appreciated the positive feedback and said that is great to hear.

**John Krack** asked if there was any update as to mitigation of an incursion issue that had been discussed at a Reliever Airports Advisory Council meeting.

**Kelly Gerads,** Director of Reliever Airports, said airport managers are working on that with the communications group and that they are in the process of building the content.

**Co-Chair Klobucher** asked if there was further discussion or questions, and there was none.

**5.6 Discover Aviation Days Update**

**Co-Chair Klobucher** reported that preparations for the Discover Aviation Days event have hit a flat tire. There is want and willpower to make it happen, but not currently enough volunteers. They are working to find help. At a meeting next week, they will vote on the event's future and will inform MAC of any decision made. He said 4 people cannot make this happen and that they need a team of 20 to 40. Unless they can drum up volunteers, tough decisions will be made next week.

**Co-Chair Erkel** said she would be present at the meeting and that she had some ideas.

**Krack** offered to provide a distribution list of flight schools, flying clubs, and aviation-related businesses as a possible way to enlist volunteers.

**Co-Chair Klobucher** thanked him and asked him to send that. There was no further discussion at this time.

**6. Members: Around the Room**

**Co-Chair Klobucher** introduced the topic and asked if there were events Members wanted to share.

**Member Sislo** stated EAA Chapter 237 held a Flying Start program earlier this summer, which educated five adults who learned about the process to become a pilot and then were given free airplane rides. They plan to do another similar event on October 24. The presentation is about an hour, and a Certified Flight Instructor is present. They hope to get the word out for future events.

**Krack** said they are partnering with municipalities but want to keep registration through the EAA system for future events. He is working with various communities to publicize the program.

**Member Sislo** added that community bulletin boards are a helpful way to advertise. The main goal of the program is to answer questions about what it takes to become a pilot.

**Co-Chair Klobucher** asked if this is a local or nationwide program.

**Member Sislo** said that Flying Start is through EAA, so it is an international program available to all EAA chapters, but that **Krack** had tailored the course specifically for Chapter 237.

**Co-Chair Klobucher** complimented the program and thanked EAA for their outreach and education efforts.

**Member Daml** spoke about the Holiday Tree of Hope event. She explained that it is an aviation-based nonprofit that collects and delivers toys to youth in Minnesota. The toys are brought to Atlantic Aviation on December 5, where they are sorted, bagged, and then distributed to many locations such as hospitals, Ronald McDonald Houses, and a women's shelter across the state. She encouraged those present to consider volunteering at the event or donating toys.

**Co-Chair Klobucher** asked if the organization takes online monetary donations.

**Member Daml** said yes. They need sponsors for event costs like the website and materials. She directed people to **holidaytreeofhope.org** for information or to donate. The organization is approximately 35 years old and was started by pediatric nurses and doctors in northern Minnesota. She thanked Atlantic Aviation for hosting the December 5 event.

**Krack** commented that the program is targeted to hospitalized kids and therefore needs donations for things that can be used by youth in the hospital setting.

**Member Daml** agreed and said very large things or things like drones are not preferred, but they do need donations for all ages. She added that fewer items are donated for teenagers.

**Krack** noted that Menards often has specials he uses to acquire items to donate.

**Co-Chair Klobucher** asked **Member Deierling** for an update on the flight school.

**Member Deierling** indicated the school is doing well and that they are almost finished with construction.

**Co-Chair Klobucher** inquired as to enrollment and whether or not there is a waitlist.

**Member Deierling** said there is often a small waitlist but that it depends on when an individual wants to take classes. They have rolling enrollment and try to have a start available each month.

**Co-Chair Klobucher** asked if there were further announcements in the room or online, and there were none.

**7. Next Meeting Date: *December 2, 2026***

**Co-Chair Klobucher** reminded the Commission of the last 2026 meeting date, December 2.

**Member Daml** suggested toys for the Tree of Hope event could be brought to the next meeting.

**Jennifer Lewis**, Community Relations Coordinator, added that December 2nd is the last meeting for this group for this year as well as the last meeting for this term. New terms for membership will start in 2027, and MAC will be reaching out for renewals and continued participation for the next two-year term, 2027 through 2028.

**Co-Chair Klobucher** reiterated that the December 2 meeting is in the same location as the current meeting.

**8. Closing Remarks**

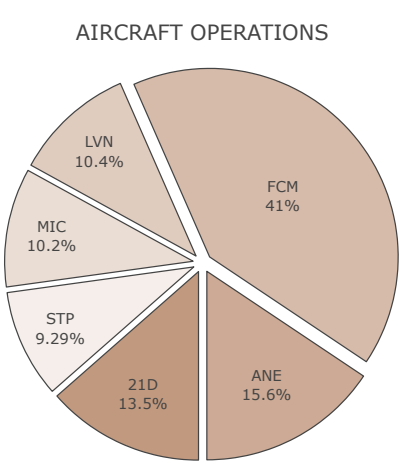
**Co-Chair Klobucher** thanked everyone for attending.

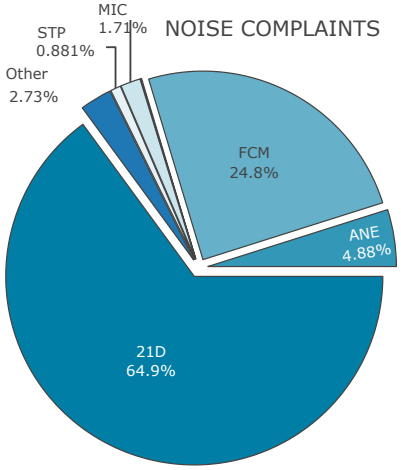
**Adjourn**

**Co-Chair Klobucher** adjourned the meeting at 5:07 p.m.

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





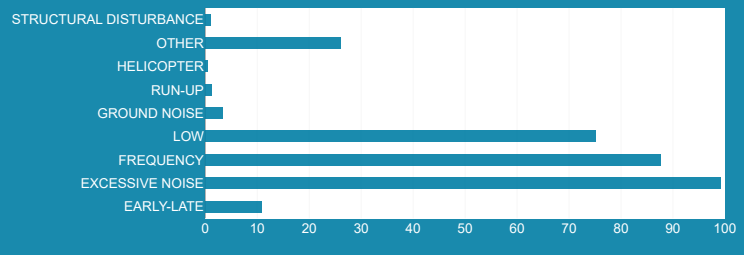

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

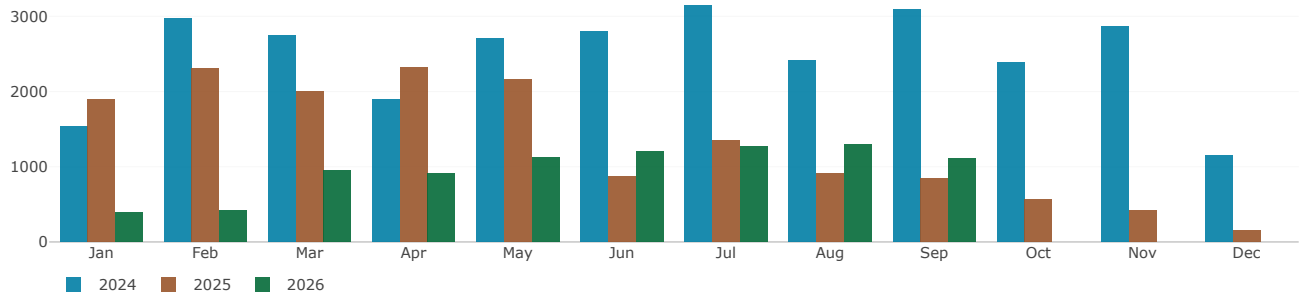
# Lake Elmo Airport (21D) — 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **3,686** COMPLAINTS | **13** LOCATIONS | **172** NIGHTTIME COMPLAINTS | **8** NIGHTTIME HOUSEHOLDS |
| **2025** | **3,102** COMPLAINTS | **17** LOCATIONS | **232** NIGHTTIME COMPLAINTS | **9** NIGHTTIME HOUSEHOLDS |

