

# Stakeholder Advisory Panel

2040 Long-Term Comprehensive Plan (LTP) Update  
Flying Cloud Airport (FCM)

April 20, 2022



# Agenda

- Introductions ★
- Stakeholder Advisory Panel (SAP) Role ★
- LTP Process
  - Long Term Plan (LTP) Goals & Objectives
- LTP Project Updates
  - Existing Conditions ★
  - Aviation Forecast Methodology ★
- Feedback / Survey ★

★ Stakeholder Input Opportunity



# Introductions

- Metropolitan Airports Commission (MAC)
- Consultant Team (HNTB)
- Stakeholder Advisory Panel (SAP) Members



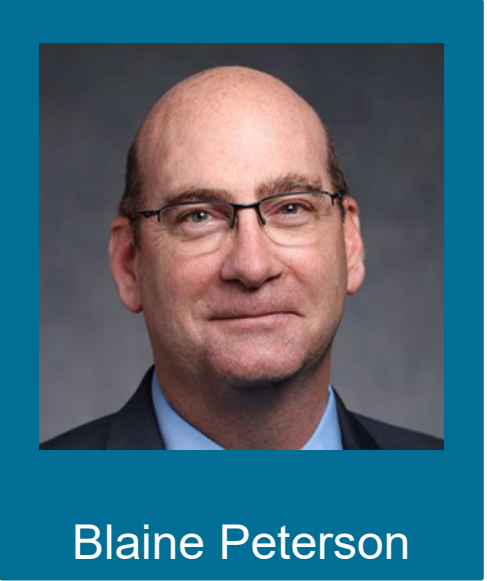
# Metropolitan Airports Commission



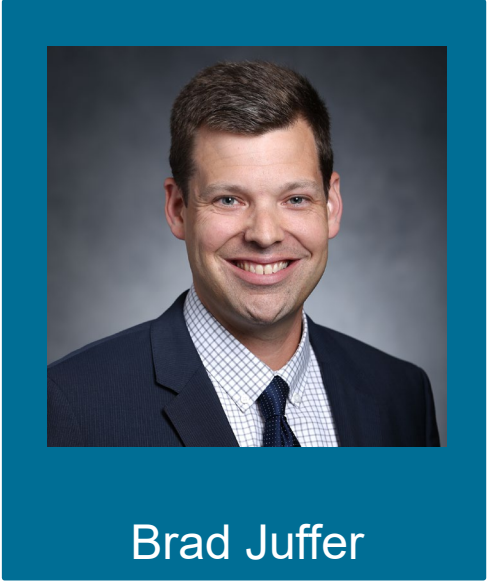
- MAC Airport Planner
- Project Manager



- Director, Reliever Airports



- FCM Airport Manager



- Manager, Community Relations



# HNTB Team



Andrew Blaisdell

- Senior Project Manager
- **Consultant Project Manager**



Greg Albjerg

- Vice President, Senior Aviation Consultant
- **Technical Advisor**
- Frequent Flyer at FCM



Alex Normandin

- Senior Aviation Planner
- **Airfield Planning Lead**



Brian Gaul

- Planner II
- **Aviation Planner**

# Stakeholder Advisory Panel (SAP)

Airport Tenants

Local  
Communities

Regional  
Businesses

Tourism  
Associations



# Poll Question #1

In five words or less, what would you like to get from your participation on the SAP?



# Stakeholder Advisory Panel (SAP) Role

- Represent a broad range of stakeholder groups, including airport tenants, public partners, local community leaders and city planners, regional businesses and tourism associations
- Review information about the planning process
- Share feedback and aspirations as the voice of key stakeholders
- Meet four (4) times during the LTP process:
  - Kickoff – April 20, 2022
  - Facility Requirements – Late Summer 2022
  - Concept Development and Review – Late Fall 2022
  - Final Recommended Plan – Spring 2023





# Poll Question #1

In five words or less, what would you like to get from your participation on the SAP?



# What is a Long-Term Plan (LTP)

- A planning document that documents current and future needs of an airport
- Focuses on a 20-year horizon, with intermediate steps at 5- and 10-years
- FAA typically requires updates every 7-10 years (for all airports nationwide)
- The last LTP update for FCM was completed in 2010
- Used to plan for the future and guide capital investments and improvements
- Does not authorize actual construction

