

ACTION TRANSMITTAL – 2018-16

DATE: January 25, 2018

TO: Technical Advisory Committee – Planning

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SUBJECT: Final Draft Airlake Airport 2035 Long Term Comprehensive Plan (LTCP) Review

REQUESTED ACTION: State statute requires the MAC to submit a determination of conformance of the Final Draft Airlake Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

RECOMMENDED MOTION: That TAC Planning recommend to TAC that the Final Draft Airlake Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Airlake Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Airlake Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan. The majority of Airlake Airport currently lies outside the city limits on Lakeville, with a small exception of an area around the fixed base operator. In order for MAC tenants to receive municipal utilities for sanitary sewer and water, MAC will need to have the city of Lakeville annex property of enter into a Joint Powers Agreement for the extension of utilities beyond the city border. The LTCP states that the MAC has begun the process to have Lakeville annex the property.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Airlake Airport is located in Dakota County, approximately 17 miles south of MSP, 20 miles south of the City of Minneapolis, and 25 miles southwest of the City of St. Paul. The Airlake Airport is located primarily in Eureka

Township, and a small portion of the airport lies within the municipal boundary of the City of Lakeville. (Attachment 1).

The Airlake Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to attract general aviation traffic away from Minneapolis-St. Paul International Airport (MSP) to relieve congestion, which helps reduce operating costs and promotes sustainability. Airlake Airport accommodates personal, recreational and some business aviation users within Dakota County and the southern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft type that the plan is designed for is not changing. There is currently one runway at Airlake Airport. The previous LTCP recommended that MAC extend the airport's one-runway from an existing 4,099 feet to 5,000 feet. This LTCP focuses on solutions for accommodating business aircraft needs, by maximizing the airfield's operational capabilities, as well as maintaining and improving Runway Protection Zone land use compatibilities. The primary runway (12/30) is 4,099 feet long. Based on FAA guidance, along with airplane operational manuals, the recommend primary runway length should be 4,800-5,400 feet. However, due to Minnesota Statute 473.641 subdivision 4, it prohibits MAC from extending runway lengths at its minor airports beyond 5,000 feet, without prior legislative authorization. The FAA has published a memo with guidelines for RPZ compliance since the last LTCP was adopted. Because of these new guidelines, the MAC has taken a fresh approach at options to provide operational enhancements at the airport.

The 2035 LTCP Preferred Alternative Summary (Attachment 2)

- Items included in the draft 2035 LTCP Preferred Alternative
 - Displace Runway 12 threshold to provide airspace clearance over railroad tracks (RPZ compliance)
 - Extend Runway 12/30 with declared distances to maximize overall airfield utility (technical changes to the airfield)
 - Expand fixed base operator (FBO) apron
 - Reconfigure the taxiways

Advantages of the preferred alternative include:

- Primary Runway 12/30 is extended to 4,850' consistent with FAA runway length guidelines
- Does not impact the existing ILS (Instrument Landing System) approach procedure.
- Modify some taxiway configurations
- Apron expansion and possibly developing the South Building Area and access roadway
- No Relocation of Cedar Ave., Highview Ave. or railroad track.
- Current Minor Airport classification does not change

Disadvantages of this preferred alternative include:

- Runway extensions move departing aircraft closer to the airport boundary, possibly increasing ground noise for those closest to the ground.
- MAC will need to educate pilots about runway takeoff and landing distance, complexity for pilots.
- Increases operational impacts during construction.
- Increases existing pavement maintenance burden by adding taxiway extensions.

The preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning goals to: 1) better accommodate business aircraft needs by maximizing the airfield’s operational capabilities and property footprint; 2) maintain or improve RPZ land use compatibility; and 3) mitigate existing issues with airspace penetrations, such as trees and buildings, .

MAC has also begun the annexation process, so the airport will be within the city of Lakeville. This will also give the surrounding communities assurance of the airport’s future footprint for comprehensive community planning. MAC staff will continue discussions with the city of Lakeville about offering municipal utilities to tenants on the airfield.

COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout

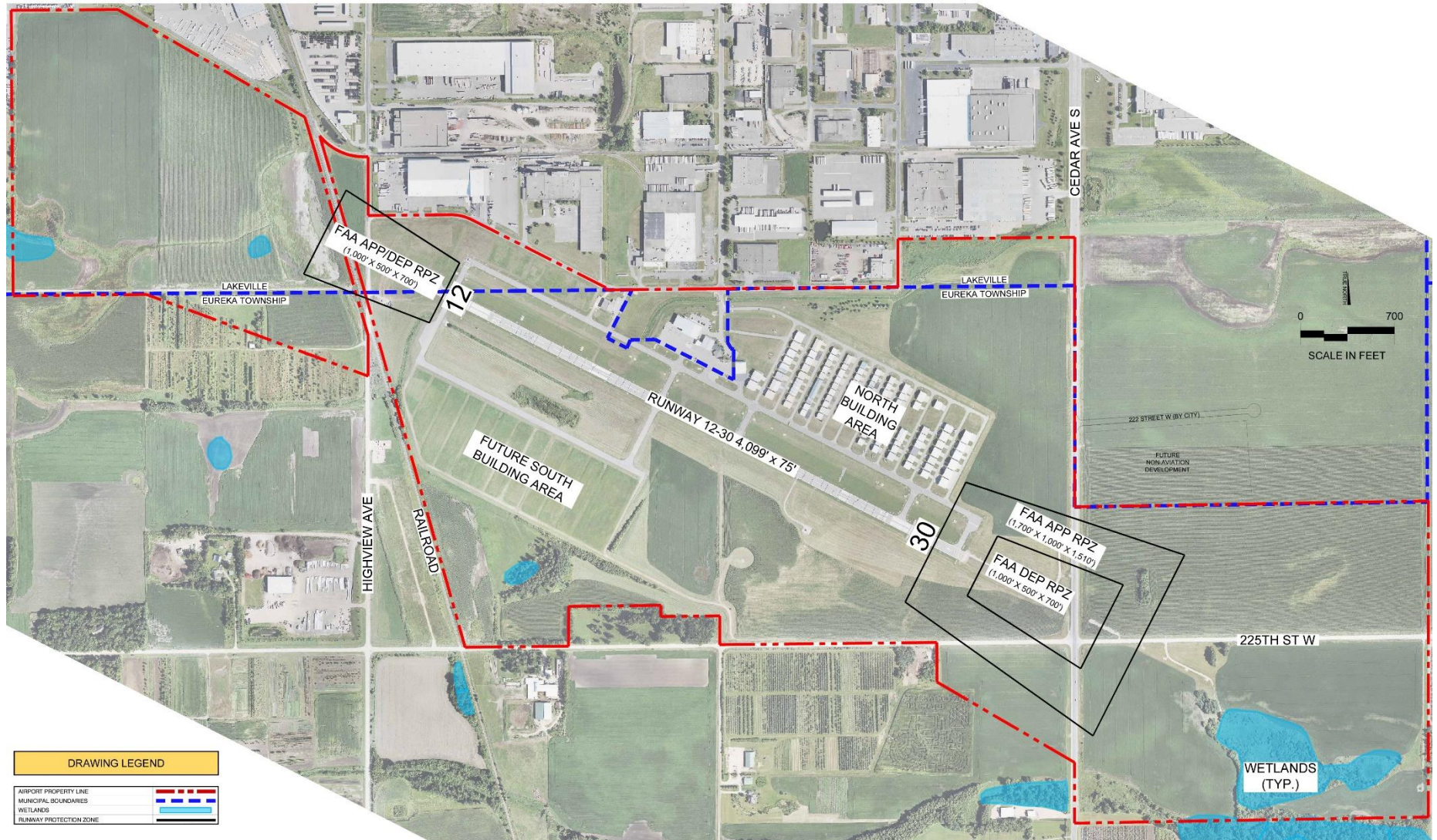
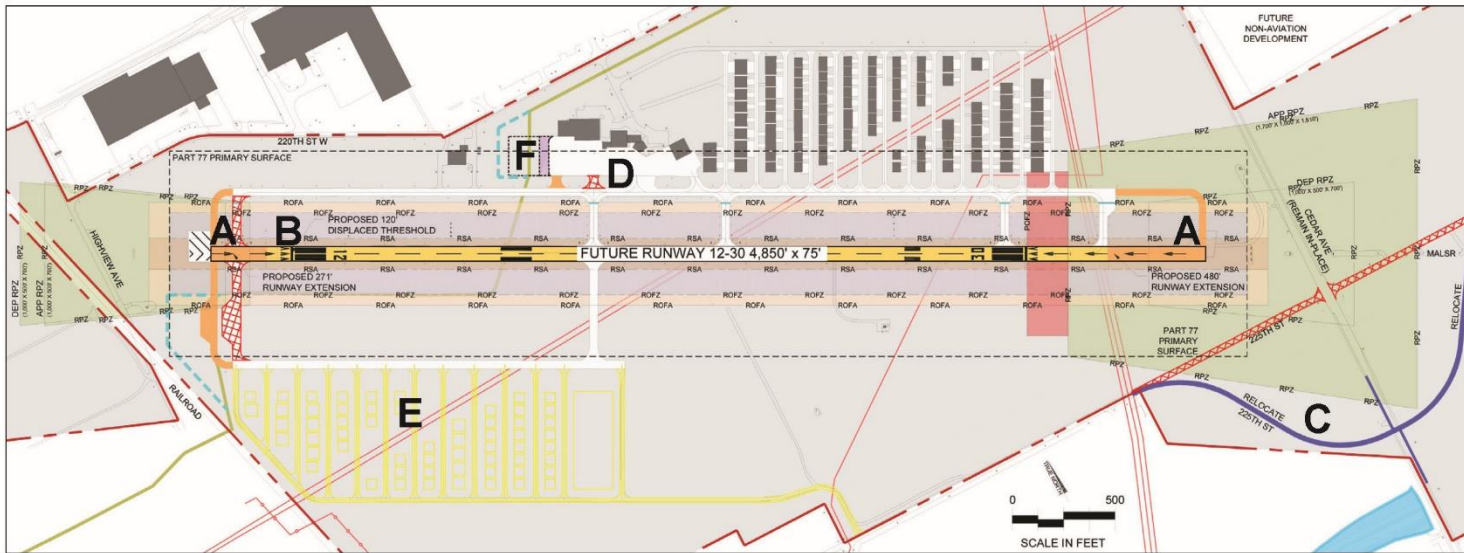