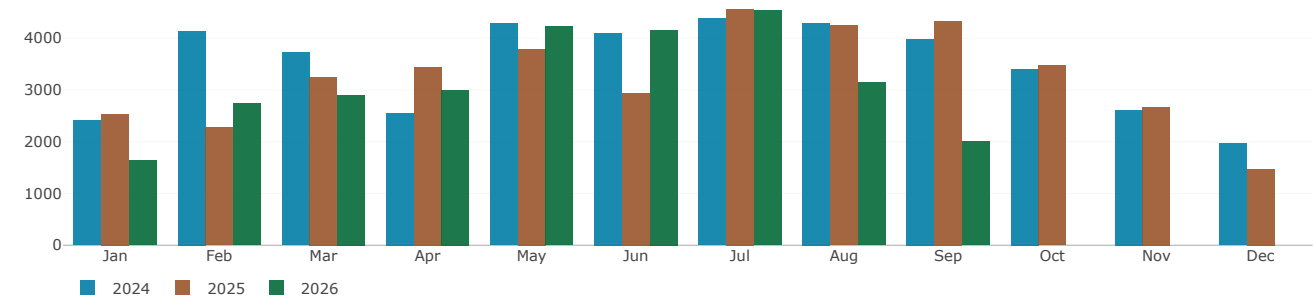
COMPLAINT DESCRIPTORS




## OPERATIONS

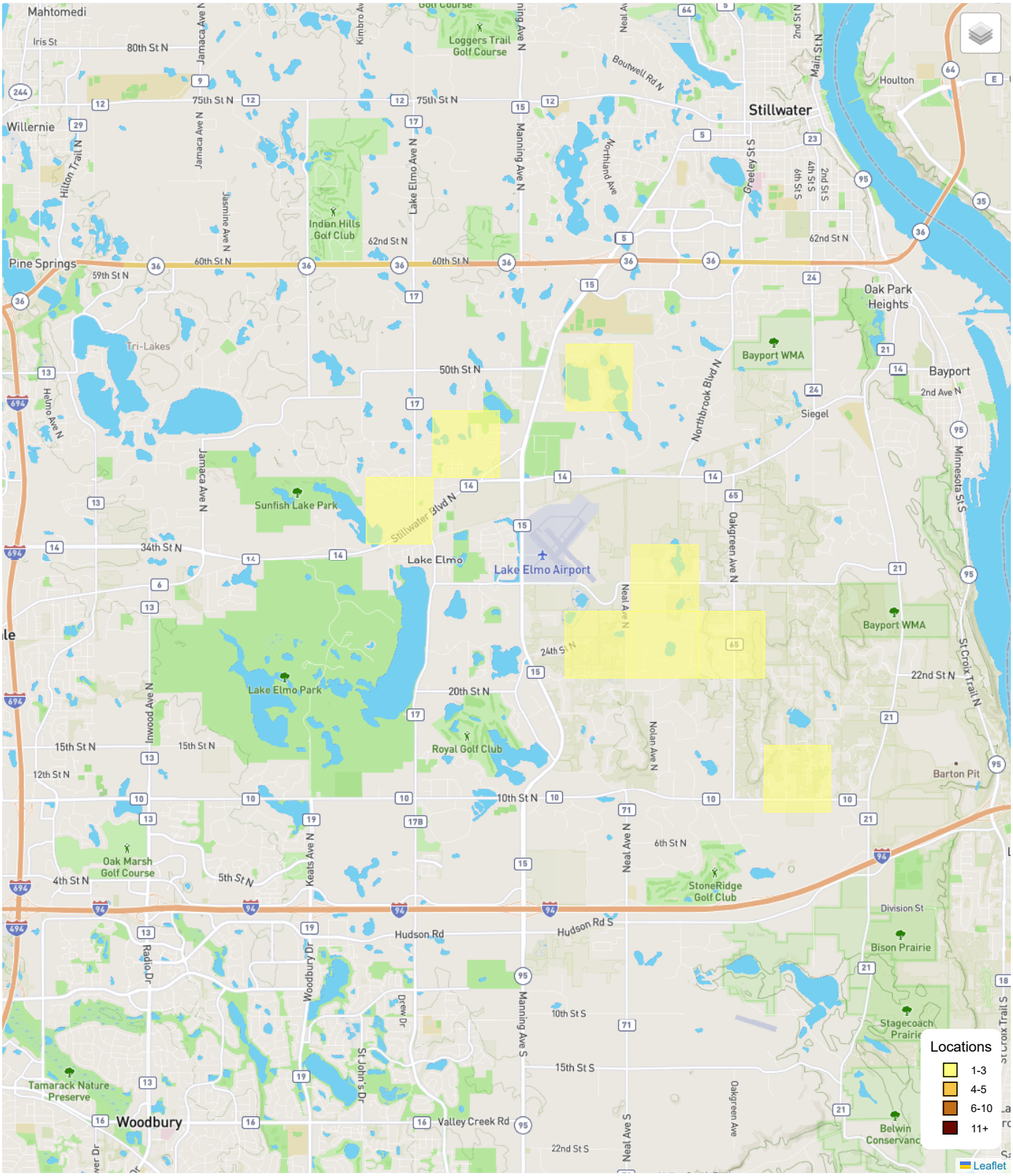
| 2026* | | 2025 | |
|---|---|---|---|
| **9,694** OPERATIONS | **248** NIGHTTIME OPERATIONS | **13,147** OPERATIONS | **225** NIGHTTIME OPERATIONS |




| AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % |
|---|---|---|---|---|
| HELICOPTER | 48 | 0.5% | 24 | 0.7% |
| PISTON | 9,522 | 98.2% | 3,587 | 97.3% |
| TURBO-PROP | 41 | 0.4% | 11 | 0.3% |
| UNKNOWN | 83 | 0.9% | 16 | 0.4% |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

