

Appendix A

Noise Abatement Plan Anoka County - Blaine Airport

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Reliever Airports: NOISE ABATEMENT PLAN

Anoka County - Blaine Airport

REVISED
DRAFT
August 1996

INTRODUCTION

The noise abatement plan for the Anoka County-Blaine Airport was prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The plan culminates a cooperative effort between airport users, airport businesses, the Anoka County-Blaine Airport Advisory Commission, City officials, Federal Aviation Administration (FAA) representatives, and the Metropolitan Airports Commission.

Many of the recommended procedures contained in the plan are currently in use at the airport and are effective in reducing airport related noise in the surrounding communities. Basically, the noise abatement plan directs the bulk of traffic over the least densely populated areas surrounding the airport, to reduce noise levels over nearby residential areas. Traffic will remain north of Runway 08/26. This implies *non-standard* traffic pattern turns (right turns) for Runway 26. A traffic pattern altitude of 1,000 feet helps reduce noise levels over sensitive areas. The plan does not supersede any Federal Aviation Regulations, specifically those regarding safe aircraft operating procedures. Certain flight conditions and aircraft operational limitations may make it unsafe to fly all or any part of these procedures.

No two airport situations are alike, and each requires a unique combination of procedures to address the noise problem. The best path is a balanced approach producing realistic and practical solutions reasonable to both aviation and community interests. To successfully implement this noise abatement plan a series of on-going training sessions will be scheduled between pilots, FBO owners, FAA personnel, and Metropolitan Airports Commission staff.

Comprehensive noise control and compatibility planning address a number of elements such as: land use compatibility, airport design, aircraft and airport operational procedures, access restrictions, and noise program management. The noise abatement plan for this airport is only part of a comprehensive strategy, and focuses on those elements under the control and jurisdiction of the Metropolitan Airports Commission. All time references in this document are *local* time, i.e., *Central Standard Time* or *Central Daylight Time*, as appropriate.

RULE I NOISE ABATEMENT TAKEOFF AND APPROACH PROCEDURES

Noise abatement takeoff and landing procedures are the basis of many noise mitigation strategies. Takeoff and landing procedures encompass a number of alternatives including runway selection, takeoff and landing profiles and power settings, and approach or departure paths. Runway selection is affected by winds, airspace procedures of adjacent air traffic facilities, navigational aids, air traffic control procedures, aircraft performance and requirements, and air traffic density. When linked with appropriate landing/takeoff profiles and approach/departure paths, runway selection provides neighborhood relief compared to an unconstrained airport environment. The following takeoff and approach procedures will apply at the Anoka County-Blaine Airport.

- A. The calm wind runways will be Runways 17/35, with preference to runway 35. Whenever the wind is below 5 knots, these runways will be the primary operating runways at the Anoka County-Blaine Airport.

Note: During Tower hours, air traffic control will dictate the active runway.

- B. All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing the Anoka County-Blaine Airport.
- C. An airplane approaching to land on a runway served by a visual approach slope indicator or precision approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.
- D. Unless otherwise instructed by Air Traffic Control all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.
- E. Multiple training events by turbojet aircraft in the traffic pattern are prohibited, except in the execution of FAA ORDER(s) 8130.27 and 8700.1, and the appropriate FAA NOTICE(s) 8110.61 and 8130.65, to fulfill valid Letters of Authorization (LOA).
- F. Unless otherwise instructed by Air Traffic Control, aircraft departing the Runway 17 traffic pattern shall turn to an easterly heading as soon as practical to avoid overflying residential areas south of the airport.
- G. *Stop and Go* landings are not permitted.
- H. Intersection takeoffs are not permitted.
- I. During non-tower hours, pilots practicing instrument approaches under VFR conditions at the Anoka County-Blaine Airport should make every effort to avoid those periods of the day when traffic is moderate to heavy, and should be particularly alert for other aircraft in the pattern. Practice IFR traffic does not have the right of way over VFR traffic. To avoid disruption of VFR traffic flow, practice VOR-8 approaches should be discontinued west of Highway 65. DME-26 approaches should be discontinued east of 35W, unless conducted to a straight-in full-stop landing.
- J. For noise abatement, all pilots should refer to the Pilots Operating Manual for their aircraft to determine recommended operating procedures designed to reduce community noise impacts. During departures from or approaches to the airport, climb after takeoff and descent for landing should be made so as to avoid prolonged flight at low altitude.

