

Flying Cloud 2040 Long Term Comprehensive Plan

Technical Advisory Committee - Planning



June 2025

metro council.org

Met Council's Role in Aviation



Minnesota Statute 473.165 & 473.611

- Not federally mandated, state statute tasks the Council to plan for the regional aviation system
 - Prepare regional aviation plan
 - Ensuring aviation included and considered in local comprehensive plans
- State statute requires regional airports to produce and update Long Term Comprehensive Plans
 - Met Council reviews and approves airport comprehensive plans (MAC airports) or community comprehensive plans with expanded aviation element (South St Paul and Forest Lake)
- The Plan's public comment period gave Council staff the opportunity to review and comment before going to committees (TAC, TAB, etc.) for formal review & consistency determination (technical comments included)

Flying Cloud Airport 2040 Long-Term Comprehensive Plan ⁽¹⁾



Long Term Comprehensive Plans

- Required under the aviation planning process
- 20-Year planning document
- Regularly updated as scheduled in the TPP
 - Previous Flying Cloud Airport (FCM) LTCP completed in 2010 – update delayed due to multiple factors
- Used to identify needed projects, define operational parameters, and assess environmental and financial requirements
- Consistent with Thrive MSP 2040
 - FCM 2040 LTCP was developed under Thrive – future LTCPs will be reviewed for consistency with Imagine 2050
- A basic input to update of the aviation system plan and used in local plan reviews
 - Incorporating FCM LTCP into 2050 Aviation System Plan Update

Flying Cloud Airport 2040 Long-Term Comprehensive Plan ⁽²⁾



Planning Process Overview

- Delays due to additional needed FAA review of certain elements of the preferred alternative
 - Forecasts developed in 2021
- Plan outlines projected airport activity (operations) and conceptual planned investments to meet demand
 - Also considers high level environmental impacts and identifies future required environmental reviews
- Public engagement throughout the process
 - Stakeholder Advisory Panel established with local and regional stakeholders (Council staff included)
 - Flying Cloud Airport Advisory Committee feedback
 - Public surveys and events
 - Public comment period

Flying Cloud Airport 2040 Long-Term Comprehensive Plan ⁽³⁾



Airport Existing Conditions

- Airport Classifications
 - Federal Classification: National Reliever
 - State Classification: Key General Aviation
 - Regional Classification: Minor
- Airport Role: Primary commercial service
- Primary Use: Commercial air service
- Size: 543 acres
- Based Aircraft: 333 (2021)
- Annual Operations (baseline):
 - 2021: 133,217
- Runway Length(s): 2,690 ft to 5,000 ft
- Instrument Landing System: Yes
- Air Traffic Control: Yes (part time)

Flying Cloud Airport 2040 Long-Term Comprehensive Plan ⁽⁴⁾

Flying Cloud 2040 LTCP Goals



Enhance airport safety



Preserve and, if possible, improve operational capabilities for the current family of aircraft using the airport



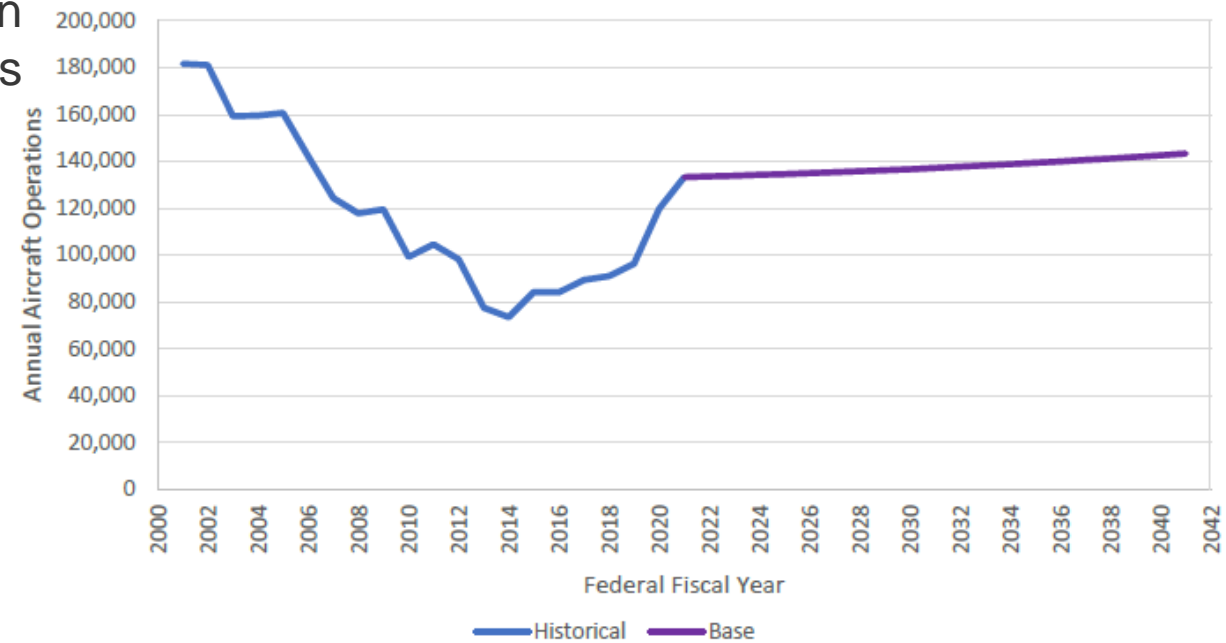
Promote financial sustainability of the MAC Reliever Airport system by exploring revenue opportunities for aeronautical and non-aeronautical development

