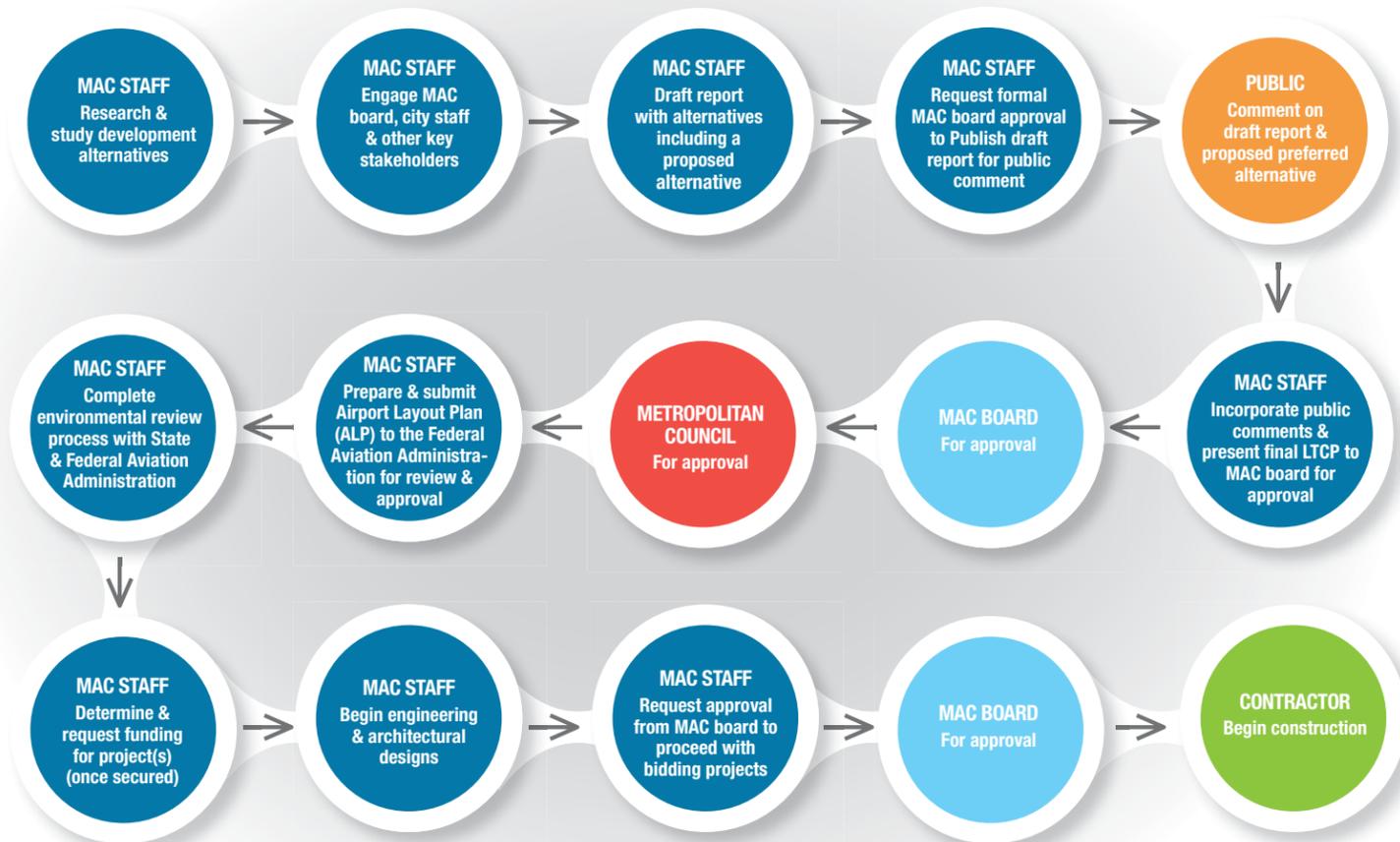


WHAT'S NEXT?



Lake Elmo Airport 2035 LTCP

Information Meeting Handout

Thank you for attending the Lake Elmo Airport 2035 Long Term Comprehensive Plan (LTCP) public information meeting.

We appreciate you taking the time to attend and learn more about the draft LTCP. This handout contains information about Lake Elmo Airport, a summary of the planning process, and the resulting recommendations.

WHAT BENEFITS DOES THE LAKE ELMO AIRPORT BRING TO THE COMMUNITY?

General aviation airports like Lake Elmo contribute to the local economy in a number of ways.

They provide:

- Employment for airport workers
- Facilities for personal and business aircraft
- Charter transportation services for local businesses
- Space for general aviation service companies to do business

As a result, businesses and workers are able to purchase goods and services from other companies in the community, helping to ensure a thriving local economy.

