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

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
Airlake Existing Conditions

Road and railroad in Protection Zone; railroad penetrates airspace

Roads in Protection Zone
Airlake Existing Conditions

Runway length is marginal for turbine aircraft operations

Airlake Existing Conditions

Direct apron to runway access
Undersized FBO Apron
Aligned Taxiway
Airlake Previous LTCP

Runway extension to 5,000 feet

Relocated Cedar Ave. runs through Protection Zone
Airlake Activity Trends

• Based aircraft = 137
• Aircraft operations ~ 37,000
• Growth in jet operations over past 5 years
  – Existing runway length limits jet operations
  – Opportunity for increased turbine operations with longer runway
• Robust flight training activity
  – ILS is important training element
• 2035 Forecast:
  – 130-135 Based Aircraft
  – 36 – 38,000 Aircraft Operations

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
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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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
Airlake LTCP Other Improvements

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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