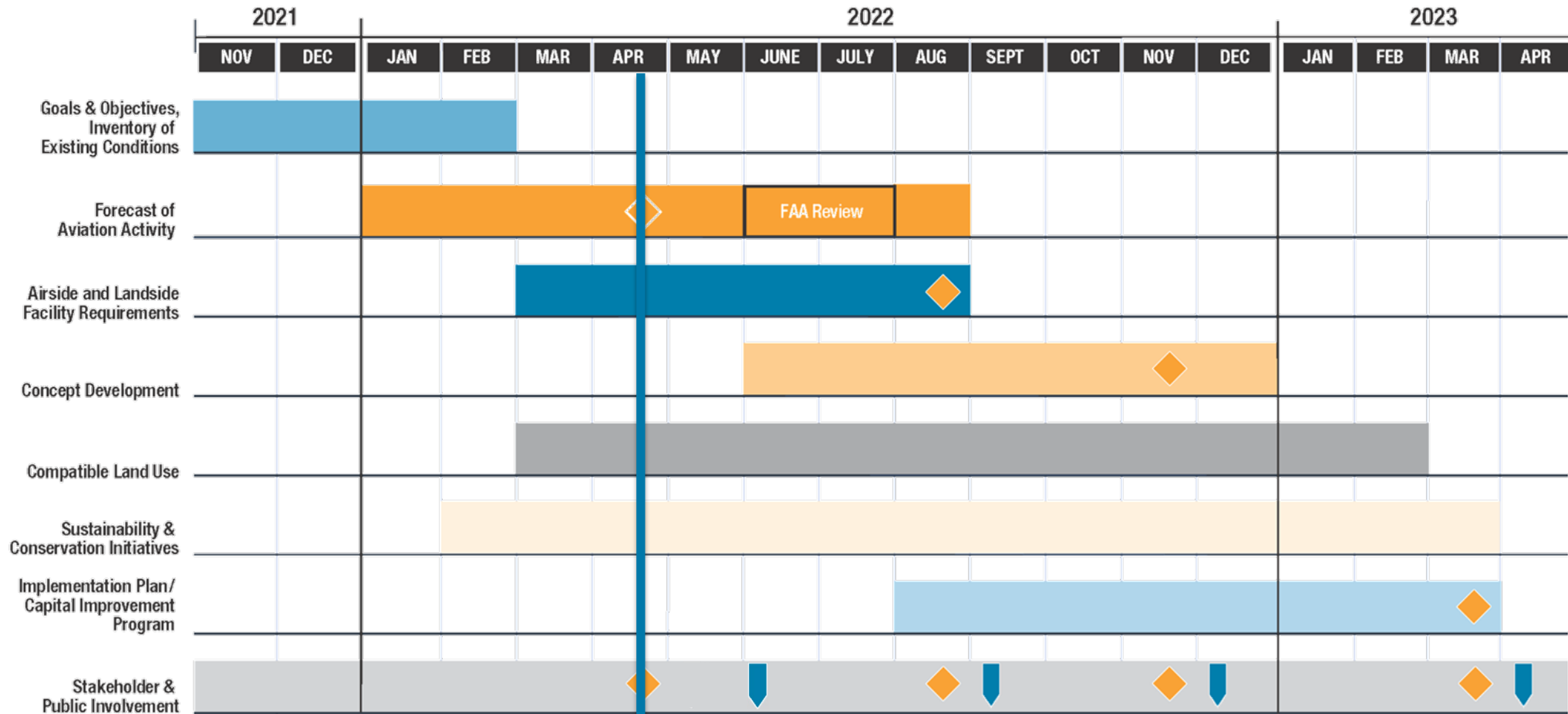


# Goals and Objectives

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



# Schedule



◆ Stakeholder Advisory Panel (SAP) Meeting    ▾ Public Open House

Updated: April 2022 - Timeline is subject to change.

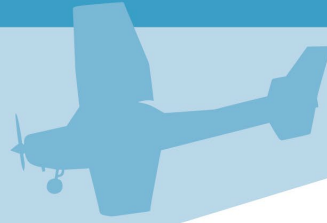


# General Aviation Overview





# RELIEVER AIRPORTS BY THE NUMBERS



**28** full time employees



**5,007**  
acres



**4**  
aircraft  
control  
towers



**14**  
runways  
1 turf  
13 paved



**6,248,484**  
gallons of fuel flowage

**296**

pieces of  
maintenance  
equipment

**6**

reliever  
airports



**\$756 M**  
economic output  
annually



**\$7.6 M**  
annual operating  
revenue

**1,307**  
based aircraft

**352,195**

annual flight operations



**828**

leases including:

**765** aircraft storage leases

**35** commercial leases

**28** non-aeronautical leases

2,840 runway/taxiway lights ▶ 5 precision approaches ▶ 19 non-precision approaches ▶ 1.8 miles of flood wall (STP) ▶ 10 Full-service Fuel Based Operators ▶ 1 restaurant

1,030 jobs supported by reliever airport operations ▶ 1 Airport with Customs services ▶ 9 flight schools ▶ 13 flying clubs ▶ 3 Civil Air Patrol ▶ 3 Experimental Aircraft Associations

