Final Crystal Airport 2035 Long Term Comp Plan Update

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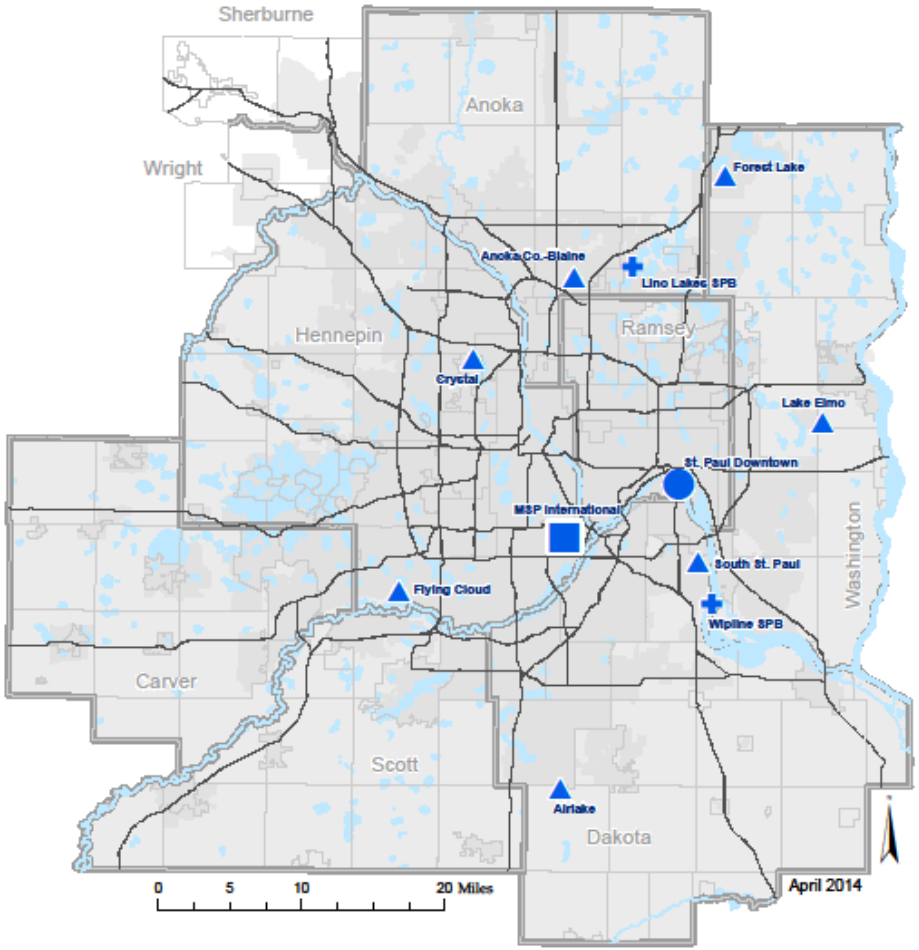
Regional Aviation System

- Major
- Intermediate
- Minor
- Special Purpose



Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area
- MPO Area

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MN Statutes

MS 473.165 (1): The Metropolitan Council shall review all long-term comprehensive plans of each independent commission, board, or agency prepared for its operation and development within the metropolitan area but only if such plan is determined by the council to have an areawide effect, a multicommunity effect, or to have a substantial effect on metropolitan development. Each plan shall be submitted to the council before any action is taken to place the plan or any part thereof, into effect.

MS 473.611 (5): Any long-term comprehensive plans adopted by the commission for the betterment and enlargement of existing airports, for the acquisition and construction of new airports, and for the categories of use of airports owned or controlled by the commission shall be consistent with the development guide of the Metropolitan Council.

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LTCP'S (LONG-TERM COMPREHENSIVE PLANS)

- **An LTCP Is:**
  - required under the aviation planning process.
  - a 20-Year planning document.
  - periodically updated as scheduled in the TPP.
  - used to identify needed projects, define operational parameters, and assess environmental and financial requirements.
  - consistent with the Thrive MSP 2040
  - a basic input to update of the aviation system plan and used in local plan reviews.

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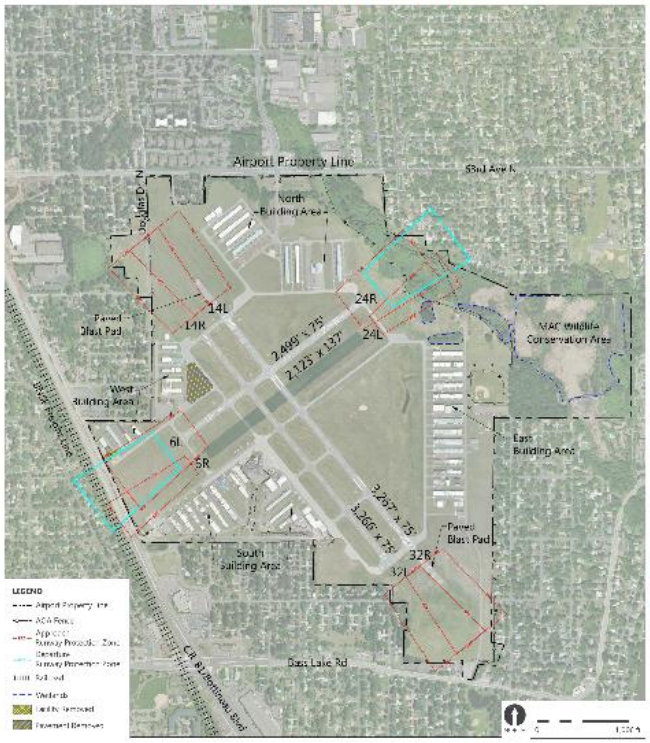
CRYSTAL AIRPORT

- Classification = Minor
- Role = G.A. Reliever
- Primary Use = Recreational
- Size = 436 Acres
- Based Aircraft = 185
- Annual Operations = 40,000
- Main Runway = 3,267 ft.
- Instrument Landing Sys. (No)
- Air Traffic Tower (Yes)

Figure ES-1: Existing Airport Layout



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BASED AIRCRAFT/OPERATIONS

So. St. Paul	218	51,000
Crystal Airport	**185**	**40,000**
Lake Elmo Airport	203	26,000
Airlake Airport	147	42,000
Anoka-Blaine Airport	433	90,000

