

Airlake Airport

2035 Long-Term Comprehensive Plan (LTCP)



Public Informational Meetings – August 9 & 10, 2017
Draft LTCP Overview

Briefing Agenda

- Airport Role & Context
- Existing Conditions & Previous Plan
- Aviation Activity Forecasts
- Recommended Development Concept
- Stakeholder Engagement & Next Steps

Airlake Airport 2035 LTCP Purpose:

- Update view of future facility needs
- Serve as the “road map” to guide our development strategy for Airlake Airport
- Shape the 7-Year Capital Improvement Program (CIP)



Airlake 2035 LTCP Overview



- Key Planning Objectives for LTCP
 - Better accommodate business aircraft needs by maximizing the airfield's operational capabilities and property footprint
 - Maintain or improve upon existing Runway Protection Zone (RPZ) land use compatibility
 - Mitigate existing issues with airspace penetrations
 - Update the taxiway layout to reflect current industry best practices, thus enhancing airfield safety



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Airlake Airport Role

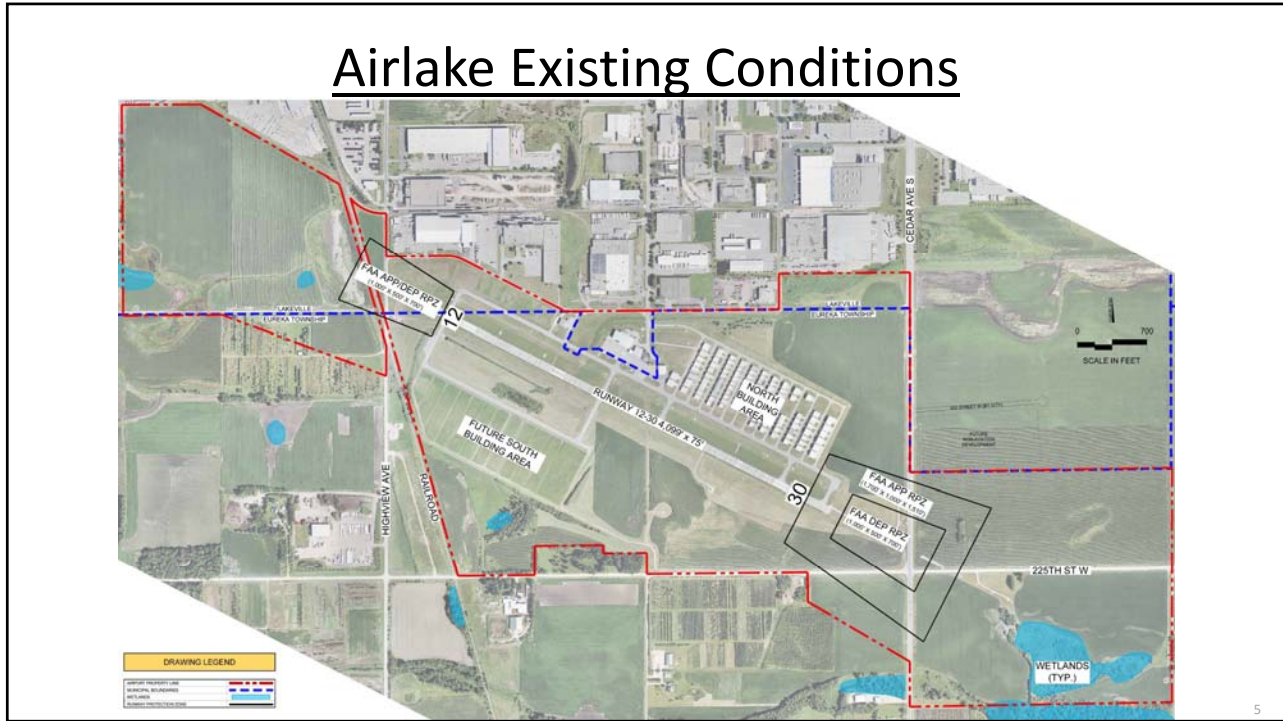


- Primary Role of Airlake Airport
 - Integral part of the regional Reliever Airport system
 - Accommodates Personal, Recreational, and Business Aviation users
 - Design Aircraft is and will continue to be small/mid-size business aircraft
 - Role not expected to change