# LTP Project Updates: Existing Conditions





# FLYING CLOUD AIRPORT BY THE NUMBERS

(FCM)



**363**  
based aircraft

**137**  
leases



**131,593**  
annual flight operations

**\$229 M**  
economic output annually



**\$2.6 M**  
in local/state tax contributions annually

**1,190**  
jobs supported



**5**  
fixed based operators



**3**  
runways



**11,590**  
feet of runway

**670**  
runway and taxiway lights

**59**  
pieces of equipment

*maintaining the airfield and airport grounds*



**860**  
acres

4 Fulltime airport maintenance staff ▶ 4 Flight schools ▶ 1 Air traffic control tower

2 Flying clubs ▶ 1 Civil Air Patrol ▶ In the community since 1941 ▶ Owned by MAC since 1948

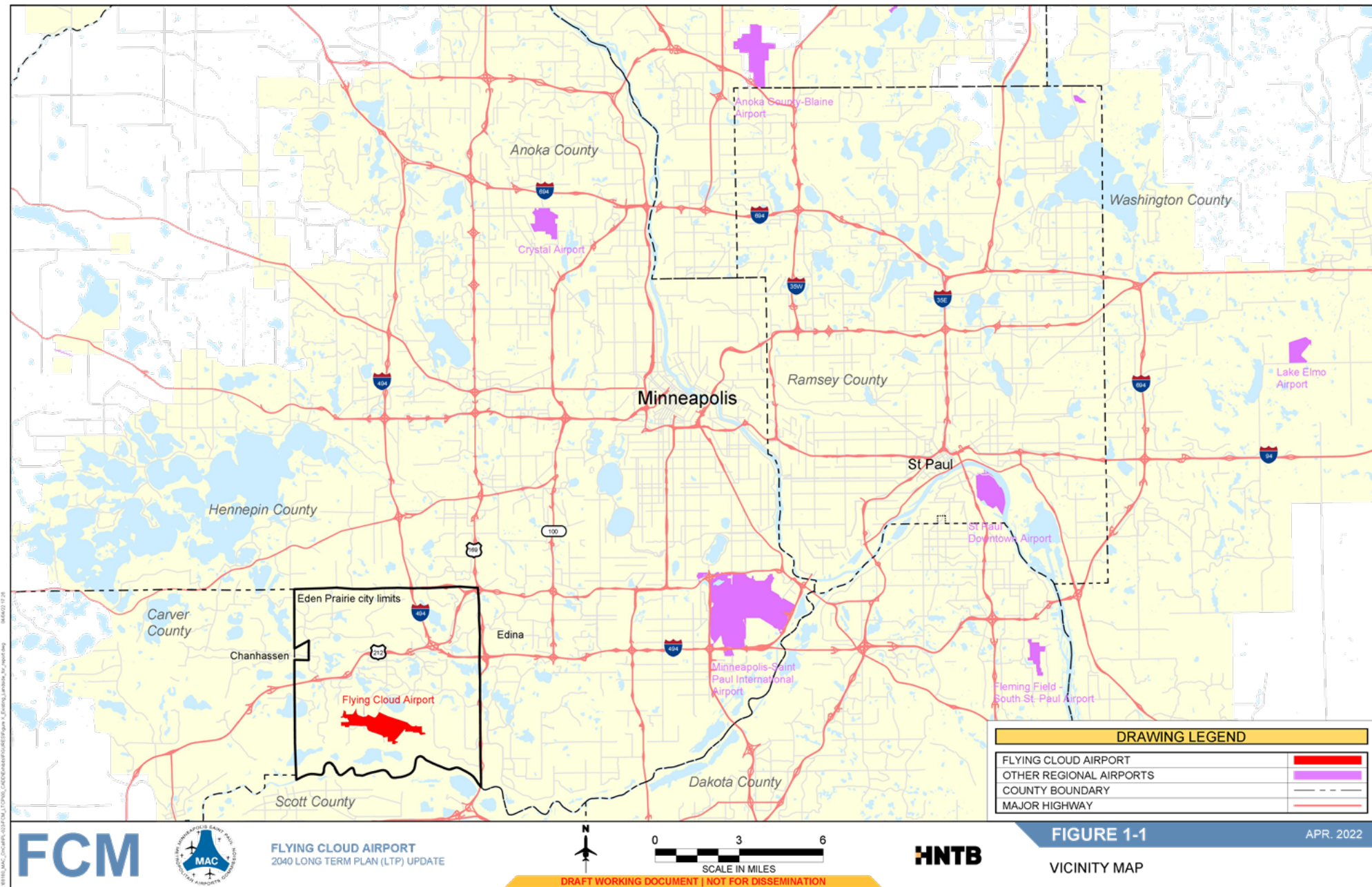
Busiest airport in MAC's system of General Aviation Airports ▶ On-site public viewing area



