

7.0 AVIATION ANALYSIS

7.1 Introduction

The purpose of this *Aviation Analysis* is to examine the ground based transportation system serving the airport.

7.2 Existing Conditions

The Anoka County-Blaine Airport is located entirely within the City of Blaine. The Airport is owned and operated by the Metropolitan Airports Commission (MAC). It is designated as a reliever airport by the Federal Aviation Administration (FAA). Reliever airports serve the function of reducing congestion at commercial service airports by serving general aviation demand.

The State of Minnesota has three classifications for airports defined as follows:

- Key System* Airports having a heavy paved and lighted runway over 5,000 feet in length that are capable of accommodating heavy, multi-engine aircraft as well as most corporate jets.
- Intermediate* Airports having a paved and lighted runway less than 5,000 feet in length that are capable of accommodating all single-engine, most twin-engine, and some light jet aircraft.
- Landing Strip* Airports with turf runways capable of accommodating single-engine and light twin-engine aircraft.

The Anoka County-Blaine Airport is designated as an Intermediate Airport in the State of Minnesota system.

Within the Twin Cities metropolitan area, the Anoka County-Blaine Airport is designated by the MAC as a Minor Airport. The MAC classification system and characteristics are shown in Table 7-1.

The volume of aircraft using the Anoka County-Blaine Airport has remained relatively constant over the last several years at approximately 200,000 annual operations. The number of based aircraft at the airport continues to rise due to the addition of hanger storage space at the airport.

The airport has a new air traffic control tower, a 4,855-foot long north-south runway, and a 4,001-foot east-west runway.

The Anoka County-Blaine Airport has a land envelope of approximately 1,900 acres. The airport is accessible via a network of roadways, primarily I-35W, U.S. 10, TH 65, and 85th Avenue NE. Direct access to the airport grounds is provided at three locations.

Table 7-1 - METROPOLITAN AIRPORT CLASSIFICATION AND CHARACTERISTICS

Airport Type	System Role	Airport Users Accommodated	Primary Runway Length	Instrument Capability	Airport Influence Radius
Major	<i>Scheduled Air Service</i> -Minneapolis-St. Paul	Air Carrier - Regional/Commuter - Passenger/Cargo - Charters - Air Cargo - Air Taxi - Corporate GA - Military	10,000 feet	Precision	4 to 6 miles
Intermediate	<i>Primary Reliever</i> - St. Paul Downtown	General Aviation - Regional/Commuter - Air Taxi - Corporate/Business - Flight Training - Personal/Recreation - Military	5,001 to 8,000 feet	Precision	2 to 4 miles
Minor	<i>Secondary Reliever</i> - Anoka County - Blaine - Airlake - Crystal - Flying Cloud - Lake Elmo - South St. Paul	General Aviation - Business - Flight Training - Personal/Recreation - Military - Air Taxi	2,500 to 5,000 feet	Precision or Non-precision	1 to 2 miles
Special Purpose	<i>Special Uses</i> - Forest Lake - Rice Lake - Wipline	All general aviation users	Variable	Visual	Variable