Flying Cloud Airport 2040 LTCP: Activity Forecasts ⁽¹⁾

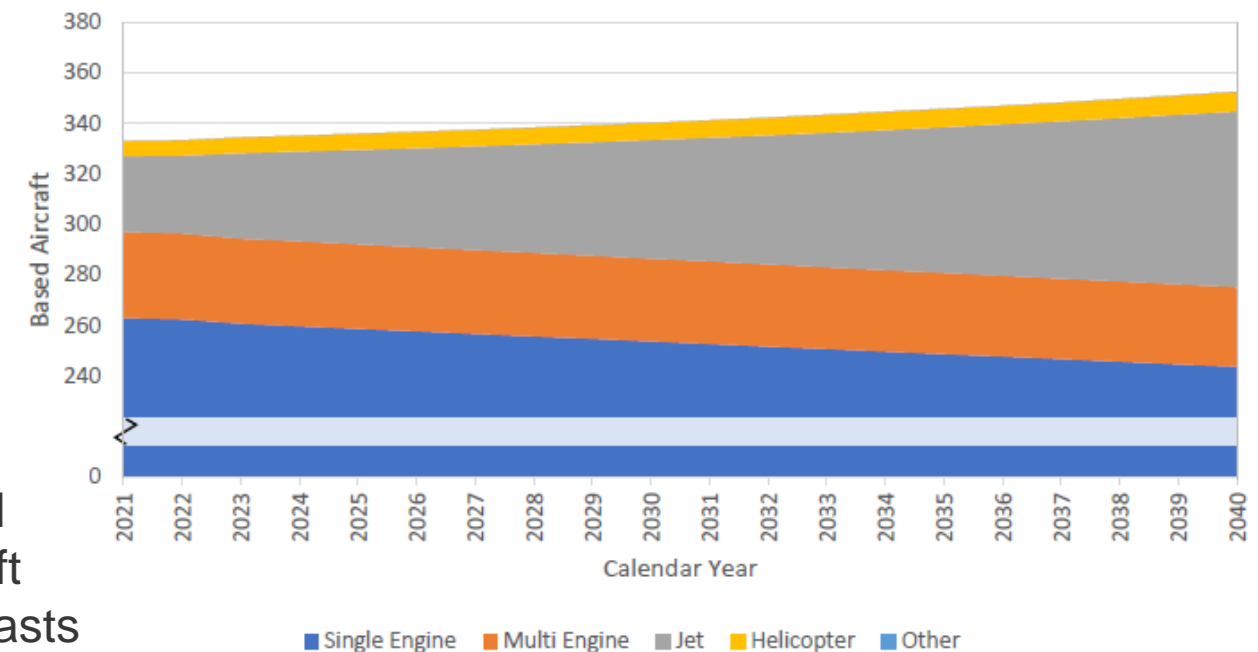
Forecasts

- Activity forecasts major component of LTCPs – dictate future facility needs
 - Reliever airport forecasts include projected aircraft based at facility
- 2040 Forecasts
 - Operations: 143,298 (7% growth through planning period)
 - Based Aircraft: 354 (6% growth)
 - Forecast details:
 - Piston aircraft activity to see little growth
 - FCM projected to see the highest share of business and general aviation jet activity in the region
 - 45% of regional jet operations by 2040
 - Expected to lead to a large need for jet storage at the airport

Operation
Forecasts



Based
Aircraft
Forecasts



Flying Cloud Airport 2040 LTCP: Activity Forecasts ⁽²⁾

Factors Shaping Forecasts

- **Location** – increasing regional share of business jet traffic
 - FCM located in the SW suburbs where there is a large concentration of corporate HQs, businesses and corporate housing.
 - Demand for business jets highest in SW suburbs – leading to continued growth
- **Flight training** – increased need for pilot training
 - Third flight training school began operations in 2020
 - Ongoing pilot shortages will drive continued need and growth for pilot training for foreseeable future
- **Airfield improvements** – increased development area and improved airfield efficiencies
 - Planned relocation of air traffic control tower will open up new hanger and support development opportunities that previously were limited
 - Additional taxiways will improve airfield operational efficiency
 - Additional safety improvements to the main runway
 - Engineered materials arresting system (EMAS) beds to be installed on runway 10R-28L will allow full and safest use of main runway for most demanding aircraft types using the facility today

