Thank you for attending this Crystal 2035 Long-Term Comprehensive Plan (LTCP) public informational meeting.

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. In 2015, Crystal Airport was home to 185 aircraft and accommodated approximately 40,000 landings and takeoffs – an average of 110 aircraft operations per day. The airport sits on 436 acres of land and has four runways – three paved and one turf. The primary runways, 14L-32R and 14R-32L, are 3,267 feet and 3,266 feet long, respectively, and are 75 feet wide. The paved crosswind runway, 06L-24R, is 2,499 feet long and 75 feet wide. The turf runway, 06R-24L, is 2,123 feet long and 137 feet wide.

Crystal Airport serves personal, recreational, and some business aviation users in the northwest metropolitan area, including the cities of Crystal, Brooklyn Park, Brooklyn Center, and Minneapolis. Examples of business services provided at the Airport include flight training, aircraft rentals, charter flights, aircraft and propeller maintenance, sale of aircraft avionics and parts, and medical flight transportation.

ABOUT THE DRAFT 2035 LTCP

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 actual construction.

For this LTCP, the overarching objective is to “right-size” the airport to match how it is used today and how it is expected to be used in the future, as well as to improve safety and operational parameters. The role of the Airport is expected to stay the same through 2035. The aircraft anticipated to use the airport – and that which it is designed for – will continue to be a family of small, propeller-driven airplanes with fewer than 10 passenger seats.

The 2035 LTCP is an update to the 2025 LTCP, which was published in 2008. Most of the proposed improvements in the 2025 plan are also part of the 2035 draft document.

The 2025 LTCP recommended the airfield be right sized to better align with the infrastructure needs of aircraft operators today and into the future. To do this, the preferred alternative was to close both the turf runway (06R-24L) and the south parallel runway (14R-32L), leaving a two-runway airfield in place. This plan not only simplifies the airfield, but may also provide additional on-airport property for aeronautical and non-aeronautical development.

The Draft 2035 LTCP proposes to carry the recommendations from the 2025 plan forward, along with a few refinements. Refinements to the 2025 plan included in this draft update are:

• Re-designating the two remaining runways as “Utility” to better reflect today’s and the airport’s expected future aircraft activity levels, as well as to permit the use of smaller Runway Protection Zones (RPZs) beyond the runway ends.

• Converting the existing Runway 14L-32R overrun pavement on both ends of the runway into stopways to improve safety and offer some operational improvements for aircraft already operating at the airport. Pilots can consider stopways in calculating the length of pavement needed to decelerate and stop an aircraft during an aborted takeoff.

• Modifying the taxiway layouts to reduce opportunities for unintended runway crossings.

The draft LTCP report is available for public review and comment on the MAC website at www.metroairports.org/General-Aviation/Airports/Crystal.aspx.

PUBLIC COMMENTS

The MAC is accepting written comments about the plan through October 26, 2016. 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. All comments submitted will be included in the project record and published in the final report. We thank you for taking the time to learn more about this draft plan and for submitting comments.

WHAT’S NEXT?

The 2035 LTCP is in draft form. Following the public comment period, the plan will be completed and presented to the MAC board for its final adoption. It will also be presented to the Metropolitan Council for additional review.
WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

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

A. 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. Convert existing paved overruns on Runway 14L-32R to stopways. Includes adding edge lighting and additional Runway Safety Area (RSA) grading
E. Expand the FBO apron (improvement to be paid for by the tenant)
F. Taxiway configuration changes to reduce airfield complexity
G. Pursue the establishment of a new non-precision instrument approach to the Runway 32 end, if feasible (not shown)
Research & study refinements to previous plan recommendations
Engage MAC board, municipal staff & other key stakeholders
Draft report with alternatives including a proposed alternative
Request formal MAC board approval to publish draft report for public comment

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

Begin engineering & architectural designs
Request approval from MAC board to proceed with bidding projects

Comment on draft report & proposed preferred alternative
Incorporate public comments & present final LTCP to MAC board for approval

Comment on draft environmental & zoning documents
Finalize environmental review documents & submit to State & FAA for approvals

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

CONSTRUCTION BEGINS