

ACTION TRANSMITTAL 2014-68

DATE: November 12, 2014
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Russell Owen, Metropolitan Council, Sr. Planner (651-602-1724)
Connie Kozlak, Metropolitan Council, Mgr Planning (651-602-1720)
SUBJECT: Approval of South St. Paul Municipal Airport (Fleming Field) Long Term Comprehensive Plan (LTCP)
REQUESTED ACTION: Review and recommend the preferred development alternative in the South St. Paul Municipal Airport (Fleming Field) LTCP.
RECOMMENDED MOTION: That the Transportation Advisory Board recommends the preferred development alternative discussed in the 2014 LTCP for South St. Paul Municipal Airport (Fleming Field).

BACKGROUND AND PURPOSE OF ACTION:

Owners of regional airports should periodically update the long-term comprehensive development plans. The city of South St. Paul owns/operates the South St. Paul Airport (also known as Fleming Field) and the last LTCP update was completed 20 years ago. The LTCP is to be consistent with the Metro Development Framework and the TPP. The city has completed the 2014 LTCP Update, selected a preferred development alternative, provided for public input, and has submitted it for Council review. Recommendations from the TAC/TAB review process will be included in the final staff report to the Council's Transportation Committee and Council action.

RELATIONSHIP TO REGIONAL POLICY:

South St. Paul Airport (Fleming Field) is one of two airports in the region that is not owned/operated by the Metropolitan Airport Commission. The airport serves Dakota and Washington County aviation business general aviation needs. The airport LTCP is consistent with the TPP and regional aviation policy.

STAFF ANALYSIS:

The emphasis in the LTCP was to evaluate the following issues:

- Evaluate opportunities to maximize the runway length and reduce impacts to surrounding landowners while meeting the needs of the existing and future users of Fleming Field.

- Analyze existing airspace obstructions and land use incompatibilities to determine the impacts to the surrounding landowners.
- Conduct a financial feasibility analysis to evaluate capital funding sources, net operating revenues, cash reserves, airport operating revenues/expenses, and evaluate projected operating revenues/expenses based on the preferred airport implementation plan.
- Develop a public involvement plan to allow airport stakeholders and the general public opportunities to provide input on the future development at the airport.

The airport is located 15 miles southeast of Minneapolis and six miles south of St. Paul in the southeastern portion of the Twin Cities Metropolitan Area. The airport has one runway, which is 4,002 feet long by 100 feet wide. The forecasts that were approved by the Federal Aviation Administration (FAA) show growth in based aircraft from the current 261 to 363 aircraft in 2032. The annual operations are estimated to grow from 62,640 to 87,120 over the next 20 years.