Preferred Alternative, Near-Term Projects

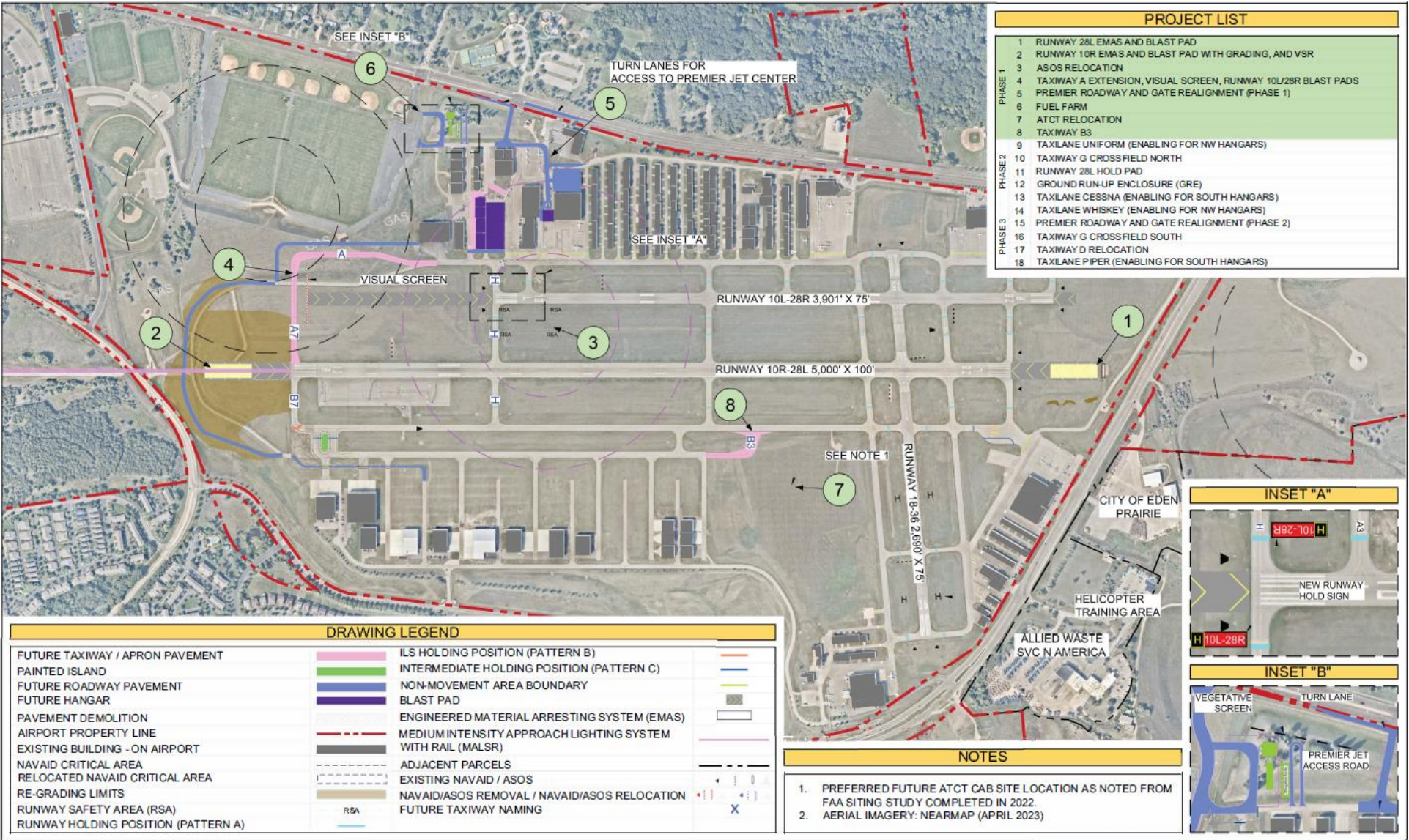
Planned Facilities

To accommodate forecast growth, plan outlines facility needs through 2040

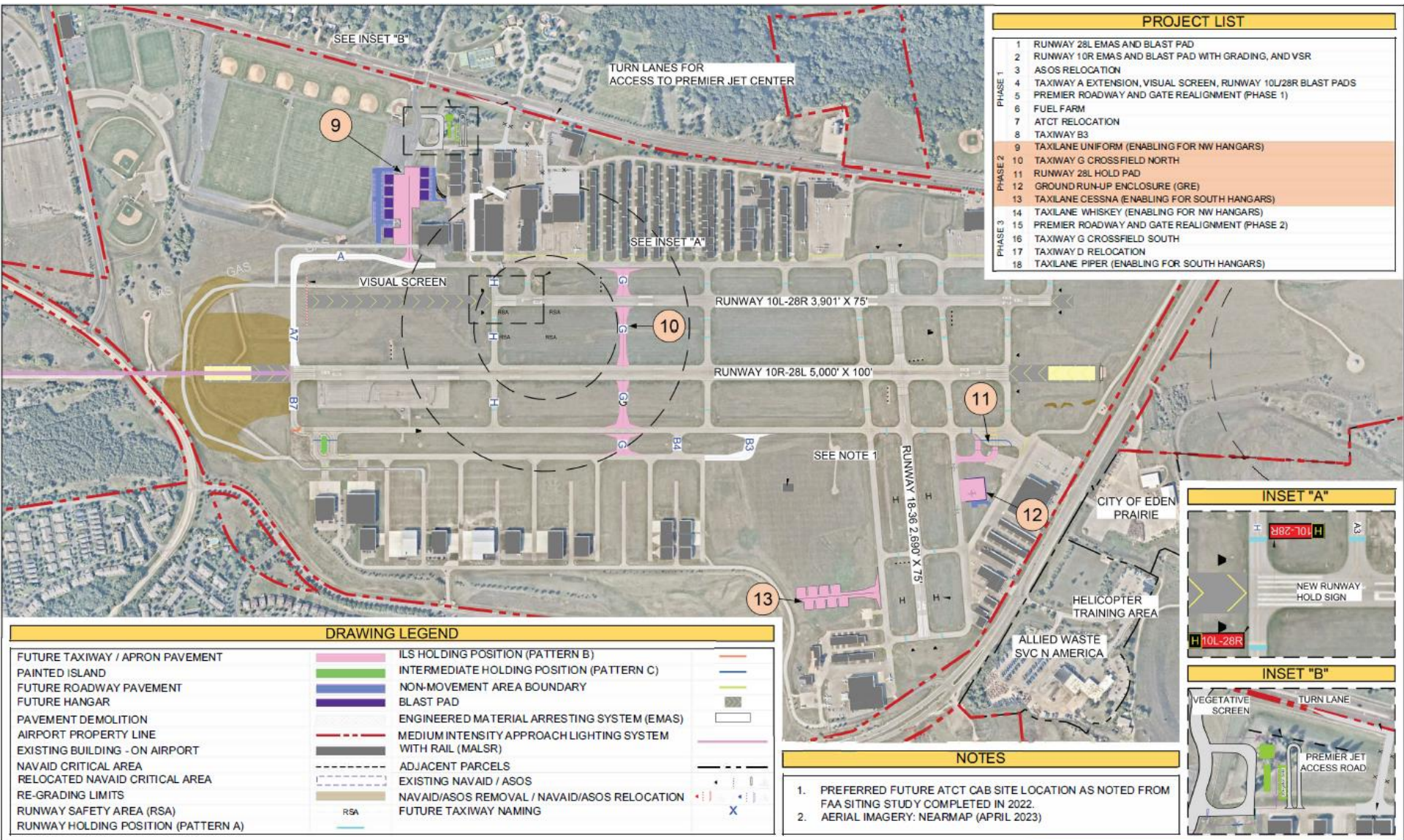
Major projects

Near-term (1-5 years):