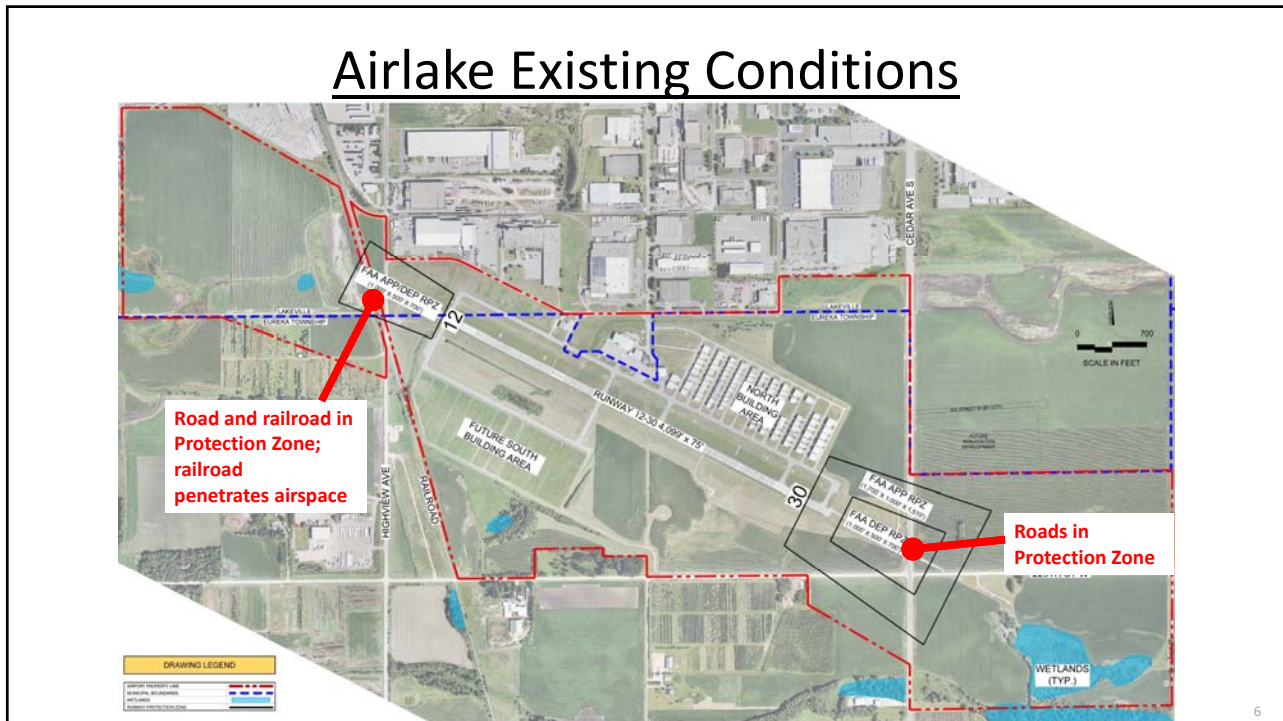
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Airlake Existing Conditions