# Poll Question #2

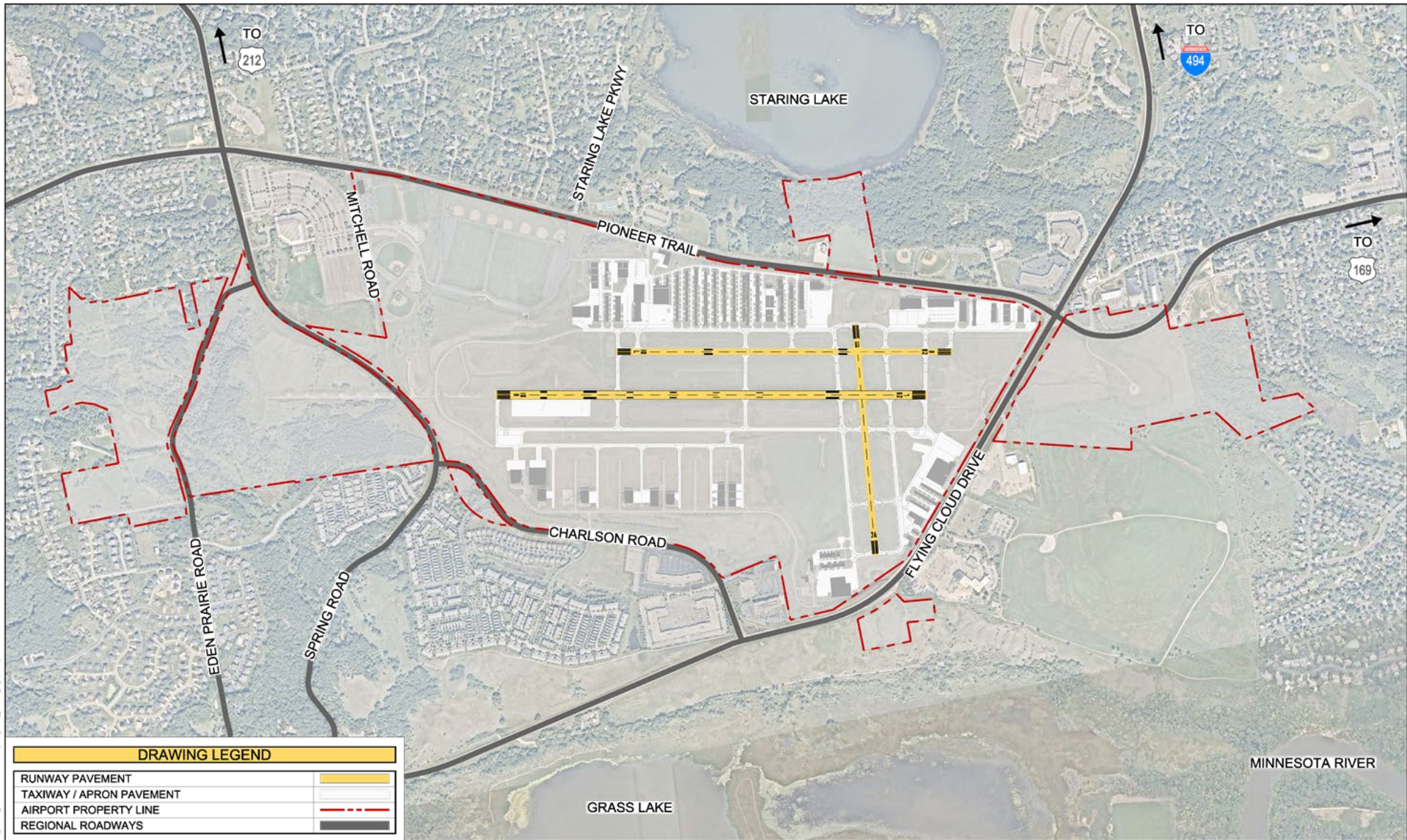
What makes Flying Cloud Airport unique compared to other airports in the region?