- Altered access to Pioneer Trail
 - New airfield access for tenants
- Relocated air traffic control tower (ATCT)
 - New ATCT eliminates sightline issues preventing hanger development
- EMAS beds on runway 10R-28L
 - Safety improvements to ensure existing aircraft can safely utilize main runway under all conditions
- New taxiways
 - Additional connectivity to improve connections to northern development area



Preferred Alternative, Mid-Term Projects



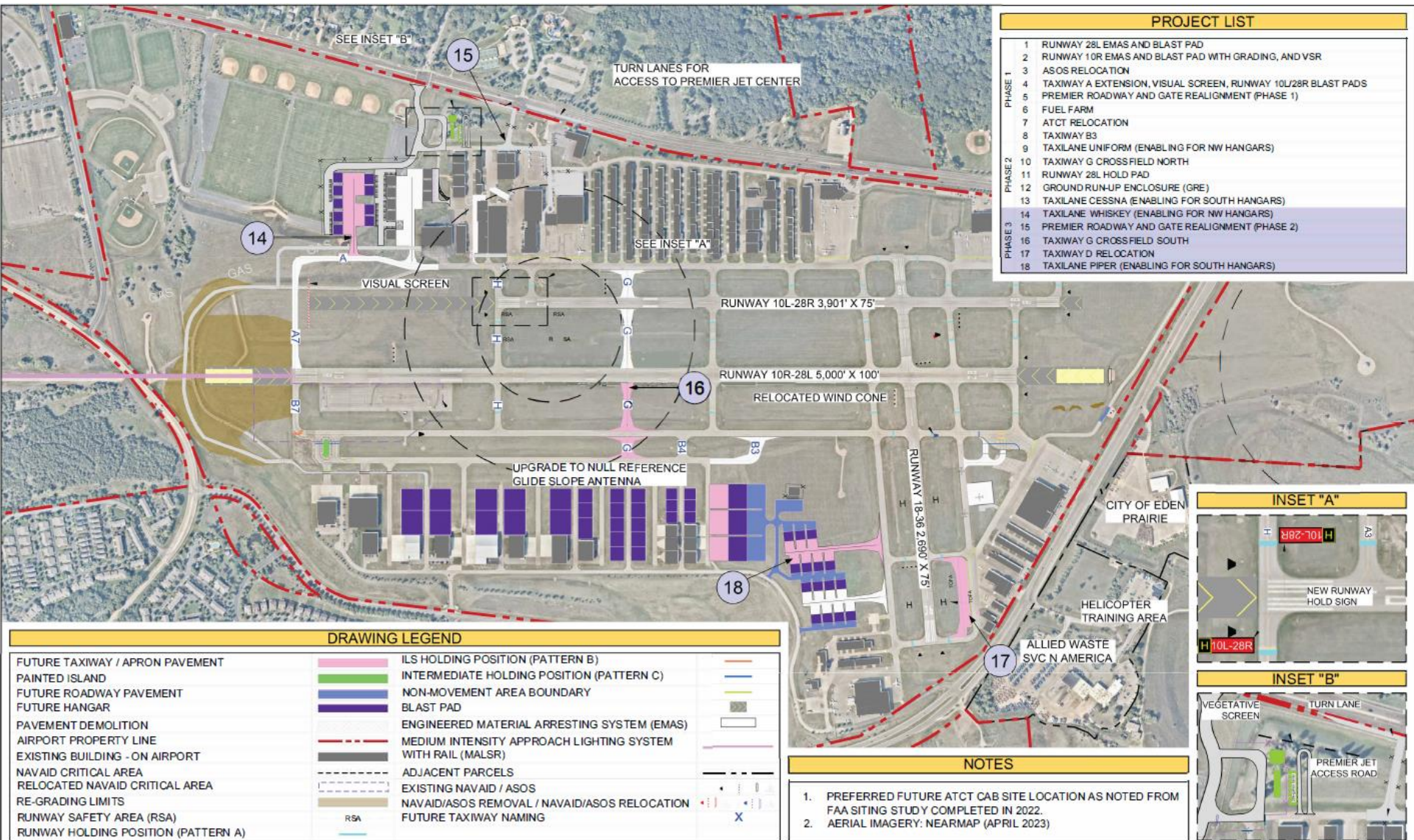
Planned Facilities

Major projects

Mid-term (6-10 years):

- Taxiways development
 - Uniform for additional northern hanger development (park impacts)
 - New G for additional aircraft movements
- Ground run-up enclosure to reduce noise impacts from routine maintenance

