Presentation Outline

• Introductions
• ACP Purpose & Guidelines
• Stakeholder Engagement Plan
• MAC Purpose & Mission
• Recap – Long-Term Comprehensive Plan (LTCP)
• Environmental Process Overview & Components
• Next Steps
Introductions

Airport Community Panel (ACP)

MAC Commissioner
City of Crystal
City of Brooklyn Park
MAC Staff (2)
Airport Tenant/User
Hennepin County
Aircraft Owners & Pilots Association
Local Citizen
Airport Community Panel (ACP) Purpose

Work directly with the Project Team

- Representing a broad range of stakeholder groups;
- Receiving and then sharing information with constituencies about the environmental review process;
- Providing input as the voice of key stakeholders;
- Providing technical advice to the Project Team
ACP Guidelines

• Acknowledge and respect the opinions and interests of all ACP members at all times
• No formal meeting or voting procedures will be established
• ACP is advisory; MAC retains decision-making authority
• ACP members are encouraged to disseminate project information to their constituent groups and the general public
• ACP members are discouraged from misrepresenting meeting proceedings to their constituent groups, the general public, or the media
• Observers may attend ACP meetings but are asked to refrain from interrupting the meeting
• Future meetings will be scheduled at least one month in advance and every effort will be made to identify dates and times that work for all ACP members
• MAC’s consultant will take meeting notes and attendance logs for the public record, which will be made available on the project website
ACP Orientation Materials

- ACP Overview
- MAC Glossary of Terms
- MAC Stakeholders
Stakeholder Engagement Plan Objectives

• Strengthen relationships with stakeholders
• Build stakeholder trust and support
• Proactively identify areas of interest and concern
• Support and document a thorough and effective process
• Formalize a system for reaching a wide variety of stakeholders
• Create opportunities for MAC board members to recognize stakeholder engagement in the EA/EAW process
• Streamline agencies’ review
Public Outreach Platforms

- Project website
  - Overview
  - Community Involvement
  - Documents and Links
  - FAQs
  - Contact Project Team
- E-news subscription project updates
- Project newsletter mailed to homes near the airport
- ACP meetings (2)
- Public meeting events (2)
- Public notices
- MAC Commission/Committee meetings
Messaging Strategies

• Use of plain language
• Provide a glossary of terms
• Explain requirements of the environmental review at each stage of the process
• Use infographics, tables and charts
• Review public comments and identify community focal points for targeted, clear, and accurate messaging
• Detail the next steps of the environmental process
Metropolitan Airport Commission

- Public corporation created by Minnesota Legislature
- Owns and operates airports within 35 miles of downtown St. Paul and Minneapolis
- MSP International Airport
- Six general aviation airports
- User-fee based funding
- Limited property taxing authority unused since 1960s
Board Makeup

- Gov. appoints chairman and 12 commissioners  (8 metro, 4 outstate)
- Minneapolis and St. Paul mayors each appoint one
Legislative Mandate to Effectively Enable Aviation

Minn. Stat. § 473.602

(1) promote the public welfare and national security; 
serve public interest, convenience, and necessity; 
promote air navigation and transportation, international, national, 
state, and local, in and through this state; 
promote the efficient, safe, and economical handling of air commerce; 
assure the inclusion of this state in national and international 
programs of air transportation;
and to those ends to develop the full potentialities of the metropolitan 
area in this state as an aviation center, and to correlate that area with 
all aviation facilities in the entire state so as to provide for the most 
economical and effective use of aeronautic facilities and services in 
that area;
Legislative Mandate to Effectively Enable Aviation

(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation, and to that end provide for noise abatement, control of airport area land use, and other protective measures; and

(3) promote the overall goals of the state's environmental policies and minimize the public's exposure to noise and safety hazards around airports.