When departing in aircraft equipped with variable pitch propellers, reduce manifold pressure and engine RPM as soon as practical after takeoff.

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August 1996

RULE II NOISE ABATEMENT TRAFFIC PATTERN PROCEDURES

The traffic pattern is the specified path to be flown by aircraft operating in the vicinity of an airport. The components of a typical traffic pattern are: upwind leg, crosswind leg, downwind leg, base leg, and final approach. To minimize noise impacts on residential areas close to the airport, this noise abatement plan directs traffic to remain north of Runway 08/26. This requires non-standard turns (right turns) for operations on Runway 26, and standard (left turns) for operations on Runways 17/35 and Runway 08. Use of any traffic pattern procedure does not alter the responsibility of each pilot to see and avoid other aircraft. The following procedures apply to aircraft operating in the traffic pattern at the Anoka County-Blaine Airport:

- A. Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Aviation Regulations, the traffic pattern altitude shall be 1,000 feet above ground level; 1,900 feet above mean sea level (MSL).
- B. Straight-in approaches are not permitted under VFR conditions. Use Anoka, Crystal or Minneapolis-St. Paul International Airport weather to establish weather minimums.
- C. For Runway 35, left traffic pattern turns are required. The downwind leg will be flown inside (east of) Highway 65. Unless directed by ATC, avoid extended downwind legs. To the greatest extent possible, turn to the base leg for Runway 35 inside (north of) County Road J.
- D. For Runway 17, standard left traffic pattern turns will be flown. Unless directed by ATC, turn to the crosswind leg for Runway 17 inside (north of) County Road J. The downwind leg will be flown inside (west of) Interstate 35W, to the greatest extent possible.
- E. For Runway 26, *right* traffic pattern turns are required. To the greatest extent possible, turn to the crosswind leg for Runway 26 inside (east of) Highway 65. Fly the downwind leg so the turn to base leg remains inside (west of) Interstate 35W, unless otherwise directed by ATC.
- F. For Runway 08, standard left traffic pattern turns will be flown. To the greatest extent possible, turn to the crosswind leg for Runway 08 inside (west of) Interstate 35W. Turn the base leg for Runway 08 inside (east of) Highway 65, unless otherwise directed by ATC.
- G. During non-tower hours, aircraft should enter the pattern on downwind by a 45° entry. Aircraft should complete at least two 90° turns in the pattern before landing.
- H. Extended legs in the traffic pattern are not permitted unless dictated by Air Traffic Control, traffic pattern density and required for operational safety.
- I. On downwind legs, maintain pattern altitude until abeam the approach end of the landing runway.

RULE III MAINTENANCE RUNUPS

To minimize the amount of noise projected toward adjacent residential neighborhoods, engine tests and maintenance runups should be performed north of the west side hangar area. Exceptions to this restriction for commercial sites may be approved by the airport manager.

- A. Between 1700 hours and 2200 hours all engine tests and maintenance runups in excess of 5 minutes must be conducted in the designated area.
- B. Aircraft will be parked on a heading of 90° through 180° through 270° whenever practical.
- C. Except in emergencies, engine tests and maintenance runups are prohibited between 2200 hours and 0700 hours.

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RULE IV HELICOPTER TRAINING

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. In general, helicopter operators are instructed to avoid the flow of fixed wing aircraft. The following procedures apply to helicopter training.

- A. Helicopter training in the traffic pattern area is prohibited from 2200 hours to 0700 hours.
- B. Air Traffic Control shall determine traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding the airport.

RULE V NIGHTTIME RESTRICTIONS

The "nighttime" period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help mitigate the effect of airport operations on the surrounding community, the following nighttime restrictions are in effect.

- A. No training may be conducted in the traffic pattern between 2400 hours and 0700 hours.

NOISE COMPLAINT PROCEDURE

In the early 1970s, the Metropolitan Airports Commission set up a noise complaint line to address telephone complaints about aircraft operations in the metropolitan area. The telephone number is 726-9411. Although originally established to field complaints about the Minneapolis/St. Paul International Airport, complaints regarding the Reliever Airports system, including the Anoka County-Blaine Airport, are also addressed.

