MAYOR AND COUNCIL COMMUNICATION

DATE: 10/20/15
REGULAR
ITEM #: 9
MOTION

AGENDA ITEM: Lake Elmo Airport realignment

SUBMITTED BY: Clark Schroeder

THROUGH: Clark Schroeder

REVIEWED BY: **Clark Schroeder**

SUGGESTED ORDER OF BUSINESS:

- Introduction of Item.....Staff
- Report/Presentation .....Staff
- Questions from Council to Staff..... Mayor Facilitates
- Public Input, if Appropriate..... Mayor Facilitates
- Call for Motion..... Mayor & City Council
- Discussion ..... Mayor & City Council
- Action on Motion ..... Mayor Facilitates

PUBLIC POLICY STATEMENT EITHER SUPPORT OR DENY SUPPORT FOR THE LAKE ELMO RUNWAY REALIGNMENT.

BACKGROUND AND STAFF REPORT:

The Metropolitan Airports Commission (MAC) has completed a draft version of the 2035 Long-Term Comprehensive Plan (LTCP) for Lake Elmo Airport. The purpose of the LTCP is to identify facility needs at Lake Elmo Airport for the 20-year period between 2015 and 2035. Lake Elmo Airport is located in Washington County approximately 12 miles east of the downtown district, one mile east of downtown Lake Elmo, within Baytown Township, and is bordered by portions of West Lakeland Township and the City of Lake Elmo. During 2014, Lake Elmo Airport had just over 200 based aircraft and accommodated approximately 26,000 total aircraft operations. It encompasses approximately 640 acres of land and has two paved runways. The primary runway (Runway 14-32) is 2,849 feet long by 75 feet wide, and the crosswind runway (Runway 04-22) is 2,496 feet long by 75 feet wide. There have been a number of previous planning studies completed for the airport. The MAC prepared the first Long-Term Comprehensive Plan (LTCP) for Lake Elmo Airport in 1966, and updated it in 1976 and 1992. These plans included a recommendation for a relocated and extended primary runway (Runway 14-32) and an extension to the crosswind runway (Runway 04-22). The most recent LTCP for Lake Elmo Airport prepared by the MAC and approved by the Metropolitan Council is dated December 2008. The 2008 LTCP recommended a plan to first extend crosswind Runway 04-22 to a length of 3,200 feet, along with development of a new hangar area on the east side of the airport. The relocation and extension of

Runway 14-32 to 3,900 feet was identified as a viable ultimate configuration beyond the 20-year planning horizon to remain on the Airport Layout Plan

The draft LTCP considers replacing the primary northwest/southeast Runway 14-32 with a runway that is relocated approximately 700 feet parallel to, and northeast of, the existing primary runway alignment and extended to a length of 3,600 feet. The relocated primary runway would require realignment of a portion of 30th Street North. An extension to the crosswind northeast/southwest Runway 04-22 to a length of 2,750 feet is also proposed. These improvements are intended to enhance the airport's ability to fulfill its existing role of accommodating propeller-driven airplanes with fewer than 10 passenger seats.

ES.4 FACILITY REQUIREMENTS The existing runways at Lake Elmo Airport are short. In comparison to the other MACowned Reliever Airports, both the primary and crosswind runways at Lake Elmo Airport are the shortest in the system. Based on the aviation activity forecasts, the future critical design aircraft for Lake Elmo Airport will continue to be represented by the family of propeller-driven aircraft with fewer than 10 passenger seats. This family of aircraft includes a diverse range of equipment types, ranging from small single-engine piston aircraft used primarily for recreational and personal flying, up to larger single- and twin-engine turboprop aircraft that are used more predominantly for business aviation. Typical aircraft in the latter category include the single-engine turboprop Pilatus PC-12 and the twin-engine turboprop Beechcraft King Air 200/250. Runway Length Based on runway length guidance provided by the Federal Aviation Administration (FAA), the primary runway length at Lake Elmo Airport should be between 3,300 feet and 3,900 feet to accommodate 95 percent and 100 percent of the aircraft types in the design aircraft family, respectively. While the guidance from the FAA serves as a good baseline, more detailed information related to runway length requirements can be derived from manufacturer performance charts published for specific aircraft types. Based on a deeper assessment of runway length requirements for several representative aircraft types in the design aircraft family for Lake Elmo Airport, the optimal primary runway length is approximately 3,600 feet. This length fits into the range predicted by the FAA and will accommodate the majority of small turboprop and multi-engine piston aircraft departing at an operationally-feasible weight. Meanwhile, a future length of 2,750 feet is recommended for the crosswind runway to better accommodate lower crosswind capable aircraft during periods of gusty conditions. Also, based on user input, development of a new non-precision GPS-type instrument approach for Runway 14 and a GPS overlay of the existing non-precision approach for Runway 04 would enhance the operational capabilities of the airport. Planning for the establishment of these non-precision approaches is recommended for consideration. Runway Protection Zones The Runway Protection Zone (RPZ) is an area at ground level prior to the threshold or beyond the departure runway end to enhance the safety and protection of people and property on the ground. According to the FAA, this is best achieved through airport owner control over RPZs. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ and includes clearing of RPZ areas and maintaining them clear of incompatible objects and activities.

In 2012, the FAA issued Interim Guidance to clarify its policy on what constitutes a compatible land use within an RPZ and how to evaluate proposed land uses that would reside in an RPZ. Based on this guidance, the following existing land uses are not considered to be compatible within an existing RPZ at Lake Elmo Airport: x Existing Runway 14 End: County Road 15/Manning Avenue, the north Airport Entrance Driveway, the Union Pacific Railroad, and non-owned property on the west side of Manning

Avenue x Existing Runway 32 End: 30th Street North x Existing Runway 04 End: 30th Street North Coordination with the FAA in the form of an RPZ Alternatives Analysis is required when an incompatible land use would enter the limits of the RPZ due to a triggering airfield project, an off-airport development proposal, or other operational change at the airport. Achieving compliance with the FAA's current RPZ compatibility criteria is a primary objective of this LTCP.