Preferred Alternative, Long-Term Projects



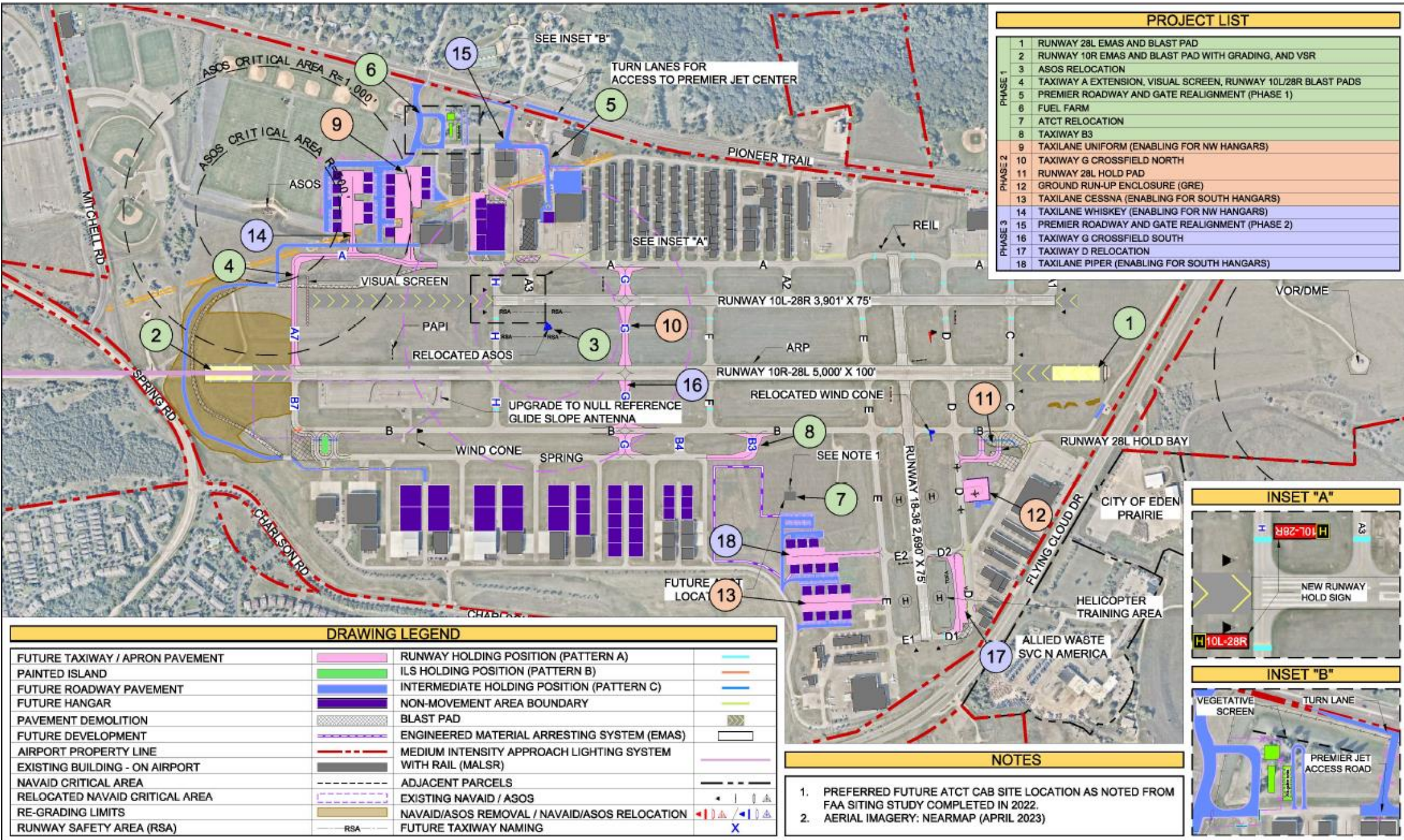
Planned Facilities

Major projects (with potential regional considerations)

- Long-term (10+ years):
 - Full southern hanger development build out
 - Additional northern hanger development: additional park impacts

