



## ALAAC MEETING AGENDA

June 13, 2024, at 4 p.m.

### In-Person Meeting Location:

Lakeville City Hall (20195 Holyoke Ave., Lakeville, MN 55044)

### Remote Participation via TEAMS: [Click here to join the meeting](#)

Meeting ID: 250 121 912 053 Passcode: GvKXzi

Or call: 612-405-6798, ID: 806696245#

1. Welcome and Introductions -Information
2. Agenda Discussion -Information
3. **Consent Items -Action:**
  - a. Approval of Agenda
  - b. Approval of Minutes March 14, 2024
4. Public Comment (~3-min. per comment)
5. Radio Frequency Change Update
6. Airport Manager Update
  - Construction Projects
  - Rate Increase Update
7. Aircraft Noise Complaints and Operations Summary Q1 2024
8. **Noise Abatement Recommended Practices -Action**
9. Airport 101/Tour Discussion
10. Upcoming Events:
  - EAA Chap 25: Father's Day June 16, 2024
  - Lakeville Pan-O-Prog: July 7-14, 2024
  - LVN Tenant BBQ: June 17, 2024
11. Member Comment
12. Announcements
13. Review Meeting Schedule: September 12, 2024, and December 12, 2024

Adjourn

*Unless noted otherwise, agenda topics are presented as information only.*

For questions about this meeting agenda, please contact: Jennifer Lewis, MAC Community Relations Coordinator  
[Jennifer.lewis@mspmact.org](mailto:Jennifer.lewis@mspmact.org) or 612-725-6327

8140 220th Street West, Lakeville, Minnesota 55044

Sam Seefeldt, MAC Airport Manager • [sam.seefeldt@mspmact.org](mailto:sam.seefeldt@mspmact.org) • 651-224-4306





# Airlake Airport ADVISORY COMMISSION



ALAAC

**METROPOLITAN AIRPORTS COMMISSION  
AIRLAKE AIRPORT ADVISORY COMMISSION  
DRAFT MEETING MINUTES**

Thursday, March 14, 2024, 4:00 p.m.  
Lakeville City Hall  
20195 Holyoke Avenue, Lakeville, MN 55044

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The meeting started at 4:01 p.m. In attendance in-person or by teleconference were:

**Representatives:** J. Bermel, City of Lakeville; K. Chatfield, Dakota County; B. Eilers, Eureka Township; T. Fitzhenry, Airport User; A. Forsberg, Aloft Aviation; T. Goodroad, City of Lakeville; K. Jech, Lakeville Area Chamber of Commerce; P. Moynihan, Pilot; D. Wolbert, Pilot; D. Wolter, City of Lakeville

**MAC Staff:** Y. Bizen, MAC Commissioner, K. Fisher, Attorney, J. Lewis, Community Relations Coordinator, C. Metcalfe, Community Relations Assistant Manager, M. Ross, Community Relations Manager; S. Seefeldt, Airport Manager – Airlake Airport, K. Verdeja, Recording Secretary

**Others:** S. Nelson, pilot, A. Alwin, pilot, J. Hoza, C. Gardner, members of the public

A quorum of at least three User Representatives and three Public Representatives was established.

**1. Welcome and Introductions**

**Tom Fitzhenry, Co-Chair**, called the meeting to order at 4:02 pm. There was a total of 20 participants. **Chair Fitzhenry** reviewed the purpose and goals of the council.

**2. Agenda Discussion**

**Chair Fitzhenry** reviewed the agenda. There was no discussion.

**3. Consent Items**

**Chair Fitzhenry** also opened a discussion regarding approving the minutes from the committee meeting on December 15, 2023. There were no changes.

**Co-Chair Bermel moved and Representative Moynihan seconded to:  
Approve the Agenda for today's meeting, March 14, 2024; and  
Approve the Minutes from the December 15, 2023 meeting as presented.  
The motion passed by majority vote. Representative Eiler abstained.**

**8140 220th Street West, Lakeville, Minnesota 55044**

Sam Seefeldt, MAC Airport Manager • [sam.seefeldt@mspmac.org](mailto:sam.seefeldt@mspmac.org) • 651-224-4306



**4. Public Comment**

**Chair Fitzhenry** introduced the public comment period and reminded attendees of the ground rules for public comment. There were no comments made.

**5. Nominations and Elections of Airport User Chair**

**John Bermel, Co-Chair**, updated the attendees about the chair nomination and election process. **Chair Bermel** opened the item to nominations and discussion for the Chair of the User Group. **Representative Fitzhenry** was the only nomination for this position.

**Representative Moynihan moved and Representative Eilers seconded to:  
Elect Representative Fitzhenry as the User Representative Co-Chair  
Representative Fitzhenry was elected as the Chair of the User Group with a majority vote. Representative Fitzhenry abstained from the vote.**

**6. Nominations and Elections of Community/Public Chair**

**Tom Fitzhenry, Co-Chair** opened the business item to nominations for the Chair of the Community Group. **Representative Bermel** was the only nomination for this position.

**Representative Porter moved and Representative Wolbert seconded to:  
Elect Representative Bermel as the Community/Public Representative Co-Chair  
The motion passed by majority vote. Representative Bermel was elected as the Chair of the User Group with a majority vote. Representative Bermel abstained from the vote.**

Both **Co-Chair Fitzhenry** and **Co-Chair Bermel** accepted their appointments and chose to continue chairing the meeting.

**7. 2024 - 2025 Work Plan**

**Jennifer Lewis, Technical Advisor**, reviewed the proposed Work Plan for the Commission for 2024-2025.

Sam Seefeldt, Airport Manager - Airlake Airport, responded to questions from Representative Eilers regarding the Runway Extension Project.

Representative Moynihan inquired about the standard traffic pattern altitude noted in the Noise Abatement Plan.

**Co-Chair Bermel moved and Representative Moynihan seconded to:  
Accept the Air Lake Airport Advisory Committee Draft Work Plan as drafted.  
The motion passed unanimously.**



## 8. Airport Manager Update

**Sam Seafeldt, Airport Manager – Airlake Airport**, explained that he has been at Airlake Airport (LVN) for three months. He noted that there were no updates on the Environmental Assessment associated with the runway extension project. He explained the replacement of the South Taxiway/Runway 12 Runway End Identifier Lights (REIL) Edge lights.

Mr. Seafeldt noted that the runway needed some crack sealing. Bids were just received today for this project. He also defined the acronym NOTAM as Notice to Air Mission or Notice to Airmen. He explained that they are targeting night work for this.

He also noted that an additional piece of snow equipment, a snow pusher, was recently received at LVN and mentioned that they are now considering a larger broom.

Some work will also be done on the LVN Maintenance Building shell and mitigating some of the drainage on the south side of the airport. Representative Eiler inquired about the process being used for the drainage, as it is very near the Vermillion River.

He announced an open house and barbeque at the maintenance building on June 17, 2024, at approximately 4:30 p.m.

## 9. Noise Complaints Summary Q4 2023

**Jennifer Lewis, Technical Advisor**, summarized the Airlake Airport (LVN) Aircraft Operations for Q4 2023. She also explained the Metropolitan Airports Commission Noise and Operation System ([MACNOMS](#)) tool. **Ms. Lewis** stated that 9,561 operations and 44 nighttime operations were recorded for Airlake Airport during the fourth quarter of 2023. She described the methodology for counting operations and how it changed on July 1, 2021.

**Ms. Lewis** also explained the Metropolitan Airports Commission Community Connection website which can be found at [www.metroairports.org/community-connection](http://www.metroairports.org/community-connection).

**Ms. Lewis** stated there were no noise complaints during the quarter. She also explained that more detail about complaints and operations is available by clicking on the Interactive Reports button found at <https://metroairports.org/community-connection/aircraft-noise>.

**Ms. Lewis** responded to questions regarding the complaint data. She defined nighttime operations as 10 p.m. -7 a.m.

**10. Noise Abatement Plan Update**

**Jennifer Lewis, Technical Advisor**, gave an overview of the Noise Abatement Recommended Practices (NARP) for Airlake Airport. There was some explanation given about the Fly Neighborly Guide for pilots and definitions and explanations were provided about the NARP measures.