# FCM FLYING CLOUD LONG-TERM PLAN 2040





DRAWING LEGEND	
RUNWAY PAVEMENT	
TAXIWAY / APRON PAVEMENT	
AIRPORT PROPERTY LINE	
REGIONAL ROADWAYS	

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**FCM**



FLYING CLOUD AIRPORT  
2040 LONG TERM PLAN (LTP) UPDATE



**HNTB**

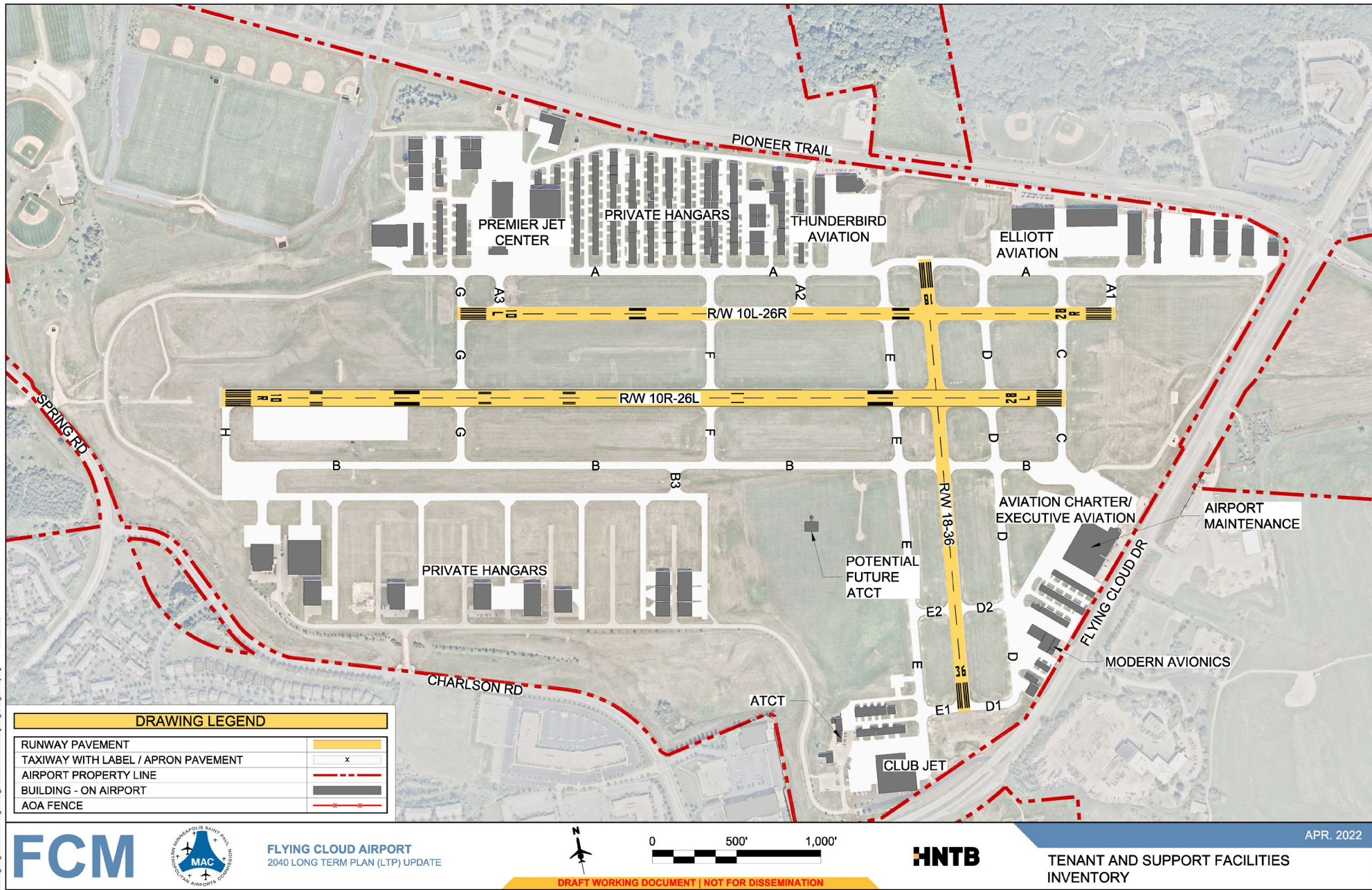
**FIGURE 1-9**

APR. 2022

REGIONAL ROADWAY CONNECTIONS

DRAFT WORKING DOCUMENT | NOT FOR DISSEMINATION





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**FCM**



**FLYING CLOUD AIRPORT**  
2040 LONG TERM PLAN (LTP) UPDATE



**HNTB**

APR. 2022

TENANT AND SUPPORT FACILITIES  
INVENTORY



# Poll Question #2

What makes Flying Cloud Airport unique compared to other airports in the region?



