

ANOKA COUNTY/BLAINE AIRPORT ADVISORY COMMISSION
MINUTES OF MEETING
18 July 2007

Commissioners Present: Don Rosacker, Anoka County Aviation
Jack Plasch, Lexington
Dave Kelso, Circle Pines
Dean Quimby, Circle Pines
David Jahnke, Mounds View

MAC Staff Present: Scott Skramstad, Noise Program Coordinator
Joe Harris, Manager/Reliever Airports

The meeting was called to order at 5:00pm.

APPROVAL OF 18 APRIL 2007 MEETING MINUTES

The minutes were approved as written and distributed.

CONSTRUCTION UPDATE

Joe Harris, MAC, noted there are two projects currently underway at the Anoka County – Blaine Airport. The first project will begin on 30 July 2007 and is a rewiring of Runway 18/36, which will be closed until that rewiring work is completed (a minimum of 30 days). **Harris** noted there will be a total, nighttime closure of the airport itself when the contractors are working on the wiring where the two runways intersect. **Harris** stated it is too early in the project to determine when that closure will take place.

The second project taking place is the completion of reconstruction of Taxiway Charlie between Alpha 1 to where Taxiway Charlie ends. **Harris** stated the project has been done in two stages in order to minimize the impact to the largest FBO operation at the airport, which can not be shut down for the duration of the project. The first phase should be completed on 27 July 2007 and the second phase will conclude in August 2007. **Harris** noted airfield access will not be permitted during the second phase of the project; tenants with hangars in that area have had to move their aircraft either to another area of the field or to another airport. In response to a question from Dean Quimby, Circle Pines, **Harris** noted there is no new information on building in the northwest section of the airport.

RELIEVER TOWN HALL MEETINGS UPDATE

Joe Harris, MAC, stated that four meetings were held with tenants throughout the Relievers Airports system, with the Anoka County-Blaine and Lake Elmo tenants meetings combined and held on Monday, 18 June 2007. **Harris** stated the main purpose of the town hall meeting was to inform tenants of some proposed changes to the MAC's rates and charges structure. **Harris** stated that anyone wanting to build a hangar at the airport would have to pay a wait-list fee of \$500. This charge would assist the MAC in determining the true interest in building at the airport as only those people truly interested in building would add their name to the list. **Harris** also noted that the fee would be reimbursed if someone wanted to remove their name from the wait list, or would be reimbursed when someone on the wait list actually built a hangar. **Harris** stated that another proposed change is the implementation of a Facility Acquisition Fee which would be \$1/sq ft of a hangar space and which would help defray the administrative costs of a lease transfer. **Harris** noted that the current fee charged is a flat \$50 and that that amount does not cover the administrative costs of a lease transfer. **Harris** stated that a third proposed fee would be an annual licensing fee of

\$150 for any tenant that sub-leases her/his lease space. He clarified that tenants leasing t-stall hangars would pay \$150 per stall, not per hangar.

Harris noted that, at the 18 June town hall meeting, a financial model was presented to the tenants as a way to communicate to them the MAC's expected costs of operating the reliever airports through 2020. **Harris** said the model addresses anticipated revenues received from MSP and federal and state government to offset capital costs. **Harris** stated that the intention of using the financial model that was presented is to avoid having to raise ground rental rates for storage hangars at the reliever airports.

Harris stated that the MAC is looking at alternative ways to generate revenue so that the reliever airports can be as self-sustaining as possible. One such alternative at Anoka County-Blaine Airport is the development of land owned by the MAC for non-aeronautical purposes. **Harris** stated developers are being solicited to determine the interest in developing the lands and that the MAC is working with the City of Blaine's economic development team to ensure the airport's development is compatible with Blaine's plans. **Jack Plasch**, Lexington, asked if revenues generated from such development would be used for Anoka County-Blaine Airport or if the funds would be used by the MAC for development or improvement projects at other airports. **Harris** stated that revenues generated by MSP would be used at MSP, and that revenues generated at reliever airports would be used at the reliever airports. He clarified that revenues generated by the development of MAC-owned land around Anoka County-Blaine Airport, however, would not necessarily be earmarked only for use at Anoka County-Blaine Airport. **Don Rosacker**, Anoka County Aviation, pointed out that there is more land available for non-aeronautical development than there is, for example, at Crystal Airport, which would mean that revenues generated by development around Anoka County-Blaine could be used by Crystal or other reliever airports. **Harris** concurred but added that Anoka County-Blaine's debt service is greater than Crystal's, for example, so that, within the proposed financial model, each reliever airport would be "giving" revenues but "receiving" revenues as well.