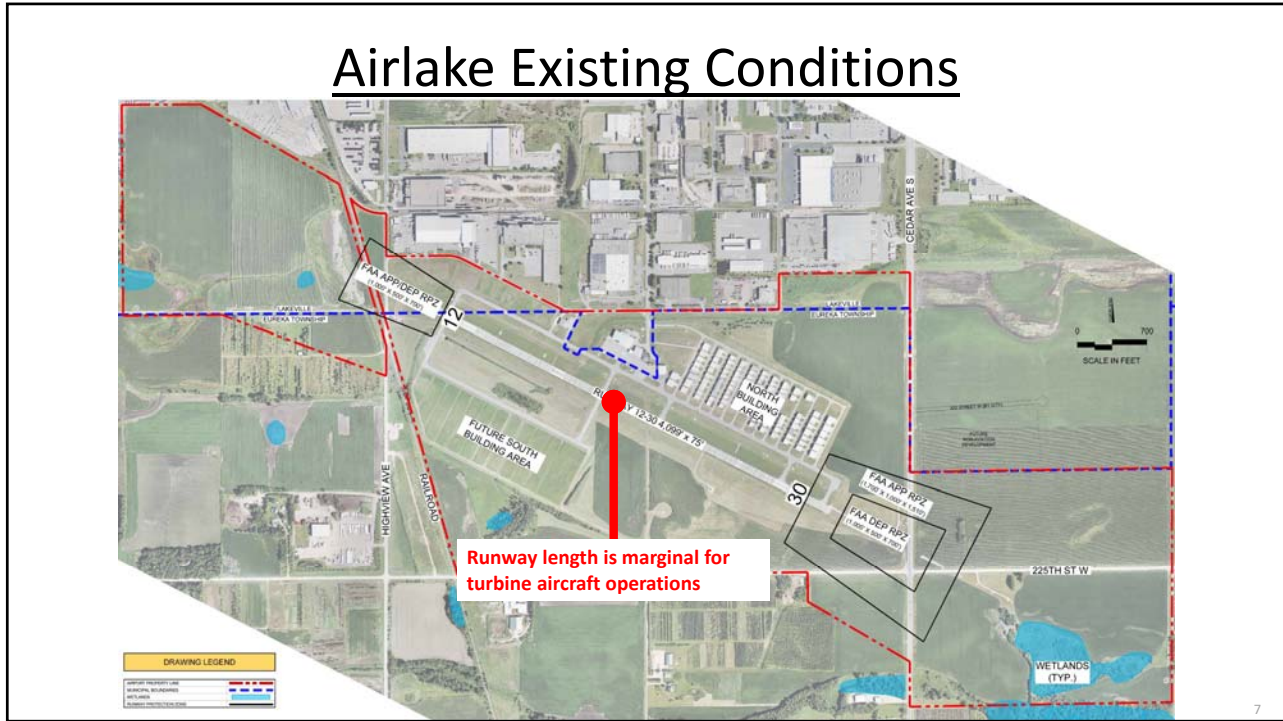
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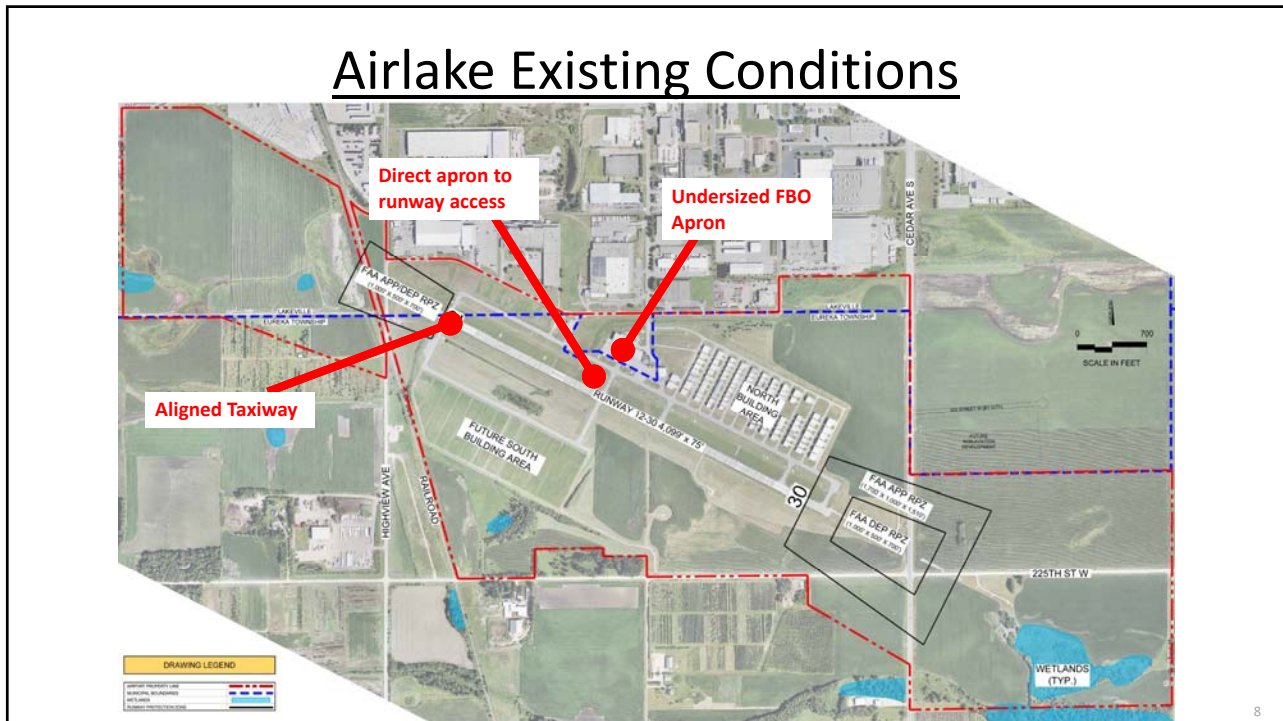


