Presentation Outline

• MAC Background
• Anticipated Timeline
• Environmental Process – What is it?
• Project Goals & Objectives
• Environmental Effects
• Next Steps
Metropolitan Airports Commission (MAC)

- Owns and operates seven airports within 35 miles of the St. Paul and Minneapolis downtowns, including MSP and six general aviation airports
- Public corporation created by the Minnesota Legislature
- Provides and promotes safe, convenient, environmentally sound and cost-competitive aviation services to its customers
- Funded via self-generated income, issuing bonds, and acceptance of federal airport improvement funds. No local taxes are used to operate the MAC's airports.
Stakeholder Engagement

- Sign-up to receive updates via our e-news subscription program
- Visit the project website for up-to-date information
- Attend the public hearing in early 2019
- Share your thoughts via the “Contact Project Team” tab of the website or at the public hearing

Project Website
https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment.aspx

Crystal Airport
ENVIRONMENTAL ASSESSMENT

The Metropolitan Airports Commission, owner and operator of Crystal Airport located just north of Bass Lake Road off Hennepin Boulevard in the City of Crystal, has commenced an effort to determine environmental effects associated with improvements it is proposing for the airport. The MAC adopted the improvement plans in 2017 after conducting a long-term planning process that resulted in a Long Range Comprehensive Plan (LRCP) for Crystal Airport. The LRCP was developed with input from stakeholders and the public and provides guidance and a roadmap for possible improvements over the next 20 years.

The environmental effects study (also referred to as an environmental assessment—or EA) is being led by the MAC and its consultants MSA & Hurst. Together they make up the “project team.” Over the past several months, the team has developed a statement outlining the purpose and need for the improvements, and identified a preferred plan—also known as a preferred alternative (more on the purpose and need and alternatives inside this newsletter). The project team is also researching and collecting information regarding environmental and socioeconomic resources that may be affected by the project. That research includes in person surveys of residents, identification of any historical structures near or on the property that could be affected, and other resources that may be affected by the preferred alternative.

Community Event

- Wednesday, October 10, 2018
- 6:00 to 8:00 p.m.
- Presentation at 6:30 p.m.
- Crystal Community Center
- 7800 Douglas Drive NE
- Crystal, MN 55429

COMMUNITY EVENT

- Wednesday, October 10, 2018
- 6:00 to 8:00 p.m.
- Presentation at 6:30 p.m.
- Crystal Community Center
- 7800 Douglas Drive NE
- Crystal, MN 55429

77 YEARS

Minneapolis Saint Paul International Airport
Anticipated Environmental Assessment Timeline

- **2018**
  - MAC Adopted Crystal Airport LTCP (OCTOBER 2017)
  - EA Process Begins (JANUARY 2018)
  - Analysis of Impacts and Alternatives (SPRING–FALL 2018)
  - August 28, 2018
  - October 30, 2018

- **2019**
  - Draft EA/EAW Public Comments (SPRING 2019)
  - Respond to Comments Prepare Final EA/EAW (SPRING 2019)
  - Final EA & FAA Determination (SUMMER 2019)

- **Public Information Meeting**
  - **A** Airport Community Panel (ACP) Workshop
  - **PH** Public Hearing

For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.
Minnesota Environmental Policy Act (MEPA)/National Environmental Policy Act (NEPA)

What is it? NEPA requires federal agencies to assess environmental effects of proposed actions prior to making decisions. MEPA requires an environmental review process, similar to the federal NEPA process, to be used by local governments to analyze the potential environmental effects of proposed projects.

What does it require? A Environmental Assessment (EA) will be completed to satisfy NEPA requirements. An Environmental Assessment Worksheet (EAW) is required by MEPA for MAC reliever airport projects that involve construction of a runway or taxiway extension and the expenditure of more than $2 million.

