

**METROPOLITAN AIRPORTS COMMISSION
ANOKA COUNTY-BLAINE AIRPORT ADVISORY COMMISSION
MEETING MINUTES**

Wednesday, 16 April 2008, 5:00pm
Air Traffic Control Tower Conference Room – Blaine Airport

Commissioners Present D. Jahnke, B. Haake, D. Rosacker, A. Enerson, D. Kelso, J. Keinath, J. Plasch, K. Swanson

MAC Staff: S. Skramstad, J. Harris

Others: C. Arneson – City of Blaine

1. Membership Introductions

Scott Skramstad, MAC, reminded the group that, at its 17 October 2007 meeting, the Commission agreed to meet semi-annually instead of quarterly, with meetings being called more frequently on an as-need basis. **Skramstad** noted new members have been appointed to the Commission; new and continuing members introduced themselves. **Skramstad** noted the Commission's bylaws state that a quorum for the group is four aviation community representative members and four community representative members, and that the by-laws include provisions for electing co-chairs at the first meeting in an even-numbered year. It was noted a full quorum was not present at today's meeting; therefore, co-chair elections can not be held. **Skramstad** asked the members if they were comfortable moving forward with the meeting, and future meetings, on an informal basis. Members agreed they were comfortable doing so, and it was noted that elections could be held at a future meeting if a quorum is established.

2. Approval of the 17 October 2007 Meeting Minutes

The minutes were approved as written and distributed.

3. ANE Noise Complaints for January, February, March

Scott Skramstad, MAC, noted there were a total of 11 complaints registered by eight complainants during the January-March 2008 period. Of those 11 complaints, four were registered by phone and seven were registered via the Internet. **Skramstad** stated analysis of the complaints does not reveal specific, unusual trends or anomalies. **Skramstad** noted that during the October 2007 – March 2008 period a total of 21 complaints were registered by 12 complainants. Approximately half of the 21 complaints were left via phone and half were left via the Internet. During the first six months of 2007 there were a total of 34 complaints left by 18 complainants. **Don Rosacker, Anoka County Aviation**, noted that the complaint registered on 22 January 2008 was left at 3:20am, the complaint registered on 4 January was left at 5:15am and the complaint left on 17 March was left at 1:30am; he asked what operations might have been taking place during those hours. **Arlo Enerson, Anoka County Aviation**, noted there are freighters that depart at 12:30am and at 3:30am, and a few that depart around 5:00am, with others departing between 6:00-7:00am. He noted that several of the freighters are conducting medical runs. **David Jahnke, Mounds View**, noted that residents ask him if there is a regular schedule of nighttime departures. Enerson replied that departures don't necessarily take place every night, but that there is a

somewhat consistent schedule. **Clark Arneson, City of Blaine**, asked what type of medical runs the operations are. **Enerson** stated that he believes approximately 30% of what the freighters haul is medical equipment, and that they also carry some cargo. **Jahnke** asked if it would be possible to get copies of the freighter schedules; **Enerson** said he will see if he can obtain those. **Skramstad** noted that noise complaints are analyzed for trends or irregularities and that if any are identified, MAC staff will contact the operators. **Joe Harris, MAC**, noted that the operator conducting the medical freight operations utilizes the entire MAC system of reliever airports for its business, moving from one airport to another depending on fuel costs, and may spend several months at one airport before operating out of another airport for several months. He noted the operator has been at ANE for a longer period of time than previously and that he and Skramstad can meet with the operator to discuss noise issues related to its operations. **Arneson** said it is his understanding that there are no nighttime operation restrictions at ANE. **Skramstad** confirmed that that is correct and stated that the MAC-owned airports, including MSP, are public-use facilities and cannot be restricted in terms of nighttime operations. **Barbara Haake, Mounds View**, asked if ANE's fuel costs are lower than the costs at the other MAC reliever airports. **Harris** replied that the fuel costs are in line with the other relievers, and that operators can contract with fuel providers for lower rates. **Haake** noted that there are more complaints coming from east and west of the airport and asked if there are fewer complaints coming from north of the airport. **Skramstad** noted that he spoke with a resident to the north of the airport who had filed numerous complaints previously and that there have since been fewer complaints. **Harris** noted that use of Runway 9/27 has increased, particularly at night when pilots can use the ILS, which would account for an increase in complaints from east and west of the airport. **Enerson** noted that one of the complaints filed during the January-March 2008 time period came from a location far north of the airport and asked what type of aircraft might generate a complaint that far out. **Skramstad** noted that information was not available for that operation; he added that the complainant did not request a return call or leave contact information for further follow-up. He pointed out that some of the operations for which complaints are registered are actually operations originating from MSP or the St. Paul Downtown Airport but flying over the Anoka-Blaine area.