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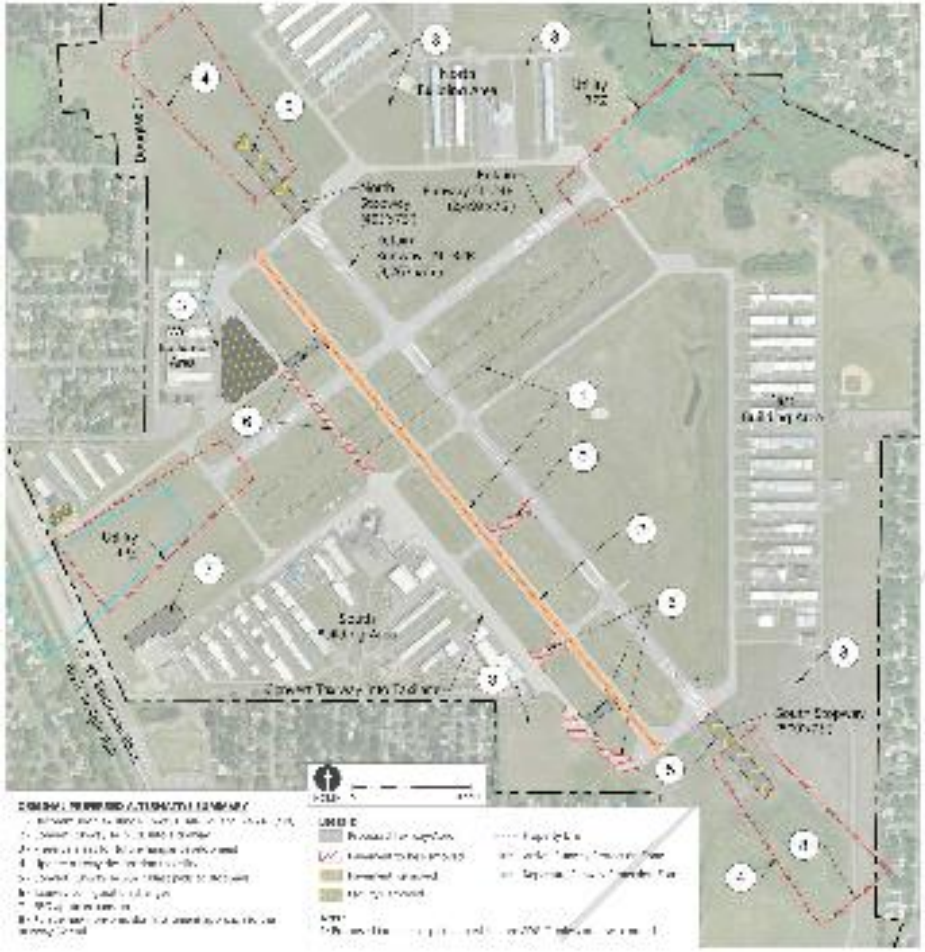
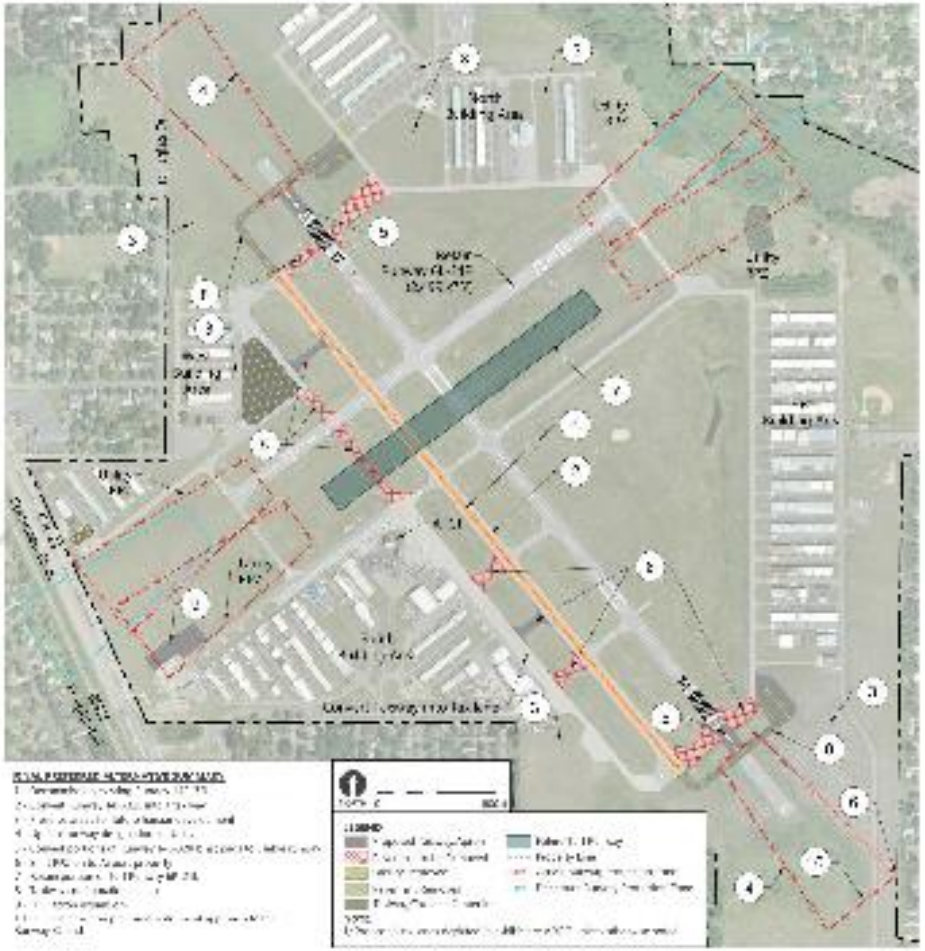
ORIGINAL/REFINED PREFERRED ALTERNATIVES





FINDINGS/NEXT STEPS

- Thrive MSP 2040 –
  - Policy Direction is to create consistent, compatible, and coordinated local comp plans
  - Prosperity Outcome - Advancing this outcome is to plan, invest in infrastructure and amenities, and quality of life for economic competiveness.

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FINDINGS/NEXT STEPS

- Transportation Policy Plan
  - Crystal Airport is classified as a Minor Airport in the Regional Aviation System, and will continue in it's current role.
  - The plan recognizes that MAC will work with the city when it comes to non-aeronautical revenue generating property.
  - The Council will determine conformance and consistency in the LTCP's.

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Crystal Airport

2035 Long-Term Comprehensive Plan (LTCP)

28 August 2017 – Transportation Committee

Overview of LTCP Process and Findings

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Briefing Agenda

- Overview of Airport Role and Plan Objectives
- Review of Planning Process & Alternatives
- Stakeholder Outreach Summary
- Next Steps

Crystal Airport 2035 LTCP Purpose:

- Update view of future facility needs
- Serve as the “road map” to guide our development strategy for Crystal Airport
- Shape the 7-Year Capital Improvement Program (CIP)

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Crystal Airport Role & Plan Objectives

- Primary Role of Crystal Airport
  - Integral part of the regional Reliever Airport 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 LTCP Objectives
  - Better align airfield infrastructure with demand levels
  - Preserve and, if possible, improve operational capabilities for the current family of aircraft using the facility
  - Enhance safety by simplifying the runway and taxiway layout