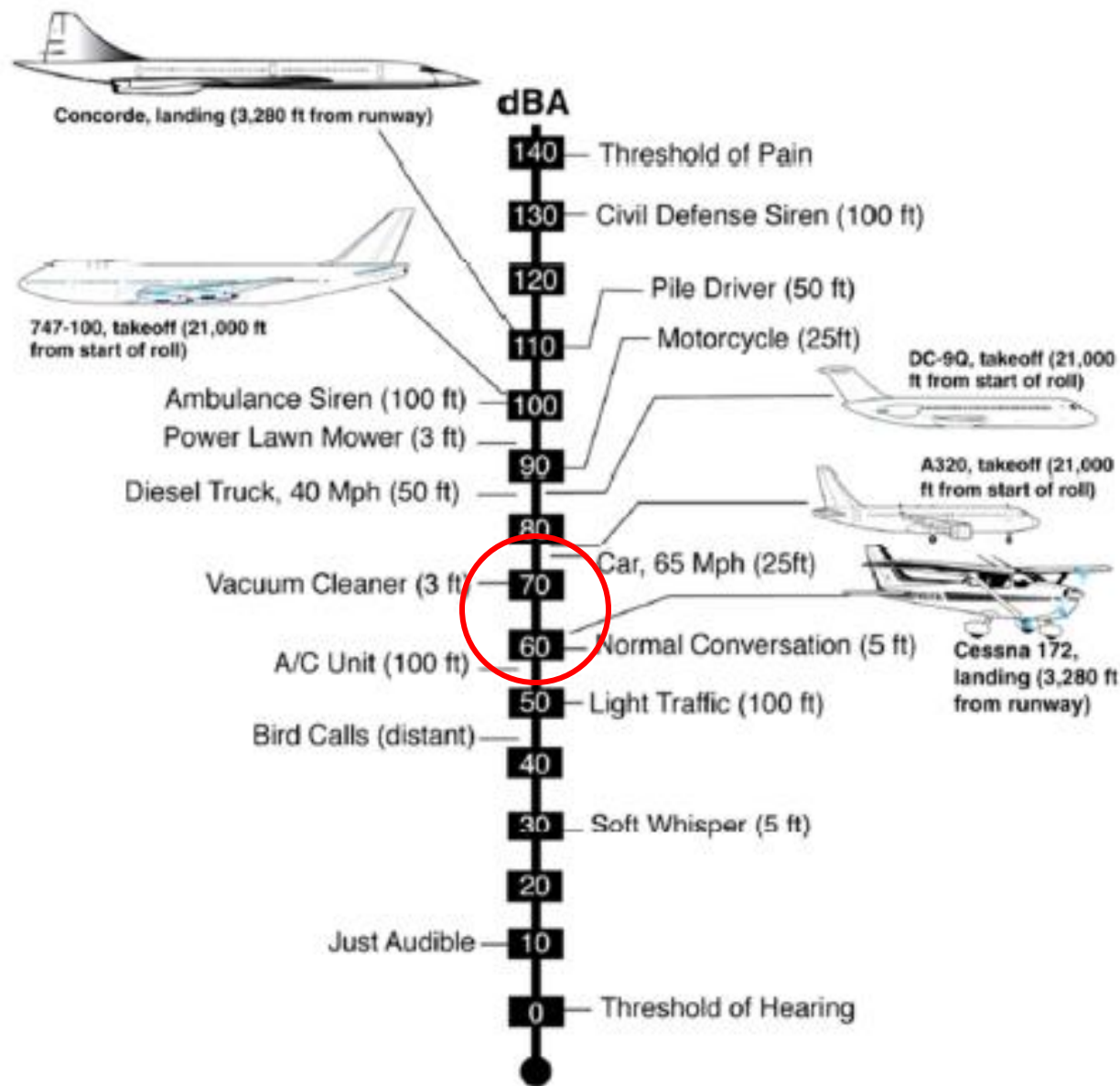
Preferred Alternative, Estimated Costs

Total capital costs for preferred alternative:
\$134,571,109 (current dollars)



Flying Cloud Airport 2040 LTCP: Noise Considerations

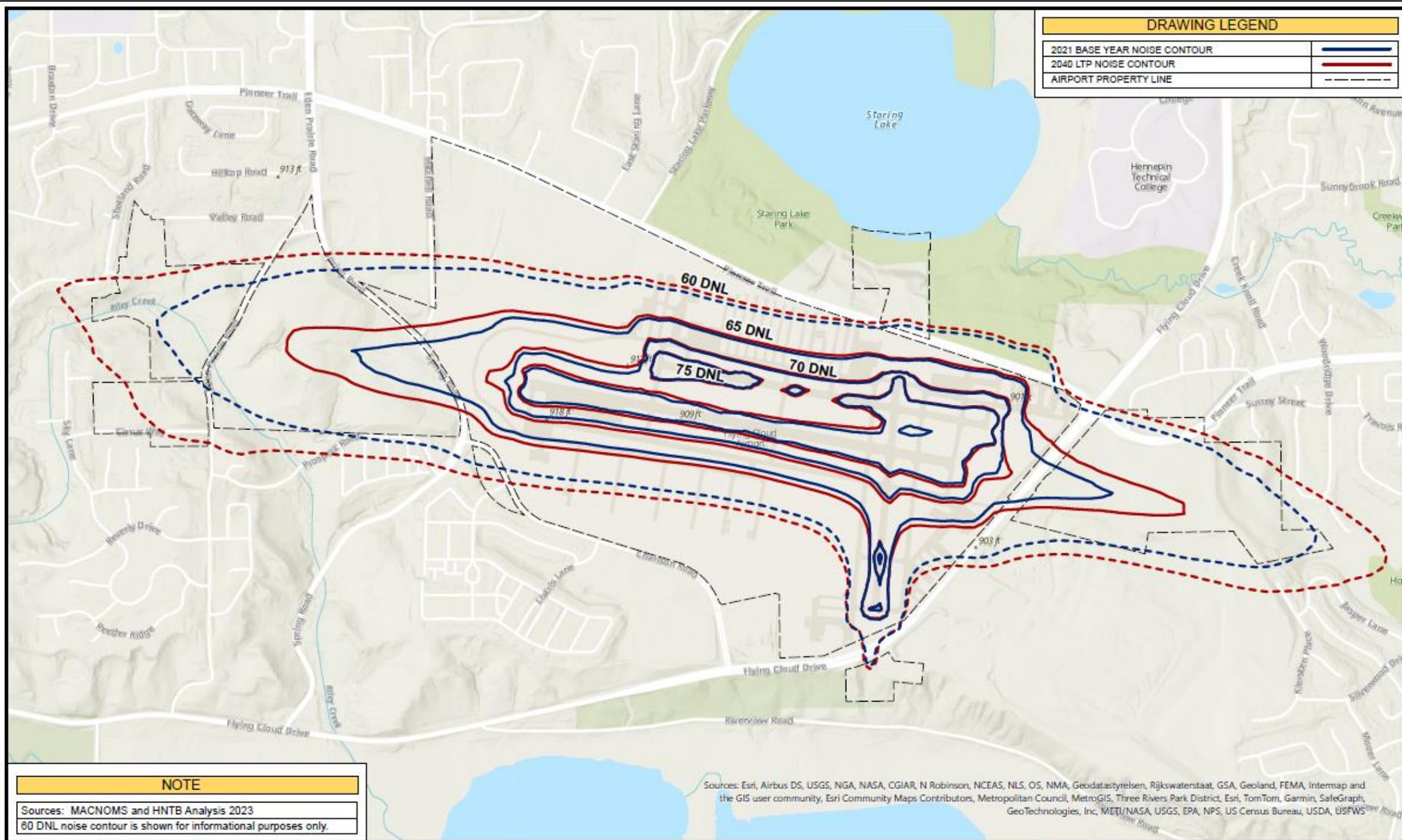
Exhibit 5-2: Sound Levels of Typical Noise Sources