# Lake Elmo Airport (21D) - COMPLAINTS HEATMAP

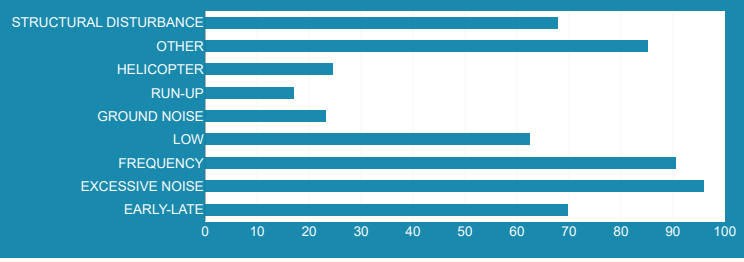


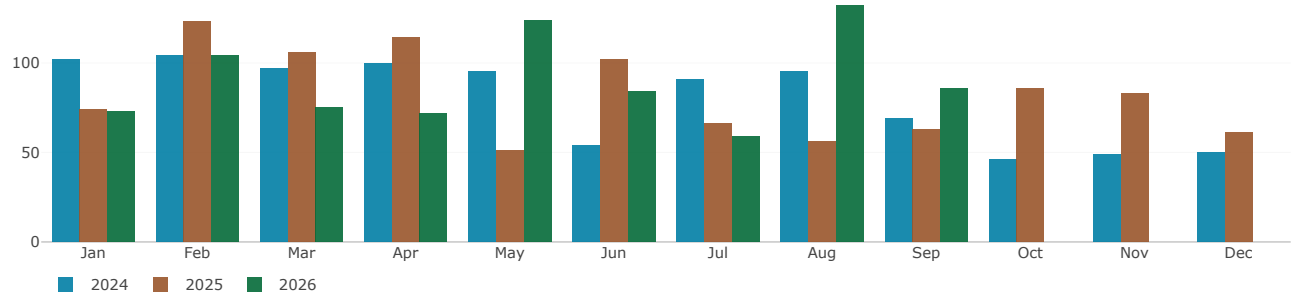
# Anoka County-Blaine (Janes Field) Airport (ANE) 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **277** COMPLAINTS | **15** LOCATIONS | **144** NIGHTTIME COMPLAINTS | **6** NIGHTTIME HOUSEHOLDS |
| **2025** | **185** COMPLAINTS | **20** LOCATIONS | **71** NIGHTTIME COMPLAINTS | **8** NIGHTTIME HOUSEHOLDS |

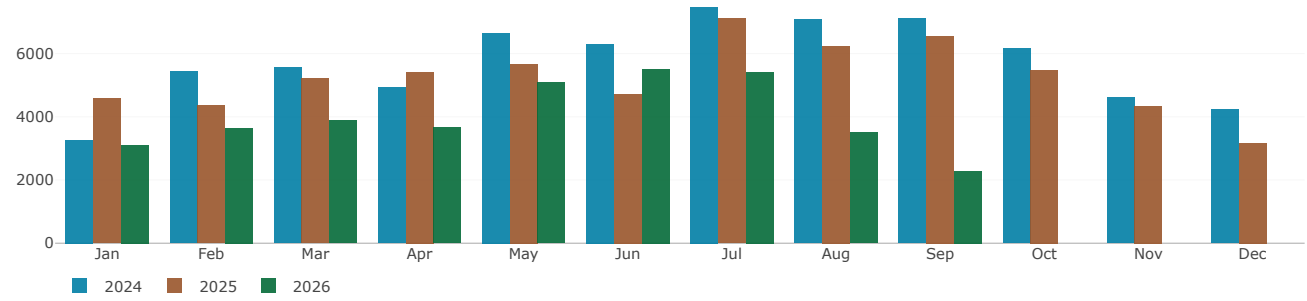
COMPLAINT DESCRIPTORS




## OPERATIONS

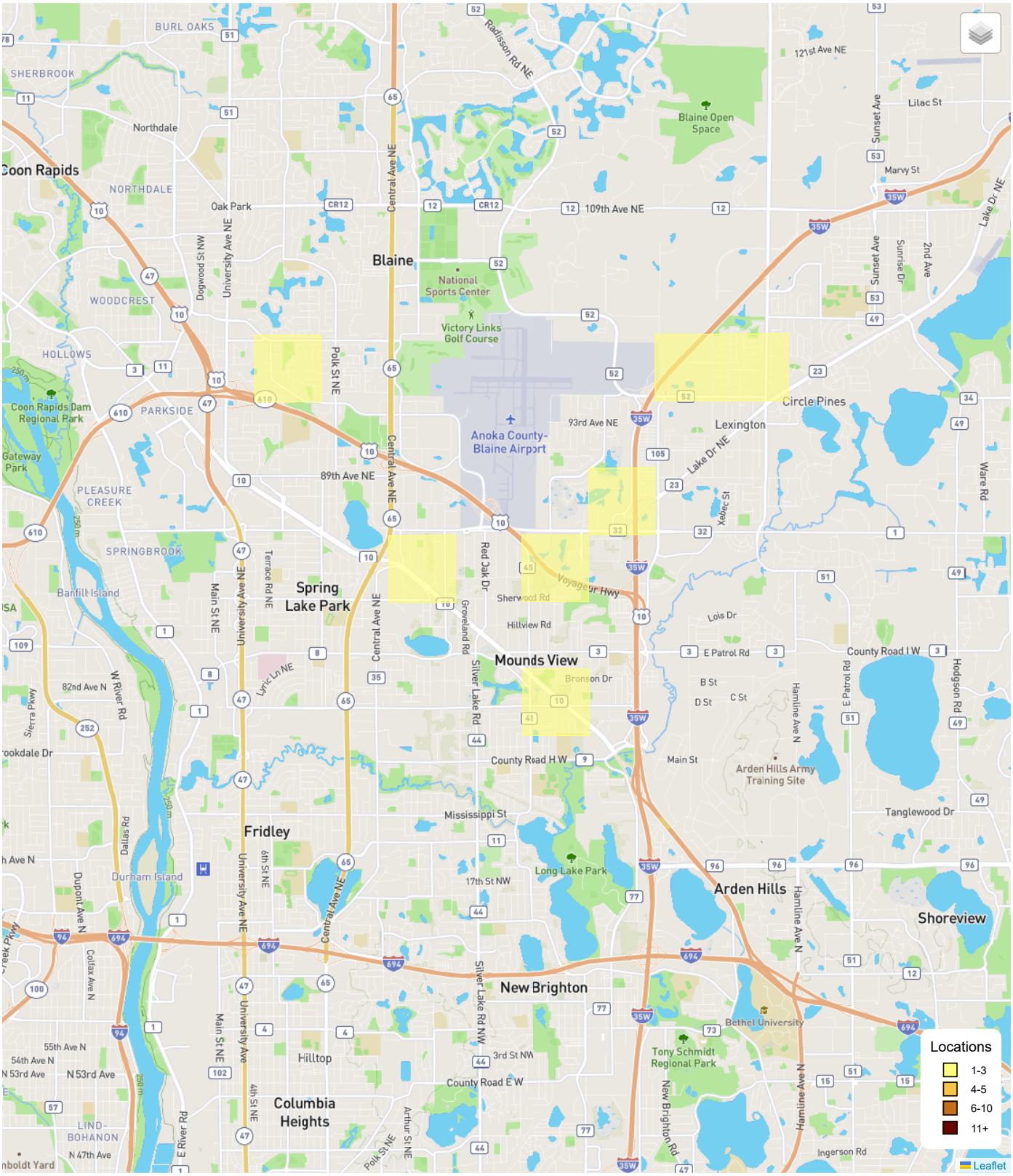
| 2026* | | 2025 | |
|---|---|---|---|
| **11,195** OPERATIONS | **1,037** NIGHTTIME OPERATIONS | **19,907** OPERATIONS | **1,280** NIGHTTIME OPERATIONS |




| | | AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % | |
|---|---|---|---|---|---|---|---|
| | | JET | 502 | 4.5% | 13 | 4.7% | |
| | | HELICOPTER | 787 | 7% | 56 | 20.2% | |
| | | PISTON | 9,070 | 81% | 164 | 59.2% | |
| | | TURBO-PROP | 803 | 7.2% | 32 | 11.6% | |
| | | UNKNOWN | 32 | 0.3% | 5 | 1.8% | |
| | | MILITARY | 1 | 0% | 0 | 0% | |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