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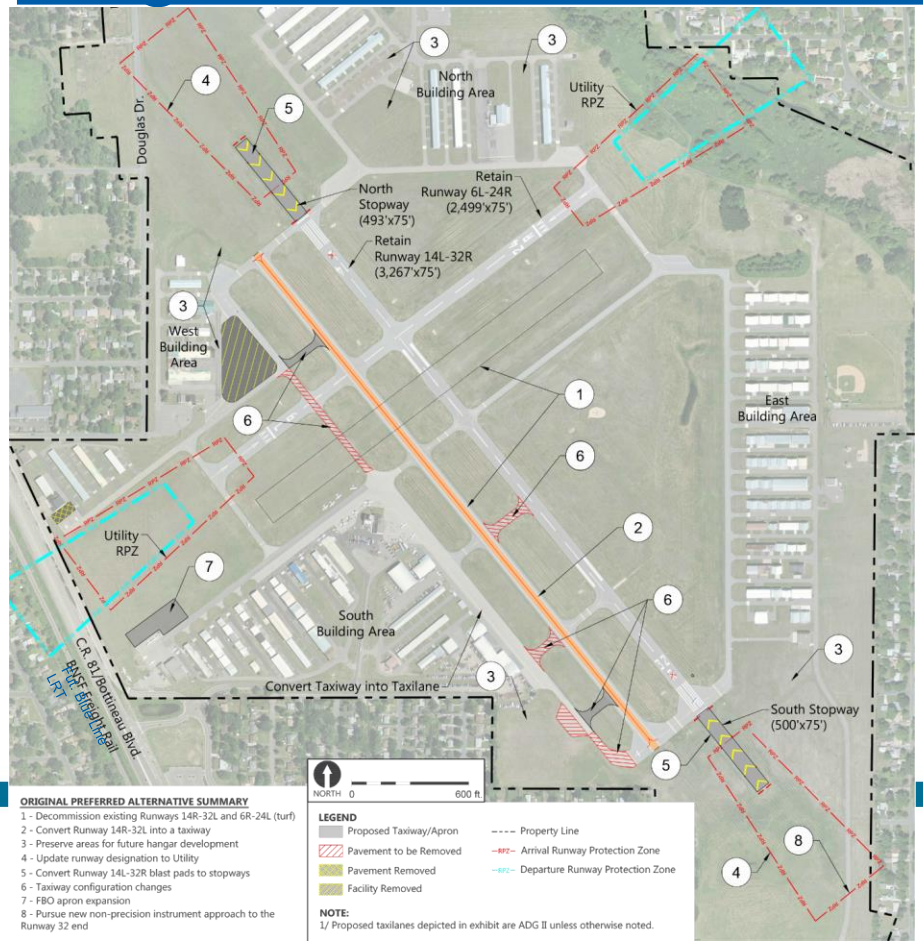
Original 2035 LTCP Preferred Alternative



- Two-runway system from 2025 LTCP to better align infrastructure with demand
- Convert RWY 14L-32R paved blast pads to stopways
- Utility Runway designations
- Taxiway configuration changes
- FBO Apron expansion
- Additional non-precision instrument approach if feasible

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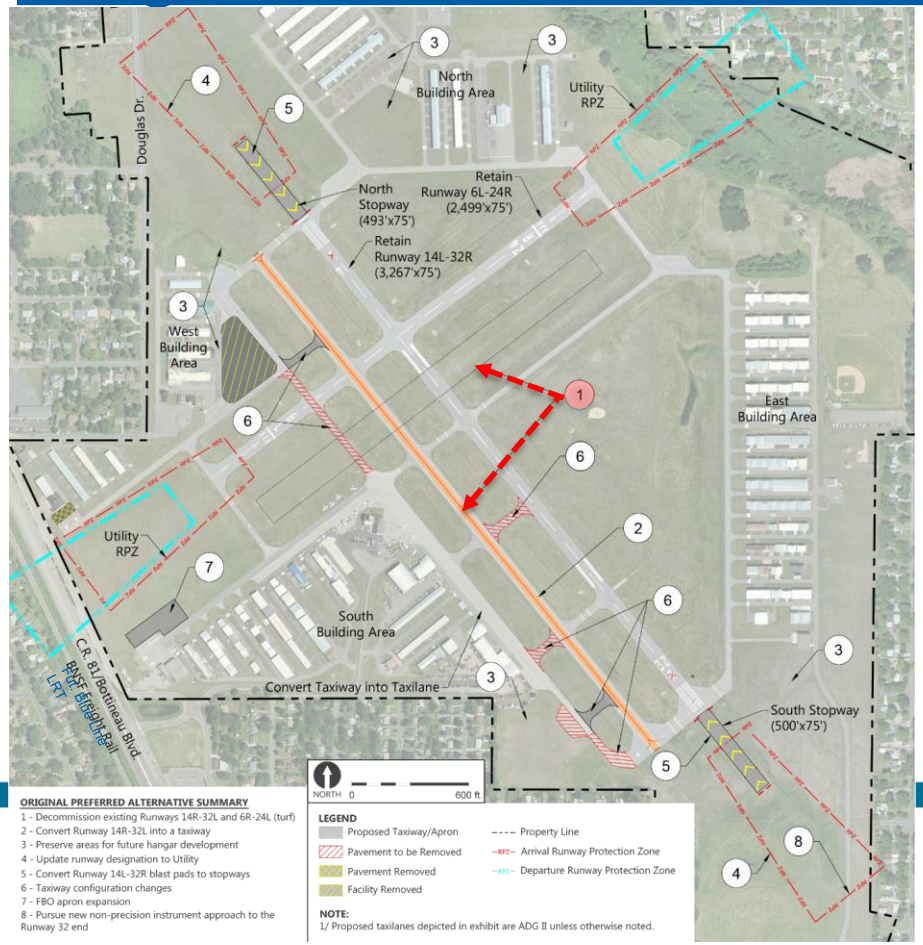

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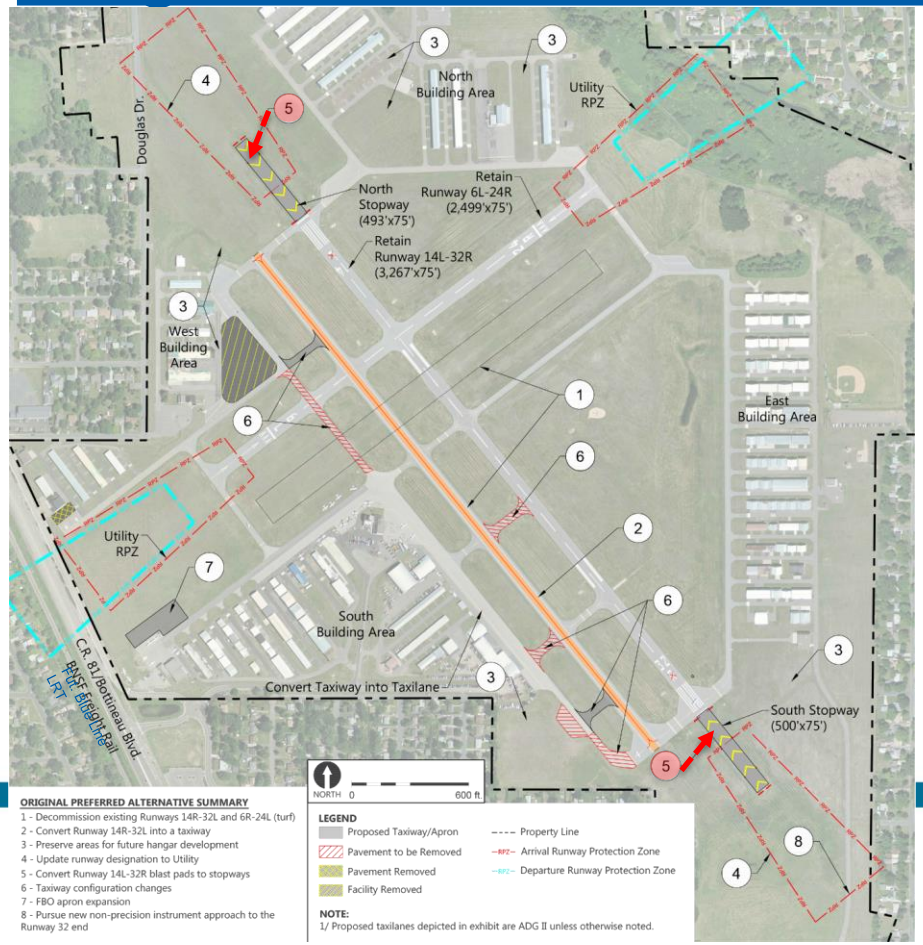

