

# FLYING CLOUD AIRPORT

## CHAPTER 8

### STAKEHOLDER ENGAGEMENT

LONG-TERM  
PLAN  
2040



SEPTEMBER 2025



---

## List of Figures

Figure 8-1: Planning and Project Implementation Process.....	8-7
--	-----

## List of Tables

Table 8-1: Meetings and Events Held During Draft LTCP Development.....	8-2
Table 8-2: Public Comments: Summary of Topics .....	8-3



## 8.0 Stakeholder Engagement

This chapter describes the stakeholder outreach efforts conducted throughout the development of the Flying Cloud 2040 Long-Term Plan (LTP).

The MAC values diverse perspectives and collaboration in airport planning and various other initiatives. To seek diverse perspectives and input from stakeholders and the public, a series of meetings, events and outreach activities were conducted throughout the LTP development. Prior to initiating the LTP, the MAC created a standalone website for sharing information related to the project with the public. This website provided information regarding stakeholder outreach activities, project documentation, relevant internet links, and answers to frequently asked questions. When the draft LTP was released for public comment, it was posted on this website with an explanation about how the public could access and submit comments.

A Stakeholder Advisory Panel (SAP) was formed for the planning process, which met periodically throughout the development of the Draft LTP. The SAP consisted of a broad range of stakeholder groups that are more closely involved in the Flying Cloud Airport and long-term planning than the public at large.

Stakeholder groups represented on the SAP included:

- Local community leaders
- Airport tenants
- Regional businesses
- Tourism associations

The role of the SAP was to review information about the planning process and share feedback and aspirations as the voice of key stakeholders. Initially, four SAP meetings were programmed to occur during key milestones of the planning process and prior to release of the Draft LTP document. An additional SAP meeting was added to have a focused discussion about future needs and visions of airport businesses to be considered as the planning team developed the preliminary preferred alternative. Materials from the five SAP meetings are included in **Appendix C**.

The MAC also held four public events at key milestones during the planning process. These public events, coined “Discover Flying Cloud”, presented the same information provided at SAP meetings. Fliers, publication affidavits, presentation materials and handouts from these events are included in **Appendix C**.

The meetings and events held during the development of the draft LTP are listed in **Table 8-1**.

A 45-day public comment period began on February 19, 2025, and ended on April 4, 2025. Two weeks into the comment period, the fourth and final public Discover Flying Cloud event was held on March 4, 2025 to present the draft LTP findings and preferred development alternative to the public. Approximately 100 members of the public attended the event.

**Table 8-1: Meetings and Events Held During Draft LTCP Development**

Audience	Materials Covered	Date	Location
Flying Cloud Airport Advisory Commission	Overview of project roles and timeline	4/14/2022	Eden Prairie City Center
Stakeholder Advisory Panel (SAP) #1	Project roles, scope overview, forecast methodology, tenant needs	4/20/2022	Microsoft Teams
Public Discover Flying Cloud #1	Project roles, scope overview, forecast methodology, tenant needs	6/8/2022	FCM
Flying Cloud Airport Advisory Commission	Review of Discover Flying Cloud event #1	7/14/2022	Eden Prairie City Center
SAP #2	Airfield tour, noise primer, forecast, facility requirements	10/6/2022	FCM
Public Discover Flying Cloud #2	Airfield tour, noise primer, forecast, facility requirements	10/25/2022	Hennepin Tech
Flying Cloud Airport Advisory Commission	Existing conditions, forecast, facility requirements	1/12/2023	Eden Prairie City Center
Flying Cloud Airport Advisory Commission	Share information about next public Discover Flying Cloud event	4/13/2023	Eden Prairie City Center
SAP #3	Preliminary airfield and hangar development alternatives	5/2/2023	Hennepin Tech
Public Discover Flying Cloud #3	Preliminary airfield and hangar development alternatives	5/24/2023	Hennepin Tech
SAP #4	Refined airfield alternatives, additional tenant listening session	11/1/2023	Hennepin Tech
MAC Planning, Development & Environment Committee	Process, Timeline, Existing Conditions, Forecasts, Alternatives, Next Steps	1/8/2024	MSP and streamed on website
Flying Cloud Airport Advisory Commission	Preferred development plan	1/11/2024	Eden Prairie City Center
SAP #5	Preferred development plan, phasing, cost estimates	1/28/2025	Hennepin Tech
MAC Planning, Development & Environment Committee	Forecasts, Alternatives, Request for Public Comment	2/3/2025	MSP and streamed on website
Public Discover Flying Cloud #4	Preferred development plan, phasing, cost estimates	3/4/2025	Hennepin Tech
MAC Planning, Development & Environment Committee	Review of public comment, Request to Submit to MetCouncil for Review	6/2/2025	MSP and streamed on website