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

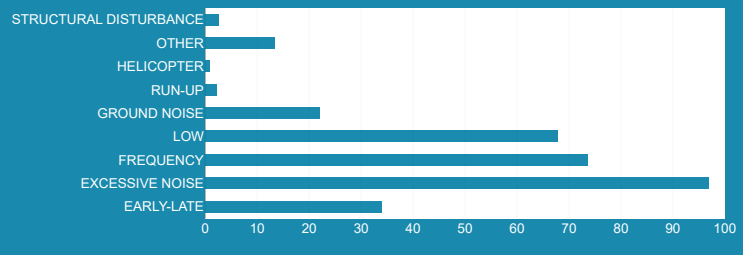


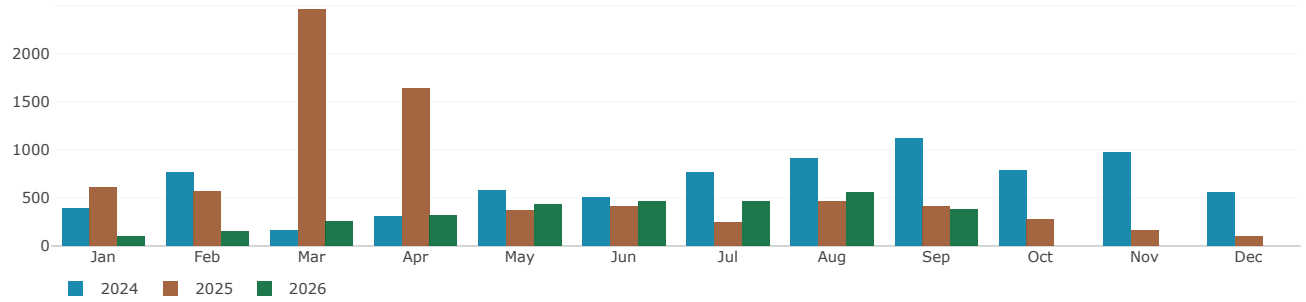
# Flying Cloud Airport (FCM) — 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **1,406** COMPLAINTS | **49** LOCATIONS | **295** NIGHTTIME COMPLAINTS | **26** NIGHTTIME HOUSEHOLDS |
| **2025** | **1,123** COMPLAINTS | **50** LOCATIONS | **206** NIGHTTIME COMPLAINTS | **24** NIGHTTIME HOUSEHOLDS |

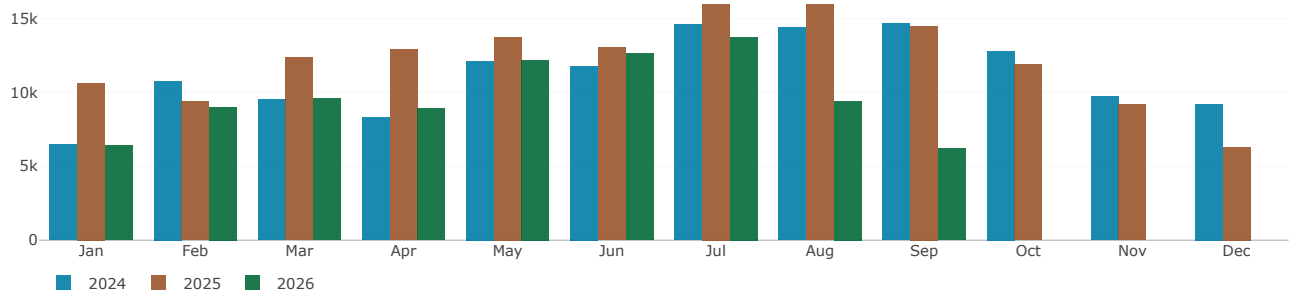
COMPLAINT DESCRIPTORS




## OPERATIONS

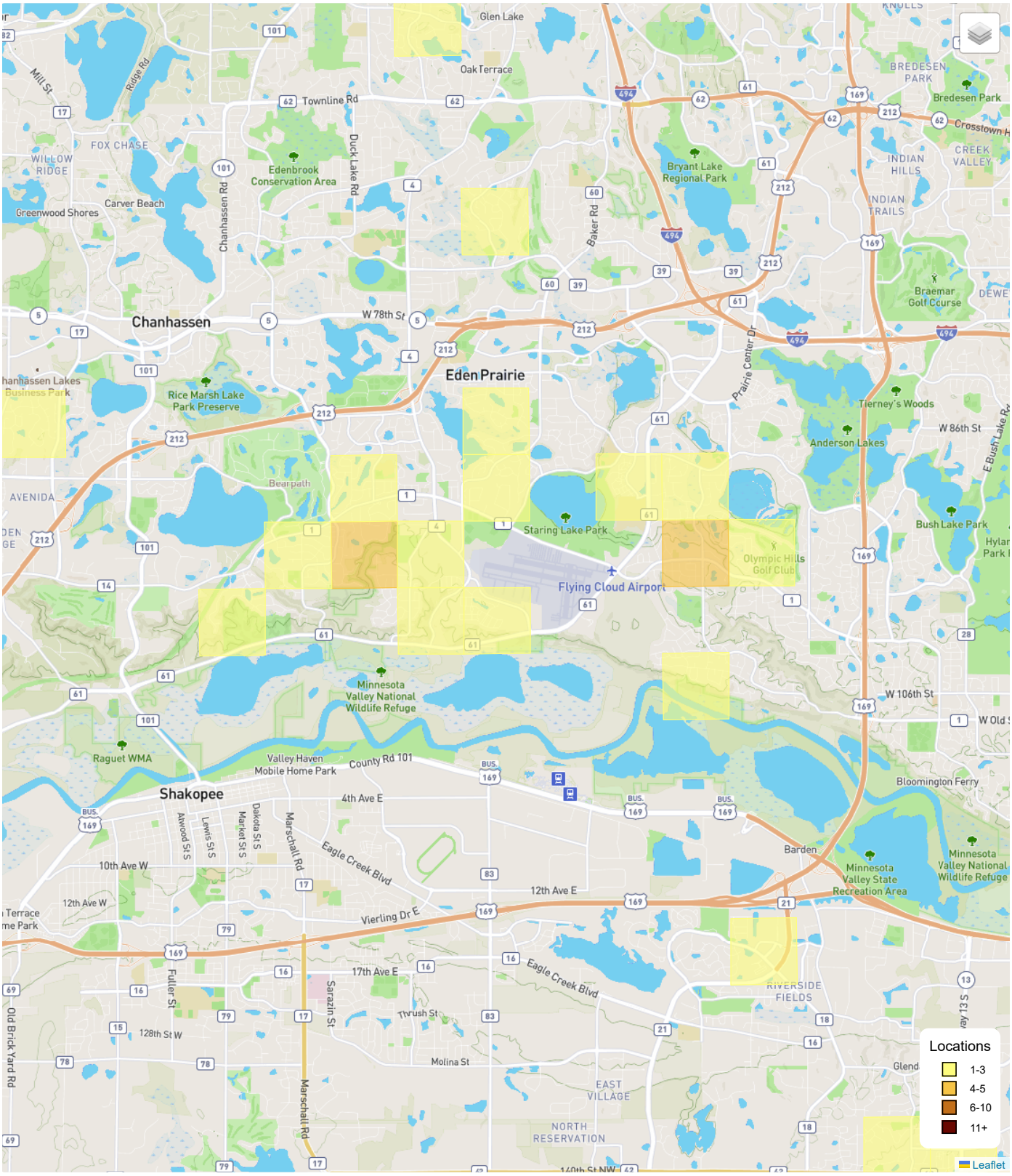
| 2026* | | 2025 | |
|---|---|---|---|
| **29,357** OPERATIONS | **1,568** NIGHTTIME OPERATIONS | **46,390** OPERATIONS | **1,777** NIGHTTIME OPERATIONS |




| | AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % | |
|---|---|---|---|---|---|---|
| | JET | 3,042 | 10.4% | 358 | 25.5% | |
| | HELICOPTER | 874 | 3% | 25 | 1.8% | |
| | PISTON | 23,288 | 79.3% | 821 | 58.4% | |
| | TURBO-PROP | 2,129 | 7.3% | 198 | 14.1% | |
| | UNKNOWN | 24 | 0.1% | 1 | 0.1% | |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

# Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP

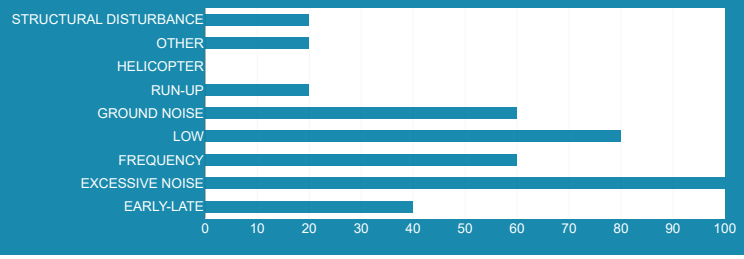


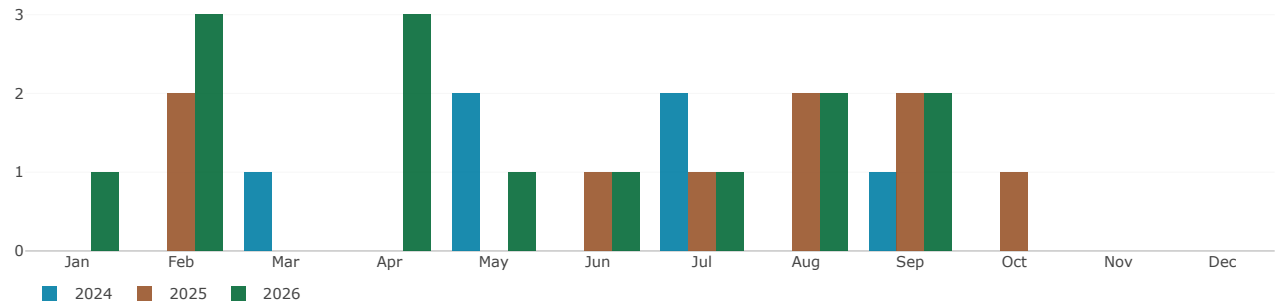
# Airlake Airport (LVN) — 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **5** COMPLAINTS | **3** LOCATIONS | **0** NIGHTTIME COMPLAINTS | **0** NIGHTTIME HOUSEHOLDS |
| **2025** | **5** COMPLAINTS | **4** LOCATIONS | **1** NIGHTTIME COMPLAINTS | **1** NIGHTTIME HOUSEHOLDS |