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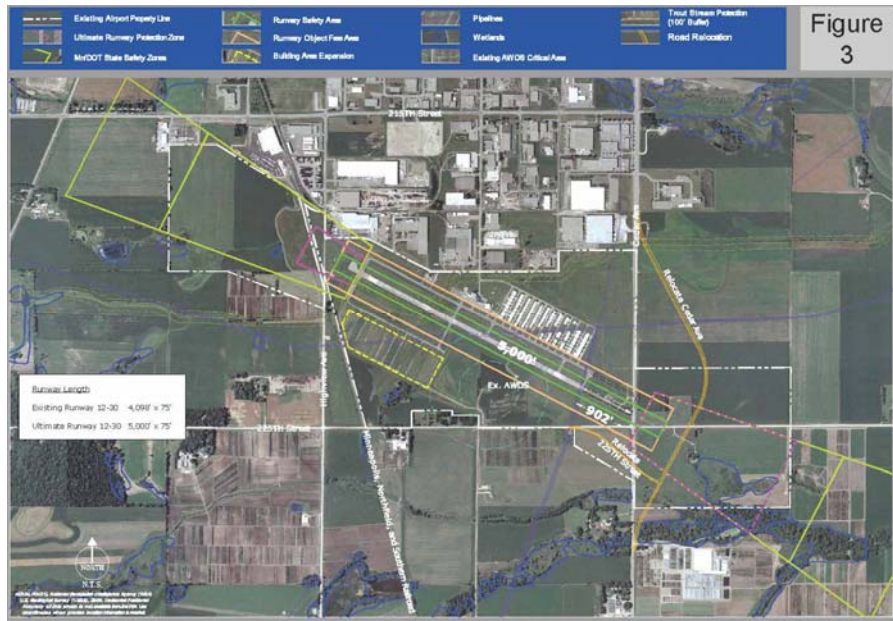
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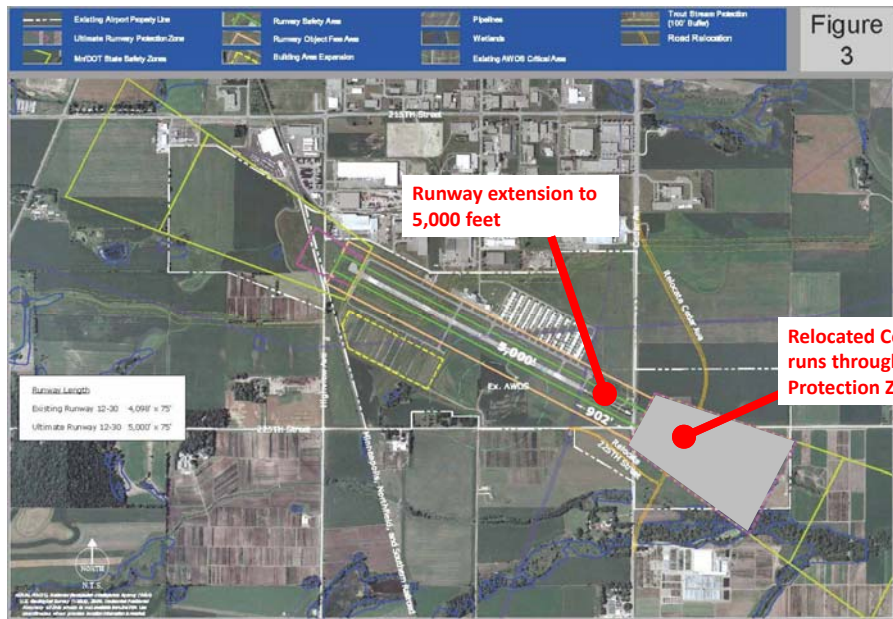
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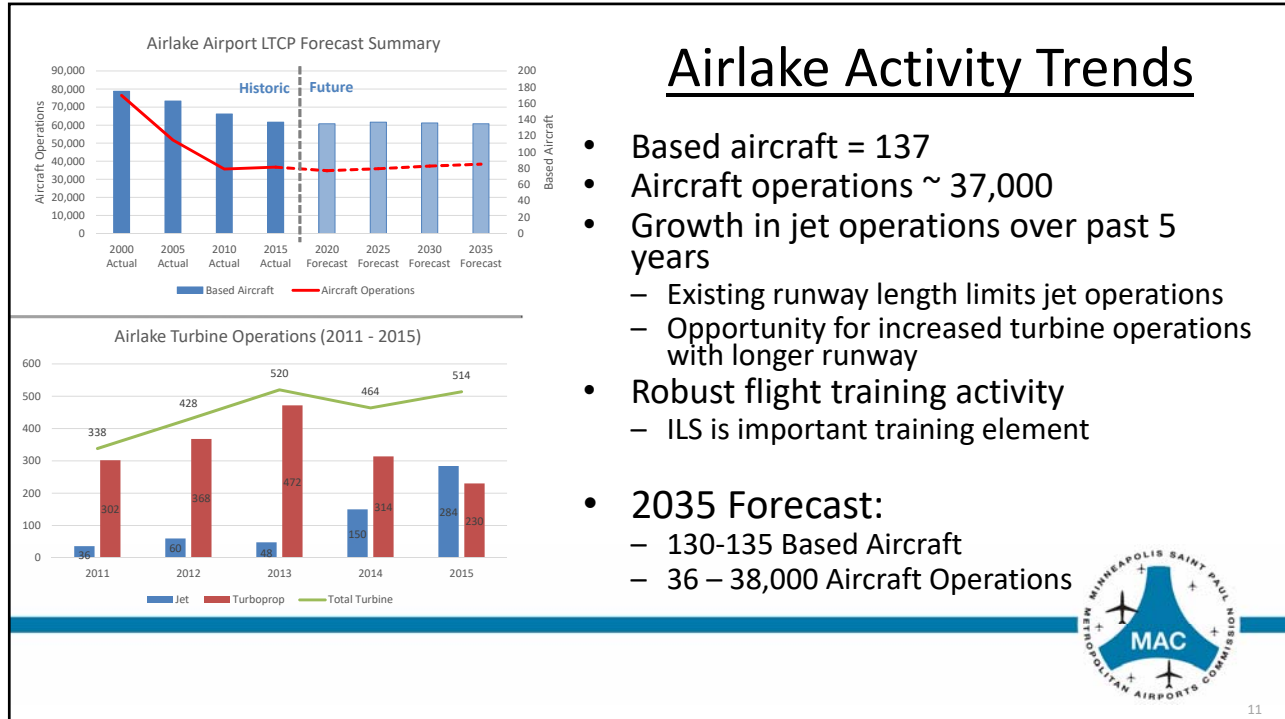