Harris noted the measures mentioned above are proposed measures and that a public hearing on the proposals will be held on 8 August 2007.

Dean Quimby, Circle Pines, stated he thought there would be a \$500 fee for a lease transfer in addition to the \$1/sq ft charge. **Harris** stated that was not his understanding. **Quimby** stated he thought the original intent of the reliever airports system was to provide capacity relief to MSP and that, if that is the case, revenues generated at MSP should perhaps not be used solely at MSP. **Harris** replied that he could not speak to the original intent of the development of the relievers system. He noted that the aviation industry has changed significantly over the years and that the MAC must adapt to those changes and work to make its airports economically attractive for both commercial carriers and general aviation partners. **Harris** stated that, with the addition of Runway 17/35, MSP has the capacity to handle approximately 660,000 operations but is currently at approximately 475,000 operations and so lack of capacity is not a concern.

ANE NOISE COMPLAINTS FOR APRIL, MAY AND JUNE 2007

Scott Skramstad, MAC, noted there were thirteen (13) total complaints, from ten (10) complainants, during the second quarter of 2007, which was up from the first quarter. **Skramstad** noted that during second quarter 2006 there were 51 total complaints from 12 complainants. **Don Rosacker** noted that the percentage of complaints, relative to the total number of operations at Anoka County-Blaine, is low. **Skramstad** said the ILS is being used more frequently, which may be why there are a few more complaints to the east of the airport than there are from the north of the airport. **Dean Quimby** asked about the complaints that indicate "structural disturbance". **Skramstad** noted that one of the complaints was filed via the Internet and that, when filing a complaint via the Internet, residents can check off boxes indicating components of their complaint, e.g., low, excessive noise, etc. **Skramstad** noted there is a trend among Internet complaints in which residents check off all or most components and that the "structural disturbance" might indicate rattling windows or a perception that the home is vibrating. **Quimby** noted there is a seaplane operation, Surf Side, that operates out of the airport and that their operations may be noisy as the planes,

when they're full, fly low. **Quimby** asked if Skramstad could contact them regarding noise abatement procedures at Anoka County – Blaine Airport.

OTHER ITEMS NOT ON THE AGENDA

David Jahnke, Mounds View, asked if for an update on the non-aeronautical development project. **Joe Harris**, MAC, noted that a developer has been selected but that the developer has not come forward as of yet with a third-party partner. **Harris** noted that, given the economic state of the aviation industry, developers will be cautious about development. He noted that, during the first six months of 2007, as compared to the first six months of 2006, operations at Anoka County-Blaine are down 7.5%.

Jack Plasch, Lexington, suggested that a topic for the next meeting be to revisit the creation and mission of the Anoka County-Blaine Airport Advisory Commission and to discuss how frequently the Commission needs to meet going forward. **Harris** noted that one of the original reasons for forming the Commission was to deal with the airport's expansion and the environmental documentation that was part of that. He stated that, in light of those tasks being completed, it may well be time for the cities represented on the board to revisit the need for the Commission at this time. **Harris** noted that it would be possible, if a decision were made to have the Commission go on sabbatical, to reconvene the Commission at a future time if need be. **Harris** proposed sending Commission members the group's bylaws before the next meeting so that they can review them and communicate with their respective cities as to whether or not the Commission is needed at this time.

NEXT MEETING

The next meeting was scheduled for Wednesday, 17 October 2007 at 5:00pm.

ADJOURNMENT

The meeting was adjourned at 5:43pm.

Respectfully Submitted
Christene Sirois, Recording Secretary