Thank you for attending this Airlake Airport 2035 Long Term Comprehensive Plan (LTCP) public information meeting.

We appreciate you taking the time to attend and learn more about the long-term plan we are developing for Airlake Airport.

This handout provides information about Airlake Airport, a summary of the planning process and the plan recommendations.
PUBLIC COMMENTS
The MAC is accepting written comments about the draft plan for Airlake Airport through Wednesday, August 30, 2017. To provide comments, you can fill out a comment form tonight, mail your form at a later date, or submit your comments via email to Airlake-Airport-LTCP-Comments@mspmac.org. All comments submitted will be made a part of the project record and published in the final report.

ABOUT AIRLAKE AIRPORT
The Metropolitan Airports Commission (MAC) owns and operates Airlake Airport. It is one of six general aviation airports within the MAC’s system of airports. Airlake Airport plays an important role in the MAC system of airports and serves to relieve congestion at Minneapolis-St. Paul International Airport (MSP) by attracting general aviation traffic away from this larger airport.

Airlake Airport began operating in 1967 as a privately-owned airfield serving the Airlake Industrial Park. The MAC acquired the airport in 1981 to provide a training facility for conducting general aviation instrument approaches, which had been occurring at MSP Airport.

It serves personal, recreational, and some business aviation users in the southern metropolitan areas of Dakota and Scott Counties. Examples of business services provided at Airlake Airport include flight training, aircraft rentals, charter flights, aircraft management services, and medical flight transportation.

The proposed 2035 plan does not recommend changing the airport’s role to accommodate larger aircraft or scheduled passenger or cargo flights.

ABOUT THE DRAFT 2035 LTCP
The purpose of the Airlake Airport 2035 Long-Term Comprehensive Plan is to update, as needed, the findings of the 2025 LTCP, and to extend the planning horizon an additional ten years to 2035. A LTCP is an infrastructure planning tool that is updated on a regular basis. It is forward-looking in nature but does not authorize actual construction.

For this LTCP, an overarching objective is to better accommodate business related aircraft needs by maximizing the airfield’s operational capabilities and property footprint, while at the same time enhancing airfield safety for all types of aircraft. The Draft 2035 LTCP recommends that the one runway at Airlake Airport (Runway 12-30) be extended to a length of 4,850 feet from its current length of 4,099 feet. Unlike previous plans, the recommended concept in this update does not require the relocation of Cedar Avenue (County Road 23) on the east side of the airport. It does, however, consider the relocation of a section of 225th Street (a township road) to a new intersection with Cedar Avenue in order to accommodate the runway changes.

A. Extend both runway ends for a runway length of 4,850 feet (including connector taxiway extensions and rehabilitating the existing runway pavement)
B. Displace Runway 12 end for additional airspace clearance over railroad track
C. Relocate 225th Street to accommodate runway changes
D. Modify some taxiway configurations
E. Develop the South Building Area and access roadway
F. Expand the aircraft parking apron

WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are illustrated on the map.

WHAT'S NEXT?
The Airlake Airport LTCP is in draft form. Following the public comment period, the plan will be completed and presented to the MAC Board of Commissioners for its final adoption. It will also be presented to the Metropolitan Council for additional review.