Airlake Previous LTCP



Airlake Previous LTCP





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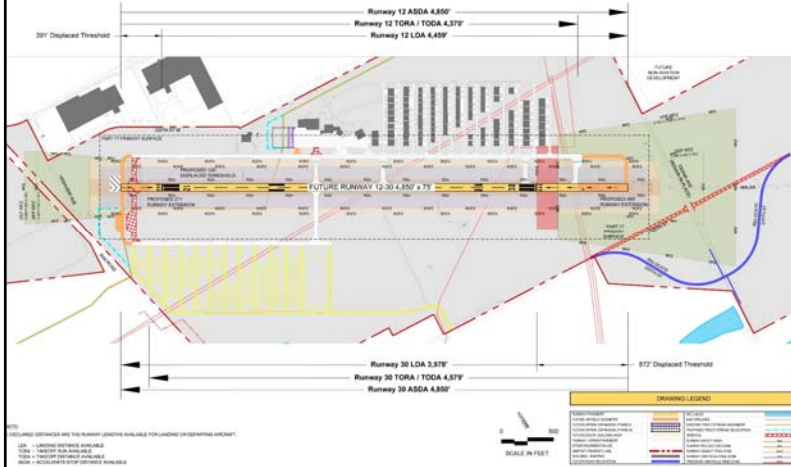
Airlake Runway Length Requirements