Callers should supply as much information about their concerns as possible (i.e., - type of aircraft if known, location, time of incident etc.). This information is then passed to either the Manager or Assistant Manager of the Airport. If the responsible party can be identified, they are counseled on the complaint received and the correct procedure to be followed. All complaints are kept on file and reviewed regularly by Metropolitan Airports Commission staff for trends which might indicate a particular procedure needs to be reviewed. Complaints will be forwarded on a quarterly basis to the Anoka County-Blaine Airport Advisory Commission.

REVISED
DRAFT
August 1996

Appendix B

Stipulation Agreement

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The City of Mounds View, a
municipal corporation,

Plaintiffs,

vs.

STIPULATION AND ORDER

The Metropolitan Council and
The Metropolitan Airports Commission,
agencies of the State of Minnesota,

File No. 454984

Defendants

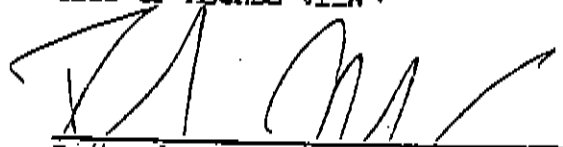
The City of Mounds View (City), the Metropolitan Council (MC) and Metropolitan Airports Commission (MAC) hereby agree that the Amended Complaint of the City is hereby dismissed with prejudice with respect to Airport Master Plan phases 1A and 1B as modified by the Draft Environmental Impact Statement Alternate 3, upon the following stipulations:

1. In consideration of the dismissal with prejudice, MAC agrees to develop the Anoka County - Blaine Airport (Airport), consistent with requirements of state law and the Metropolitan Development Guide, as of the date of this Agreement, as a "minor use" airport.
2. Consistent with the Airport's designated role and with state law, MAC agrees to develop the Airport pursuant to the Airport Master Plan formally adopted by the Metropolitan Airports Commission on August 15, 1983 and approved by the Metropolitan Council on November 22, 1983.
3. MAC shall commence as quickly as practical the development of Airport Master Plan Phases 1A and 1B as modified by the Draft Environmental Impact Statement Alternate 3, which includes the following provisions:
 - a. Removal of the southerly 2,580 feet of existing Runway 17/35 and the addition of 2,580 feet to Runway 17/35 north of the existing east/west runway.
 - b. Addition of approximately 800 feet to the easterly end of existing Runway 8/26.
4. MAC agrees to restrict the installation and use of any instrument landing system or microwave landing system solely to the east/west Runway 8/26.
5. The City of Mounds View may authorize development of land subject to its jurisdiction in accordance with its approved local comprehensive plan and applicable zoning and official controls, all as may be amended from time to time.

6. MAC shall adopt field rules consistent with the Airport Master Plan to define the safe and efficient utilization of airspace and runways at the Airport and to protect the health, safety and welfare of citizens adjacent to the Airport.

7. MAC shall develop a long term comprehensive plan which specifically includes a comprehensive noise abatement strategy to protect the health, safety and welfare of the citizens adjacent to the Airport.

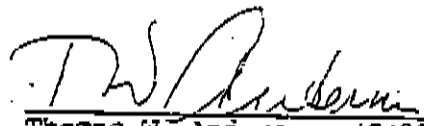
CITY OF MOUNDS VIEW



Richard Meyers #72606
Attorney for Plaintiff
1758 Venus Avenue
St. Paul, MN 55112
(612)636-6595

Dated: July 22, 1986

METROPOLITAN AIRPORTS COMMISSION



Thomas W. Anderson #2409
General Counsel
P. O. Box 11700
Twin City Airport Station
St. Paul, MN 55111
(612)726-1892

Dated: July 23, 1986

Michael Berans #702X
Attorney for Defendant, Metropolitan
Airports Commission
4824 IDS Center
Minneapolis, MN 55402
(612)332-6451

So Ordered:

Dated: _____, 1986

Judge of District Court

RESOLUTION NO. _____

**CITY OF MOUNDS VIEW
COUNTY OF RAMSEY
STATE OF MINNESOTA**

**RESOLUTION APPROVING CITY'S FORMAL WRITTEN OBJECTIONS
TO THE METROPOLITAN AIRPORTS COMMISSION'S PROPOSED
DRAFT LONG-TERM COMPREHENSIVE PLAN UPDATE DATED JULY
1996 FOR THE ANOKA COUNTY-BLAINE AIRPORT**