**11. ALAAC Member Comments**

**Chair Fitzhenry** thanked all in attendance for participating and opened the discussion to the representatives.

**Representative Moynihan** noted that on June 16, there is an EAA fly-in breakfast. He also noted that the Lakeville Lions Pan-o-Prog breakfast will be from July 7-14, 2024. The Pan-o-Prog fly-in breakfast will be at Airlake Airport on July 7<sup>th</sup>.

Both breakfasts will be held at Aloft Aviation's south hangar.

**12. Announcements**

**Chair Fitzhenry** noted that the next meeting would be held on Thursday, June 13, 2024, September 12 and December 12, 2024, at 4:00 p.m., with a location to be determined.

**13. Adjourn**

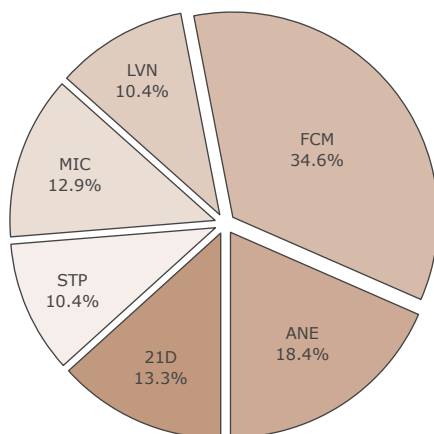
The meeting was adjourned at 4:54 p.m.



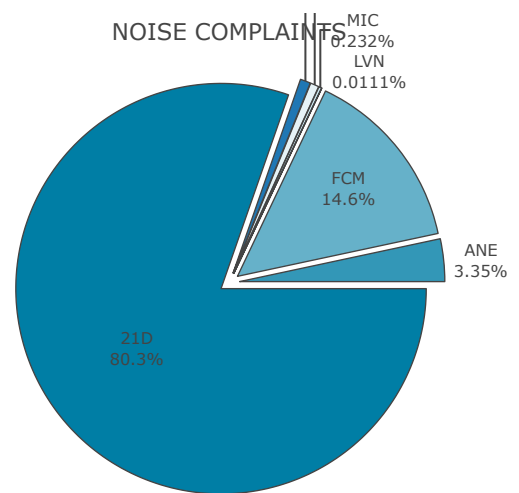
# Metropolitan Airports Commission (MAC) Reliever Airport Operations and Noise Complaint Report



AIRCRAFT OPERATIONS



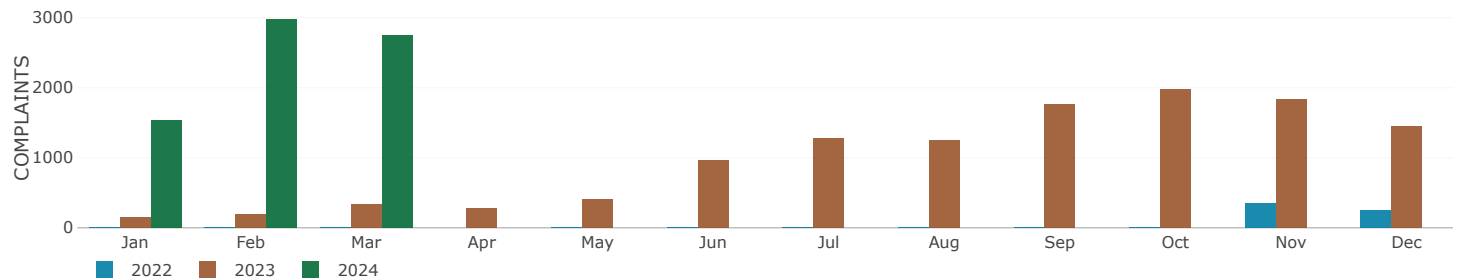
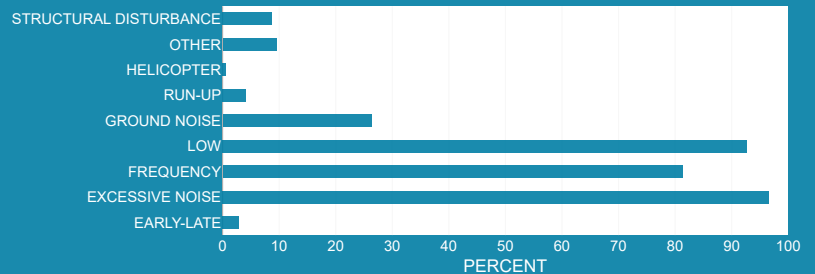
NOISE COMPLAINTS



## COMPLAINTS

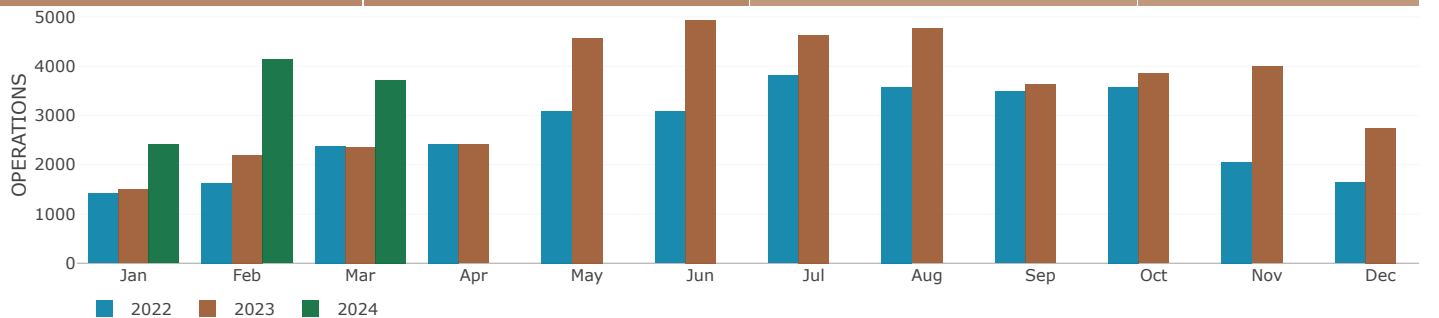
<b>2024</b>	<b>7,259</b> COMPLAINTS	<b>19</b> LOCATIONS	<b>66</b> NIGHTTIME COMPLAINTS	<b>8</b> NIGHTTIME HOUSEHOLDS
<b>2023</b>	<b>694</b> COMPLAINTS	<b>6</b> LOCATIONS	<b>15</b> NIGHTTIME COMPLAINTS	<b>5</b> NIGHTTIME HOUSEHOLDS