# LTP Project Updates: Forecast Methodology



# MAC Primary Reliever Airports Vision Study

- Completed in November 2019
- Intent was to gain a better understanding of how MAC's primary reliever airports work together as a system
  - Anoka County – Blaine (ANE)
  - St. Paul Downtown Holman Field (STP)
  - Flying Cloud (FCM)
- Compared MAC reliever system to Boston, Denver, and Phoenix



# Forecast – Recap from Vision Study

- FCM has the smallest catchment area (population, households, employment)
- FCM accounts for highest number of itinerant GA and business/corporate traffic per capita
- Factors that significantly impact an airport's ability to attract business jet operations:
  - Adequate runway length
  - Available airfield capacity/limited congestion
  - Proximity to the central business district
- Economically dynamic catchment area in terms of per capita income, wage/salary, low unemployment





# Forecast Overview and Purpose

- The purpose of a forecast is to establish a framework to discuss future demand, in the context of capacity, efficiency, and safety
- Forecast Components
  - Annual Aircraft Operations
  - Fleet Mix
  - Based Aircraft



# Forecast

- Comparison to FAA's Terminal Area Forecast (TAF) required to achieve FAA concurrence
  - 10% within 5-year period
  - 15% within 10-year period
- Forecast used as basis for future requirements, alternatives, and preferred development plan
- FAA subsequently approves Airport Layout Plan (ALP) which depicts the preferred development plan



# Forecast Methodology

- Forecast parameters
  - 2021 base year with future planning activity levels: 2025, 2030, 2040
  - Consider observed growth during COVID pandemic
  - Significant change from TAF may require FAA HQ review (not anticipated)
- Key inputs
  - Historical aviation activity at FCM (operations, fleet mix, based aircraft)
  - Industry factors (national GA forecast, fuel prices, aircraft production, etc.)
  - Activity and constraints at other regional Airports (MSP, STP, ANE)
  - Business jet behavior, recent activity, and anticipated fleet
  - Regional economic and population demographic data
  - Tenant needs collected during the Vision Plan, to be verified for LTP



# Poll Question #3

What is your perception of how aviation activity will change at Flying Cloud in the years ahead?

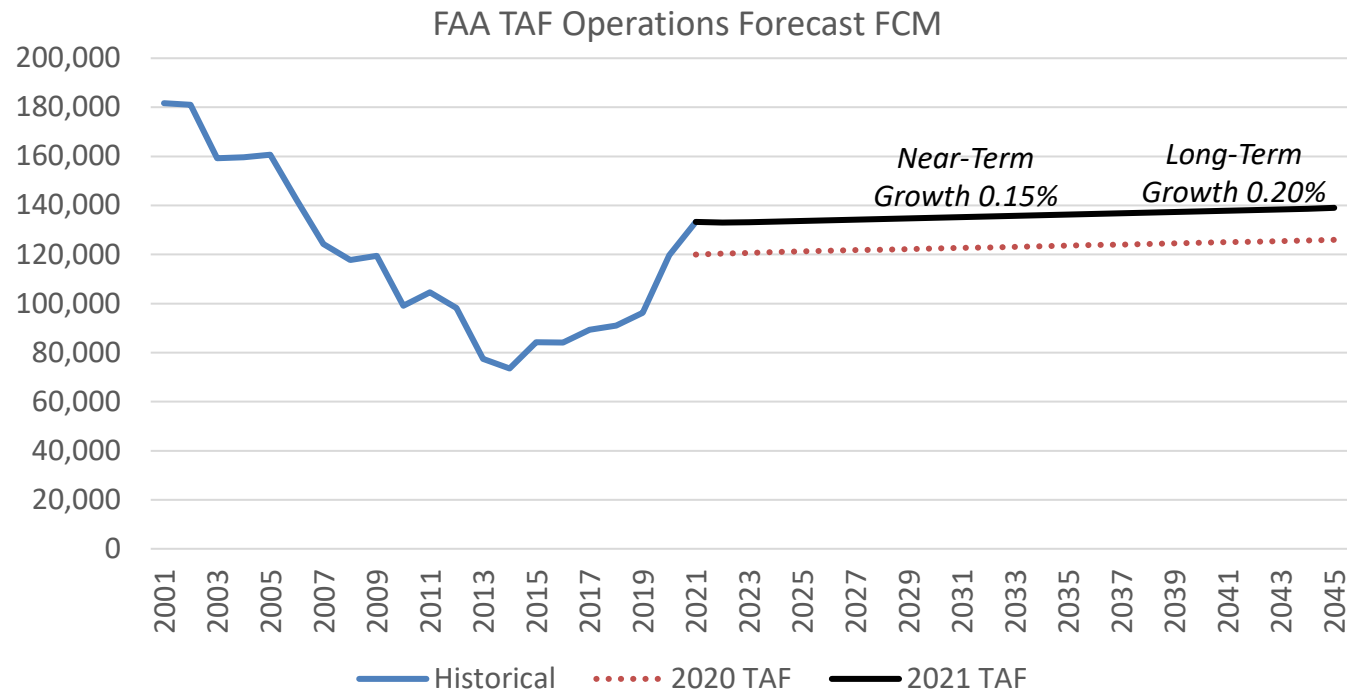
- A.) Increase Significantly
- B.) Increase Slightly
- C.) No Change
- D.) Decrease Slightly
- E.) Decrease Significantly

And Why?