Minn. Stat. § 473.602
Long-Term Comprehensive Plan (LTCP)
Planning & Development Process Steps 1 through 11

Initial request to publish Draft LTCP in August 2016

Public/Stakeholder Engagement

MAC adoption of the Final LTCP in October 2017
• Primary Role of Crystal Airport
  – Complimentary Reliever in the MAC system
  – Accommodates Personal, Recreational, and some Business Aviation users
  – Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
  – Role not expected to change
Crystal Airport Role & Plan Objectives

• Primary Role of Crystal Airport
  – Complimentary Reliever in the MAC system
  – Accommodates Personal, Recreational, and some Business Aviation users
  – Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
  – Role not expected to change

• Primary Planning Objectives
  – Better align airfield infrastructure to match existing and forecasted activity levels
  – Preserve and improve operational capabilities for the design aircraft family
  – Enhance safety by simplifying the runway and taxiway layout
The Proposed Project

Addressing the Objectives

- Align infrastructure with demand and simplify airfield geometry:
  - Close Runway 14R/32L and convert it to a parallel taxiway
  - Reduce turf runway length to remove crossing taxiways from its safety area
  - Remove, convert, and/or replace various taxiways and run-up areas
  - Improve ground vehicle circulation on the Airport by constructing perimeter roads
The Proposed Project

**Addressing the Objectives**

- **Align infrastructure with demand and simplify airfield geometry:**
  - Close Runway 14R/32L and convert it to a parallel taxiway
  - Reduce turf runway length to remove crossing taxiways from its safety area
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  - Improve ground vehicle circulation on the Airport by constructing perimeter roads

- **Improve operational capabilities for the design aircraft family:**
  - Convert portions of Runway 14L/32R blast pads to usable runway
  - Shift the runway 115 feet to the northwest
  - Enhance instrument approach capability for the primary runway
  - Increase aircraft parking capacity by expanding the Fixed Base Operator apron
The Proposed Project

Addressing the Objectives

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- Develop excess Airport property for non-aeronautical use
Environmental Process Overview

• **Federal** requirements identified by the National Environmental Policy Act (NEPA) and associated Federal Aviation Administration (FAA) implementation guidance

• **State** requirements identified by the Minnesota Environmental Policy Act (MEPA) and associated Environmental Quality Board (EQB) implementation guidance
Project Schedule

2018

JAN  FEB  MAR  APR  MAY  JUN  JUL  AUG  SEP  OCT  NOV  DEC  JAN  FEB  MAR  APR  MAY

Purpose & Need

Alternatives Analysis

Environmental Effects

Draft EA/EAW - FAA Legal Review

Draft EA/EAW - Public Comment Period

Respond to Comments & Prepare Final EA/EAW

Stakeholder Outreach Meetings

Public Event

Airport Community Panel (ACP) Workshop

2019

Develop Draft Document  Public Comment Period  Revisions to Address Comments  Airport Community Panel (ACP) Workshop  Public Event  Public Hearing

FAA Federal Environmental Finding & MAC State Environmental Finding

Environmental Review
Crystal Airport

Schedule updated August 3, 2018. This schedule is based on timely agency reviews and assumes no unforeseen issues.
Purpose and Need

FAA Guidance

• Explains why a project is being proposed.

• A defensible Purpose and Need statement should be:
  • Clearly written
  • Concise (incorporating any detailed supporting data by reference)
  • Understandable to those unfamiliar with aviation

• The **Purpose** is a general statement of over-arching project goals.

• The **Need** is a more detailed statement describing:
  • Problems to be solved by the project, and
  • Specific objectives for resolving these problems and achieving the project goals.
Purpose and Need

The **Purpose** of the project at Crystal Airport is to:

1) Better align airfield infrastructure to match existing and forecasted activity levels;
2) Preserve and improve operational capabilities for the design aircraft family; and
3) Enhance safety by simplifying the runway and taxiway layout.
Purpose and Need

The **Purpose** of the project at Crystal Airport is to:

1) Better align airfield infrastructure to match existing and forecasted activity levels;
2) Preserve and improve operational capabilities for the design aircraft family; and
3) Enhance safety by simplifying the runway and taxiway layout.