### COMPLAINT DESCRIPTORS



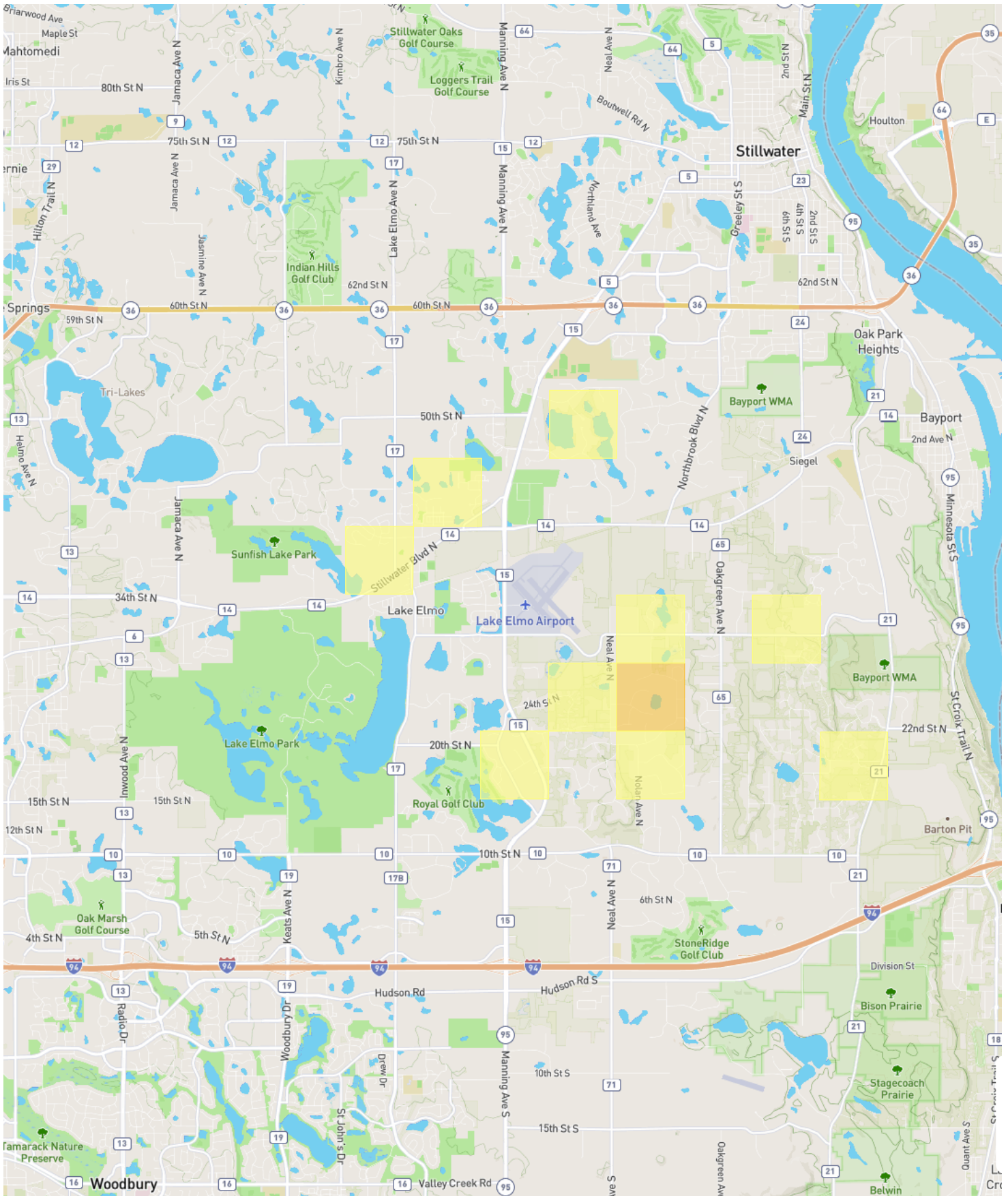
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>10,272</b> OPERATIONS	<b>24</b> NIGHTTIME OPERATIONS	<b>6,046</b> OPERATIONS	<b>25</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	22	0.2 %	47	0.6 %
HELICOPTER	24	0.2 %	32	0.4 %
PISTON	9,980	97.2 %	7,082	97.6 %
TURBO-PROP	18	0.2 %	30	0.4 %
UNKNOWN	228	2.2 %	68	0.9 %
RUN-UP	0	0.0 %	0	0.0 %

# Lake Elmo Airport (21D) - COMPLAINTS HEATMAP

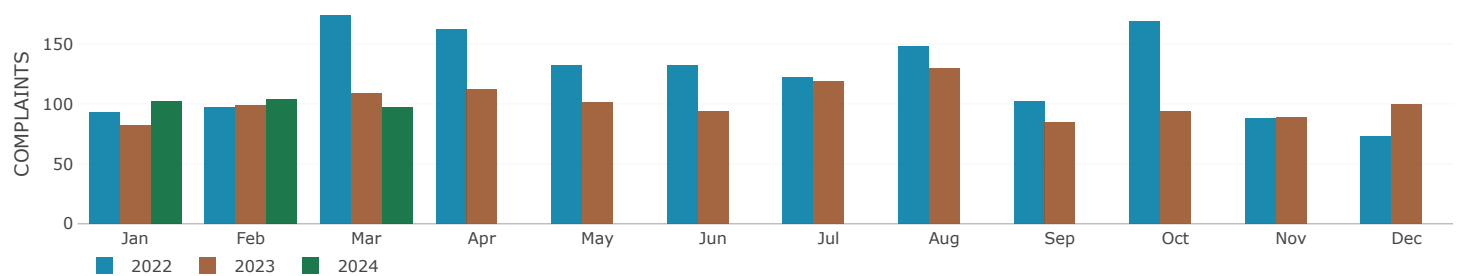
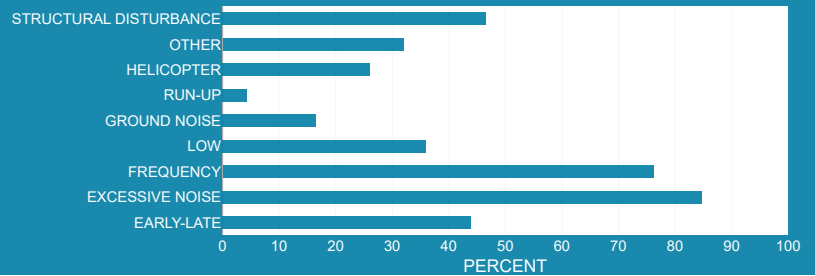




## COMPLAINTS

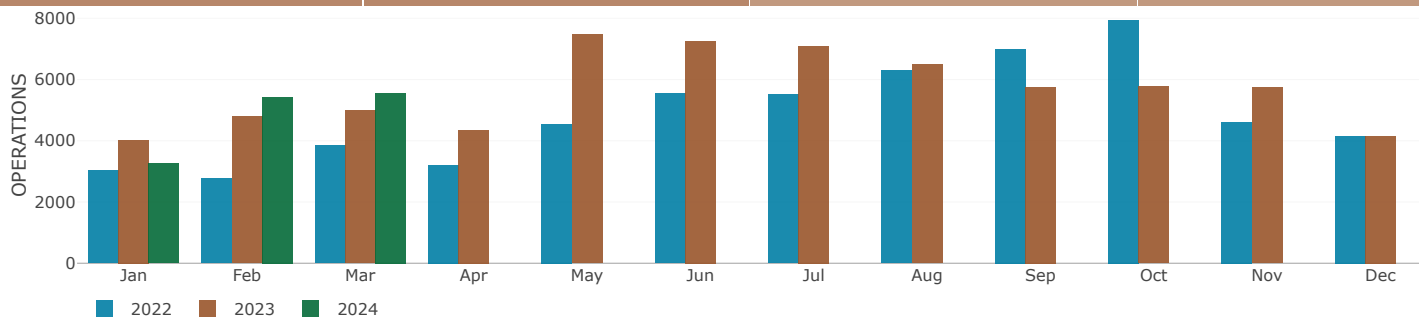
<b>2024</b>	<b>303</b> COMPLAINTS	<b>13</b> LOCATIONS	<b>111</b> NIGHTTIME COMPLAINTS	<b>8</b> NIGHTTIME HOUSEHOLDS
<b>2023</b>	<b>290</b> COMPLAINTS	<b>8</b> LOCATIONS	<b>123</b> NIGHTTIME COMPLAINTS	<b>6</b> NIGHTTIME HOUSEHOLDS