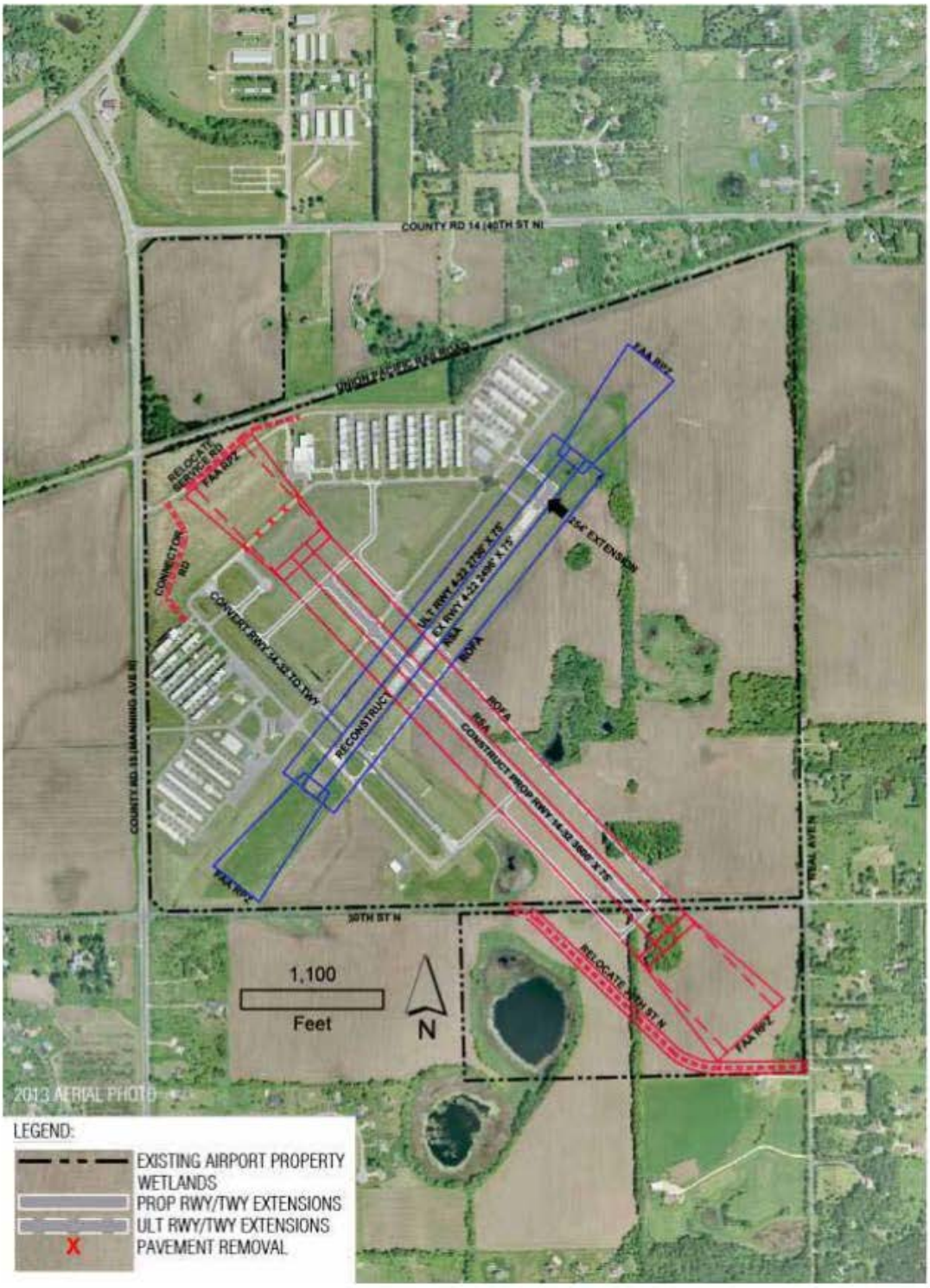
The MAC held numerous public hearings/open houses about their draft plan, including two in Lake Elmo. The public comment period August 26th. In staff's conversation with the MAC on October 12th, they will acknowledge any direction that comes from the Lake Elmo City Council, but will note that it was past the public comment period.

RECOMMENDATION: *If Council so moves*

"Move to adopt resolution 2015-80 opposing Lake Elmo Runway realignment and extension"

ATTACHMENT(S):

Figure ES-4: LTCP Preferred Alternative



CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA

RESOLUTION NO. 2015-80

A RESOLUTION IN OPPOSTION TO THE REALIGNMENT AND EXTENETION OF THE LAKE ELMO AIRPORT

WHEREAS, the City of Lake Elmo is a municipal corporation organized and existing under the laws of the State of Minnesota; and

WHEREAS, The Lake Elmo Airport is in Baytown Township; and

WHEREAS, The Metropolitan Airport Commission (MAC) has a draft proposal moving one runway further east and extending its length; and

WHEREAS, The MAC proposal also calls for adding length to the crosswind runway;

NOW, THEREFORE, BE IT RESOLVED THAT the City Council does hereby oppose any realignment or extension of runways at the Lake Elmo Airport

Passed and duly adopted this 20th day of October, 2015 by the City Council of the City of Lake Elmo, Minnesota.

_____
Mike Pearson, Mayor

ATTEST:

_____
Julie Johnson, City Clerk