



# Crystal Airport **DRAFT** 2035 Long-Term Comprehensive Plan (LTCP)

## Supplemental Public Informational Meeting Handout

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

We appreciate you taking the time to attend and learn more about the changes we have made to the draft LTCP. Based on feedback received during the first public comment period, the MAC is proposing a Refined Preferred Alternative. This Refined Alternative seeks to fine-tune the recommended improvements to enhance safety and operational capabilities for the current types of aircraft using the airport – but without changing its role as a “complimentary reliever” in the regional airport system.

This handout provides information about Crystal Airport, a summary of the planning process and the refined recommendations.

## PUBLIC COMMENTS

The MAC is accepting written comments about the revised plan for Crystal Airport through Friday, April 14, 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 [Crystal-Airport-LTCP-Comments@mspmac.org](mailto:Crystal-Airport-LTCP-Comments@mspmac.org). All comments submitted will be made a part of the project record and published in the final report.

## ABOUT CRYSTAL AIRPORT

The Metropolitan Airports Commission (MAC) owns and operates Crystal Airport. It is one of six general aviation airports within the MAC's system of airports. The airport plays an important role in this system by attracting general aviation aircraft away from Minneapolis-St. Paul International Airport (MSP) thereby relieving congestion at MSP. Crystal is the closest MAC airport to downtown Minneapolis.

Crystal Airport has operated continuously since it opened in September 1950. It serves personal, recreational, and some business aviation users in the northwest metropolitan area, including the cities of Crystal, Brooklyn Park, Brooklyn Center, and Minneapolis.

## WHY IS THE LTCP BEING UPDATED? WHAT IS ITS STATUS?

An LTCP is a tool used by airport planners to predict an airport's infrastructure needs into the future. This update to Crystal Airport's LTCP explores the facility's needs out to the year 2035 and includes recommendations for its development over the next 5-10 years. It does not, however, authorize construction.

The **original** draft LTCP report, issued in September 2016, is available for public review and comment on the MAC website at <http://metroairports.org/General-Aviation/Airports/Crystal.aspx>.

In response to public and stakeholder feedback about the

original plan, MAC is proposing to make several refinements to it. An **Addendum** to the draft 2035 LTCP report, which describes a Refined Preferred Alternative, is also available on the same web page.

## WHAT ARE THE PROPOSED REFINEMENTS TO THE PLAN?

The updated plan proposes to (1) provide additional runway length to the primary runway to better accommodate the types of aircraft already operating at the airport and (2) keep a portion of the existing grass runway operational.

- **Primary Runway Length:** The original plan proposed to convert the existing Runway 14L-32R blast pads/overruns pavement on both ends of the runway into stopways to improve safety and offer some operational improvements for aircraft already operating at the airport.

However, several commenters stated that establishing stopways would not result in a significant operational benefit for most users of the airfield. Commenters encouraged the MAC to, instead, consider using the existing pavement blast pads/overruns to increase the length of this runway in order to improve operational capabilities for more aircraft types currently operating at Crystal Airport.

Based on this feedback, MAC is now proposing to convert portions of the existing Runway 14L-32R blast pads/overruns pavement on each end to useable runway. This would result in a runway length of 3,750 feet, approximately 500 feet longer than the existing runway length. This concept also recommends shifting the entire runway approximately 115 feet to the northwest along its centerline, which moves the entire Runway Protection Zone (RPZ), at the southeast end, fully onto airport property. Today, as well as in the original draft plan, a corner of the Runway Protection Zone extends off the airport onto private residential property.

## WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are shown on the map:

**A. REFINED:** (A1) Keep a portion of existing turf Runway 06R-24L open (approximately 1,670 feet). (A2) Close existing Runway 14R-32L.

**ORIGINAL:** Close existing Runways 14R-32L and 06R-24L (turf).

**B.** Convert existing Runway 14L-32R into a full-length parallel taxiway and add taxiway lights.

**C.** Change the runway designation to Utility and use small aircraft design standards to reduce Runway Protection Zone (RPZ) dimensions