### COMPLAINT DESCRIPTORS



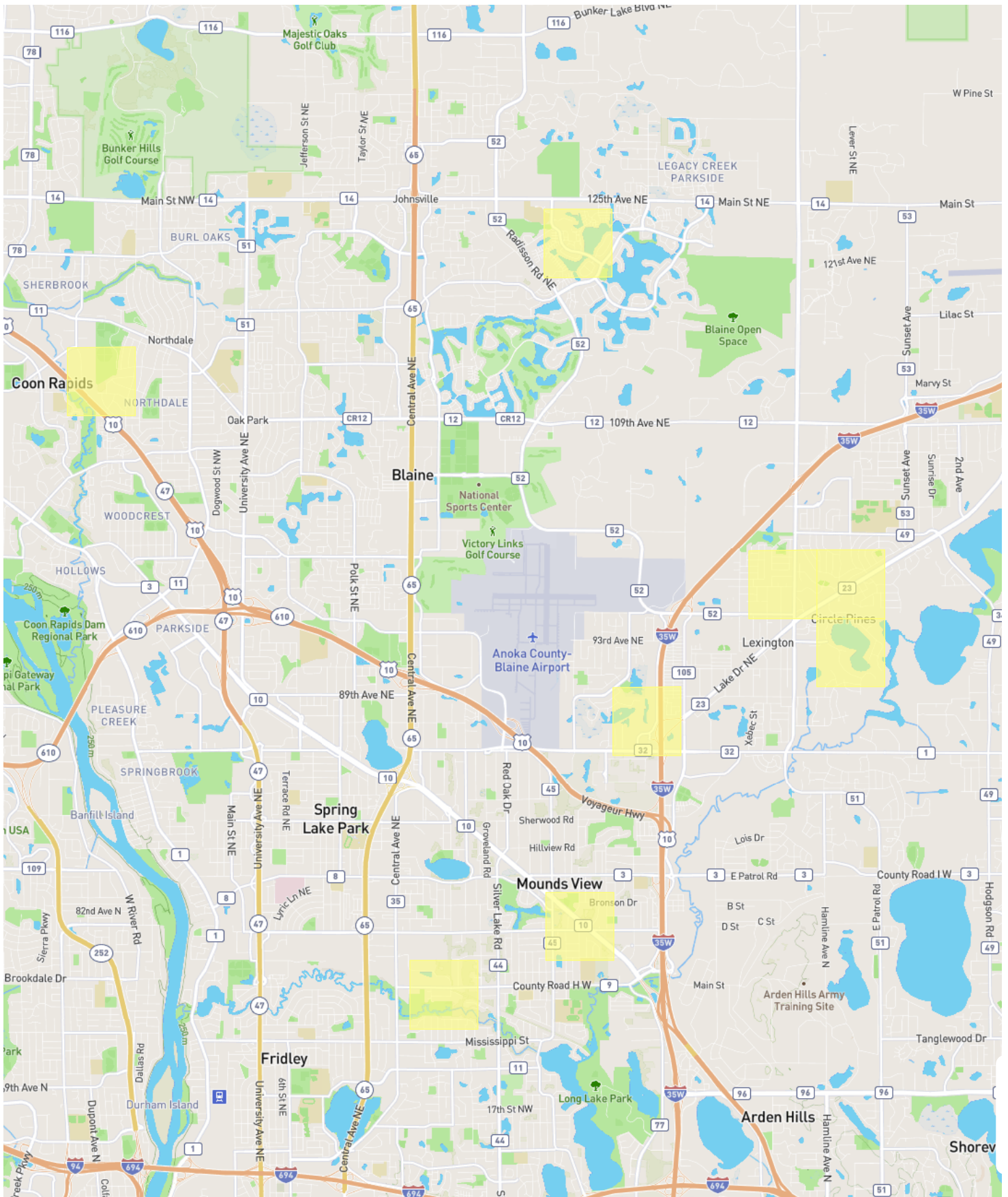
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>14,251</b> OPERATIONS	<b>557</b> NIGHTTIME OPERATIONS	<b>13,806</b> OPERATIONS	<b>698</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	463	3.2 %	40	13.2 %
HELICOPTER	375	2.6 %	46	15.2 %
MILITARY	4	0.0 %	2	0.7 %
NOT-CORRELATED	0	0.0 %	5	1.7 %
PISTON	12,501	87.7 %	144	47.5 %
TURBO-PROP	788	5.5 %	66	21.8 %
UNKNOWN	120	0.8 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

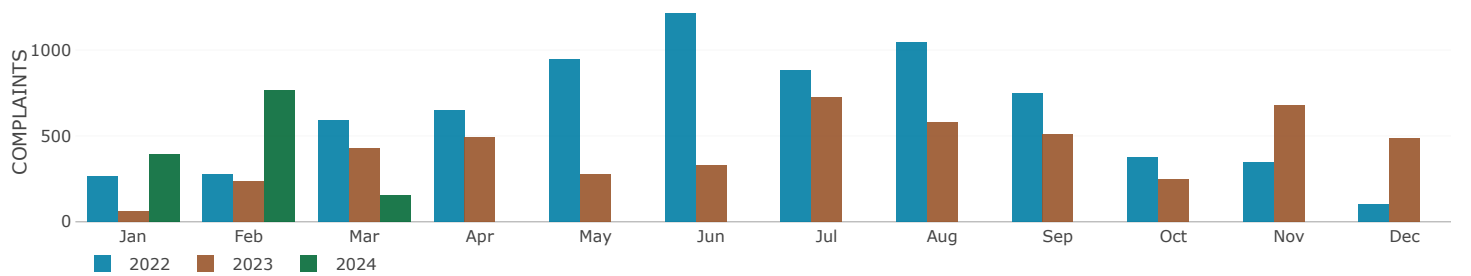
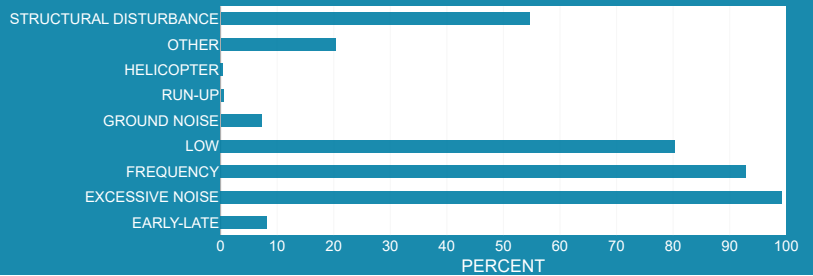
# Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



## COMPLAINTS

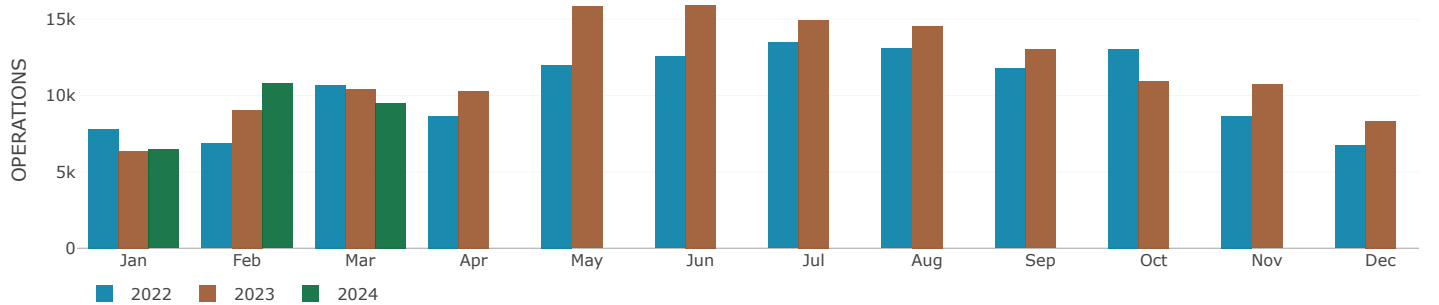
<b>2024</b>	<b>1,318</b> COMPLAINTS	<b>33</b> LOCATIONS	<b>72</b> NIGHTTIME COMPLAINTS	<b>19</b> NIGHTTIME HOUSEHOLDS
<b>2023</b>	<b>726</b> COMPLAINTS	<b>22</b> LOCATIONS	<b>59</b> NIGHTTIME COMPLAINTS	<b>14</b> NIGHTTIME HOUSEHOLDS