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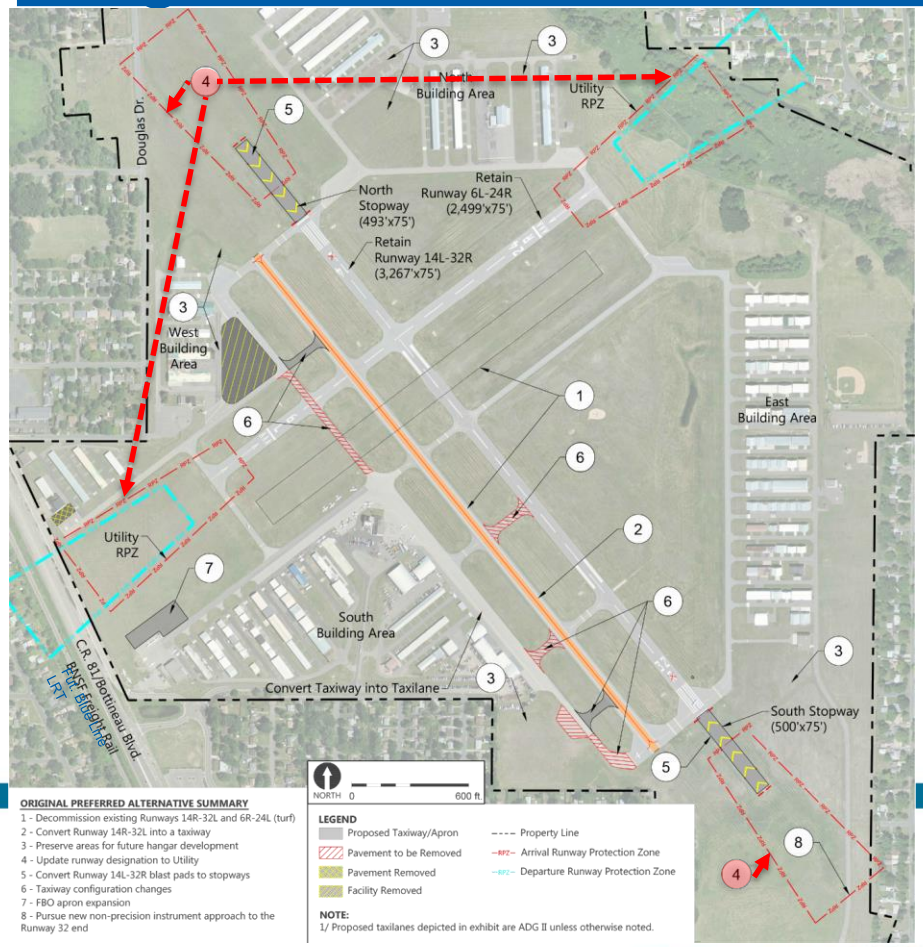

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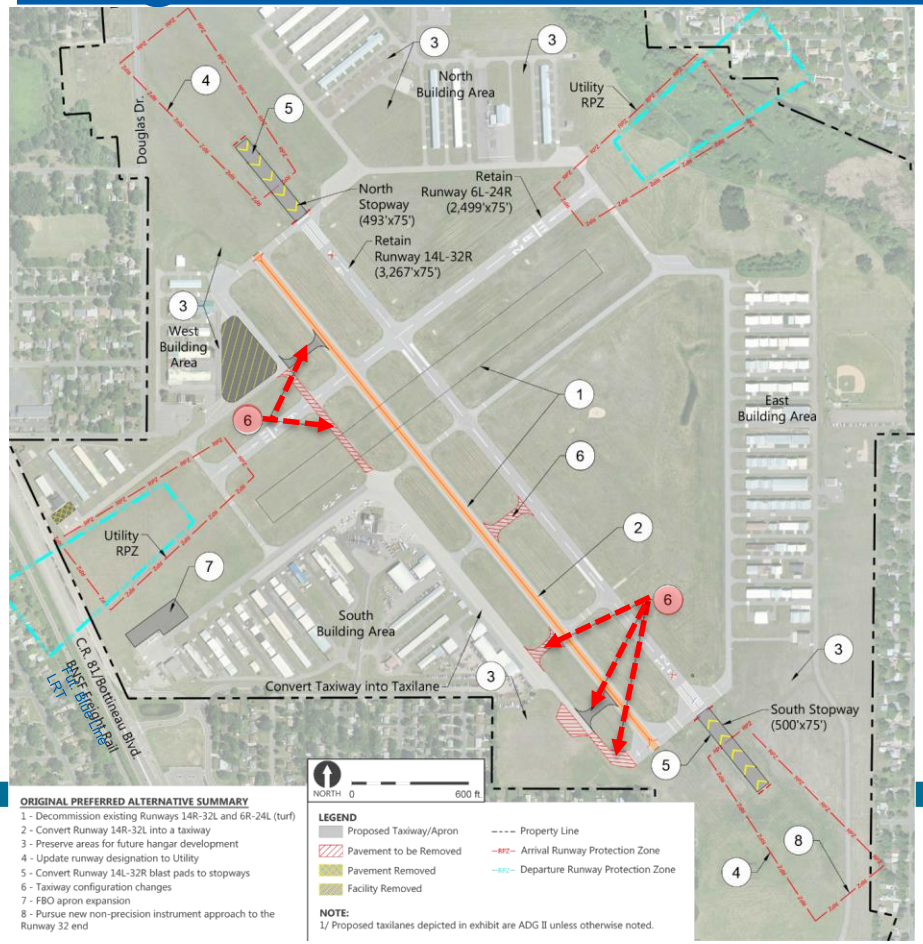