WHEREAS, future development of the Anoka County-Blaine Airport ("Airport") is governed by a Court Order dated July 28, 1986, Court File No. 454984 ("Order") which resulted from litigation the City of Mounds View ("City") initiated against the Metropolitan Council and the Metropolitan Airports Commission ("MAC"); and

WHEREAS, the MAC has prepared a proposed Draft Long-Term Comprehensive Plan Update dated July, 1996 ("Plan") for the Airport; and

WHEREAS, the Mounds View Airport Task Force ("Task Force") has reviewed the Plan at Task Force meetings held on October 14, October 28 and November 18, 1996; and

WHEREAS, the City Council had previously directed the City attorney to work with the Task Force in reviewing and preparing a response to MAC's Plan; and

WHEREAS, the Task Force at its meeting on November 18, 1996 reviewed the proposed written objections to the Plan prepared by the City attorney and voted unanimously to recommend that the City Council approve the attached formal written objections to the Plan; and

WHEREAS, the City Council at its work session on November 18 received the recommendation from the Task Force and heard a presentation from the City attorney regarding the attached written objections.

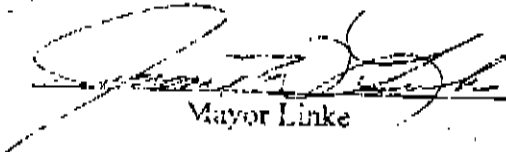
NOW, THEREFORE, BE IT RESOLVED THAT the City Council hereby adopts the attached written objections to the Plan as prepared by the City attorney and incorporated herein by reference as Exhibit A.

BE IT FURTHER RESOLVED THAT the City Council hereby directs City staff and the City attorney to forward this resolution and written objections to MAC to be included in the formal public hearing record as the City's position regarding MAC's Plan.

BE IT FURTHER RESOLVED THAT the City Council authorizes City staff and the City attorney to take all necessary steps, including litigation if necessary, to represent the City's position regarding the Plan and to insure that any Plan formally adopted by MAC is in full compliance with the July 28, 1986 Court Order.

Adopted this 25th day of November, 1996

ATTEST:



Mayor Linke

(SEAL)



Chuck Whiting, City Administrator

APPENDIX C

HEARING OFFICER'S REPORT

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**HEARING OFFICER'S REPORT
ANOKA COUNTY-BLAINE AIRPORT
LONG-TERM COMPREHENSIVE PLAN UPDATE**

On Thursday, July 10, 1997, at approximately 7:00 p.m., a public hearing was held at the Blaine City Hall regarding the Anoka County-Blaine Airport Long-Term Comprehensive Development Plan Update. This public hearing was held in conformance with the Commission action of June 16, 1997. MAC Commissioners Edward Fiore and Georgiann Stenerson served as hearing officers. An informal "public workshop" was held from 5:00 p.m. to 7:00 p.m. prior to the hearing.

In addition to MAC Commissioners, also present at the hearing were Mark Ryan and Gary Schmidt from MAC, and Barbara Fritsche and Scott Sanders of The Airport Technology and Planning Group, Inc. (AirTech), consultants to the Commission. The purpose of the public hearing was to receive input regarding the various findings and recommendations included in the Long-Term Comprehensive Development Plan Update.

Introductory statements were presented by Commissioner Fiore. An overview of the Anoka County-Blaine Airport Long-Term Comprehensive Development Plan Update was presented by Barbara Fritsche and Scott Sanders of AirTech. Statements for the public record were requested and written comments were accepted through July 25, 1997. Seventeen oral statements and ten written statements were presented for the record. Several communities (Mounds View, Lexington, Blaine, Circle Pines) submitted letters and also presented oral statements. Three communities, Mounds View, Lexington, and Circle Pines were opposed to further Airport development. They expressed concerns that Anoka County-Blaine Airport was transitioning to an Intermediate airport. These three cities also expressed concern regarding safety, noise, and the ATCT's ability to regulate the operation of aircraft. The Airport's increasing popularity as a base for historic aircraft was also a concern. Similar concerns were expressed by many of the private citizens who responded. The City of Blaine stated that they do not oppose the plan and that they desire to work with MAC to minimize land use and noise impacts. Several on-Airport businesses stated that the Airport provides an important service to the community. Coon Creek Watershed District expressed concerns regarding the planned and ongoing development of aircraft storage areas and the resulting impact to area wetlands.

All comment letters are contained in Appendix 1. Responses are contained in Appendix 2. A transcript of the public hearing, as prepared by a court reporter, is contained in Appendix 3.