Figure ES-5: 2035 LTCP Preferred Development Alternative



DRAWING LEGEND

RUNWAY PAVEMENT		TAXIWAY / APRON PAVEMENT		WETLANDS		RUNWAY SAFETY AREA		RSA	
FUTURE AIRFIELD GEOMETRY		OTHER PAVEMENT IN USE		GAS PIPELINES		RUNWAY PROTECTION ZONE		RPZ	
FUTURE APRON EXPANSION (PHASE I)		AIRPORT PROPERTY LINE		EXISTING TROUT STREAM ALIGNMENT		RUNWAY OBJECT FREE AREA		ROFA	
FUTURE APRON EXPANSION (PHASE II)		BUILDING - EXISTING		PROPOSED TROUT STREAM RELOCATION		RUNWAY OBSTACLE FREE ZONE		OFZ	
FUTURE SOUTH BUILDING AREA		FUTURE ROAD RELOCATION		REMOVAL		PRECISION OBSTACLE FREE ZONE		POFZ	

WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are illustrated on the map.

- A.** Extend both runway ends for a runway length of 4,850 feet (including connector taxiway extensions and rehabilitating the existing runway pavement)
- B.** Displace Runway 12 end for additional airspace clearance over railroad track
- C.** Relocate 225th Street to accommodate runway changes
- D.** Modify some taxiway configurations
- E.** Develop the South Building Area and access roadway
- F.** Expand the aircraft parking apron