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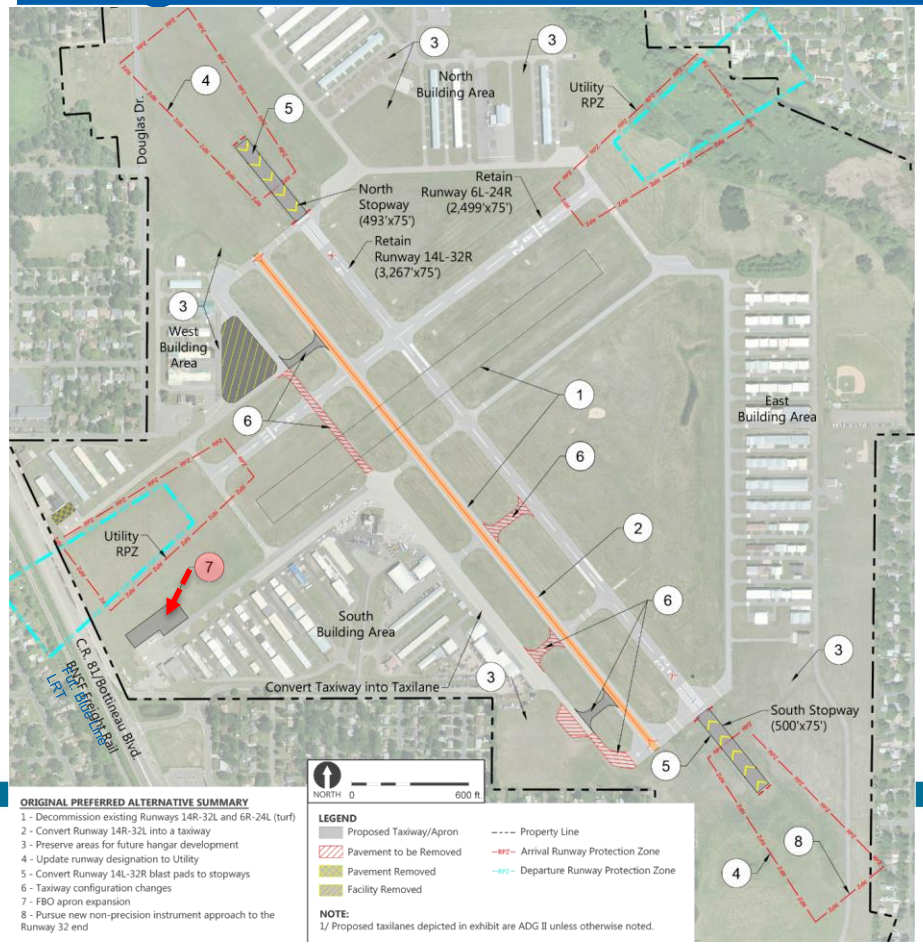

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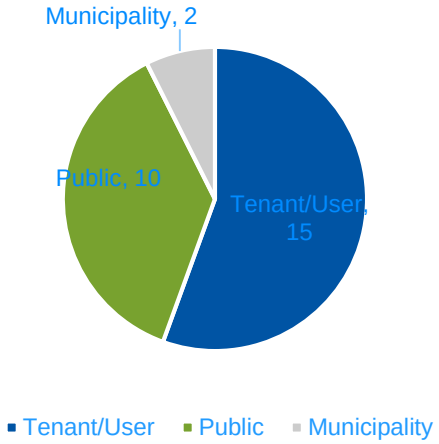
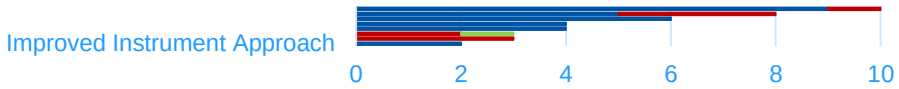
Summary of First-Round Comments Received

- 27 total comments
  - 15 from Tenants/Users
  - 10 from citizens/public
  - 2 from municipal representatives
- Most Common Themes
  - Closing the turf runway
  - Closing the south parallel runway
  - Primary runway length

First Round LTCP Comments Received



Common Themes Based on Comments Received



	Improved Instrument Approach	Flight Pattern/ Noise	Land Use	Support Expanding FBO Apron	Forecasts Not Optimistic Enough	Support Keeping South Parallel	Support Extending Runway	Support Keeping Turf Runway
Tenant/User	2	0	0	4	4	6	5	9
Public	0	3	2	0	0	0	3	1
Municipality	0	0	1	0	0	0	0	0

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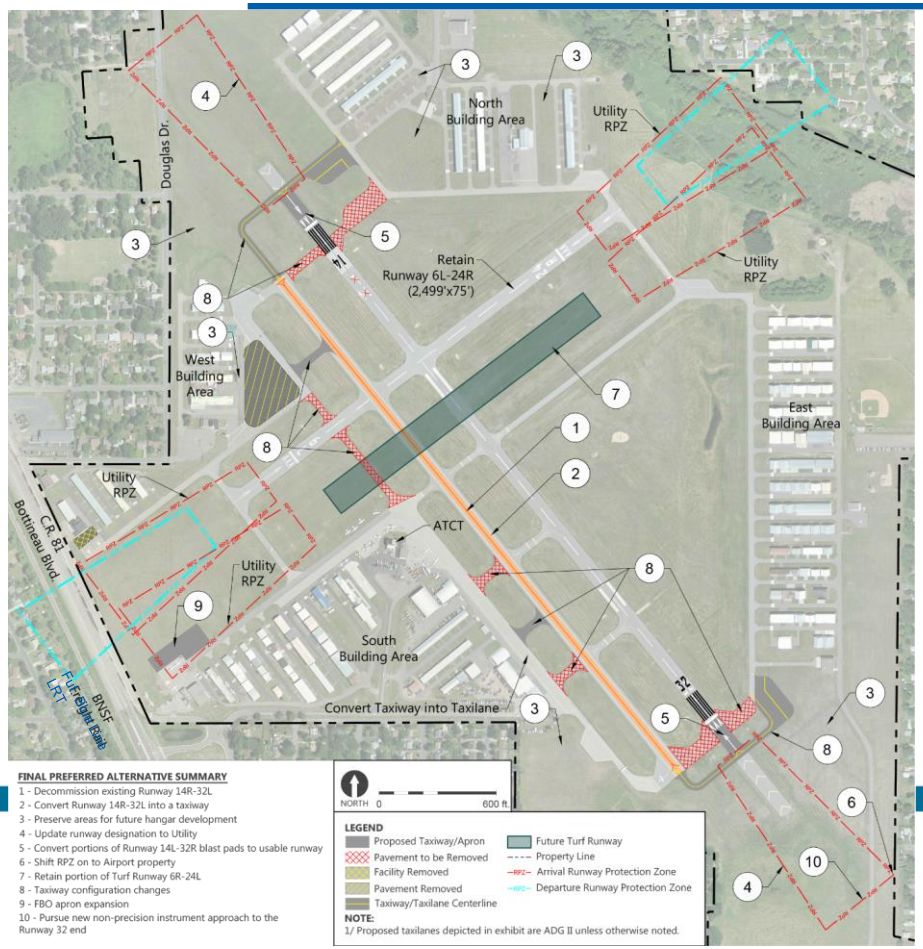
Refined Preferred Alternative



- Retain portion of existing Turf Runway 6R-24L
- Convert portion of paved blast pads to useable runway and runway shift
- Additional taxiway configuration changes