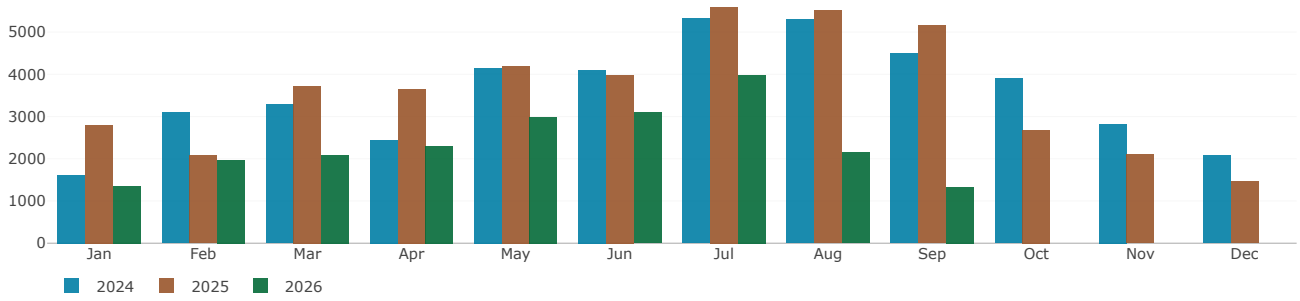
COMPLAINT DESCRIPTORS




## OPERATIONS

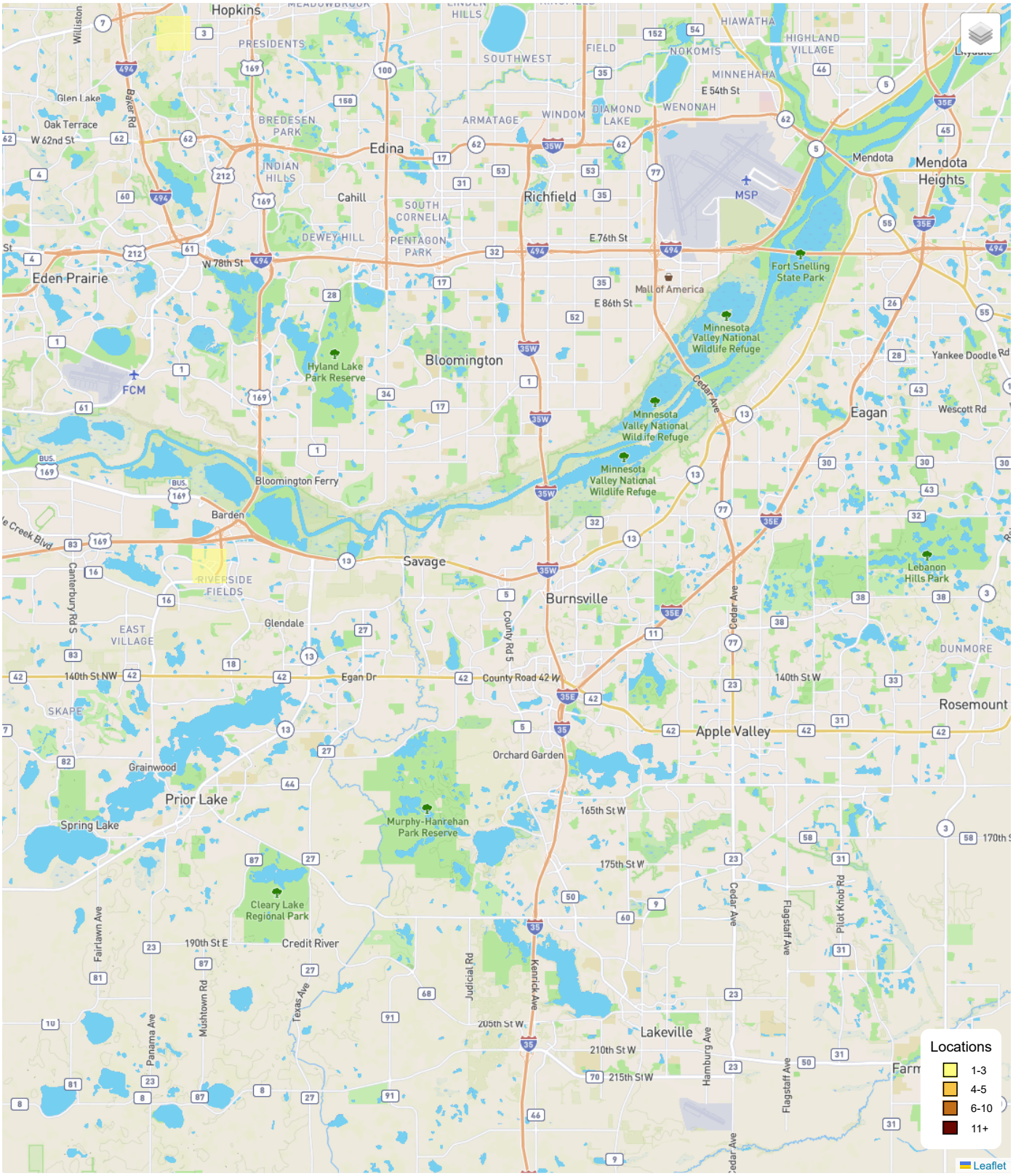
| 2026* | | 2025 | |
|---|---|---|---|
| **7,466** OPERATIONS | **295** NIGHTTIME OPERATIONS | **16,262** OPERATIONS | **448** NIGHTTIME OPERATIONS |




| | | AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % | |
|---|---|---|---|---|---|---|---|
| | | PISTON | 7,250 | 97.1% | 5 | 100% | |
| | | HELICOPTER | 35 | 0.5% | 0 | 0% | |
| | | JET | 34 | 0.5% | 0 | 0% | |
| | | TURBO-PROP | 121 | 1.6% | 0 | 0% | |
| | | UNKNOWN | 26 | 0.3% | 0 | 0% | |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

# Airlake Airport (LVN) - COMPLAINTS HEATMAP

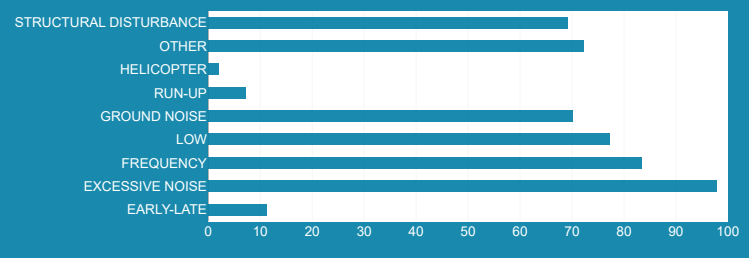


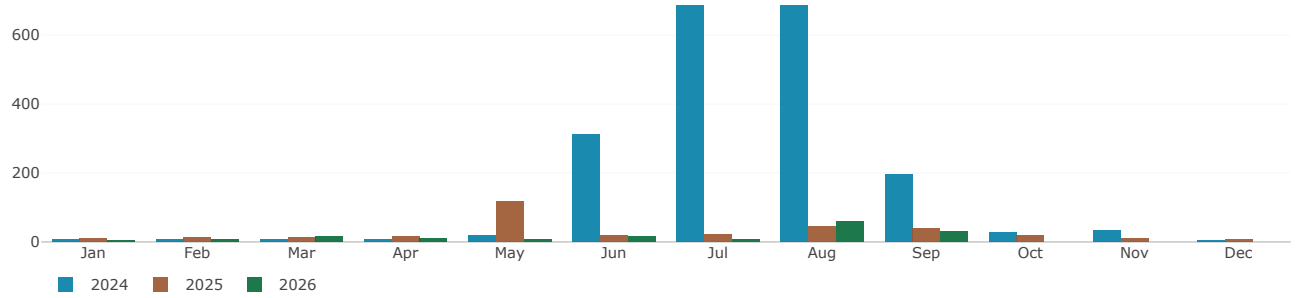
# Crystal Airport (MIC) — 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **97** COMPLAINTS | **12** LOCATIONS | **6** NIGHTTIME COMPLAINTS | **2** NIGHTTIME HOUSEHOLDS |
| **2025** | **106** COMPLAINTS | **11** LOCATIONS | **3** NIGHTTIME COMPLAINTS | **3** NIGHTTIME HOUSEHOLDS |