The following communication tactics were used to advertise the public event and solicit comments on the draft 2040 LTP:

- Electronic newsletters
- Mailing ~20,400 postcards to residents surrounding the airport
- Use of paid advertising, focusing on people living within the City of Eden Prairie
- Publishing four Public Notices in area newspapers
- Issuance of a press release
- Social media posts
- Updating the project website and advertising the event on metroairports.com
- Distributing two hard copies of the draft document in the community
- Presenting updates at public meetings and airport employee/stakeholder meetings

A total of 22 public comments were received during the public comment period and ranged from a variety of topics. The prominent topics of public comments received included noise, airport facilities, and MAC communications. In addition to members of the public, a comment letter was also submitted by the Metropolitan Council.

**Table 8-2** summarizes the number of comments by each category.

**Table 8-2: Public Comments: Summary of Topics**

Comment Category	Number of Comments	Percent of Total
Facilities	4	18%
Environmental	2	9%
MAC Communications	1	5%
Noise	15	68%
Total	22	100%

*Source: Metropolitan Airports Commission (MAC)*

General responses were developed to address questions and comments that were consistent among the public comments received and are provided below.

### **Provision of Facilities**

The FCM 2040 LTP is intended to maintain the aviation activity and aircraft types operating at the Airport today and into the future, while adhering to FAA design standards. The airport has existed since 1941, owned by MAC since 1948, and has been one of the primary drivers of economic growth in the southwest metropolitan area. It provides almost 1,200 jobs and \$230 million in economic output annually. The MAC has an obligation during the LTP process to show a plan that meets the forecasted demand over the next 20 years as per FAA guidelines of long-range planning.

The FAA requires that the long-term planning process evaluates and plans for adequate aeronautical facility needs, ensuring they are being met in the long-term. Despite give and take between the forecasted breakdown of aircraft type, the overall identity of the airport user and trend for growth remains at a marginal level over the next 20 years. Aircraft size has and will continue to be limited due to the statutory limitation of runway length that cannot exceed the existing 5,000-foot length.



One of the LTP goals is to accommodate the additional demand for aircraft storage that balances the needs of both small general aviation aircraft and larger corporate aircraft. To accommodate this growth, potential future hangar growth is shown in the ball field/soccer field area. This does not mean actual construction will occur but fulfills the planning requirement. Additionally, when negotiating Fair Market Value (FMV) in lease rates established between the MAC and the City of Eden Prairie, a requirement to show aeronautical need exists.

The MAC acknowledges the public's desire to have the area previously used as an overlook open for public use. This area is within the Runway 36 Protection Zone (RPZ). Current FAA land use regulations note that the RPZ is designed to enhance the safety of people and property on the ground and prohibits uses that promote congregation of people. Thus, this area can no longer be used as an overlook as that would not conform to FAA standards.

The MAC continues to monitor opportunities that improve airport experiences like on-site restaurants. These typically are driven by non-MAC entities, like Fixed Base Operators (FBOs) that provide services to the general public for profit. Future restaurant opportunities may be explored at FCM if an existing/future tenant makes that request.

### **Environmental Assessment Process**

The MAC considers environmental impacts related to aviation activity during proposed development projects. This occurs during environmental reviews like 1) environmental assessments, 2) environmental impact statements, or 3) Categorical Exclusions (CATEXs). The MAC understands these environmental considerations must be given prior to construction of any projects identified in the FCM 2040 LTP but does not intend to review in-depth during the planning process. Additionally, the FAA approves projects prior to construction. The LTP process focuses on high-level airport needs over the next 20 years. As projects come closer to construction, when demand warrants, the appropriate environmental considerations and evaluations will be conducted as per Federal and State requirements.