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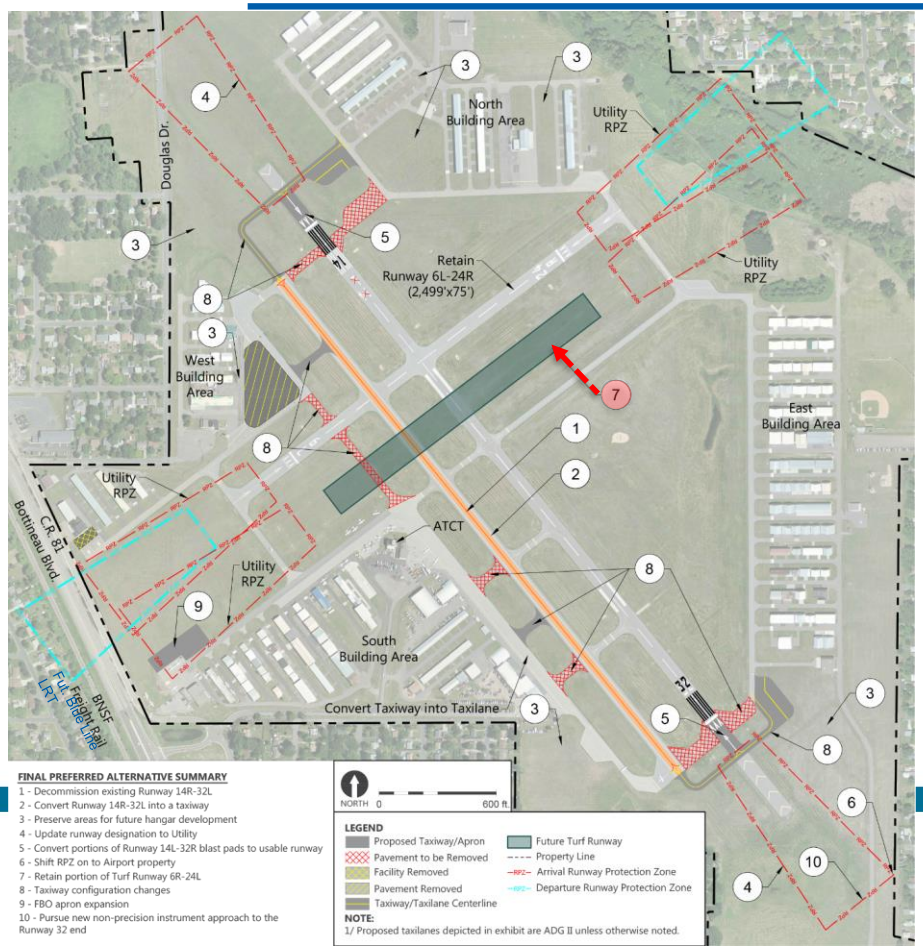

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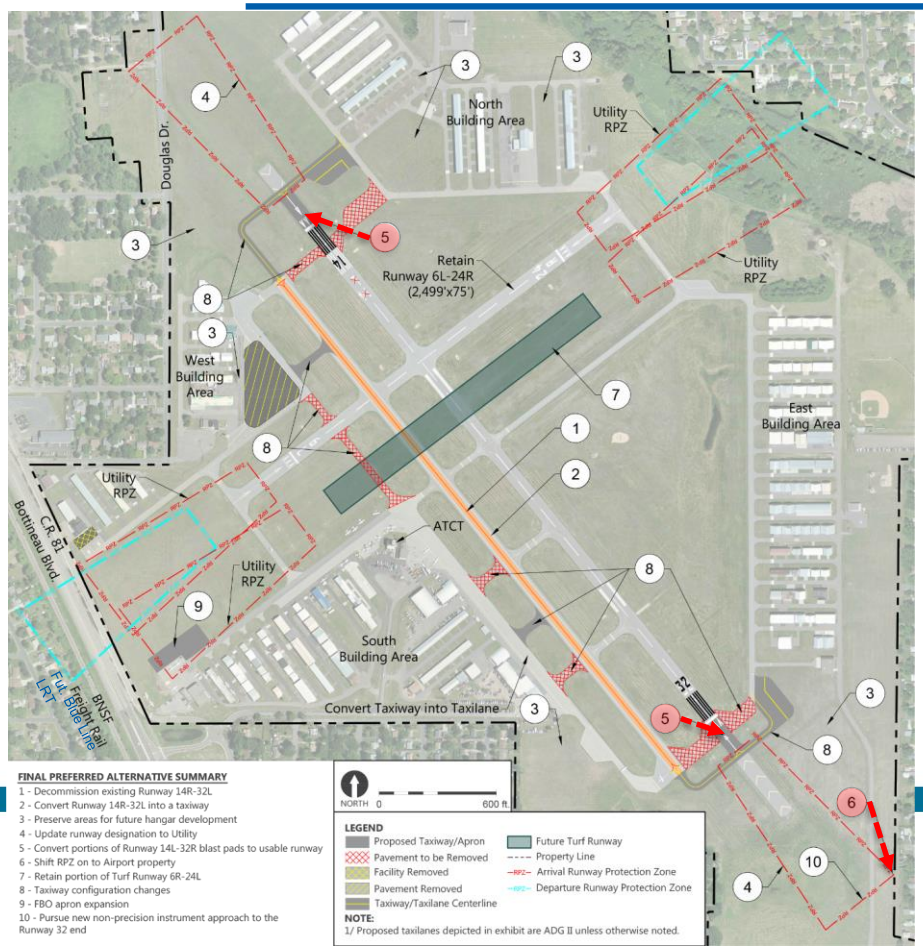

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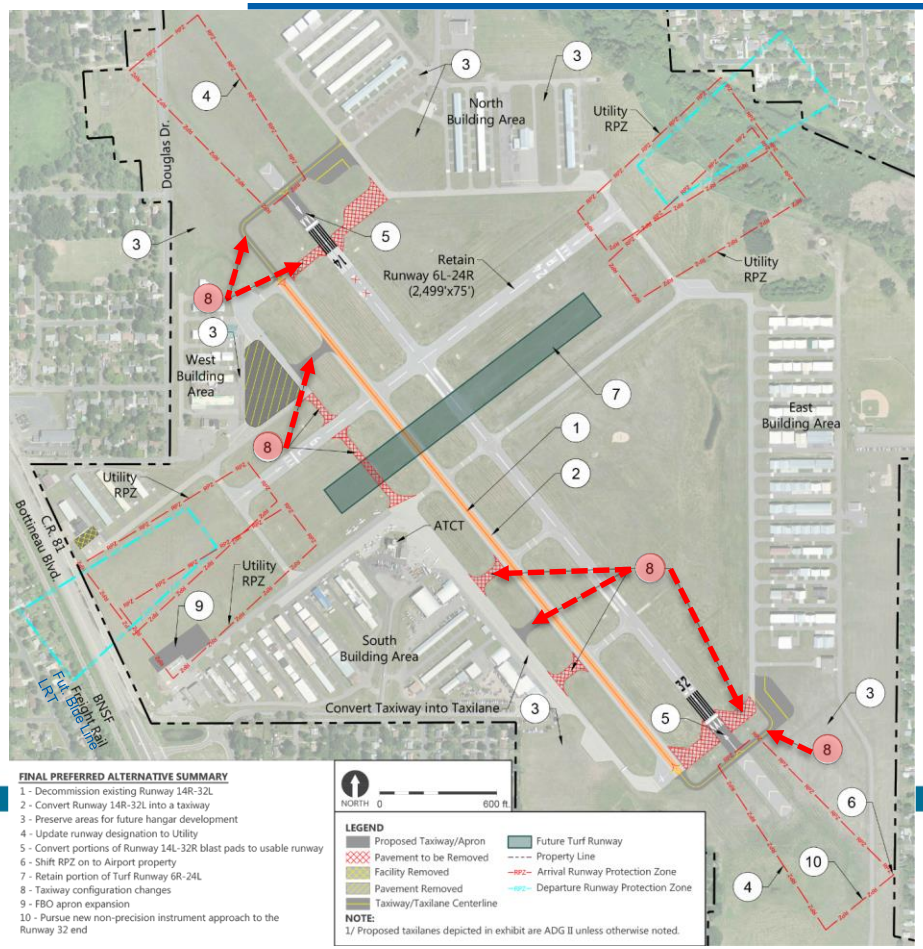