Specific benefits of the Lake Elmo Airport include:

- Direct employment created by the airport's Fixed Base Operator, Valters Aviation, and the MAC.
- MAC operates, maintains, and improves the airport at no cost to local taxpayers. Development at Lake Elmo Airport will continue to be funded by users of the aviation system via FAA and/or MnDOT grant programs, and MAC funds. No local sales or property taxes will be used to fund improvements.

- Airport tenants contribute to the local tax base by paying personal property taxes on hangar facilities and making purchases at local establishments.
- Lake Elmo Airport is home to several tenant groups who emphasize aviation education and awareness, including the St. Croix Composite Squadron of the Civil Air Patrol (CAP), Chapter 54 of the Experimental Aircraft Association (EAA), and the Twin Cities RV Builders Group.
- MnDOT provides an Airport Economic Impact Calculator to estimate the economic value of airports in the State (<http://www.dot.state.mn.us/aero/econimpactcalc.html>). According to this tool, the total economic impact from activity occurring at the Lake Elmo Airport is approximately \$1.8 million annually and accounts for approximately 23 jobs in the County.



Metropolitan Airports Commission
 Airport Development and Reliever Airports
 6040 28th Avenue S., Minneapolis, MN 55450
 MetroAirports.org

ABOUT LAKE ELMO AIRPORT

The Metropolitan Airports Commission (MAC) owns and operates Lake Elmo Airport. It is one of six general aviation airports within the MAC's system of airports.

Lake Elmo Airport opened in September 1951 and has been in continuous operation since. In 2014, Lake Elmo Airport was home to just over 200 aircraft and accommodated approximately 26,000 landings and takeoffs. The airport is situated on approximately 640 acres and has two paved runways. The primary runway (Runway 14-32) is 2,849 feet long by 75 feet wide, and the crosswind runway (Runway 04-22) is 2,496 feet long by 75 feet wide.

Operating within a diverse system of metropolitan area airports, Lake Elmo Airport's primary role is to serve personal, recreational, and some business aviation users in Minnesota's Washington County and the eastern portion of the metropolitan area.

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

The MAC last updated Lake Elmo Airport's LTCP in late 2008 for the 20-year planning timeframe of 2005-2025. Seven years later it is time to update the plan to reflect current conditions and trends.

This update explores the facility's needs out to the year 2035, with recommendations that provide guidance for its development over the next 5-10 years.

In preparation for this update, the MAC prepared an aviation activity forecast and a runway length assessment. From those, four development alternatives were identified for evaluation. Three of the four prescribe a longer primary runway. None contemplate new hangar areas or construction of an airport traffic control tower. Preliminary cost estimates, as well as an assessment of the benefits and potential disadvantages, have been identified for each.

The draft LTCP report is available for public review and comment on the MAC website at <http://www.metroairports.org/General-Aviation/Airports/Lake-Elmo.aspx>.

WHY ARE IMPROVEMENTS BEING CONSIDERED NOW?

Due to its age and condition, the MAC needs to determine whether to reconstruct the primary runway in its current configuration or construct a replacement runway adjacent to it.

Based on information from the Federal Aviation Administration (FAA) and aircraft manufacturers, the existing primary runway is not adequate to efficiently accommodate the propeller-driven aircraft currently being used at the airport. Lake Elmo Airport has one of the shortest paved primary runways of any airport in the State of Minnesota.

Two key objectives for the proposed airfield improvements are to 1) enhance safety, and 2) improve operational capabilities for the aircraft family for which this airport is designed. Providing a right-sized runway length will improve the airport's ability to fulfill its existing role and to compete for business-related flights that use propeller-driven aircraft.

The primary role of the Lake Elmo Airport is expected to stay the same throughout the planning period. The aircraft mainly 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.

PUBLIC COMMENTS

The MAC is accepting written comments about the plan through Wednesday, August 5, 2015.

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 lake_elmo_airport_ltcp_comments@mspmec.org.

All comments submitted will be made a part of the project record and published in the final report.

WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

- | | |
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| <p>A. Relocate primary Runway 14-32 by shifting it 700 feet to the northeast and extending it to a length of 3,600 feet</p> <p>B. Relocate 30th Street N around the new Runway 32 end</p> <p>C. Construct a new cross-field taxiway to serve the new Runway 14 end (north end)</p> <p>D. Convert existing Runway 14-32 into a partial parallel taxiway and construct additional taxiway infrastructure as needed to support the relocated runway</p> | <p>E. Reconstruct existing crosswind Runway 04-22 and extend it to 2,750 feet, including a new taxiway connector and runway lighting</p> <p>F. Pursue a new, non-precision instrument approach to the Runway 14 end, and upgrade the existing Runway 04 approach to an RNAV (GPS) type (not shown on diagram)</p> <p>G. Connector roadway between hangar areas</p> |
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