# Forecast Terminal Area Forecast (TAF)

- FAA published the 2021 TAF in March 2022 to serve as preliminary guidance for annual operations and based aircraft at all airports in the national system
- The LTP team will review, validate, or propose modifications to the FAA TAF
- High-growth and low-growth scenarios will also be prepared



Source: FAA 2021 Terminal Area Forecast



# Poll Question #3

What is your perception of how aviation activity will change at Flying Cloud in the years ahead?

- A.) Increase Significantly
- B.) Increase Slightly
- C.) No Change
- D.) Decrease Slightly
- E.) Decrease Significantly

And Why?



# Poll Question #4

For the forecast, what major business plans or nearby community plans should be considered?



# Next Steps

- First public meeting in June 2022
- Complete aviation activity forecast with input from SAP and public
- Coordinate forecast with the FAA
- Additional SAP meetings



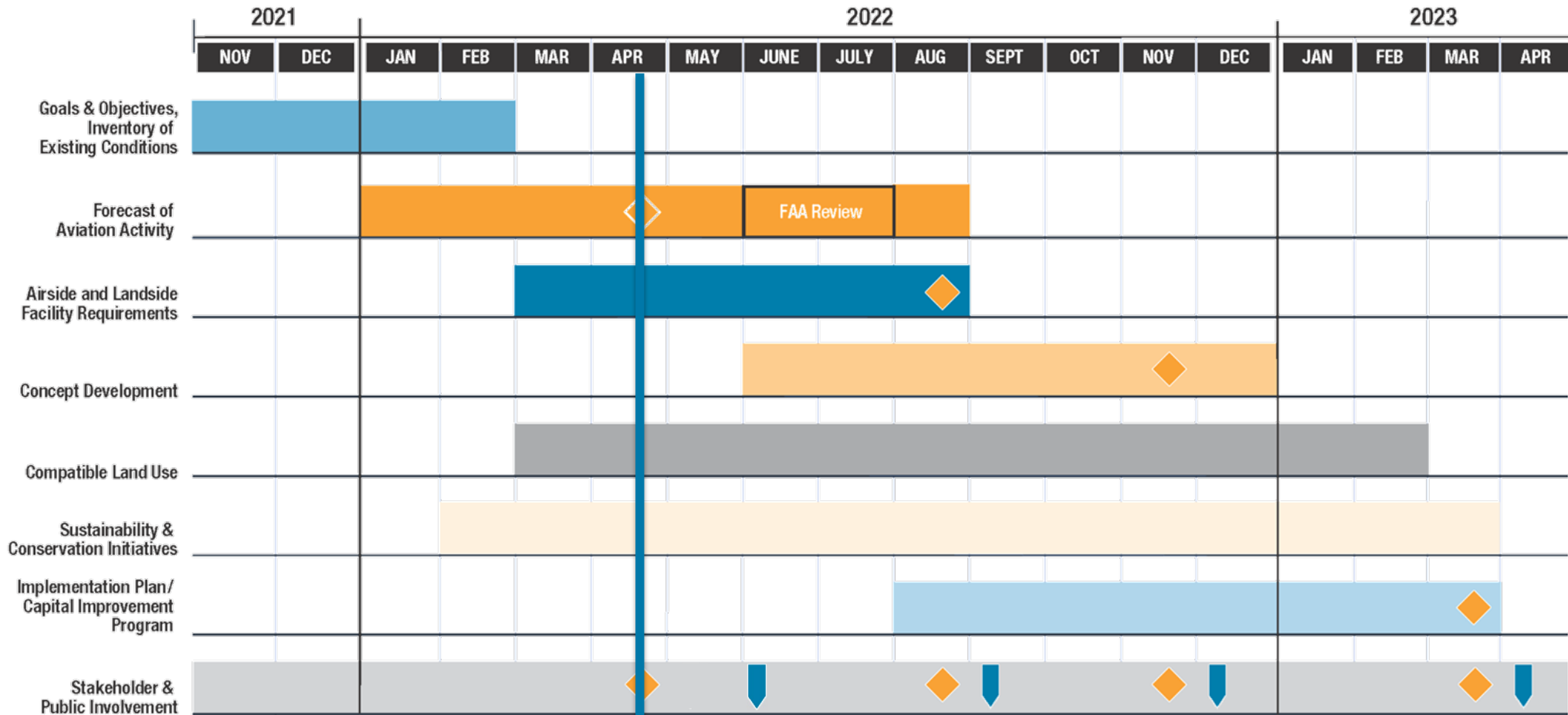


# Poll Question #4

For the forecast, what major business plans or nearby community plans should be considered?