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- Convert portion of paved blast pads to useable runway and runway shift
- Additional taxiway configuration changes

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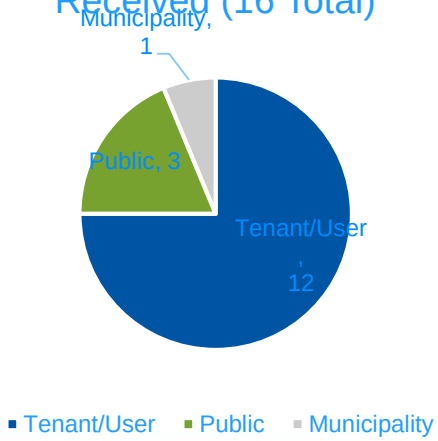
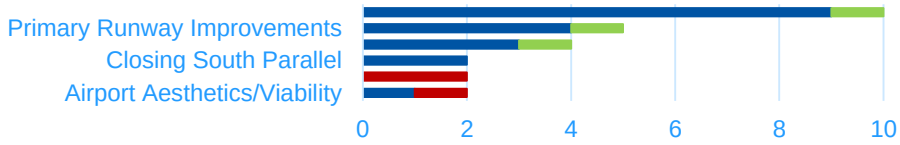
Summary of Second-Round Comments Received

- 16 total comments
  - 12 from Tenants/Users
  - 3 from citizens/public
  - 1 from a municipal representative
- Most Common Themes
  - Support keeping turf runway
  - Support primary runway extension
  - Greater level of support for revised plan

Second Round LTCP Comments Received (16 Total)



Second Round Public Comment Period: Common Themes



	Airport Aesthetics /Viability	Tree Removals	Closing South Parallel	Taxiway Configuration Changes	Primary Runway Improvements	Preserving Turf Runway
Tenant/User	1	0	2	3	4	9
Public	1	2	0	0	0	0
Municipality	0	0	0	1	1	1

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Stakeholder & Public Engagement

Audience	Materials Covered	Date	Location
FAA, MnDOT, Met Council	LTCP Process, Review of Alternatives, Preliminary Findings	5/24/2016	FAA
Pilot Group Meeting	LTCP Process, Review of Alternatives, Preliminary Findings	6/8/2016	Airport
MAC Reliever Advisory Council	LTCP Process, Review of Alternatives, Preliminary Findings	6/14/2016	MAC
FAA	LTCP Status Update	6/29/2016	FAA
Municipal Planners (Cities, County)	LTCP Process, Review of Alternatives, Preliminary Findings	7/15/2016	Crystal City Hall
MAC PD&E Committee	LTCP Process, Review of Alternatives, Preliminary Findings	8/1/2016	MAC
Pilot Group/Tenant Meeting	LTCP Process, Review of Alternatives, Preliminary Findings	9/6/2016	Airport
Crystal City Council	LTCP Overview	9/8/2016	Crystal City Hall
Brooklyn Park City Council	LTCP Overview	9/12/2016	Brooklyn Park City Hall
Brooklyn Center City Council	LTCP Overview	9/26/2016	Brooklyn Center City Hall
Public	LTCP Overview/Public Information Meeting	9/27/2016	Crystal Community Center
Public	LTCP Overview/Public Information Meeting	9/29/2016	Brooklyn Park City Hall
FAA	LTCP Status Update	11/8/2016	FAA
Crystal Air Traffic Control Tower	LTCP Technical Discussion	11/15/2016	Airport
MAC Reliever Airports Advisory Council	LTCP Status Update	12/13/2016	MAC
Crystal Runway Safety Action Team (RSAT)	LTCP Status Update	12/21/2016	Crystal Community Center
Pilot Group Meeting	LTCP Refined Development Alternative Overview	1/26/2017	Airport
Municipal Planners (Cities, County)	LTCP Refined Development Alternative Overview	1/27/2017	Crystal City Hall
MAC PD&E Committee	LTCP Refined Development Alternative Overview	2/6/2017	MAC
Thunderbird Aviation	LTCP Status Update	3/21/2017	Thunderbird
FAA	LTCP Status Update	3/22/2017	FAA
Public	LTCP Refined Concept Overview/Public Information Meeting	3/30/2017	Odyssey Academy School
MAC PD&E Committee	LTCP Summary and Recommendation	5/1/2017	MAC

- Stakeholder & Public Outreach Program
  - Started in May 2016
  - 23 meetings over the past 12 months
  - 3 Public Informational Meetings
  - 2 Public Comment Periods
  - 43 Written Comments received

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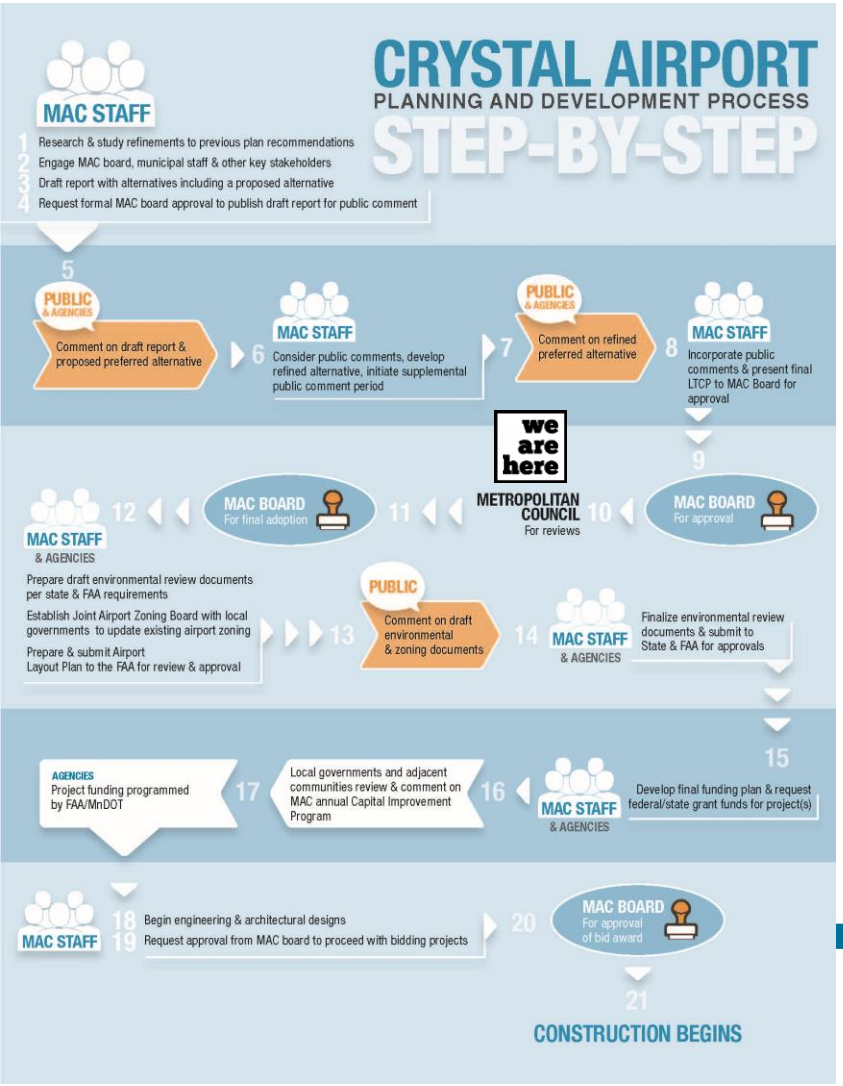