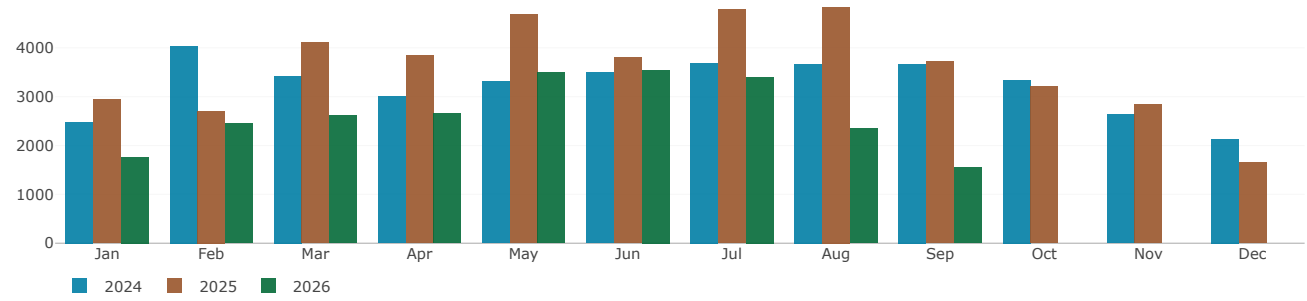
COMPLAINT DESCRIPTORS




## OPERATIONS

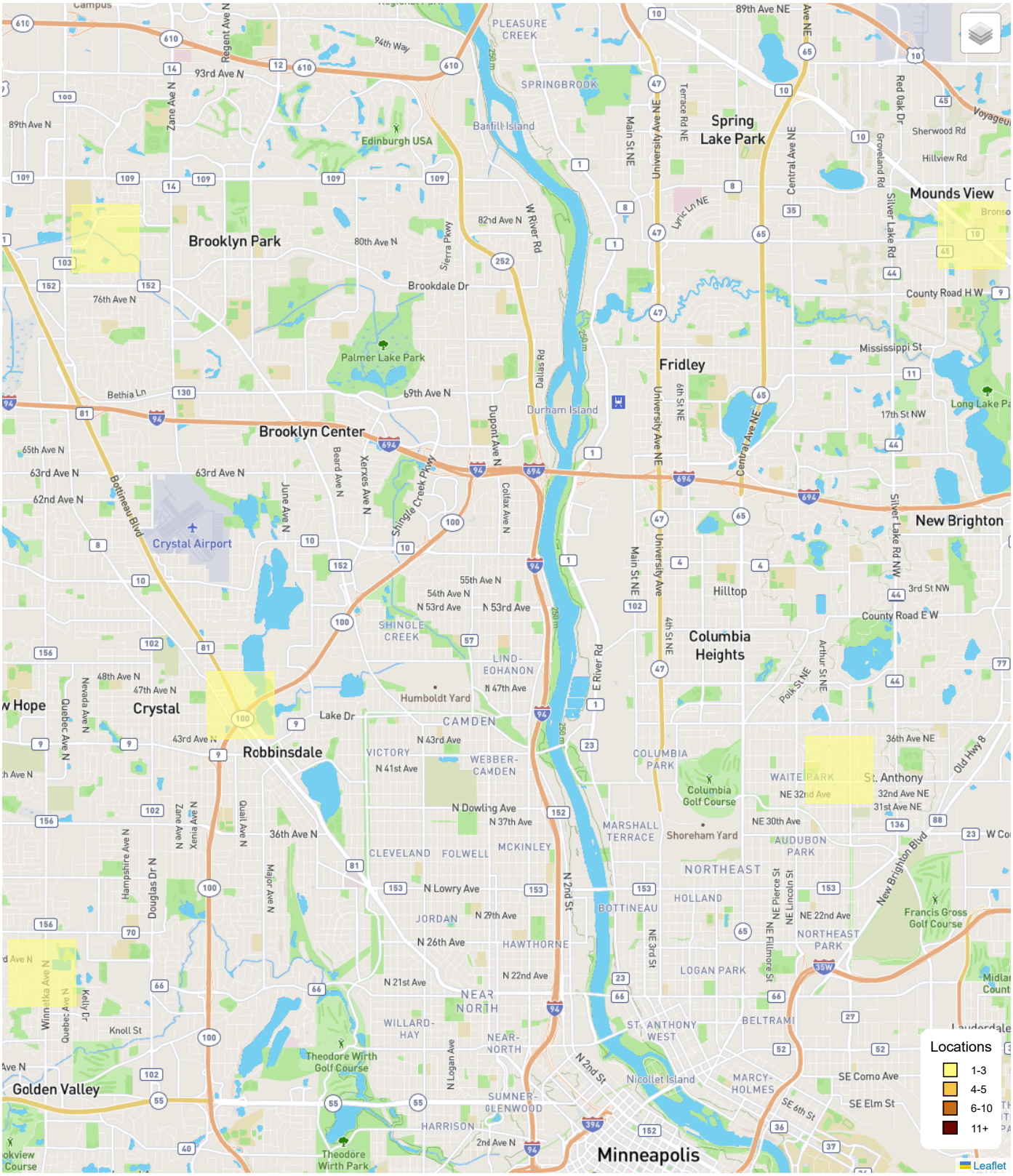
| 2026* | | 2025 | |
|---|---|---|---|
| **7,302** OPERATIONS | **224** NIGHTTIME OPERATIONS | **13,342** OPERATIONS | **440** NIGHTTIME OPERATIONS |




| | AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % | |
|---|---|---|---|---|---|---|
| | JET | 6 | 0.1% | 4 | 4.1% | |
| | HELICOPTER | 83 | 1.1% | 1 | 1% | |
| | PISTON | 7,140 | 97.8% | 89 | 91.8% | |
| | TURBO-PROP | 47 | 0.6% | 3 | 3.1% | |
| | UNKNOWN | 26 | 0.4% | 0 | 0% | |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

# Crystal Airport (MIC) - COMPLAINTS HEATMAP

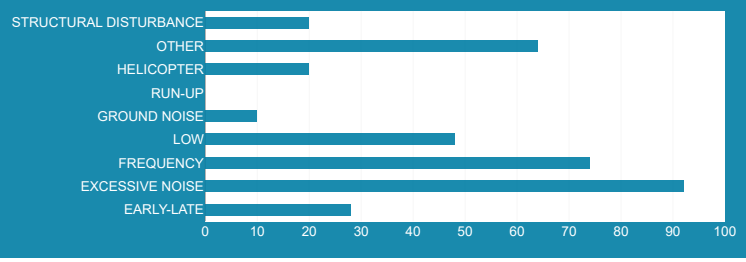


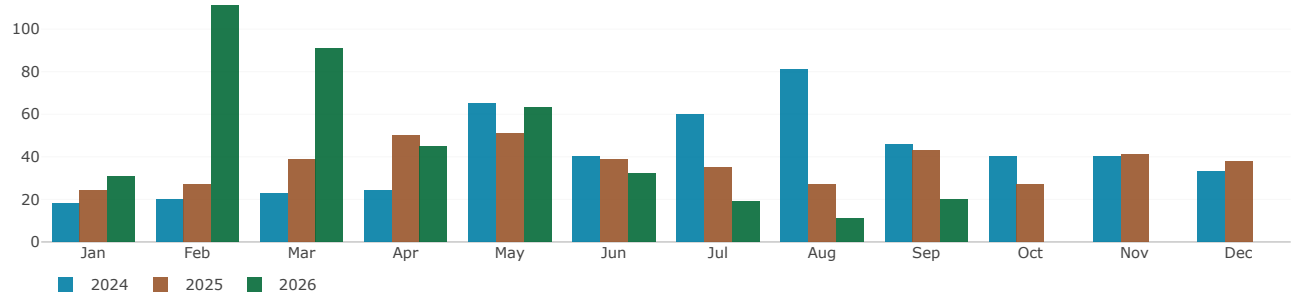
# St Paul Downtown Holman Field (STP) 3RD QUARTER 2026

## COMPLAINTS

| | | | | |
|---|---|---|---|---|
| **2026** | **50** COMPLAINTS | **16** LOCATIONS | **12** NIGHTTIME COMPLAINTS | **7** NIGHTTIME HOUSEHOLDS |
| **2025** | **105** COMPLAINTS | **20** LOCATIONS | **26** NIGHTTIME COMPLAINTS | **11** NIGHTTIME HOUSEHOLDS |