### COMPLAINT DESCRIPTORS



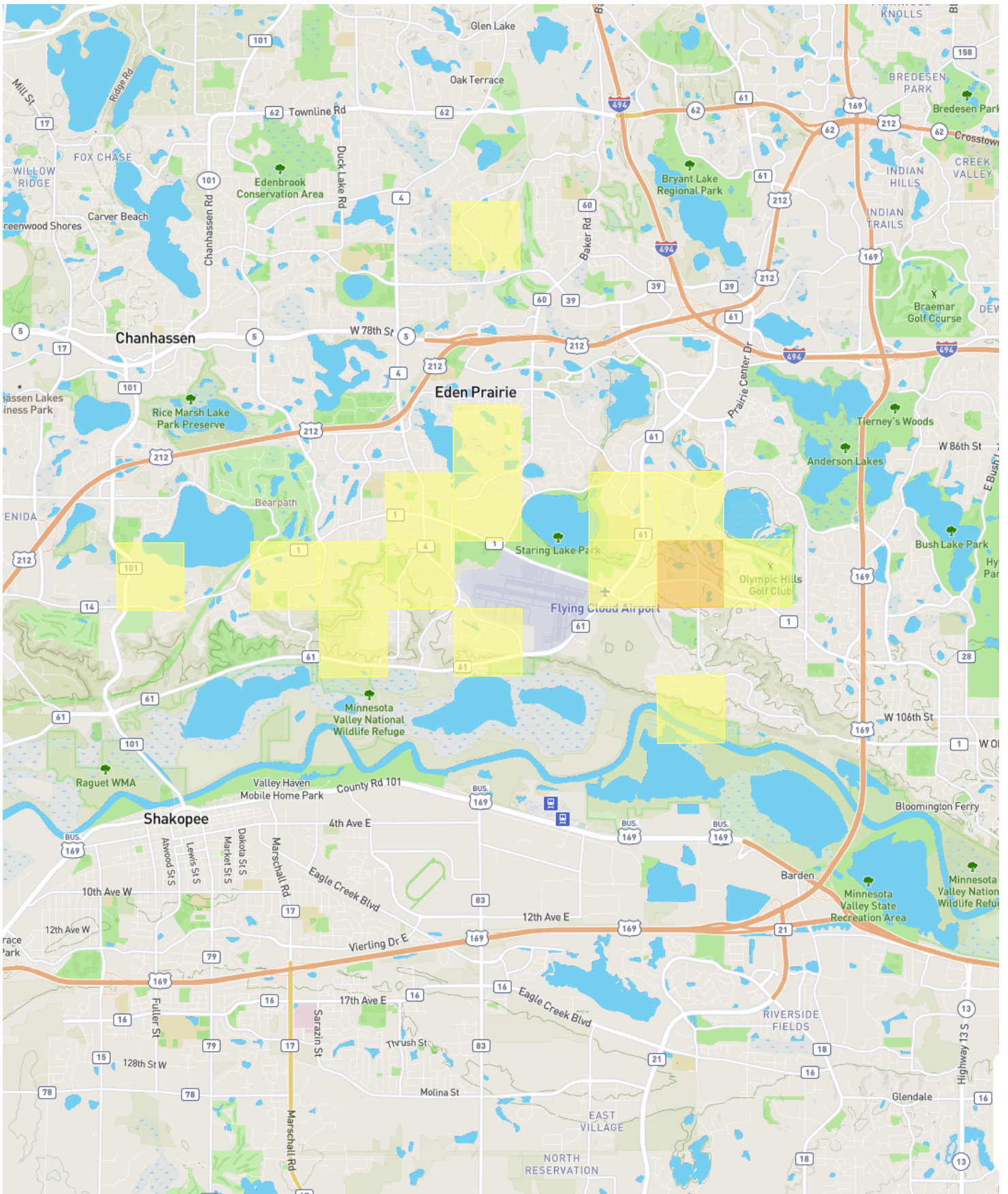
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>26,746</b> OPERATIONS	<b>651</b> NIGHTTIME OPERATIONS	<b>25,841</b> OPERATIONS	<b>806</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,287	8.6 %	36	2.7 %
HELICOPTER	758	2.8 %	9	0.7 %
NOT-CORRELATED	0	0.0 %	1	0.1 %
PISTON	22,189	83.0 %	1,208	91.7 %
TURBO-PROP	1,392	5.2 %	60	4.6 %
UNKNOWN	120	0.4 %	4	0.3 %
RUN-UP	0	0.0 %	0	0.0 %

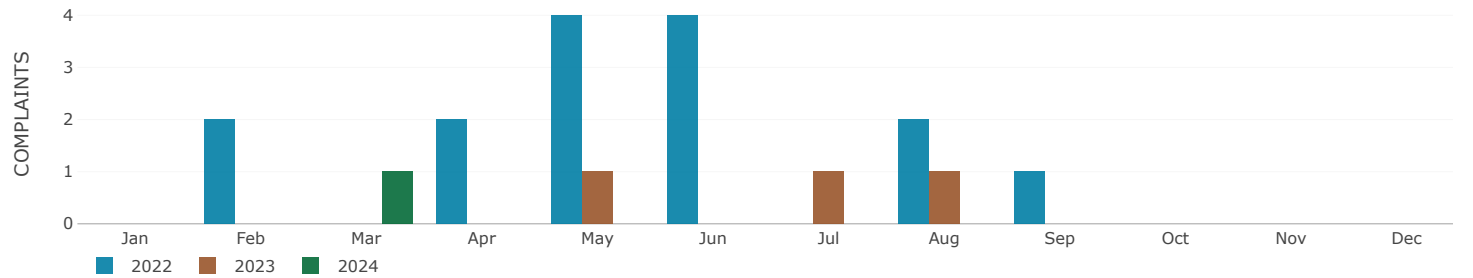
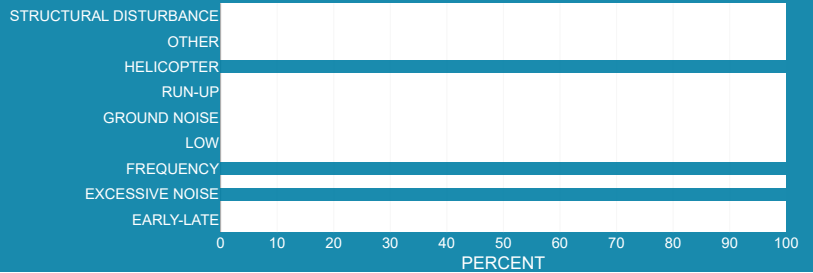
# Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



## COMPLAINTS

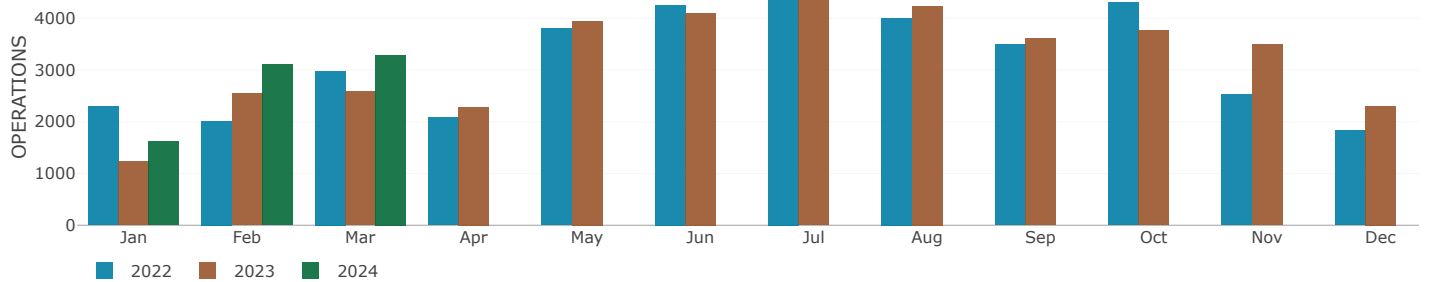
<b>2024</b>	<b>1</b> COMPLAINTS	<b>1</b> LOCATIONS	<b>0</b> NIGHTTIME COMPLAINTS	<b>0</b> NIGHTTIME HOUSEHOLD COMPLAINTS
<b>2023</b>	<b>0</b> COMPLAINTS	<b>0</b> LOCATIONS	<b>0</b> NIGHTTIME COMPLAINTS	<b>0</b> NIGHTTIME HOUSEHOLD COMPLAINTS

