

SHORT FINAL

The Quarterly Newsletter of the Brainerd Lakes Regional Airport
Issue Twenty Eight / Winter 2017

The Wright Direction

Transition is defined as a movement, passage, or change from one position to another. The Brainerd Lakes Regional Airport has assisted the Brainerd Lakes Region through many of life's transitions.



Aviation provides significant value through the many transitions whether it's escaping the bonds of earth for the first time as a student pilot or discovering the simplicity of a no hassle environment associated with the daily scheduled jet service opening doorways to the world. Aviation continues to serve those that need to transition.

The Brainerd Lakes Regional Airport Commission is currently defining how it manages the transitions anticipated over the next 20 years. The first four steps of the Airport Master Planning process were highlighted in the last edition of Short Final. The Commission will begin to identify how the Airport will grow through Sustainability, Land Use, and Environment, Financial Analysis, and Facilities Implementation Plan. The Brainerd Lakes Regional Airport will finalize an updated Airport Layout Plan after all is said and done.

Sustainability, Land Use, and Environment: This project element will identify sustainability strategies, existing and proposed future land use, and environmental opportunities and constraints. The sustainability task will define sustainability as it pertains to the Brainerd lakes Regional Airport. There are three core principles in defining sustainability: protecting the environment, maintaining high and stable levels of economic growth, and social progress that recognizes all stakeholders' needs.

A narrative of existing and proposed land uses on and in the vicinity of the Airport will be completed per guidance of the Federal Aviation Administration. The purpose of the land use plan is to understand off-Airport existing and potential future land use relative to Airport development alternatives and the safe operation of the Airport.

The Environmental element of the project will identify potential environmental concerns associated with proposed improvements along with likely extent and cost of environmental documentation.

Financial Feasibility Analysis: The purpose of the Financial Feasibility analysis is to determine issues that will affect future cash flow at the airport. The analysis will identify Federal, State, and local funding sources expected to be available for financing future capital development projects.

Facilities Implementation Plan: This element of the Master Plan project will provide the Airport with guidance on how to implement the findings and recommendations of the Master Plan. The facilities implementation plan will include information needed to integrate the Master Plan recommendations with daily activities at the Airport, and allow the Airport to plan for fiscal, staff, scheduling, and other resources necessary to carry out proposed projects. All of the data gathered through the projects associated with the seven chapters of the Master Plan will go towards the assembly of an Airport Layout Plan (ALP). The ALP reflects as-built conditions, current FAA design standards, and development recommended for the Airport over the 20-year planning period.

Please come discover how this airport can help during your transitional moments.

Steven Wright, A.A.E. – Airport Director

Cirrus Vision Jet at KBRD


Most people have never seen the new Cirrus Vision Jet outside of photos and videos, but the Vision Jet is a regular visitor to Brainerd Lakes Regional Airport.

Manufactured by Cirrus Aircraft in Duluth, the Vision



Jet has been undergoing the rigorous testing required for FAA certification. During the summer and early fall months, Brainerd became a regular destination for these

test flights, as well as flights of the first production model of the airplane. The aircraft achieved FAA certification in late October of 2016.

The Vision Jet, a single engine, single pilot jet designed for ease of operation, ushers in a whole new category of personal jet transportation. It also incorporates the Cirrus Airframe Parachute System, a first for jet aircraft. While first deliveries are slated for late 2016 and early 2017, over 600 orders for this aircraft have already been placed. 

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Upcoming Events

January 19, 2017	Airport Commission 9:30 a.m.
February 16, 2017	Airport Commission 9:30 a.m.
March 16, 2017	Airport Commission 9:30 a.m.

Commission meetings held in airport conference room unless indicated.

Winter Wonderland?

It is zero dark thirty and I am just pulling into the maintenance building at Brainerd Lakes Regional Airport, having completed an hour drive from home that should have been only 20 minutes. The late evening flight from the Twin Cities arrived pretty much on time last night as it began to snow, but since about 11:00 pm. the snow has continually intensified and now is accumulating at about an inch an hour. Worse than that the wind is increasing now blowing out of the northwest at about 20 knots steady, gusting to 30. My co-worker was supposed to go home at 11:00 pm and I was not due in until 7:00 am but I see that his car is still here. I suspect he just started plowing at the end of his shift to keep up with this heavy snowfall. If I squint through the blowing snow, I think I can see the flashing lights and floodlights of the 24 foot plow out on runway 34. After confirming that the forecast calls for more of the same all day, a plan of attack must be formulated so that we can maintain our great track record of keeping this airport open for business.

