

Sample Letter regarding opposing expanding runways at the Anoka County-Blaine Airport

Date: _____

Dear _____:

I am a resident in the City of _____. I have lived here for _____ years. I am _____ miles from the Anoka County-Blaine Airport (AC/B) that has **always** been designated a MINOR airport by both the Metropolitan Council and by the Metropolitan Airports Commission (MAC).

In fact, in the year 2000, a law was passed (MS473.641.Subd. 4) defining a minor airport as “an airport with a runway or runways of length no longer than 5,000 feet”

On March 19, 2009, a facility located at the AC/B airport, Key Air, wrote a letter to MAC requesting a 6,000-foot runway at the airport that would handle a 95,000 lb double wheel weight.

This request would move AC/B airport from a MINOR airport into an INTERMEDIATE airport status (intermediate airports are defined as having runways 5,001 to 8,000 feet in length).

The Twin City area already has six reliever airports in the MAC system. Five of them are minor airports (Crystal, Flying Cloud, Lakeville, Lake Elmo and Anoka County-Blaine) and one of them is an intermediate airport (Holman Field/Downtown St. Paul Airport). Of course, MAC also has one major airport, MSP. All of these airports are within ten-fifteen miles from each other.

The metropolitan area is saturated with airports. There is no need to further expand any of the five MINOR reliever airports in MAC’s regional airport system.

MAC and the Metropolitan Council are in the midst of producing long-term comprehensive plans for aviation. There is no argument that can/should be made that either one of these comp plans needs to propose any change in the exiting state law or in the status of any one of these minor airports in the metro area’s aviation system.

In 2003, the MN Legislative Auditor put forth a recommendation that consideration should be given to STATEWIDE aviation planning. It was not pursued but now, with Northwest Airlines combining with Delta Airlines, it is the time to plan for aviation on a statewide basis.

Our Twin City metro area has spread to the northwest toward St. Cloud and to the south toward Rochester. Both of those cities have airports that could be incorporated into the metro’s aviation planning and become intermediate airports in a statewide aviation system.

With this approach, there is no need for the AC/B airport or ANY of the four other minor airports within the seven-county metro area to become “intermediate” airports with runways exceeding 5,001 feet in length.

Let’s not respond without thought or planning to one facility’s request (Key Air) at just one of MAC’s system of minor airports (AC/B) to change a law that would/could build out our minor airports to runways longer than 5,000 feet and making them intermediate airports.

Let’s plan with *real* future growth in mind – the inevitability of our metro area reaching out further to the south and to the northwest.

Thank you for considering my letter and suggestions.

Signed: _____

Address: _____

Email: _____