BACKGROUND

The Metropolitan Airports Commission (MAC) initiated a comprehensive planning study to serve as a framework for future development activity at Anoka County-Blaine Airport. The study followed guidelines defined by the Federal Aviation Administration (FAA) and the Metropolitan Council. An Advisory Committee, made up of representatives from the neighboring cities, Airport businesses, Metropolitan Council, Minnesota Department of Transportation, and MAC, reviewed the study as it was prepared.

The Airport's last master plan (comprehensive plan) was completed in 1983. Since this time, a number of conditions have changed on and around the Airport. Key issues addressed in the LTCP Update are summarized below.

REVIEW OF ISSUES

Anoka County-Blaine Airport currently has a land envelope consisting of approximately 1,900 acres. The aircraft at the Airport have increased with the addition of hangar facilities. There were 431 based aircraft reported as of January 1, 1996. As of July 1996, there were 444 based aircraft at the Airport. Over the last seven years, the number of operations has remained relatively constant, approximately 200,000 annual operations. Prior to the opening of the ATCT, the number of annual aircraft operations was at the Airport's operational capacity threshold.

At Anoka County-Blaine Airport, future increases in operations and based aircraft will primarily consist of relatively small single- and twin-engine aircraft. Since the Airport functions as a reliever airport for general aviation traffic that may otherwise use Minneapolis-St. Paul International (MSP), one of its primary functions is to serve as an alternate for small private business and pleasure aircraft. This frees up MSP for commercial aircraft. While no commercial service aircraft are projected to operate at Anoka County-Blaine, the number of small business jet aircraft operating at the Airport is expected to increase somewhat. Still, business jets will only account for just over one percent of all operations at the Airport. Between 1996 and 2015, the total number of operations for all aircraft at Anoka County-Blaine is expected to increase from approximately 192,600 to almost 272,300, and the number of based aircraft is projected to increase to approximately 550.

The results of the airfield capacity analysis indicate that the Airport does not have adequate capacity to accommodate projected operational demand. The first step in providing additional capacity was the completion of the ATCT, which was operational in October, 1996. A towered airport with a primary and a crosswind runway typically has the capacity to accommodate approximately 230,000 annual operations. While the ATCT improves capacity throughout the mid-term of the 20-year planning period, by the end of the planning period, additional capacity enhancements will be required if the Airport is to continue to meet demand. With the addition of a parallel runway(s), the capacity of the Airport to accommodate aircraft could be increased to approximately 355,000 operations. This would provide more than enough airside capacity to meet the projected number of operations (272,300) during the planning period.

The Airport should be designed to accommodate critical aircraft with an airport reference code (ARC) of B-II (approach speed of less than 121 knots and a wingspan of less than 79 feet). The critical aircraft is the most demanding aircraft, or type of aircraft, expected to perform 500 or more operations per year. Aircraft included in this design category include turboprop aircraft such as the Beechcraft King Air and business jets such as the Citation II.

Major facility recommendations include extending Runway 8R/26L to 5,000 feet, widening the runway to 100 feet, and establishing a precision approach with visibility minimums of less than 3/4 mile to Runway 26L. Extending Runway 8R/26L to 5,000 feet and the addition of a precision approach will increase the size of this runway's MnDOT and FAA protection zones. The FAA protection zones and all but the southern-most corners of MnDOT Zone A will still be located on Airport property.

There are several benefits that will result from the expansion of Runway 8R/26L. Since the prevailing winds are typically from the northwest, the Airport can accommodate arrivals from either the east or the south and departures to the north or the west under typical conditions. With an east-west runway of a comparable length to Runway 17L/35R, pilots, especially those operating more

demanding business aircraft, would have two arrival/departure options. With the support of the ATCT, the Airport could be operated in a balanced manner, dividing operations between the extended east-west runway and the north-south runway. The ATCT has indicated almost all demanding business aircraft currently request Runway 17/35 due to its longer length. A 5,000-foot long east-west runway would allow the ATCT to safely direct jet aircraft to depart to the west and initiate their turn prior to Highway 65, thereby overflying industrial rather than residential property.

With runways of equal length, additional noise abatement procedures can be developed. "Split shifts" could be implemented when wind conditions allowed, thus dividing the day into several segments of north-south and east-west flow. Again, with two runways that are approximately equal in length, operational or safety benefits are generally equal between the two runways, assuming favorable wind conditions.