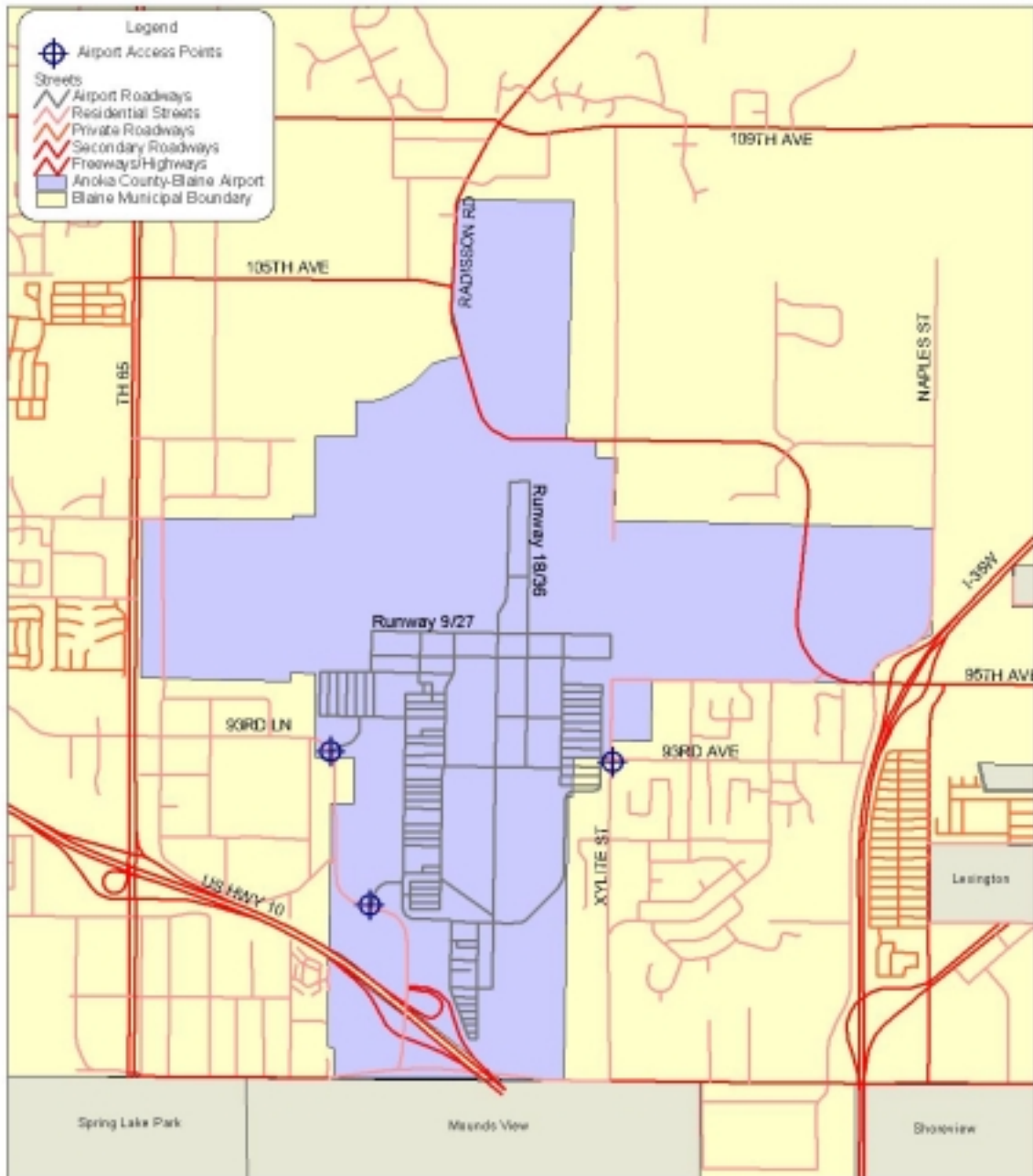
Source: The Metropolitan Development Guide – Aviation Chapter

The two primary airport entrances are accessed from 93rd Lane NE, which is directly accessible from U.S. 10, TH 65, and 85th Avenue NE. An additional access point is located on the eastern side of the airport on Xylite Street at 93rd Avenue. The gate at the Xylite Street location is keypad controlled and can only be used by those with an appropriate security code (Figure 7.1).

There are no existing traffic counts or estimates for vehicular traffic using the airport access locations. Observations indicate that traffic volumes at the various access locations are low.

The airport grounds are served by a network of roadways. Airport Road is the primary roadway within the airport grounds. The airport roadways are private and are owned and maintained by the MAC. Parking at the airport is provided at each individual Flight Based Operation (FBO). Ample parking is available throughout the airport.

**Figure 7.1
Existing Aviation System**



PARSONS



Blaine Transportation Plan

7.3 Planned and Proposed Improvements

Annual aircraft operations are expected to grow to approximately 272,000 by the year 2015. Hanger space is currently at capacity and additional hangers are being constructed. The MAC plans to create a new hanger area in the northwest section of the airport grounds. Current plans anticipate construction of 60 to 100 additional hangers in this area. A new airport access location on Radisson Road will be added to serve this hanger area (Figure 7.2). The MAC is also considering the possibility of additional hanger space on the east side of the airport. This location would require the re-routing or abandonment of a portion of Xylite Street.

The MAC has plans to extend the east-west runway to 5,000 feet and to add an Instrument Landing System (ILS). The ILS provides for precision approaches by landing aircraft. Both of these improvements should increase the capacity at the Airport.

The five-year comprehensive plan for the airport also includes the possible addition of parallel runways adjacent to the two existing runways. At this time, however, the MAC feels that there is no need for the parallel runways.

There are currently no plans to reclassify and upgrade the status of the Anoka-County Blaine Airport to the Intermediate level. To do so would require action by the Minnesota Legislature.

Plans are currently being implemented for the National Youth Golf Center to be developed on the northern segment of the airport, as shown in Figure 7.2.