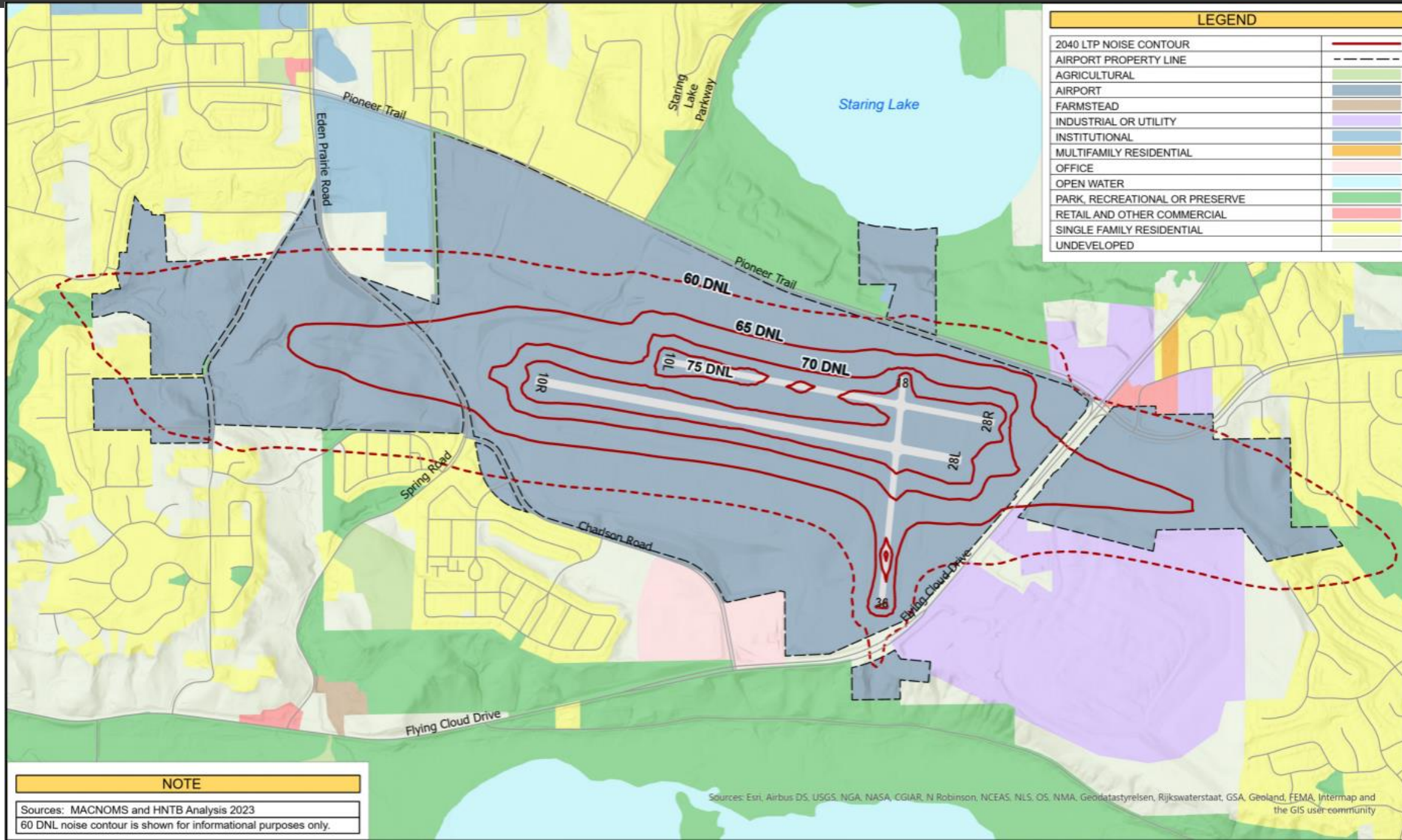
Aircraft Noise Impacts

- Noise impacts are a major component of environmental considerations
- MAC, following FAA guidance, creates annual noise contours of impacts to surrounding communities from aircraft operations
- Noise impacts are measured by Day-Night Average Sound Level (DNL)
 - This is the main metric to measure land use compatibility for land surrounding airport
 - Measure reflects a person's cumulative exposure to sound over a 24-hour period
 - The Council has compatibility guidelines for what is considered prohibitive sound impacts for residential development - [link](#)

Flying Cloud Airport 2021 to 2040 Contour Comparison



Flying Cloud Airport 2040 LTCP: Noise Impacts and Land Use



Flying Cloud Airport 2040 LTCP: Environmental Considerations



Environmental Impacts

- Environmental considerations include potential impacts to both the natural environment and the surrounding built environment
- Direct environmental impacts inventoried as part of the plan but potential impacts not studied in-depth
- Future impacts to be assessed in environmental review for the preferred alternative (EA/EAW)
 - Water Quality
 - Stormwater
 - Solid Waste
 - Wastewater
 - Air Quality/Emissions