How will it be accomplished? We will prepare the Federal EA and a State EAW concurrently as they share many of the same informational requirements.
Airport Role & Project Goals

Airport Role
- Crystal Airport is an integral part of the MAC airport system
- Accommodates personal, recreational, and some business aviation travel to and from the adjacent communities
- Primarily serves small, propeller-driven aircraft with fewer than 10 passenger seats

Project Goals
- Better align available runways, taxiways, and aprons with existing and forecasted aircraft activity
- Preserve and improve operational capabilities for aircraft using the airport
- Enhance safety by simplifying the runway and taxiway layout
Project Overview & Objectives

- Simplify the airfield layout
- Provide adequate runway length for aircraft currently using the airport
- Provide aircraft with enhanced arrival capabilities, while minimizing obstacles to the main runway
- Improve airfield roadways for airport vehicle circulation
- Expand the airfield apron for additional aircraft parking
- Develop airport-owned property that is not used for airport operations for other uses

LEGEND
- Existing Property
- Municipal Boundary
- Runway Protection Zone
- Turf Runway
- Pavement to be Removed
- Future Pavement
- Tree Removal Study Areas
- Non-Aeronautical Use Area

CRYSTAL AIRPORT PREFERRED ALTERNATIVE
Project Objective: 
Simplify Airfield

FAA has identified 8 Hot Spots on the airfield at Crystal Airport

- **Hot Spots (HS):** designated areas where heightened attention by pilots and drivers is necessary due to a complex or confusing configuration. They are typically located where the pilot or vehicle driver must make a decision or get approval from air traffic control to cross a runway or taxiway.

How will the preferred alternative help?

- Simplifying taxiways and closing a runway will minimize the number of complex intersections and runway crossings.
- New perimeter roads will reduce the need for vehicles to cross runways or taxiways.
Project Objective: Provide Adequate Runway Length
Preferred Alternative: Turf Crosswind Runway 6R/24L

- Runway 6R/24L will be shortened to remove Taxiways D and F from the Runway Safety Area (RSA)
- Associated hot spots and areas of pilot confusion, due to crossing the RSA, will be eliminated
- Airport user feedback led to keeping the turf crosswind, the only one in the metro area
- Proposed runway length of 1,669 feet will meet existing user needs
What environmental effects are considered?

Noise & Compatible Land Use

- How might airport noise levels be affected?
  One runway is closing. Traffic on this runway will shift to other runways.
  The primary runway will be slightly longer and will move closer to the northwest side of the airport. The turf crosswind runway will be shortened, moving the ends farther from neighbors.

- What does this mean for neighbors?
  There will be minimal changes from current conditions.

- What efforts are employed to help reduce aircraft noise?
  Pilots are asked to follow the airport’s noise abatement plan, which instructs them on methods for keeping aircraft as quiet as possible when operating at the airport.

Climate

- Greenhouse gas emissions will be quantified.

Trees

- Why is tree removal needed?
  Areas off runway ends must be clear of obstructions for the safety of aircraft in flight.
  Tree removal or trimming is required even without the airport improvements.
  The proposed project shifts the primary runway to the northwest, so some trees may need to be trimmed or removed a few years earlier than in a no-action scenario.

Department of Transportation
Section 4(f)

- Some trees that will be removed or trimmed are located in a public park. When a project impacts a park, further analysis is required to evaluate potential impacts to these resources.
What environmental effects are considered?

**Air Quality**
- Added pollutant emissions resulting from the project will be quantified.

**Natural Resources & Energy Supply**
- Use of construction materials and changes in energy consumption resulting from the project will be quantified.

**Protected Species**
- Endangered rusty-patched bumble bees and threatened northern long-eared bats are found in Hennepin County, but not on or near the Airport.

**Visual Effects (including light emissions)**
- Changes to lighting systems will be evaluated with respect to nearby light-sensitive areas.

**Land Use**
- Changes to the existing 1983 airport zoning ordinance will be considered.

**Historic, Architectural, & Cultural Resources**
- Historians and archaeologists surveyed the airport and did not find any historic buildings eligible for protection, or any evidence of archaeological materials.

**Hazardous Materials, Solid Waste & Pollution Prevention**
- Potential waste sources will be documented and minimized.
- Existing sources of hazardous materials will be avoided.

**Water Resources**
- Changing and adding pavement at the airport affects stormwater runoff and drainage.
- Will this affect neighbors? Stormwater runoff to the surrounding neighborhoods will not be affected.
Next Steps

For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.
Stay Involved

- Sign-up to receive updates via our e-news subscription program
- Visit the project website for up-to-date information
- Attend the public hearing in early 2019
- Share your thoughts via the “Contact Project Team” tab of the website or at the public hearing

Project Website
https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment.aspx