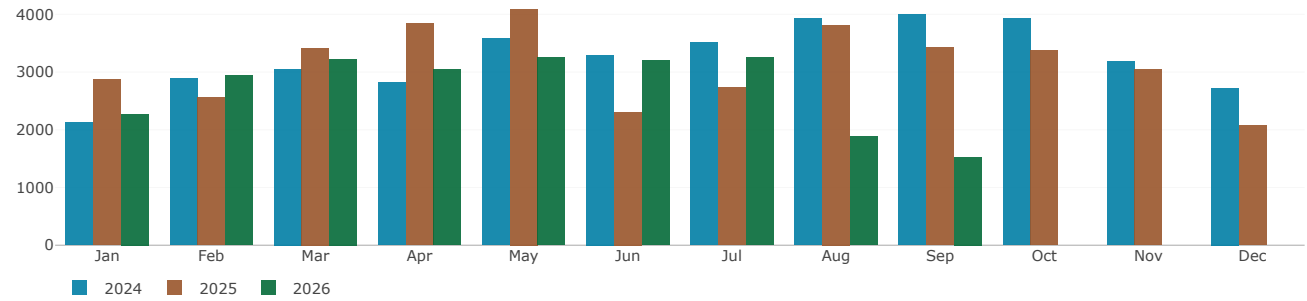
COMPLAINT DESCRIPTORS




## OPERATIONS

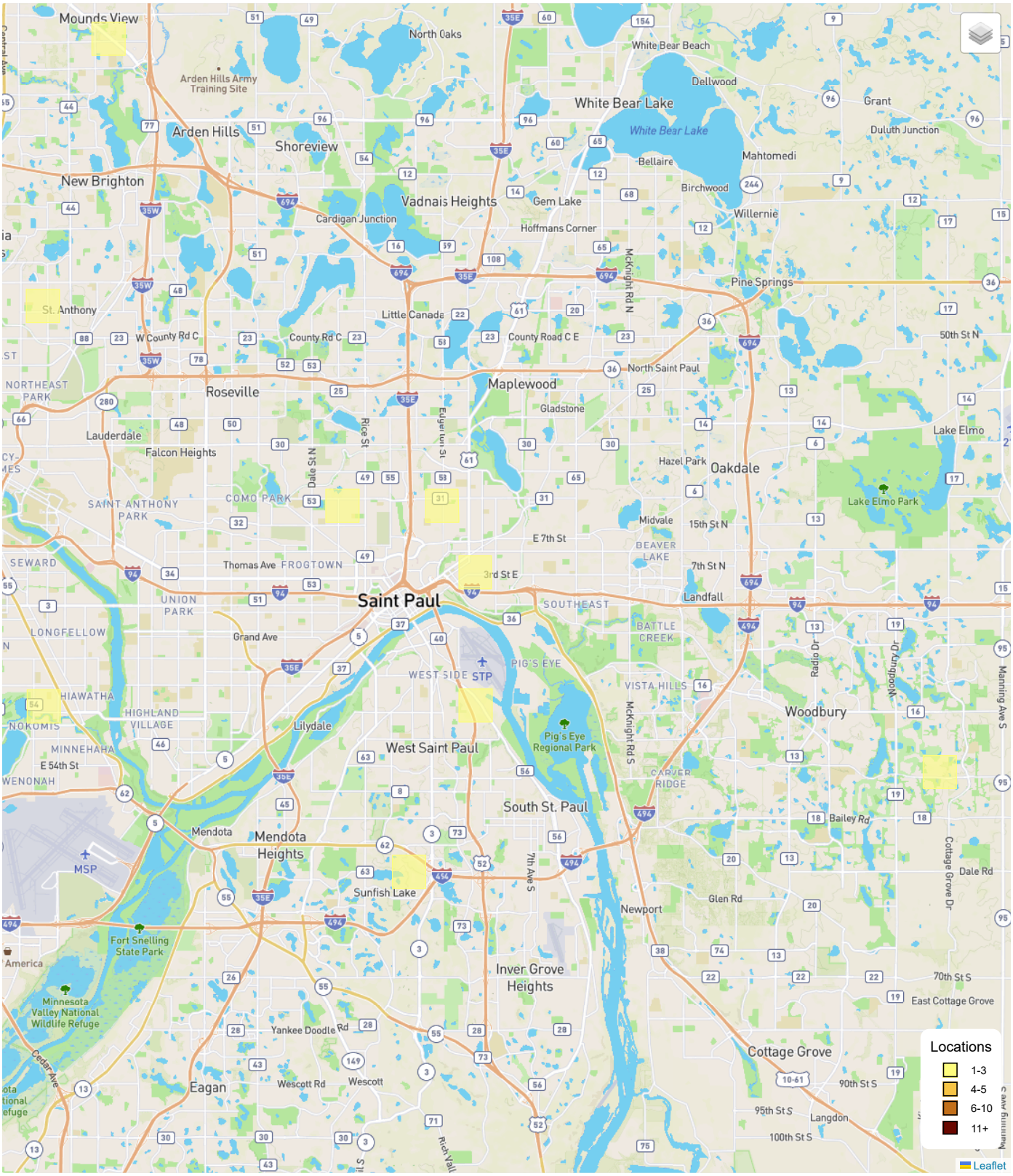
| 2026* | | 2025 | |
|---|---|---|---|
| **6,661** OPERATIONS | **727** NIGHTTIME OPERATIONS | **9,968** OPERATIONS | **901** NIGHTTIME OPERATIONS |




| | | AIRCRAFT TYPE | OPERATIONS | % | COMPLAINTS | % | |
|---|---|---|---|---|---|---|---|
| | | HELICOPTER | 831 | 12.5% | 11 | 22% | |
| | | JET | 2,023 | 30.4% | 8 | 16% | |
| | | MILITARY | 16 | 0.2% | 1 | 2% | |
| | | PISTON | 2,777 | 41.7% | 19 | 38% | |
| | | TURBO-PROP | 701 | 10.5% | 8 | 16% | |
| | | UNKNOWN | 313 | 4.7% | 3 | 6% | |

*Note: Operations data incomplete for August 2026 and September 2026 due to data source transition.

# St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP



# Anoka County-Blaine Airport (ANE)

# FLY NEIGHBORLY

*A program of the MAC general aviation airports*

## 1. TAKEOFF AND APPROACH

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

**B.** Runway 18: use right traffic.

**C.** Arrivals: follow PAPI or VASI 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 (2,412 msl)
- Piston-driven aircraft: 1,000 feet agl (1,912 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 full length of runway for arrivals and departures when practical, especially during nighttime hours.

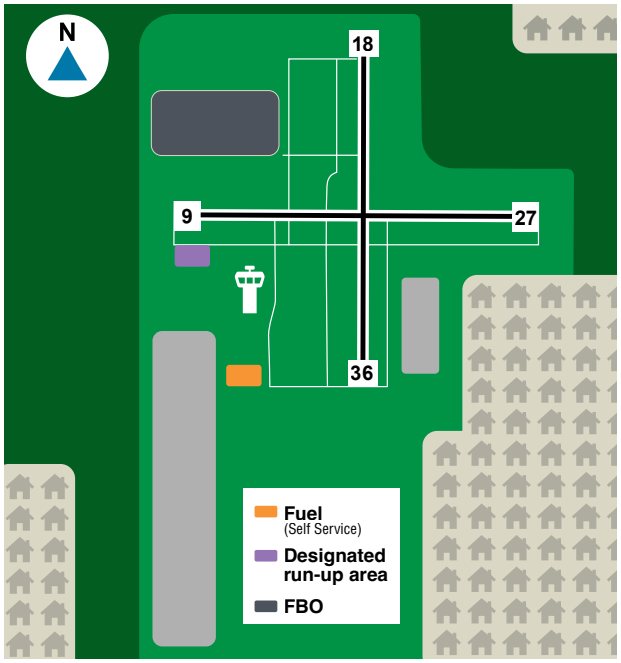
**E.** Avoid repetitive activity over residences, including training activities.

**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 0000 local time.

**C.** Avoid low-level flyovers at the airport.

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

**metroairports.org/our-airports**

*July 2026*