- Small Propeller-Driven Aircraft
 - Existing runway length adequate
- Small/Mid-Size Business Jets
 - Range of ~4,800 – ~5,400 feet
 - Statutory prohibition against runway extension > 5,000 feet
- Aircraft-specific analysis:
 - 5,000 feet would be ideal, but...
 - Even an extension into the upper 4,000-foot range could yield significant operational improvements



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Airlake LTCP Runway 12-30 Extension Concept

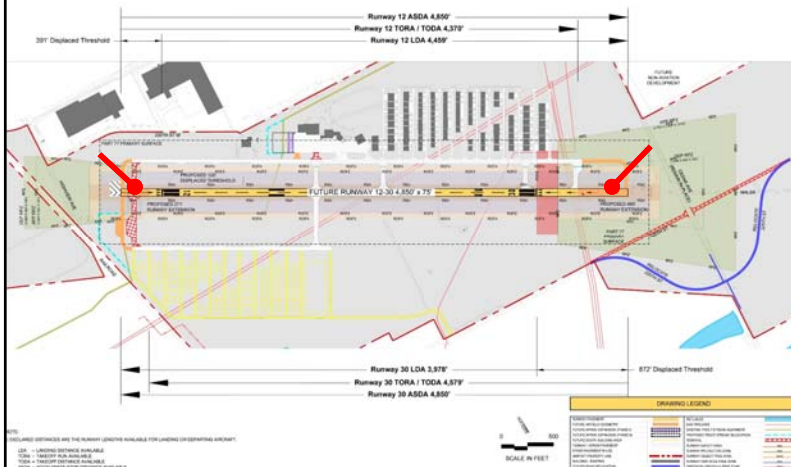


RWY 12-30 Extension Concept

- Extends both runway ends
 - Using Declared Distances
- Maintains RWY 30 landing threshold and instrument approach
- Displaces RWY 12 landing threshold to clear train car on railroad tracks
 - Eliminates aligned taxiway
- Maintains existing Runway Protection Zones (RPZs) over Cedar Avenue
- Relocates 225th Street out of the RPZ



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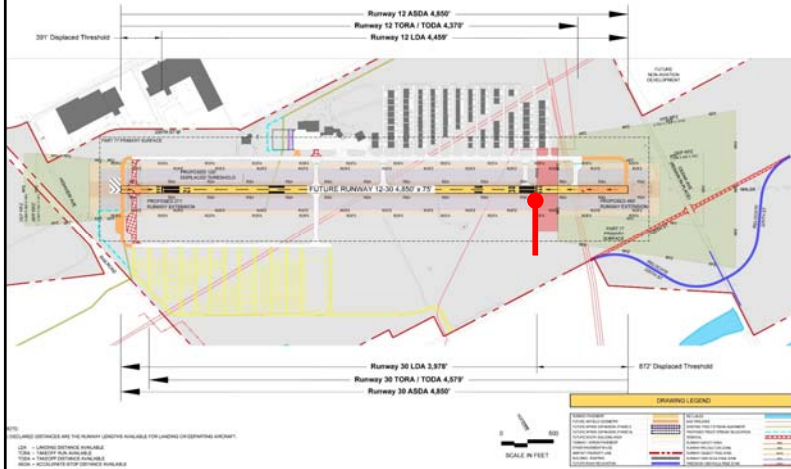


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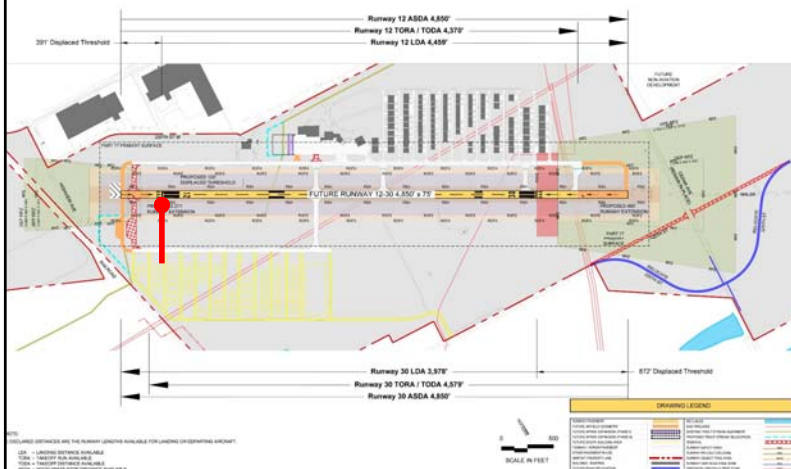