Consulting with my colleague over the radio we decide that we will work on runway 34 and post an FAA Notice to Airmen that runway 23 will be closed for a few hours. The wind favors runway 34 and that is the preferred runway for our morning Delta flight. Unfortunately it seems that the first truck out is fighting almost a losing battle, the wind is depositing windrows across the runway in the time it takes to plow the almost mile and a half long runway. Since it takes six times down the runway to plow it full width, it is almost impossible to keep up. Of course with two trucks we can make full width in half the time, so we decide to do just that in an effort to keep the runway clear, not only for the morning flight at 7:30 but also any other traffic that may show up. On Flight Aware we noticed a private jet due in from St. Louis at 6:40. He has not departed yet from St. Louis so we do not know if he will be on time, or even if he is still coming, but now 6:40 is our target time for having runway 34 clear and ready for safe use.

Getting the runway ready for safe use is far more than just plowing snow. We must plow the snow off of the runway, then brush the runway down to as close to clean surface as the falling snow will allow. We only have one brush unit and it does not move as quickly as the plow, so timing of when to stop plowing and when to start brushing is critical for both arriving and departing flights.

Before a flight arrives or departs, critical braking action tests must be taken and reported. These are done at three different points on the runway, and through the use of a friction

meter/decelerometer coupled with personal braking observations using our pickup truck. We must then assign numerical values to our observations and report those to the airlines and by talking to the pilot in the cockpit. Numbers that show poor braking action will prevent the pilot from safely landing or departing. Even on departure braking action must be satisfactory so as to allow for a safe aborted takeoff should the need arise.

So this morning we decide to plow until 5:30 am then brush the center of the runway, and take our braking readings no later than 6:30 am for the private jet arrival at 6:40. If that flight is cancelled we can back all of that up about 45 minutes.

At 5:30 am we brought the trucks back to our office to take a minute to review Flight Aware and the weather forecast. As I came by the Delta jet my lights illuminated the blanket of snow over the aircraft. The Delta crew was already making their inspection and getting the de-icing truck out of the garage. This will be a major de-icing morning.

We caught a break this morning, the private jet from St. Louis is now listed as delayed, which probably means he would not get here until after our 7:30 Delta flight departs. Back out to the runway we go and back to plowing until about 6:30, we are making headway, the wind seems to be letting up a little as we approach sunrise. After brushing the runway we take our braking tests and while not dry pavement numbers, are well within the required margin for safe takeoffs and landings. We are ready for operations, but still need to plow the ramp and the three quarter mile taxiway to the runway.

The line person from NorthPoint Aviation was just pulling the refueling hose to hook up and refuel the CRJ. Searching for solid footing to unroll the stiff rubber hose it struck me that a well frozen hose might just as well be steel for as difficult as it is to handle. With gloves wet from leftover de-icing slush, the line persons hands must have been freezing. Winter is tough duty for all who work at the airport.

I was right about a major de-icing morning as the hot de-icing fluid being sprayed on the airplane created a fog that drifted off with the wind and on to the windshield of my truck. For the person in the bucket it is just cold when spraying the airplane with the wind, but since you cannot turn the airplane, about half of the spraying must be into the wind. With winds like today, the operator gets just about as much spray in the face as on the airplane. Let's hope the airplane can get going and takeoff before they will need to be de-iced again. One thing for sure, the runway is ready!

Our job, one in which we take great pride is to help you make your flight each and every day. The winter weather adds a new dimension to what we do, but we are more than up to the task. The next time you board the airliner and look out the window at those that are on the ramp, a knowing smile or a thumbs up will confirm our efforts are appreciated! 🙌

ed note: A great big thank you to all 4 of our maintenance staff, the Delta Ground Services staff and the line staff from NorthPoint aviation. Your hard work, in difficult conditions is the reason KBRD is world class!