Thank you for attending this supplemental 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 changes we 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 address some items of community concern while preserving the desired objectives for improving airport facilities.

This handout provides information about Lake Elmo Airport, a summary of the planning process and the refined recommendations.
WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

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

A. REVISED: Relocate primary Runway 14-32 by shifting it 614 feet to the northeast and extending it to a length of 3,500 feet
   - The Original Preferred Alternative proposed shifting the runway 700 feet to the northeast and extending it to a length of 3,600 feet

B. REVISED: Relocate 30th Street N around the new Runway 32 end so that it meets back up at the current intersection with Neal Avenue
   - The Original Preferred Alternative proposed relocating 30th Street N to a new intersection with Neal Avenue about ¼ mile south of the existing intersection.

C. Construct a new cross-field taxiway to serve the new Runway 14 end (north end)

D. Convert existing Runway 14-32 into a partial parallel taxiway and construct additional taxiway infrastructure as needed to support the relocated runway

E. Reconstruct existing crosswind Runway 04-22 and extend it to 2,750 feet, including a new taxiway connector and runway lighting

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)

G. Connector roadway between hangar areas

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.

The MAC is accepting written comments about the revised plan through Wednesday, March 9, 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 lake_elmo_airport_ltcp_comments@mspmac.org. All comments submitted will be made a part of the project record and published in the final report.

ABOUT LAKE ELMO AIRPORT

Lake Elmo Airport opened in September 1951 and has been in continuous operation since. 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. 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.

The original draft LTCP report, issued in June 2015, is available on the MAC website at http://www.metroairports.org/General-Aviation/Airports/Lake-Elmo.aspx

The Addendum to the draft 2035 LTCP report, which describes the Refined Preferred Alternative, is also available on the MAC website.

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.

Key objectives for the proposed airfield improvements are to 1) address failing, end-of-life infrastructure, 2) enhance safety, and 3) improve operational capabilities for the aircraft family for which this airport is designed.

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.