The ultimate construction of two parallel runways should be considered to support balanced operations. A north-south parallel runway (Runway 17R/35L) should be constructed to a length of 4,855 feet. The existing north-south runway (Runway 17L/35R) should be maintained at a length of 3,500 feet, when Runway 17R/35L is completed. A 3,500 foot long east-west parallel runway should also be considered. The ultimate phasing of the crosswind runways will depend on the availability of funding and the outcome of an environmental assessment.

Parallel taxiways should also be constructed for the proposed runways. New north-south taxiways should be built equi-distance between the parallel runways and also to the west of Runway 17R/35L. All taxiways should be constructed to a width of 40 feet.

All FAA object free areas (OFA), runway safety areas (RSA), and runway protection zones (RPZ), and the MnDOT clear zones, are all located on Airport property.

A precision approach on Runway 26L supports the ATCT in directing business aircraft to Runway 8R/26L, thus supporting the balanced east-west/north-south use concept. Considering the FAA's ongoing GPS approach program, it is likely that stand alone GPS approaches will be the standard in the next few years. Stand alone nonprecision GPS approaches to Runways 17R should also be considered. A radar slaved to MSP's ASR-9 system is also recommended.

Anoka County-Blaine Airport currently has an estimated 720,000 square feet of hangar space. Demand for a minimum of 215,000 square feet of additional hangar space is anticipated during the planning period to accommodate the projected increase in based aircraft. Once the Western building area, which is currently being implemented, is developed, an expansion of the Eastern building area and a new Northwestern building area (located in the northwestern quadrant of the Airport) should be considered.

MAC has identified an area in the northwest quadrant of the Airport to develop a golf/outdoor recreation complex. This area will not impact Airport related development. A golf course/outdoor recreation complex is compatible with Airport operations and will be developed to conform with all FAA and MnDOT land use, height restriction, and safety requirements. Additional planning and permitting for this complex will be required. A service road is planned along the east side of Highway 65.

The Environmental Review chapter focused on noise and water quality issues. While the 55 DNL noise contour will increase in size as the number of aircraft operations increase, the contour is

expected to remain almost entirely on Airport property. The ATCT will allow MAC to more effectively regulate its noise abatement plan for the Airport. The noise abatement plan directs the majority of the traffic over the least densely populated areas surrounding the Airport. By balancing operations (assuming Runway 8R/26L is extended to 5,000 feet and parallel runways are constructed), the number of overflights in any particular area can be more effectively regulated.

A Water Management Plan was recently developed for the Airport. No major water quality issues were identified. On-Airport wetlands will impact the future development of the Airport. While water quality and wetland information is summarized in Chapter Four, interested parties should refer to the Water Management Plan for specific details. All on-Airport development must meet all Federal, State, and local water quality guidelines. An environmental assessment would be required prior to the construction of a new runway or other major project.

MAC staff and legal council are in the process of implementing a comprehensive environmental management program for its tenants. This program will identify regulatory deficiencies of MAC tenants at the Airport with regard to existing environmental regulations. Typical compliance checks would include hazardous waste generation, hazardous materials storage, storage tanks, wells, septic systems, stormwater runoff, fuel spills, and air emissions. In addition, MAC is in the process of developing a Reliever Airport Sewer and Water Utility Master Plan. This information, together with the existing Water Management Plan, Stormwater Pollution Prevention Plan, and the Spill Prevention Control and Countermeasures Plan will provide adequate environmental documentation necessary for the Airport.

CONCLUSIONS

The Long-term Comprehensive Development Plan Update's major recommendations include extending Runway 8R/26L to 5,000 feet and widening this runway to 100 feet. A precision approach is warranted for Runway 26L. Parallel runways are justified to improve capacity. Runway 17R/35L should be constructed to a length of 4,855 feet. The existing north-south runway (Runway 17L/35R) should be maintained at a length of 3,500 feet, when Runway 17R/35L is completed. A 3,500 foot long east-west parallel runway should also be considered. The ultimate phasing of the crosswind runways will depend on the availability of funding and the outcome of an environmental assessment. Other projects include taxiway improvements, developing additional hangar storage areas, and NAVAID improvements. A golf/outdoor recreation complex is being considered for the northwest quadrant of the Airport. Major projects may require the completion of a Federal Environmental Assessment/State Environmental Impact Statement prior to construction.