### COMPLAINT DESCRIPTORS



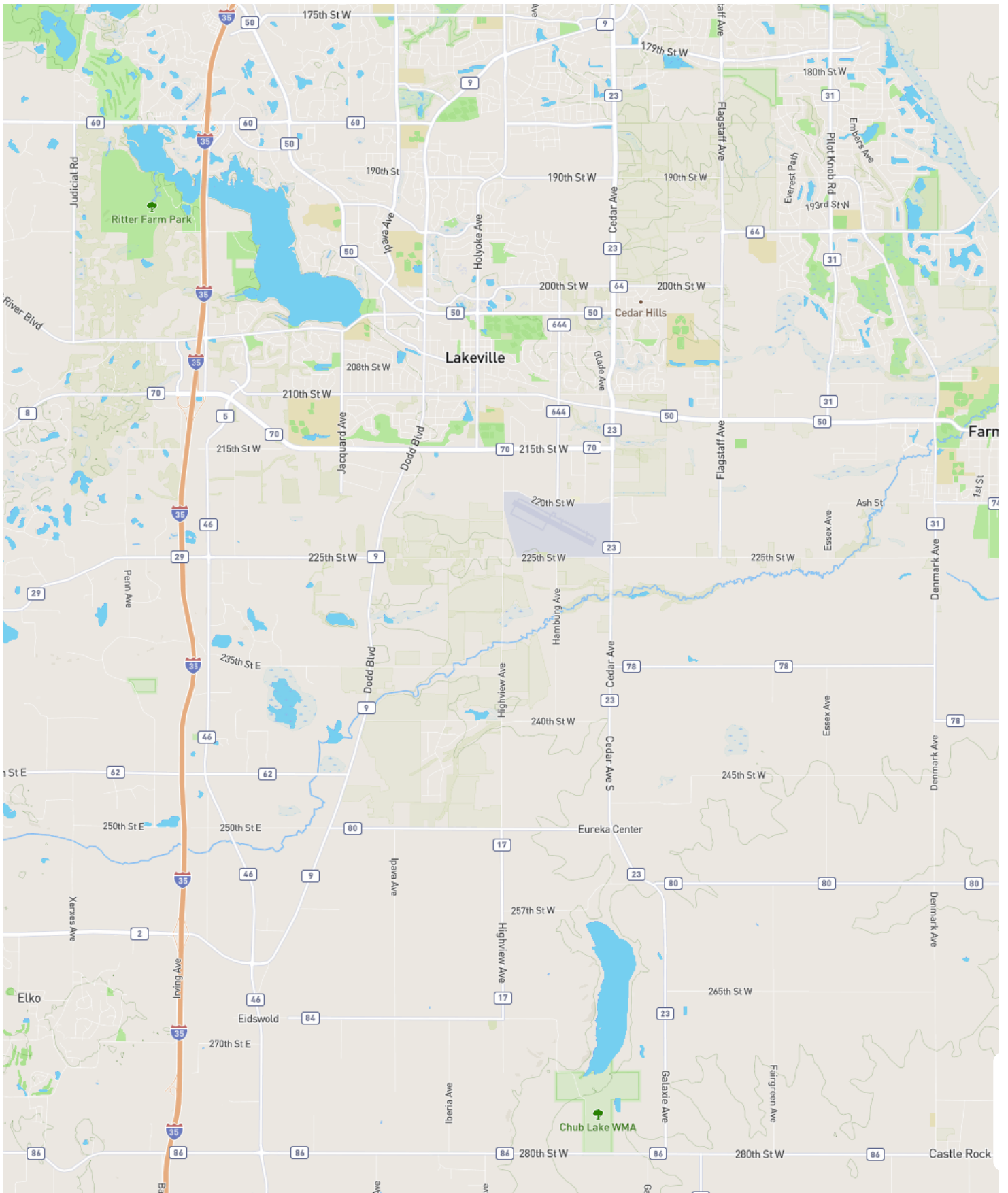
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>8,006</b> OPERATIONS	<b>39</b> NIGHTTIME OPERATIONS	<b>6,358</b> OPERATIONS	<b>44</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
PISTON	7,765	97.0 %	1	100.0 %
HELICOPTER	86	1.1 %	0	0.0 %
JET	41	0.5 %	0	0.0 %
TURBO-PROP	24	0.3 %	0	0.0 %
UNKNOWN	90	1.1 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

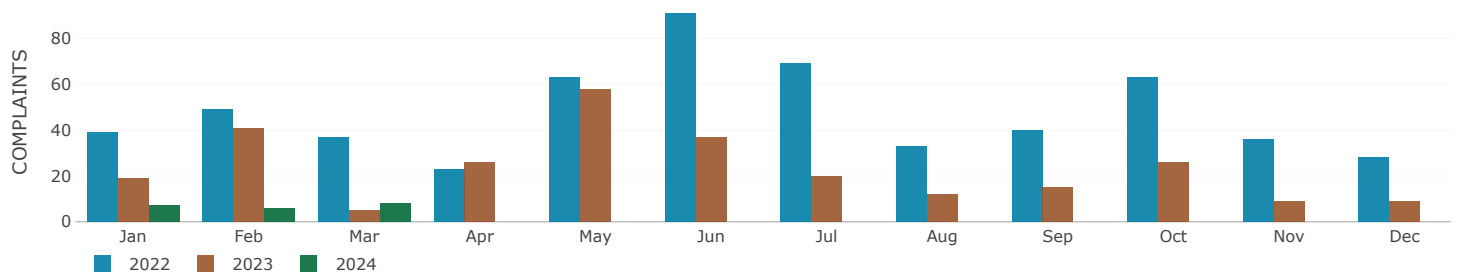
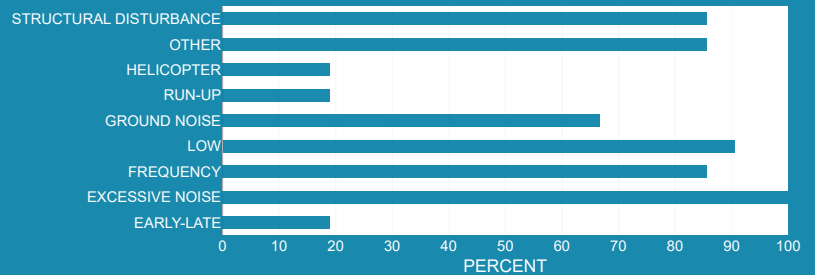
# Airlake Airport (LVN) - COMPLAINTS HEATMAP



## COMPLAINTS

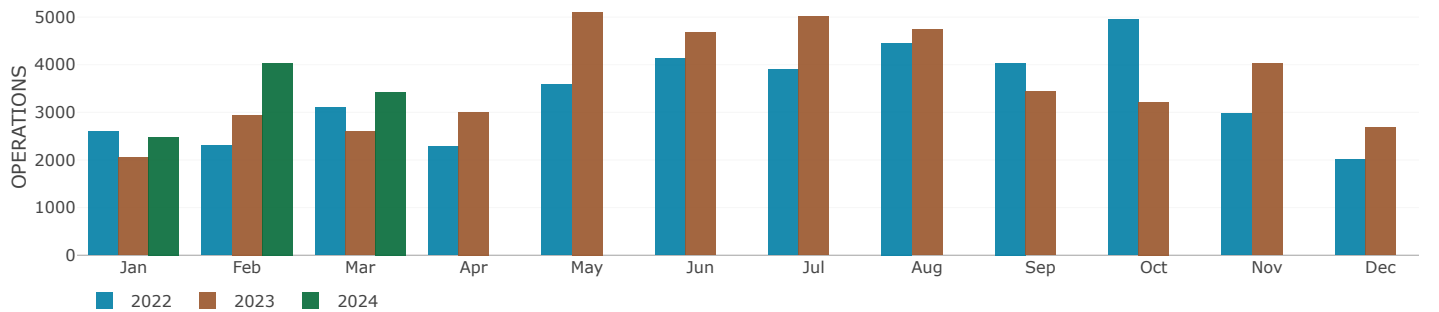
<b>2024</b>	<b>21</b> COMPLAINTS	<b>4</b> LOCATIONS	<b>1</b> NIGHTTIME COMPLAINTS	<b>1</b> NIGHTTIME HOUSEHOLD COMPLAINTS
<b>2023</b>	<b>65</b> COMPLAINTS	<b>7</b> LOCATIONS	<b>4</b> NIGHTTIME COMPLAINTS	<b>4</b> NIGHTTIME HOUSEHOLD COMPLAINTS

