

Rebman, Kevin

From: DVStarr@aol.com
Sent: Wednesday, October 31, 2007 10:13 PM
To: DVStarr@aol.com
Subject: RAAC 30 Oct 2007

Reliever Airports Advisory Council
30 October 2007

Attending:

Commissioner Mike Landy, Management & Operations Committee Chair
MAC Chair Jack Lanners
Commissioner Lisa Lebedoff Peilen, MAC district C which includes MIC
Staff: Gary Schmidt, Bridget Rief, Greg Fries, Jeff Nawrocki, Joe Harris, and Kelly Ubel
Chauncey Case, Metropolitan Council
RAAC representatives:
Chair: Glenn Weibel
Airlake: Pat Moynihan
Anoka: John Krack
Crystal: Robert Schroeder
Lake Elmo: Al Kupferschmidt
Flying Cloud: Peter Dahl (absent)

Bridget Rief provided an update on the Crystal Airport Long Term Comprehensive Plan. After a lengthy study, staff prepared six alternative plans. After public input, staff selected Alternative #4. This plan retains Runway 14L-32R as the primary runway and 6L-24R as the crosswind runway. In this plan, the grass runway and primary parallel runway would both be closed. Runway 14L-32R would be reconstructed. The former parallel runway would be converted to a taxiway in a couple of years.

Bridget explained that in the Reliever System, there is plenty of airside capacity (aircraft takeoffs and landings) but very limited landside capacity (hangar storage space). The staff analysis of costs to close MIC revealed that it would take \$2,000,000 to prepare a request for closure to submit to the FAA. The FAA would be likely to deny the request. MAC estimates the MIC land value to be between \$70 Million and \$120 Million. Staffs best effort to determine what it would cost to buy out leases was between \$30M and \$60M. New hangar areas would have to be built at other Reliever Airports at a cost of at least \$26M. This would fill the Reliever System hangar storage capacity to about 98%. There would not be sufficient money available to purchase a new Reliever Airport site. Consequently, staff strongly recommends keeping MIC open.

Alternative #4 also designates potential hangar building areas and non-aeronautical business sites. However, there are no current plans to construct new hangar areas because MIC does not have a waiting list for building sites. Staff believes there is potential for MIC to generate \$1,000,000 in non-aeronautical revenue. The first area to be developed would be along the northern edge of MIC which is in Brooklyn Park.

Staff expects that MAC adoption of Alternative #4 will end rumors of closure, thus launching a period of revitalization.

Dave Fiebiger, Lake Elmo tenant, asked if the plan called for the tower to close. Gary Schmidt replied that the FAA makes decisions on whether to keep or close a tower. MIC is very close to the FAA operational threshold for having a tower. However, the most likely scenario would be for the tower to be switched to a "contract tower" like at ANE.

Glenn Weibel asked if the sod runway could be kept. Bridget replied that just a few people use it and then only seasonally. It also would need reconstructing.

Bruce Wiley, owner of numerous rental tee-hangars at MIC asked if the city and county would continue to "nip at the heels" of MIC in a continuing effort to force closure of the airport. He said he needed to rebuild his properties, but MAC had to send a clear message to the City of Crystal and Hennepin County that the airport is going to stay.

Robert Schroeder, MIC rep to RAAC, said that MAC has declared that MIC is here to stay. Then he asked Chair Lanners to speak to this issue.

Chair Lanners said that staff had done a good job. He added that Alternative #4 is the start of a turning point for MIC. The proposal goes to MAC Committees on November 7 and to the Full Commission on November 19. As to the rhetorical question of whether the city and county will back the decision, he does not know. However, he emphasized that MAC will make decisions based on what is best for the entire system.

Glenn Weibel then noted that Chauncey Case, Met Council, was present and said he hoped Chauncey would provide support from Met Council for the MAC decision.

Commissioner Landy told of having seen posters showing commercial development on the MIC location as part of the city/county effort to close MIC. He said the detailed staff study will give the MAC Commissioners facts to support the decision they will be making. He said we, Commissioners, staff, and users need to get excited about promoting Crystal Airport.

Robert Schroeder said Alternative #4 is the best choice for MIC. It shows the airport will now live. He urged staff to address the understaffing of maintenance and snow plowing at the airport. He said local residents need to see positive change happening soon.

Bridget Rief then presented an estimated summary of the 2008 Capital Improvement Projects for the Reliever System. Staff hopes to resolve sewer/water installation issues for Airlake so that they can move forward with the south building area development. Anoka action for 2008 is limited to what the LLC will be spending in the Northwest building area. Crystal will see obstruction removals at a cost of \$320,000. These are trees in homeowners' yards. Staff also proposes spending \$1,800,000 to rebuild Runway 14L-32R. Federal aid included in that number amounts to \$337,337. FCM's runway extension will cost \$900,000 with \$150,000 federal aid included in that number. Sewer/water installation on the north side of FCM will cost \$4.3 Million. Lake Elmo is slated for pavement rehabilitation of \$300,000 with \$225,000 of federal aid included in that amount. STP is getting the lion's share in 2008. Joint and crack repairs will total \$100,000. MAC maintenance building repairs will cost \$200,000, Runway safety area construction of \$10,700,000 with \$7,500,000 in federal aid included in that number. Finally, STP pavement rehabilitation of \$1,000,000 wraps up the STP budget items. For the system, MAC plans to spend just over \$11 Million plus over \$8 Million in federal aid. None of the projects are eligible for state aid. Federal discretionary funds have been requested from FAA in the amount of \$500,000 for each project. The availability will not be known until July or August of 2008.

RAAC Chair Weibel urged as many tenants as possible attend the MAC Committee meetings on Nov. 7 to show support for keeping MIC open. FD&E is at 10 AM and M&O is at 1 PM. Both are held in the Lindbergh Terminal. Parking validation is available to those attending.

Vivian Starr

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