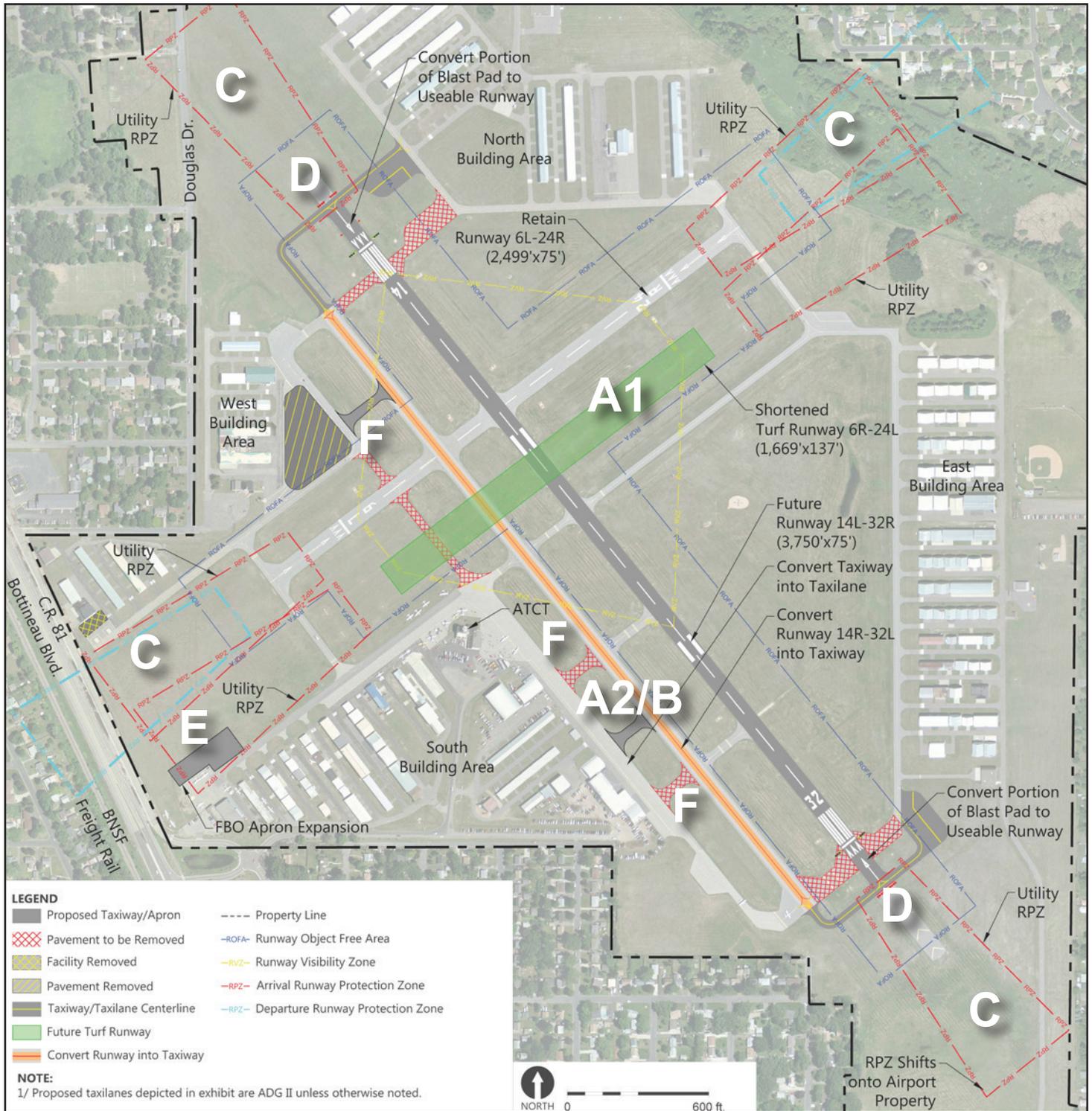
**D. REFINED:** Convert a portion of paved blast pads/overruns on each end of Runway 14L-32R to useable runway. Includes shifting the runway approximately 115 feet to the northwest to improve Runway Protection Zone compatibility and adding new connector taxiways.

**ORIGINAL:** Convert existing paved blast pads/overruns on Runway 14L-32R to stopways. Includes adding edge lighting and additional Runway Safety Area (RSA) grading.

**E.** Expand the Fixed Base Operator apron.

**F.** Taxiway configuration adjustments to reduce airfield complexity.

**G.** Pursue the establishment of a new non-precision instrument approach to the Runway 32 end, if feasible (not shown).



Lengthening the runway benefits all aircraft users by providing additional useable pavement for takeoffs and landings.

- **Turf Runway:** The original plan proposed closing the turf runway in order to simplify airfield geometry and reduce the number of locations where aircraft could inadvertently cross an active runway.

Several commenters were concerned that this proposal could limit tailwheel aircraft operations and flight training opportunities. In their comments they also noted that the only close-by turf runway (in Forest Lake) had been paved,

eliminating that runway as an option for pilots seeking a turf landing option. In fact, the turf runway at Crystal is the last one available at a public-use airport in the metropolitan area.

In response, the MAC identified a concept that reduces the length of the turf runway, lessening the possibility of inadvertent runway crossings. While the MAC believes this plan better meets the needs of airport users, it is subject to further coordination with the Federal Aviation Administration and the Minnesota Department of Transportation.



# CRYSTAL AIRPORT PLANNING AND DEVELOPMENT PROCESS STEP-BY-STEP

- 1 Research & study refinements to previous plan recommendations
- 2 Engage MAC board, municipal staff & other key stakeholders
- 3 Draft report with alternatives including a proposed alternative
- 4 Request formal MAC board approval to publish draft report for public comment

5

**PUBLIC & AGENCIES**

Comment on draft report & proposed preferred alternative



6 Consider public comments, develop refined alternative, initiate supplemental public comment period

WE ARE HERE

**PUBLIC & AGENCIES**

7 Comment on refined preferred alternative



8 Incorporate public comments & present final LTCP to MAC Board for approval

9



12

**MAC BOARD**  
For final adoption



11

**METROPOLITAN COUNCIL**  
For reviews

10

**MAC BOARD**  
For approval



Prepare draft environmental review documents per state & FAA requirements

Establish Joint Airport Zoning Board with local governments to update existing airport zoning

Prepare & submit Airport Layout Plan to the FAA for review & approval

**PUBLIC**

13 Comment on draft environmental & zoning documents

14



Finalize environmental review documents & submit to State & FAA for approvals

15

**AGENCIES**

Project funding programmed by FAA/MnDOT

17

Local governments and adjacent communities review & comment on MAC annual Capital Improvement Program

16



Develop final funding plan & request federal/state grant funds for project(s)



18

Begin engineering & architectural designs

19

Request approval from MAC board to proceed with bidding projects

20

**MAC BOARD**  
For approval of bid award



21

**CONSTRUCTION BEGINS**