### COMPLAINT DESCRIPTORS



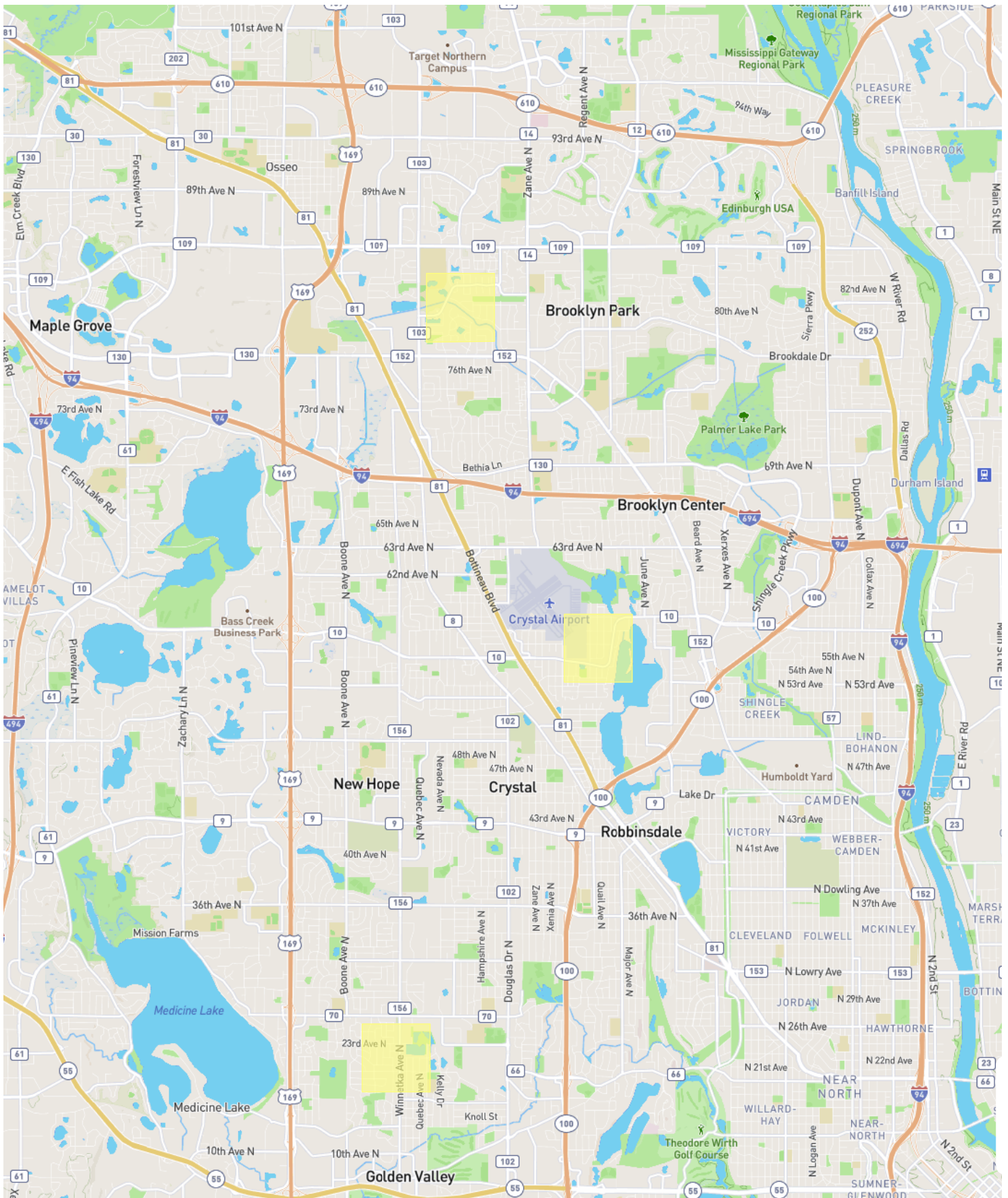
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>9,946</b> OPERATIONS	<b>64</b> NIGHTTIME OPERATIONS	<b>7,594</b> OPERATIONS	<b>71</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
HELICOPTER	81	0.8 %	1	4.8 %
PISTON	9,644	97.0 %	18	85.7 %
UNKNOWN	209	2.1 %	2	9.5 %
TURBO-PROP	12	0.1 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

# Crystal Airport (MIC) - COMPLAINTS HEATMAP

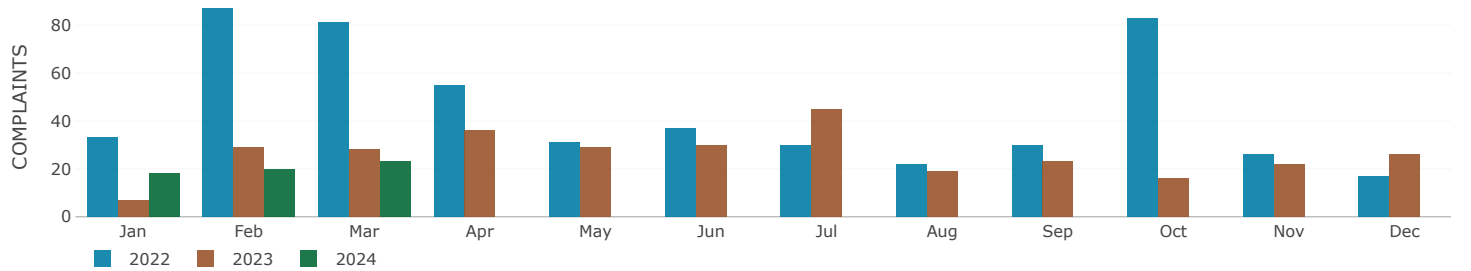
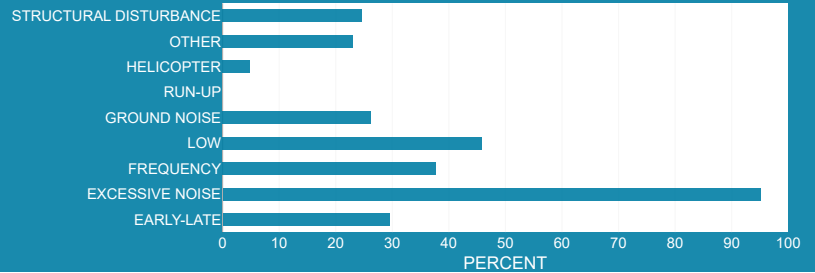




## COMPLAINTS

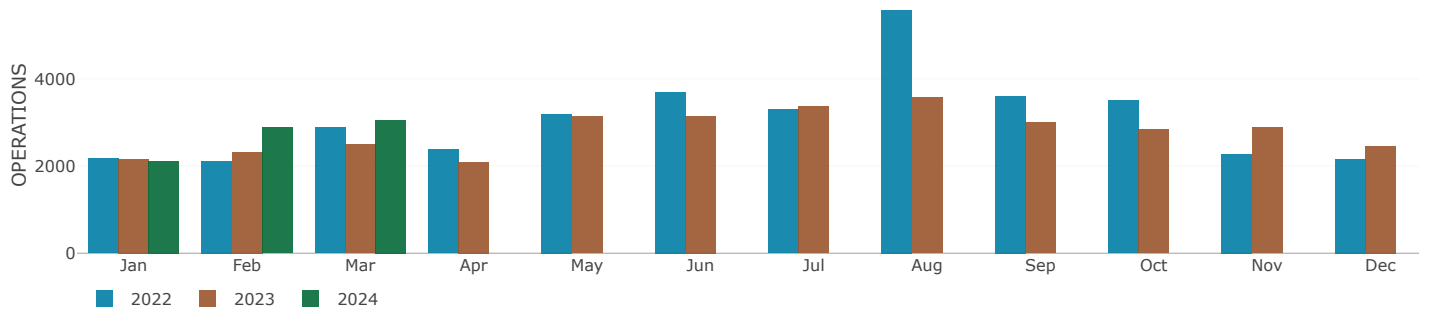
<b>2024</b>	<b>61</b> COMPLAINTS	<b>13</b> LOCATIONS	<b>12</b> NIGHTTIME COMPLAINTS	<b>7</b> NIGHTTIME HOUSEHOLDS
<b>2023</b>	<b>64</b> COMPLAINTS	<b>10</b> LOCATIONS	<b>27</b> NIGHTTIME COMPLAINTS	<b>6</b> NIGHTTIME HOUSEHOLDS