Flying Cloud Airport 2040 LTCP: Engagement

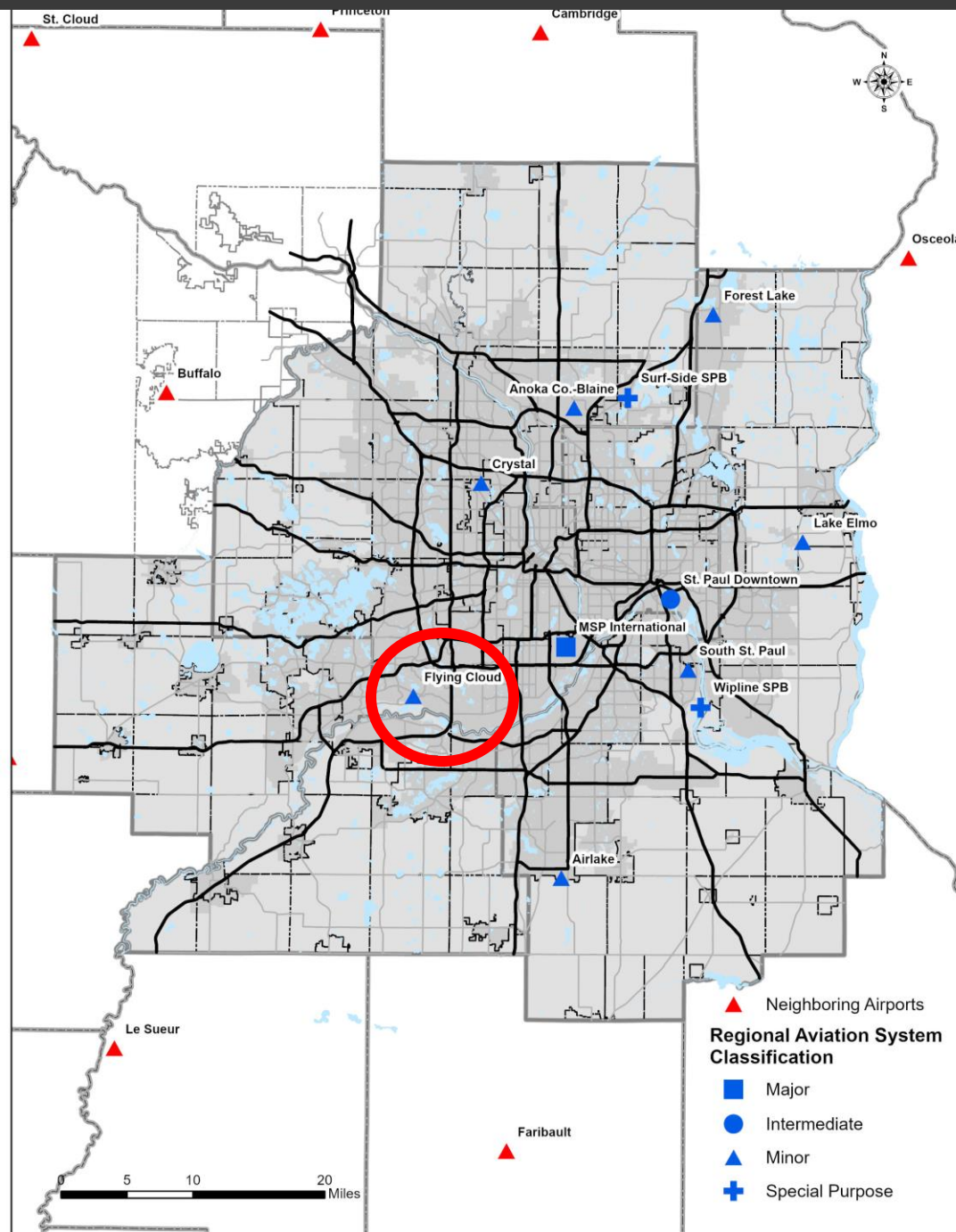


14 total public meetings held to date

Engagement meetings to date held from 2021 to 2025

- MAC Planning, Development & Environment Committee: 3 meetings
- Stakeholder Advisory Panel: 5 meetings
- Discover Flying Cloud Public Events: 4 meetings
- Flying Cloud Airport Advisory Committee: 2 meetings
- 45-day Public Comment period: February 19th – April 5th 2025
 - Significant outreach conducted for public meetings and comment period
 - 22 total comments received
 - 4 around facilities
 - 1 around communications
 - 2 around environmental considerations
 - 15 around aircraft noise
 - Met Council staff provided technical advisory comments during public comment period

Flying Cloud Airport 2040 LTCP: Regional Policy



Relationship to Regional Policy

- LTCP's are used as a basic input to the Council plans and policies
- Relationship to Transportation Policy Plan
 - FCM is classified as a Minor Airport in the system – no change
 - No significant airside improvements that would change the role of the airport; Certain projects may require coordination with other jurisdictions to mitigate potential impacts – not regional in nature
 - The LTCP addresses required elements from Aviation System Plan
- Relationship to Regional Development Guide
 - Policy direction is to create consistent, compatible, and coordinated local comp plans
 - Prosperity Outcome - Advancing this outcome is to plan and invest in infrastructure, amenities and quality of life for regional economic competitiveness; Flying Cloud Airport anticipated to become the main hub of business and corporate jet activity in the region

Flying Cloud Airport 2040 LTCP: Looking Forward

Stakeholder Input

Final Stakeholder Advisory Panel (SAP) Meeting: January 28, 2025

Public Meeting

MAC hosted final Discover Flying Cloud public meeting: March 4 (4:30PM – 6:30PM)

FAA ALP Review

MAC submitted proposed projects to the FAA via a draft Airport Layout Plan (ALP)

Public Comment

45-day Public comment period on the LTP report held from February 19th through April 5th

Incorporate Feedback

Comments are addressed; Changes are made as required ([June 2nd MAC Planning, Development Environment Committee staff report](#))

Next Steps

Met Council Review

Metropolitan Council reviews and provides consistency review determination – **begins today**

Project Funding

MAC determines project funding from available funding sources

Environmental

MAC completes NEPA environmental review process based on project requirements (**tentatively to begin in 2027**)

Construction

Design and Construction to advance

Requested Action

Recommended Motion:

Recommend to the TAC and TAB that the Metropolitan Council find that the Final Draft Flying Cloud Airport 2040 LTCP has a multi-city impact as well as conforms to the regional systems and is consistent with regional policies.





Thank you

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