4. Other Items Not on the Agenda

Jack Plasch, City of Lexington, asked what impact Key Air would have on noise issues at ANE after it opens for business. **Joe Harris, MAC**, said that the number of aircraft Key Air will accommodate is to be determined, as is the impact their operations will have on noise issues at ANE. He noted that the presence of the ILS will likely mean increased inbound traffic from the east but that that is more a function of the ILS than the presence of Key Air at the airport. **Harris** noted that operations at ANE are down, with just above 80,000 operations in 2007. He stated that operations at ANE have been decreasing annually since 2001 and distributed a handout showing data from 1996-2007. **Harris** pointed out that the data do not reflect operations taking place during non-tower hours which are 7:00am – 10:00pm June to October, and 7:00am – 9:00pm October to May. **James Keinath, City of Circle Pines**, asked for clarification as to whether or not the tower is staffed during those times. **Harris** replied that there is a minimum of two people staffing the tower during the times he noted. **Keinath** inquired as to whether or not there are noise abatement measures in place at ANE. **Scott Skramstad, MAC**, stated there are. **Keinath** asked what the expectations are for traffic volume at ANE during the 2008 Republican National Convention. **Harris** said that it is difficult to determine that at this time, but that it will depend on whether or not use restrictions are placed on the Downtown St. Paul Airport during the convention. **Harris** said he would expect MSP to be the preferred location for housing and servicing aircraft utilized to bring people in for the convention, with Flying Cloud Airport being the next-preferred. **Harris** noted that Key Air will be marketing its services to convention attendees, but that he does not expect the

volume to increase significantly. **Keinath** asked if the ILS allows aircraft to approach ANE at a higher elevation and then descend more quickly and steeply for landing. **Harris** said he could not speak to the altitude but that the guidance provided by the ILS is a benefit to landing aircraft. **Enerson** said the descent would be about 2.5 degrees which would make for a low and quiet approach. **Skramstad** noted that aircraft may be higher on their approach using the ILS but that they are also more precise in their horizontal location as well.

Barbara Haake, Mounds View, asked for the status of the long-term comprehensive plan for ANE. **Skramstad** noted that he queried MAC Airport Development on that and that they indicate the plan is in the initial stages of development at this time. He noted that the long-term plan is a 20-year outlook and that the MAC is currently developing aircraft operations forecasts. The forecasts will be used to identify airport facility needs and airfield development needs. **Skramstad** said MAC Airport Development has indicated development concept proposals should be ready by October, in time for this committee to review them. **Haake** noted, for the record, that she would like to see the concept proposals before they are approved. **Harris** noted that extensive public meetings were held as part of the comprehensive plan development for Crystal Airport and said that he believes the same or a similar process will be held for ANE.

David Jahnke, Mounds View, asked if the proposed Northwest-Delta Airlines merger will have an impact on funding for ANE. **Harris** replied that it likely will not as no MSP funds are used to fund the reliever airports. He noted the reliever airports are financially structured to be self-sustaining without subsidies from MSP. **Haake** asked if other airlines will move in to MSP after Northwest and Delta merge. **Skramstad** replied that it is too early to tell what may happen.

Dave Kelso, Circle Pines, noted that recent newspaper articles on the opening of Key Air at ANE have indicated the east-west runway at ANE may be extended. **Haake** stated an agreement is in place that says the runway cannot be extended beyond 4855 feet through the year 2020, and that the state legislature would need to be involved in any changes made to that agreement.

Keinath noted that it sounds as commercial operations will be the growth segment at ANE and asked what the typical traffic patterns and times those businesses would be operating. **Harris** stated that experience at ANE indicates that corporate users typically operate between 8:00am and 5:00pm.

Plasch asked if Key Air would have chosen to establish itself at ANE if the airport did not have ILS. **Harris** replied that it is hard to say whether they would have or not, but noted that the type of aircraft Key Air will be operating have precision navigation technology and so could operate at the airport if it did not have ILS. He added there is no competition on or around ANE for the type of service Key Air will provide.

Harris noted there are several parcels of land outside the airport perimeter that have no aeronautical use and are owned by the MAC; **Harris** stated that the MAC is looking into leasing those lands to generate revenue to sustain ANE. Developers have been solicited but there have been no proposals for development to date. **Harris** added that the FAA must approve the leasing of lands for non-aeronautical development, and the approval process can have an impact on lease length. **Keinath** asked how the self-sustaining financial model will impact future development at ANE. **Harris** said there are not many proposed enhancements for the airport at this time, and that revenue is utilized for maintenance of airport property and equipment.

5. Next Meeting Date

The next meeting was set for Wednesday, 16 July 2008. If there is nothing significant to discuss at that time, the next meeting will be held on Wednesday, 15 October 2008.

The meeting adjourned at 6:10pm.

Respectfully submitted,

Christene Sirois, Recording Secretary
612.725.6455