The **Need** for the project at Crystal Airport is to:

1) Simplify airfield geometry;
2) Provide the required runway length for critical design aircraft needs;
3) Enhance instrument approach capability and mitigate penetrations for both ends of the primary runway;
4) Improve airport ground vehicle circulation;
5) Increase aircraft apron parking capacity; and
6) Develop excess Airport property for non-aeronautical use.
P&N Objective 1: Simplify Airfield Geometry

- Eight hot-spots identified on FAA Airport Diagram
  - Hot-spots are locations where heightened attention is necessary due to complex or confusing configuration.
  - Most hot-spots result from closely-spaced parallel runways.
- Project seeks to minimize runway crossings
P&N Objective 2: Meet Runway Length Needs for Existing Users

- Optimum runway lengths are based on the needs of the “design aircraft” for each runway.
- Current Runway 14L/32R length (3,268 feet) does not meet accelerate stop distance requirements of design aircraft (see chart at left).
- Current Runway 6R/24L length (2,123 feet) exceeds takeoff and landing distance requirements of design aircraft at maximum takeoff weight.
P&N Objective 3: Enhance Instrument Approach Capability

• Instrument approach procedures allow safer access to the airport, especially during inclement weather.
• Upgrading the runway approaches to modern navigational technology will improve airport safety and accessibility.
P&N Objectives 4, 5, & 6

- Objective 4: Improve airport ground vehicle circulation
- Objective 5: Increase aircraft apron parking capacity
- Objective 6: Develop excess Airport property for non-aeronautical use
Alternatives

FAA Guidance

- Alternatives considered should:
  - Represent the range of reasonable alternatives.
  - Provide a clear basis for choice among options.

- No requirement for specific number or range of alternatives.

- Generally, the greater the degree of environmental effects, the wider the range of alternatives that should be considered.

- An EA may limit alternatives to the proposed action and no action if there are no conflicts concerning alternative uses of available resources.

- A preferred alternative should be identified by the EA.

- The EA should briefly explain why certain alternatives were eliminated from further study.
Range of Alternatives Considered

• No-Action Alternative
• Off-site Alternatives
• 2025 LTCP Alternatives
  • Maintain one primary runway and one crosswind runway
  • Maintain two parallel runways
  • Maintain one runway only
  • Maintain three runways and close the turf crosswind
  • Extend primary Runway 14L/32R using declared distances
  • Maintain one runway and reduce its length.

• 2035 LTCP Alternatives
  • Turf runway alternatives
  • Primary runway alternatives
  • Taxiway system alternatives
  • Aircraft apron alternatives
Turf Runway Alternatives

- Alternative A: Reduce length to 1,669 feet (preferred)
- Alternative B: Designate turf area adjacent to paved runway
Primary Runway Alternatives

- Alternative A: Convert Blast Pads to Stopways
- Alternative B: Convert Blast Pads to Runway
- Alternative C: Convert Portions of Blast Pads to Runway and Shift Runway to Northwest (preferred)
Taxiway System Alternatives

- Two alternatives considered with minor differences
- Preferred alternative shown to the left
- Preferred perimeter road alternative also shown
Aircraft Apron Expansion

- Preferred alternative shown to the left
- Increases parking capacity and removes aircraft parking from runway protection zone (RPZ)
Environmental Analysis and Cumulative Impacts

- Air quality modeling
- Aircraft noise modeling
- DOT Section 4(f) resource review
- Hazardous materials inventory
- Historic/architectural and archeological resource assessment
- Land use compatibility and zoning assessment

- Socioeconomics and environmental justice analysis
- Vegetation management strategies
- Wetland delineation
- Other NEPA categories
- Cumulative Impacts – consideration of projects that are connected, cumulative and similar (common timing and geography)
Next Steps

- Mail newsletters to airport neighbors
- First Public Meeting Event – September/October 2018