7.4 Issues and Opportunities

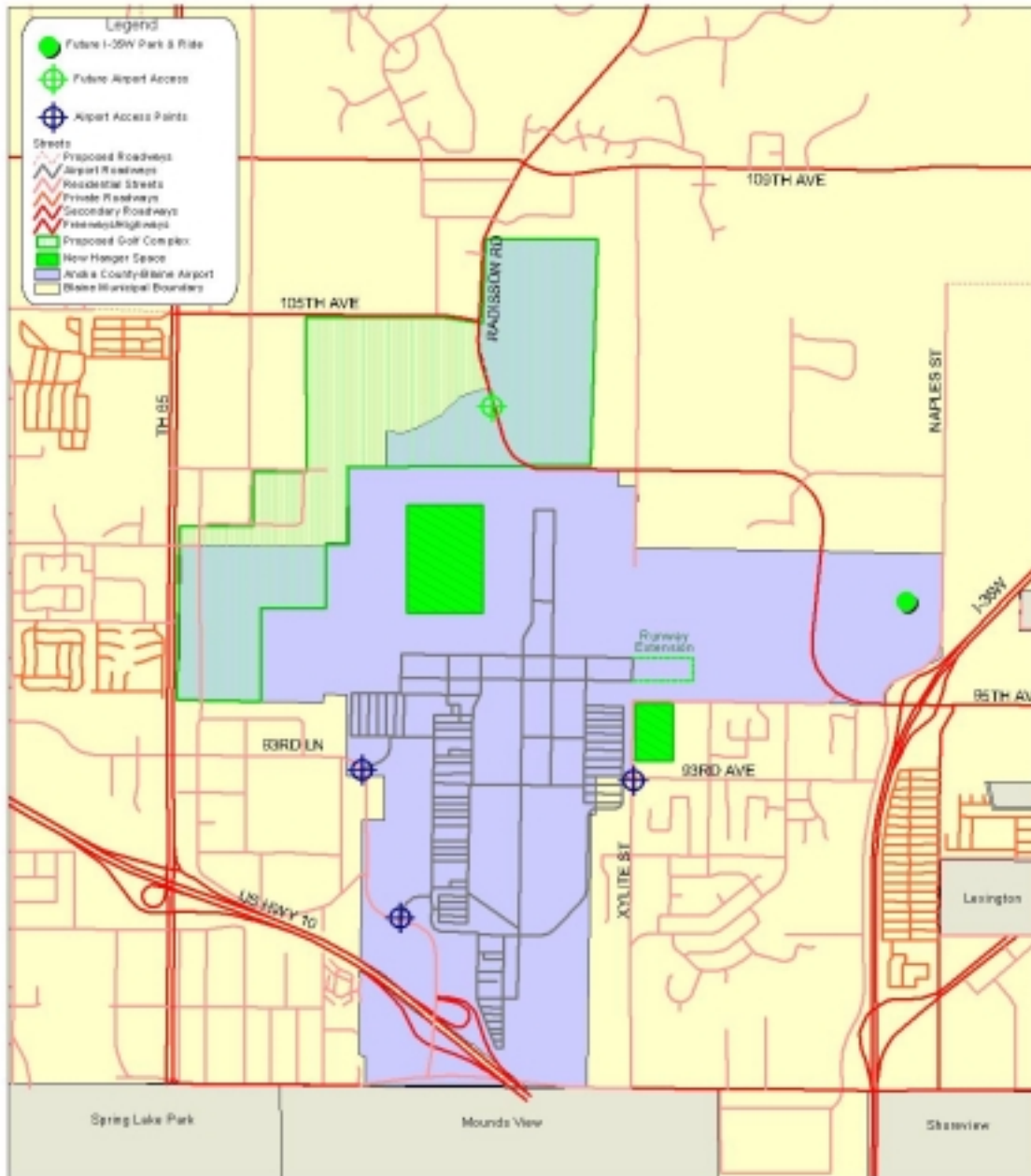
No significant issues or opportunities have been identified relating to the ground-based transportation system serving the Anoka County-Blaine Airport. Even if the capacity of the airport is enhanced due to the proposed improvements, the impact on the transportation system is expected to be relatively minor.

According to a 1998 study by the Metropolitan Council, the Anoka County-Blaine Airport is the catalyst for \$30.5 Million in area spending annually. More than 80 on-site jobs are located at the airport.

7.5 Recommendations

The City of Blaine should continue to support the use of the Anoka County-Blaine Airport including future planned and proposed improvements.

**Figure 7.2
Future Aviation System**



PARSONS



Blaine Transportation Plan