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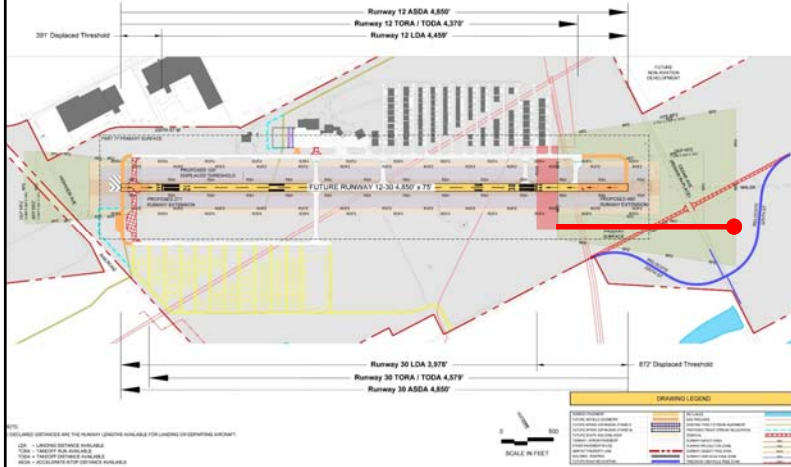


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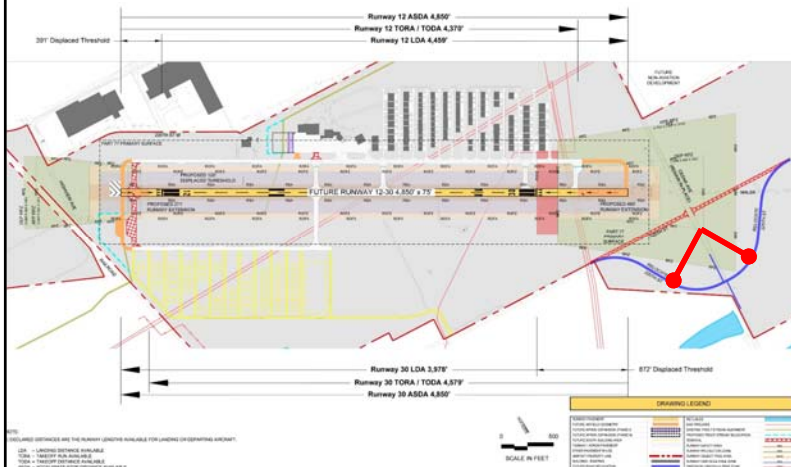


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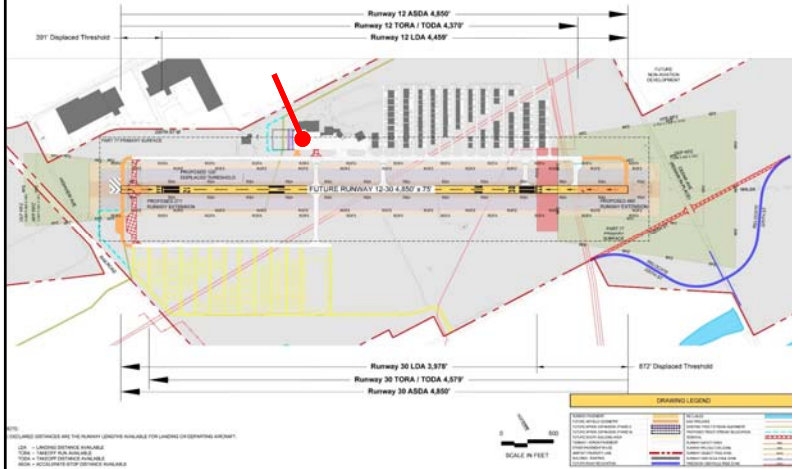