### **MAC Communications and Use of Plain Language**

Consideration was given to simplified messaging in the report document and public presentations, but some remains technical in nature based on what the reporting and long-term planning process must cover for FAA and other agency needs. An example of this is the forecast chapter, which must remain technical due to the FAA's requirement to review and approve the activity forecast during the long-term plan.

Considerations to simplifying messaging were given for each of the four public events, in which open-house opportunities prior to each presentation were available for the public to ask questions. The presentation content of each public open house presentation was also simplified for public digestion, and presenters remained at the venue after each presentation to field additional questions from the public. Some messaging during public events, for example why the LTP is required, is based on FAA requirements and some technical aspects remained in the final messaging. The goals of the plan, also communicated during the public event process, are to enhance airfield safety, improve operational capability, and maintain fiscal responsibility.

### **Airport Noise**

While the long-term plan created a forecasted (2040) noise contour, this contour is used for estimation purposes in the planning process and remains high-level. These contours are intended for planning purposes such as identifying incompatible land uses and can be used by surrounding community/city zoning ordinances preventing homes from being built too close to the airport environment. Additional noise analyses will be completed, per FAA environmental requirements, when potential projects move



through their environmental review period, of which is when those will be considered, reviewed, and approved by the FAA.

The MAC and long-term plan efforts are unable to control the number of aircraft that operate at the airport. Limitations of aircraft operations will continue to be influenced by the statutorily limited runway length of 5,000 feet. FCM is a reliever airport to MSP, in which MSP traffic remains for primarily for commercial aircraft traffic.

The LTP must focus on airport design standards within the confines of airport property and is unable to dictate air-traffic standards (an FAA/Air Traffic Control issue). The long-term plan process is only able to consider on-airport activities and cannot control airspace and air-traffic operations. That remains within the periphery of ATC and FAA's regulation of airspace. As a public use airport, FCM is available 24 hours a day, per FAA requirements. The MAC cannot restrict the use of the airport or impose a nighttime curfew.

Long-term plans are not able to address existing noise concerns the same way the MAC Community Relations Office has and continues to handle these inquiries outside of the long-term plan process. MAC continues to monitor aircraft noise concerns of the surrounding communities, implement voluntary noise abatement best practices, respond to noise concerns, and listen to the public regarding noise issues at FCM on an ongoing basis. The MAC will continue to listen to public concerns, address noise complaints, and reach out to aircraft operators within our abilities and within the structure of the noise complaint outlets. This also includes the continued public outreach efforts and noise updates provided regularly during the Flying Cloud Airport Advisory Commission (FCAAC) meetings.

**Appendix D** includes specific responses to comments received from the Metropolitan Council.

After reviewing the body of public comments, MAC staff has affirmed its position that the preferred alternative represents a reasonable, practical, and cost-effective way to address the stated planning goals.

The Final Draft 2040 FCM LTP narrative report was submitted to the Metropolitan Council for review in June 2025. Under MS 473.165 and MS 473.611, the Metropolitan Council reviews long term comprehensive plans for each airport owned and operated by the MAC. The Council reviews and comments on all plans for consistency with the metropolitan development guide including Thrive MSP 2040 and the Transportation Policy Plan.

Obtaining the full Council's determination of consistency involved presentations to four standing committees as well as the Full Council, as outlined in Table 8-3. The Full Metropolitan Council provided its determination of consistency on August 27, 2025.

**Table 8.3. Metropolitan Council Consistency Determination Meetings**

Council Body	Date	Action Requested	Result
TAC Planning Committee	June 12, 2025	Review & Recommend	Passed unanimously
Technical Advisory Committee	July 2, 2025	Review & Recommend	Passed unanimously
Transportation Advisory Board	July 16, 2025	Review & Recommend	Passed unanimously
Transportation Committee	August 11, 2025	Review & Recommend	Passed unanimously
Full Council	August 27, 2025	Review & Determine	Passed unanimously

*Note: Meeting materials are available at [www.metrocouncil.org](http://www.metrocouncil.org)*

The MAC Board voted to formally adopt the FCM 2040 LTP on September 15, 2025.