# Schedule



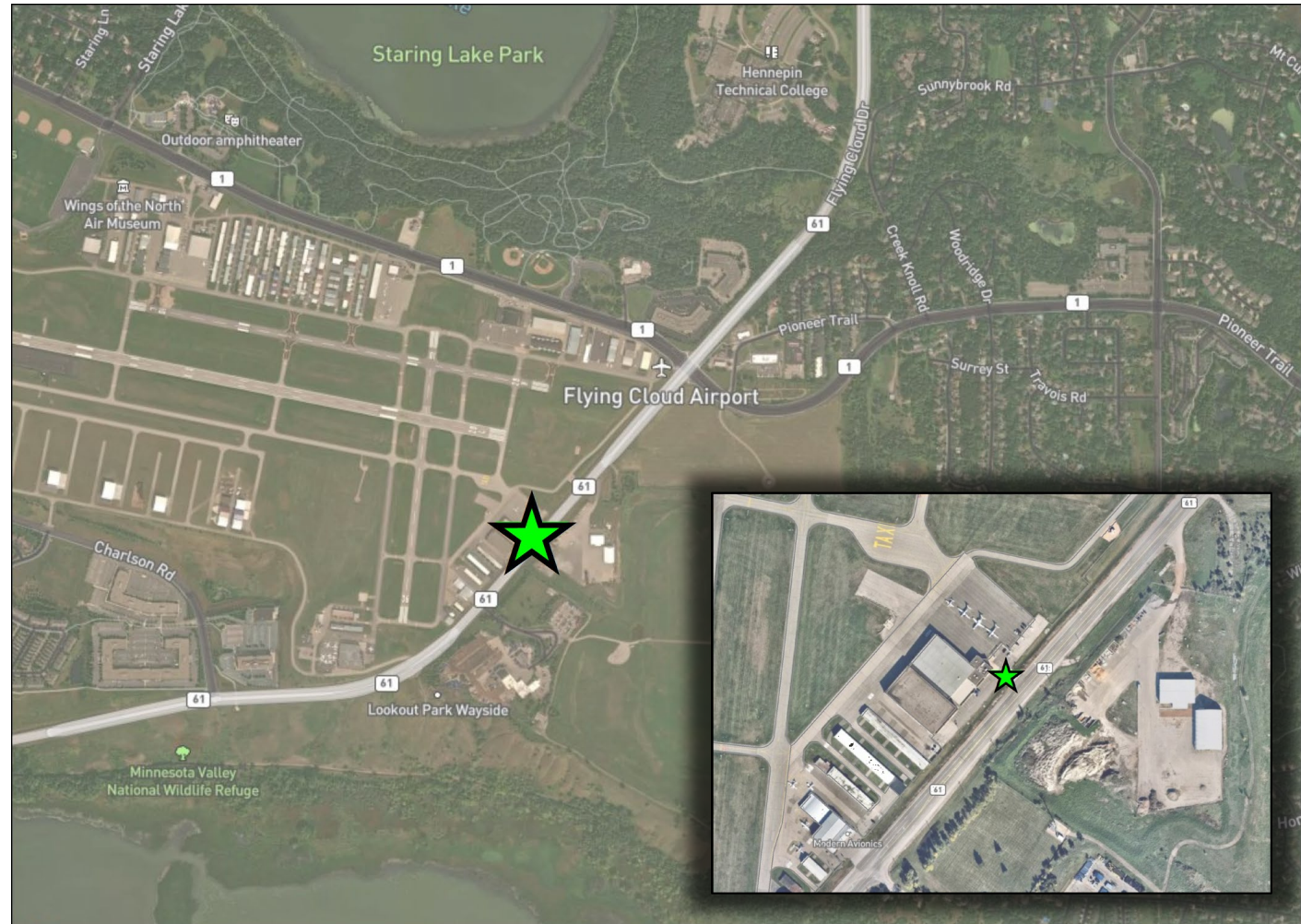
◆ Stakeholder Advisory Panel (SAP) Meeting    ▾ Public Open House

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# Public Event

- June 8<sup>th</sup>
- 4:30 – 6:30 PM
- MAC Maintenance Facility
- 9960 Flying Cloud Drive, Eden Prairie



# Poll Question #5

Do you have ideas on where/how we notify people about the public event?



# Thank you for participating!

2040 Long-Term Plan (LTP) Update  
Flying Cloud Airport (FCM)

Please complete the [post-event survey](#)

April 20, 2022



FCM FLYING CLOUD LONG-TERM PLAN 2040