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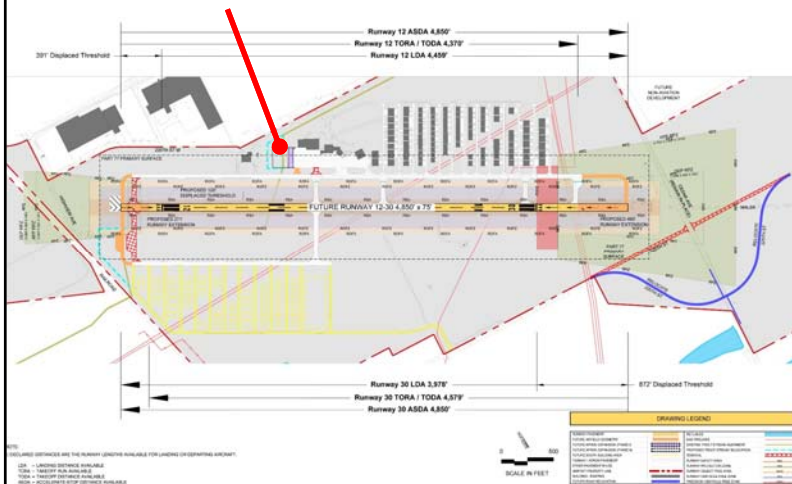


Other LTCP Improvements

- Taxiway configuration change
 - Removes “ramp to runway” access
- Expand the aircraft parking apron
- Develop the South Building Area
 - Including access road and utilities



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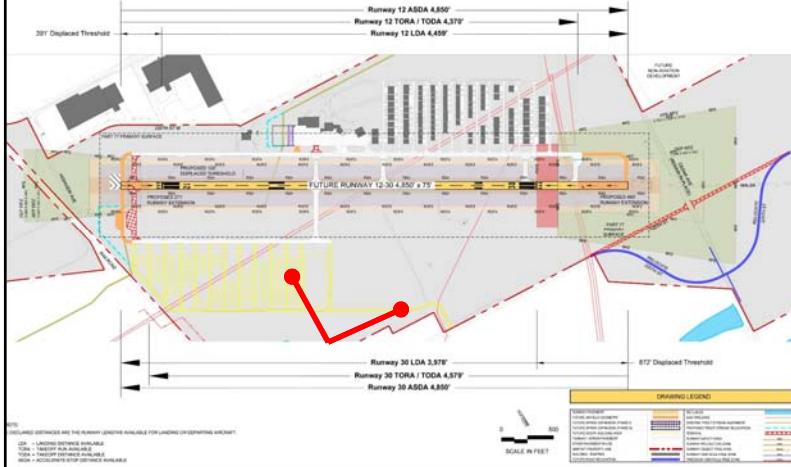


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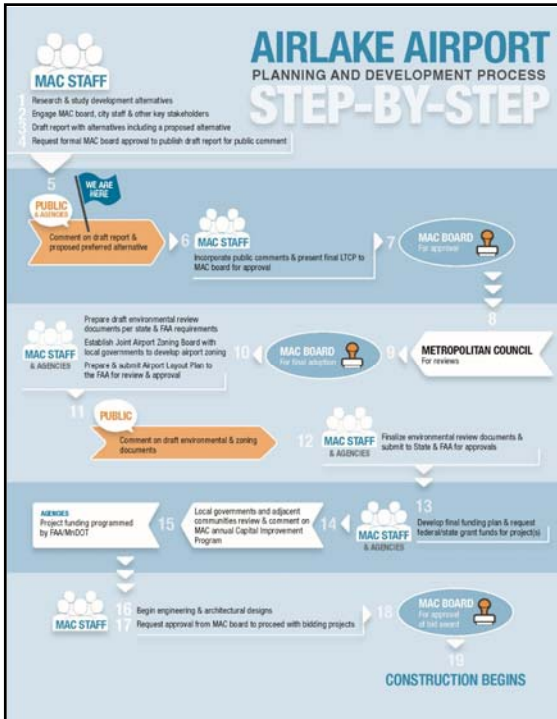


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Stakeholder & Public Engagement

- Pre-Publication Stakeholder Engagement
 - Agencies
 - Tenants
 - Municipal Representatives
- MAC Board Approval to publish Draft LTCP
 - May 2017
- Formal Public Review Period
 - 45-day review period (July 17 – August 30, 2017)
 - Public Information Meetings – August 9 & 10
- MAC Board Approval to Submit to Met Council
- Metropolitan Council Review
- Final MAC Board Adoption
- Environmental Review



Question & Answer Session

MAC Staff will be available until 8pm to address any questions you may have