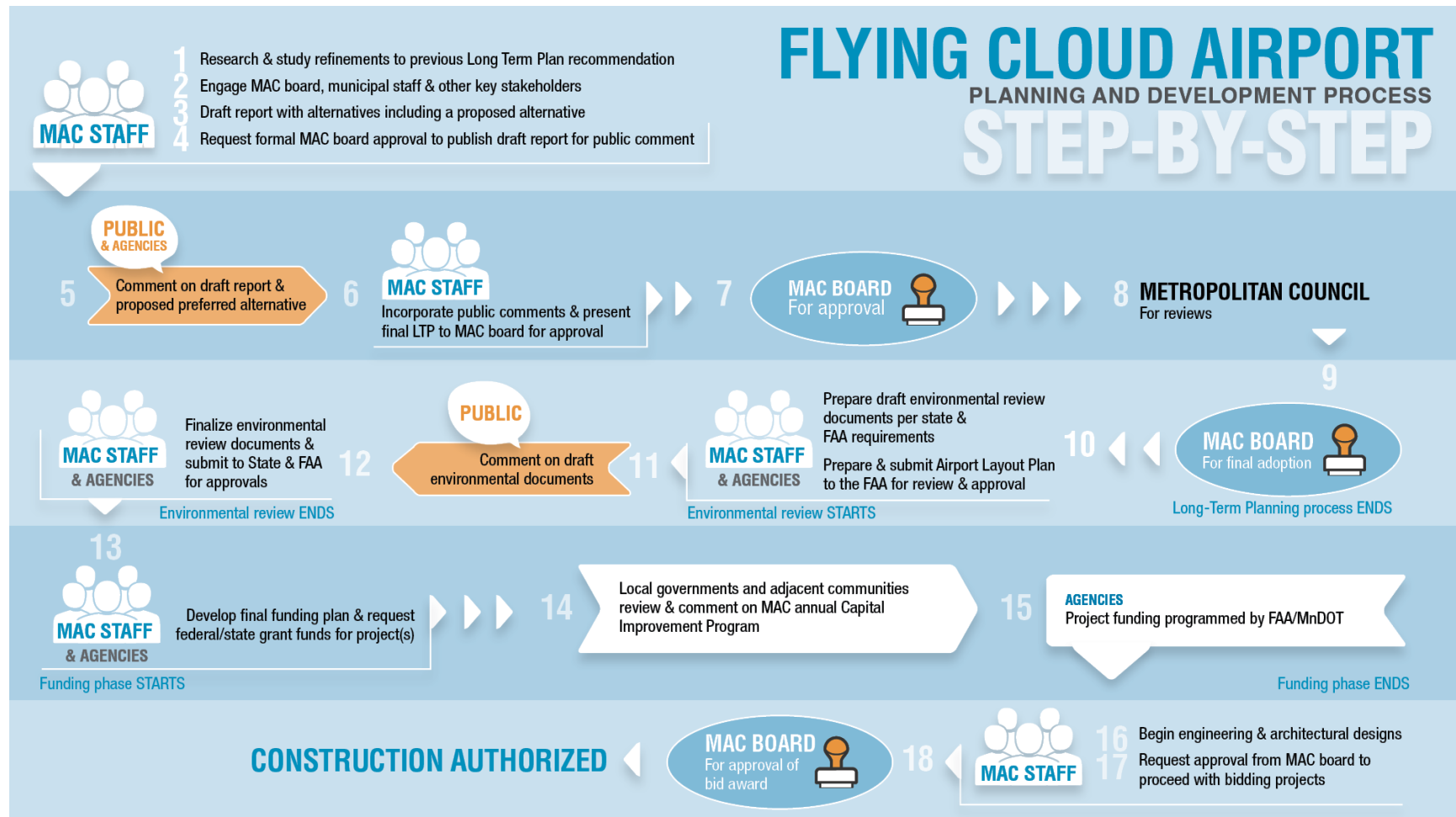
**Figure 8-1** illustrates the next steps for the planning and project implementation process, including what points additional approvals are needed and what points public feedback will be solicited.

The next phase of engagement includes submittal of the Final Draft 2040 Flying Cloud Airport LTP narrative report to the Metropolitan Council. Under MS 473.165 and MS 473.611, the Metropolitan Council reviews long term comprehensive plans for each airport owned and operated by the MAC. The Council reviews and comments on all plans for consistency with the metropolitan development guide including Thrive MSP 2040 and the Transportation Policy Plan. Obtaining the full Council's determination of consistency involves presentations to four standing committees as well as the Full Council.





Figure 8-1: Planning and Project Implementation Process



Source: Metropolitan Airports Commission (MAC)