Next Steps

- Metropolitan Council Formal Review*
- MAC Board Final Adoption of LTCP*
- Environmental Review*
- Airport Layout Plan (ALP)
  - Reviewed/Approved by FAA
- Joint Airport Zoning Board*
- Grant Programming/Funding
- Project Engineering/Design
- MAC Board approval of Bid Awards*

* Denotes processes that provide additional opportunities for public input

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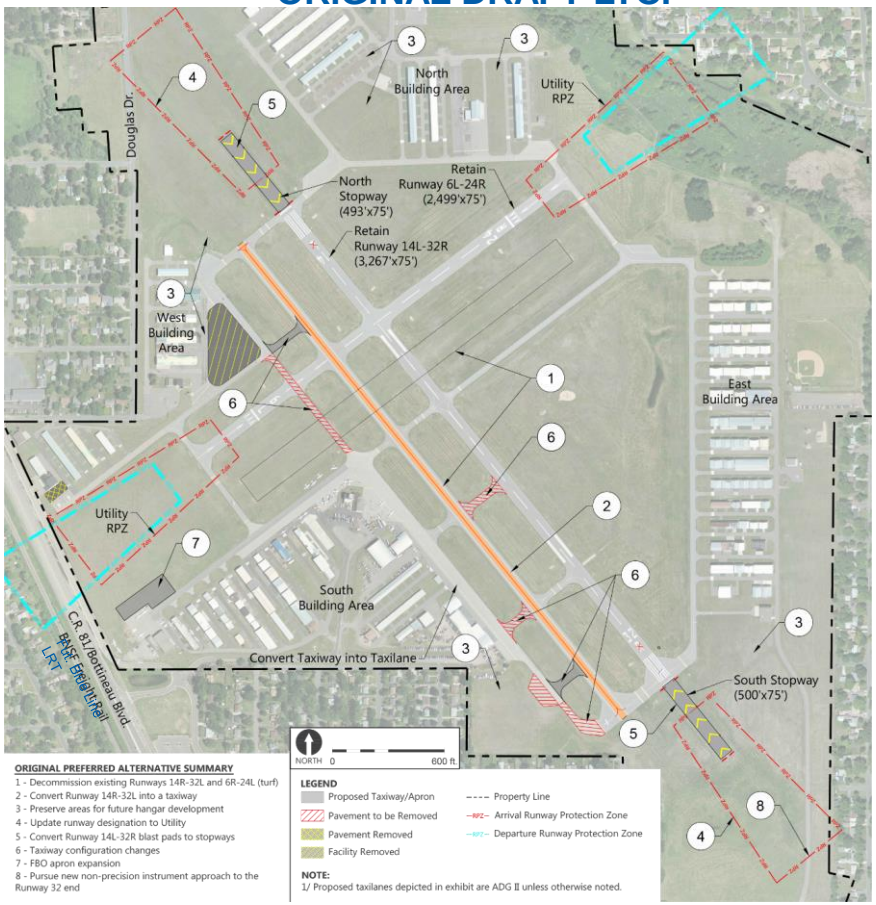
Crystal LTCP Concept Comparison

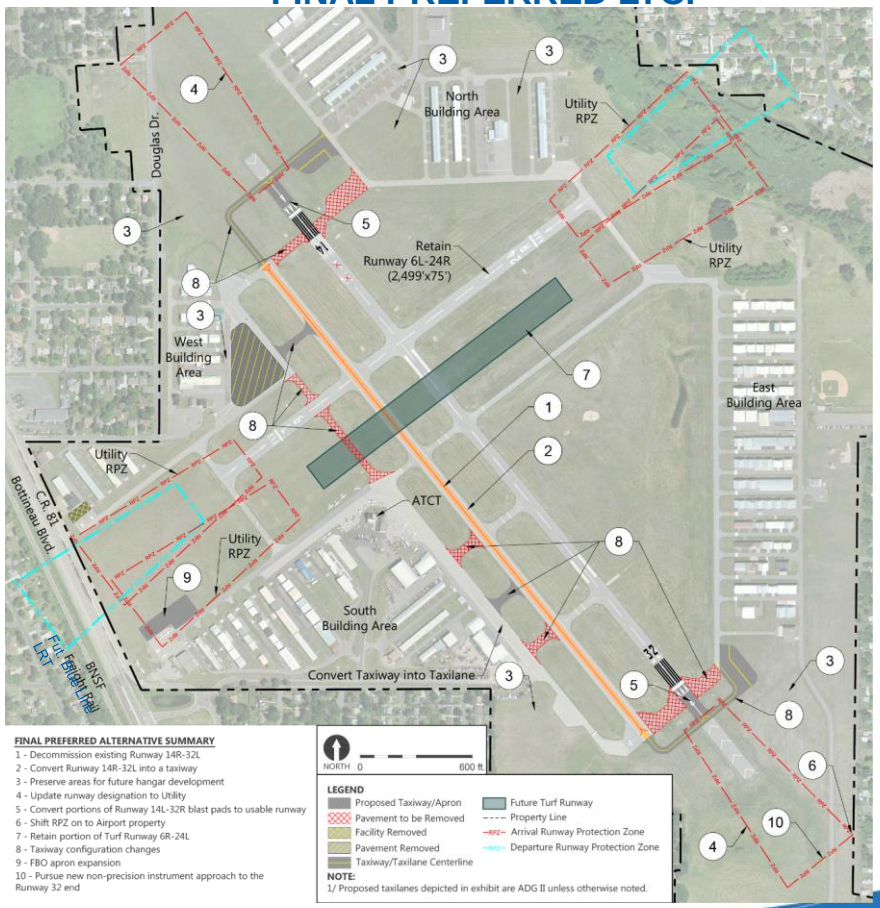
ORIGINAL DRAFT LTCP



ORIGINAL PREFERRED ALTERNATIVE SUMMARY

1 - Decommission existing Runways 14R-32L and 6R-24L (turf)
2 - Convert Runway 14R-32L into a taxiway
3 - Preserve areas for future hangar development
4 - Update runway designation to Utility
5 - Convert Runway 14L-32R blast pads to stopways
6 - Taxiway configuration changes
7 - FBO apron expansion
8 - Pursue new non-precision instrument approach to the Runway 32 end

FINAL PREFERRED LTCP



FINAL PREFERRED ALTERNATIVE SUMMARY

1 - Decommission existing Runway 14R-32L
2 - Convert Runway 14R-32L into a taxiway
3 - Preserve areas for future hangar development
4 - Update runway designation to Utility
5 - Convert portions of Runway 14L-32R blast pads to usable runway
6 - Shift RPZ on to Airport property
7 - Retain portion of Turf Runway 6R-24L
8 - Taxiway configuration changes
9 - FBO apron expansion
10 - Pursue new non-precision instrument approach to the Runway 32 end

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Questions & Dialogue