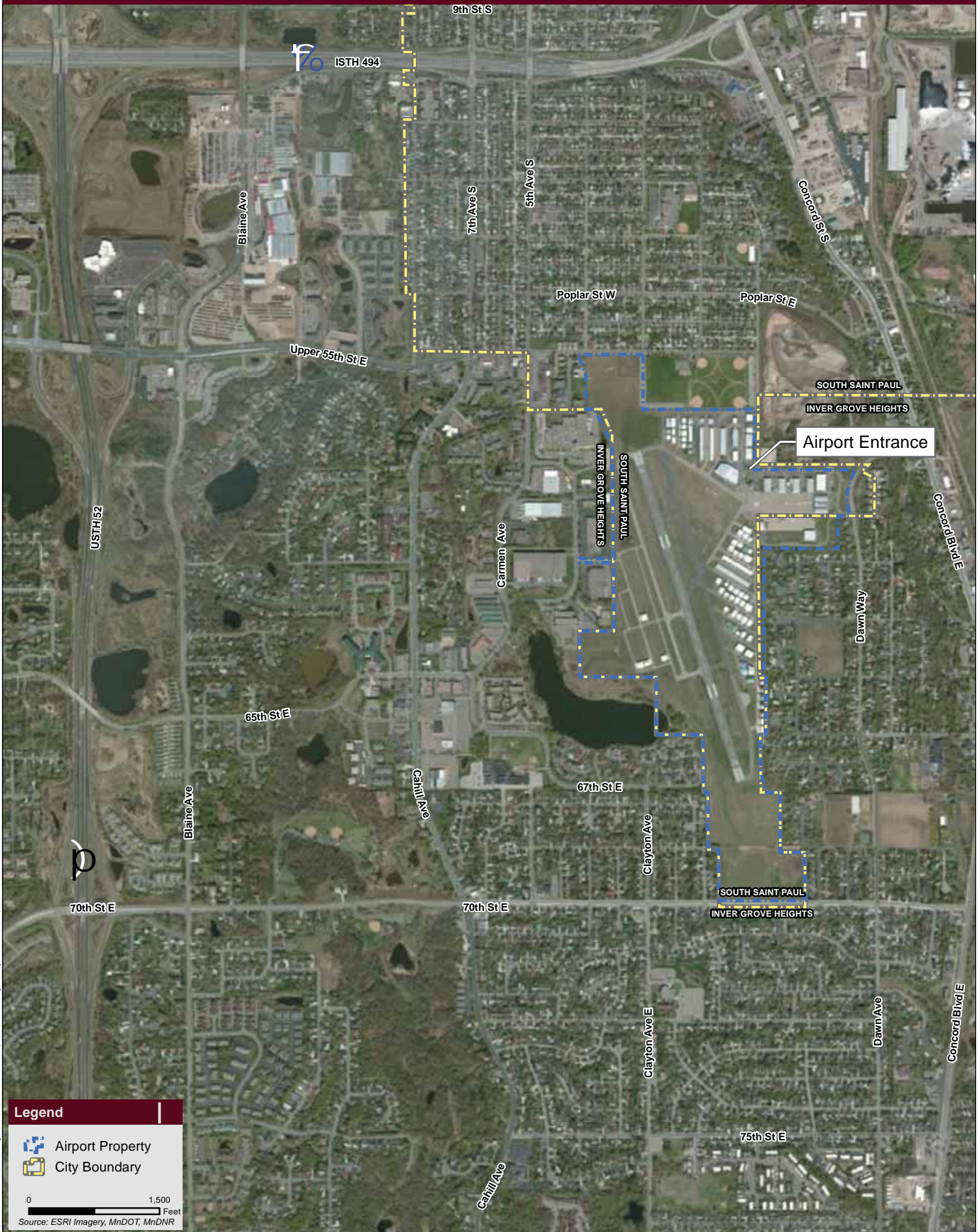
Based on the 20 year usage forecasts, facility recommendations were developed. According to the FAA Advisory Circular (AC) titled “Runway Length Requirements for Airport Design,” a runway of 4,700 feet is recommended at Fleming Field in order to serve 75% of the aircraft classes that use the airport.

However, based on the physical constraints around the airport and discussions with existing and potential users of Fleming Field, it was determined that a runway length of 4,300 feet would be acceptable to maximize the capacity and use by the aircraft typically using the airport while minimizing impact on adjacent properties. Aircraft require the most runway length during their takeoff roll. Because of the physical constraints around the airport, including local roadways and residential property, the selected alternative includes adding stopways to each runway end instead of extending the runway threshold. Although stopways are not constructed to the full pavement strength of a runway, they allow pilots to calculate a greater distance for takeoff operations.

Staff analysis is that the LTCP is consistent with Council policy of achieving land use compatibility. Extending the runway to 4300 feet will help the local businesses on the airport. The runway length will not change the classification of the airport in the regional aviation system and it will still be classified as a Minor Airport.

COMMITTEE COMMENTS AND ACTION:

ROUTING		
TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	October 9, 2014
Technical Advisory Committee	Review & Recommend	November 5, 2014
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	



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Legend

Airport Property	Airport Design
City Boundary	Runway Safety Area (RSA)
Avigation Easement	Runway Obstacle Free Zone (ROFZ)
Extended Runway	Runway Object Free Area (ROFA)
Wetlands	Building Restriction Line (20')
Parcels	Runway Edge
Land Use	Actions
FAA Runway Protection Zone (RPZ)	Construct Taxiway
MnDOT Clear Zone (CZ)	Remove Taxiway
MnDOT Safety Zone A	Construct Stopway
MnDOT Safety Zone B	

0 800 Feet
Source: ESRI Imagery, MnDNR

FAA Airport Design Standards

- FAA Design Code: Airplane Design Group B, Approach Category II, Large Aircraft
- FAA Runway Classification: Other-Than-Utility
- Critical Design Aircraft: Twin-Engine Turboprop/Jet, > 12,500 pounds maximum weight
- Runway 16/34 Dimensions: 4,200 feet x 100 feet

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