### COMPLAINT DESCRIPTORS



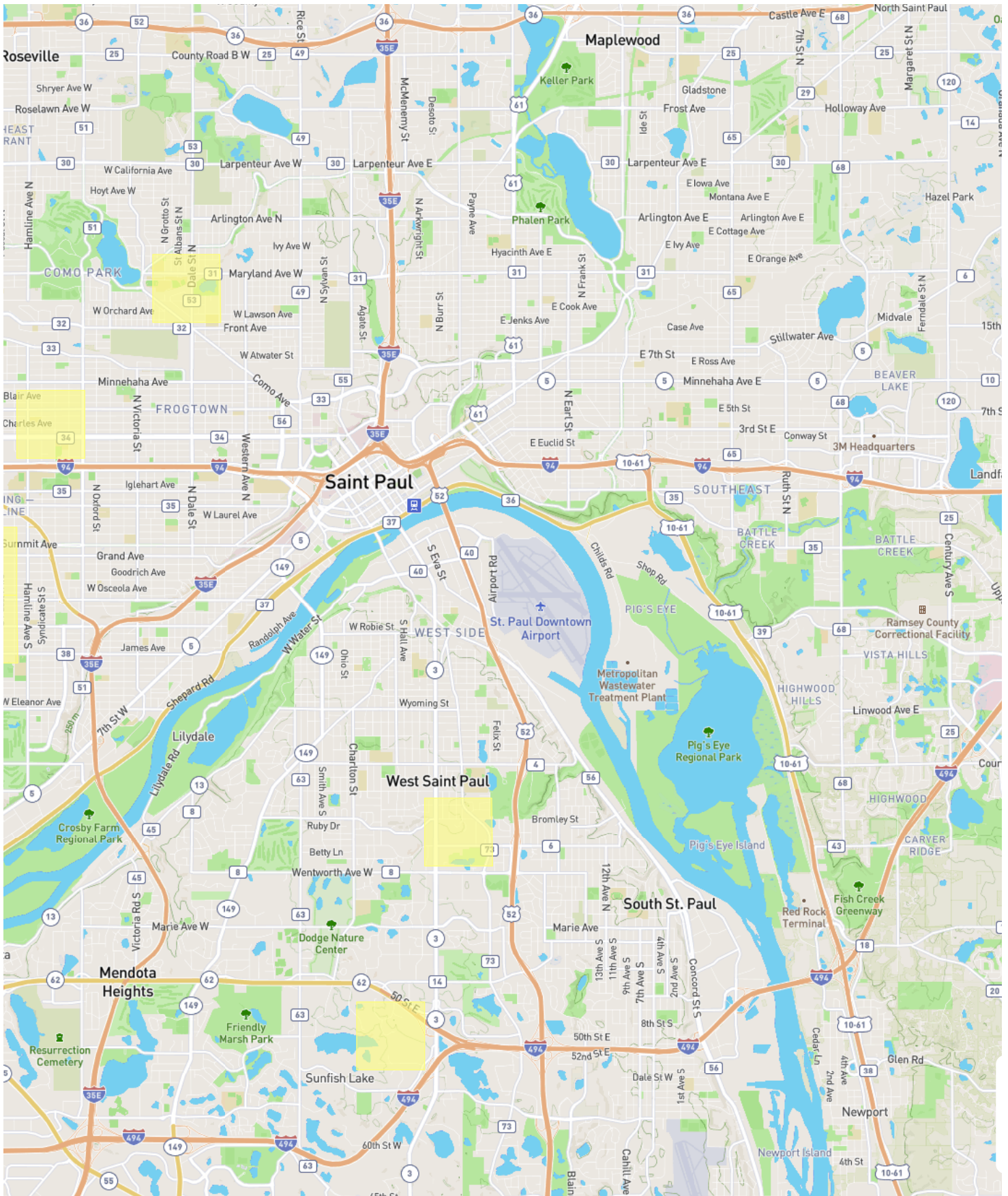
## OPERATIONS

<b>2024</b>		<b>2023</b>	
<b>8,059</b> OPERATIONS	<b>434</b> NIGHTTIME OPERATIONS	<b>6,995</b> OPERATIONS	<b>553</b> NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,350	29.2 %	36	59.0 %
HELICOPTER	368	4.6 %	2	3.3 %
PISTON	4,339	53.8 %	12	19.7 %
TURBO-PROP	926	11.5 %	10	16.4 %
UNKNOWN	76	0.9 %	1	1.6 %
RUN-UP	0	0.0 %	0	0.0 %

# St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP



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# **NOISE ABATEMENT RECOMMENDED PRACTICES**

## **Airlake Airport (LVN)**

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### **INTRODUCTION**

The Airlake Airport was established in 1966 as a private airport. In 1979 the Metropolitan Airports Commission (MAC) acquired the airport to serve as a public-use air transportation facility. The airport currently is accessible for flight operations 24 hours per day. The land uses surrounding the airport have evolved with increased business and residential developments over time, therefore it is essential to adapt to the changing environment and take measures for maintaining positive relationships with neighbors.

These Noise Abatement Recommended Practices (measures) were developed through a cooperative effort between airport and community stakeholders in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region. The goal of this document is to suggest measures that reduce impacts of aircraft activity and noise experienced by people in areas surrounding the airport.

The success of these measures relies on voluntary efforts by aircraft operators to consider and apply these measures as they operate to and from Airlake Airport. None of these measures are intended to conflict with safety considerations or flight operation requirements dictated by federal law.

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

### **1. TAKEOFF AND APPROACH**

During takeoff and landing the measures below attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that a wide variety of aircraft use Airlake Airport and each aircraft performs differently. All pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, as follows:

- A. Runway 30: calm wind runway, use left traffic.
- B. Runway 12: use right traffic.
- C. Precision approach path indicators (PAPI) on both Runways 12 and 30 (3-degree glide slope). Aircraft approaching to land on a runway served by a PAPI

are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.

- D. When departing in aircraft equipped with variable pitch propellers reduce manifold pressure and engine RPM as soon as practical after takeoff
- E. Use guidance published by the FAA, National Business Aircraft Association (NBAA) or Aircraft Owners and Pilots Association (AOPA) when arriving to or departing from the airport.
- FAA Advisory Circular 90-66C Non-Towered Airport Flight Operations:  
[www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1041885](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885)
  - FAA Advisory Circular 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas:  
[www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentid/23156](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156)
  - NBAA Noise Abatement Program:  
<https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/>
  - AOPA Noise Awareness Steps:  
[www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf](http://www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf)
- F. Turbine-powered aircraft and itinerant aircraft departing the airport fly runway heading until attaining an altitude within 300 feet of traffic pattern altitude. Avoid overflight of residential areas and gain as much altitude as practical before overflying residential areas.

## 2. TRAFFIC PATTERN

The traffic pattern at Airlake Airport consists of left turns for Runway 30 and right turns for Runway 12. The following procedures pertain to aircraft while operating in the traffic pattern at the Airlake Airport:

- A. Operate aircraft at the airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes:
  - Turbine-powered aircraft traffic pattern altitude is 1,500 feet AGL<sup>1</sup> (2433 MSL)<sup>2</sup>
  - Propellor-driven aircraft traffic pattern altitude is 1,000 feet AGL (1933 MSL)
- B. Avoid multiple training events by turbine-powered aircraft in the traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.
- D. Use the full length of runway for arrivals and departures:
  - Avoid intersection takeoffs, and
  - Avoid stop and go operations.
- E. Avoid repetitive activity over residences, including flight training activities.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas, if practical.

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<sup>1</sup> AGL is above ground level.

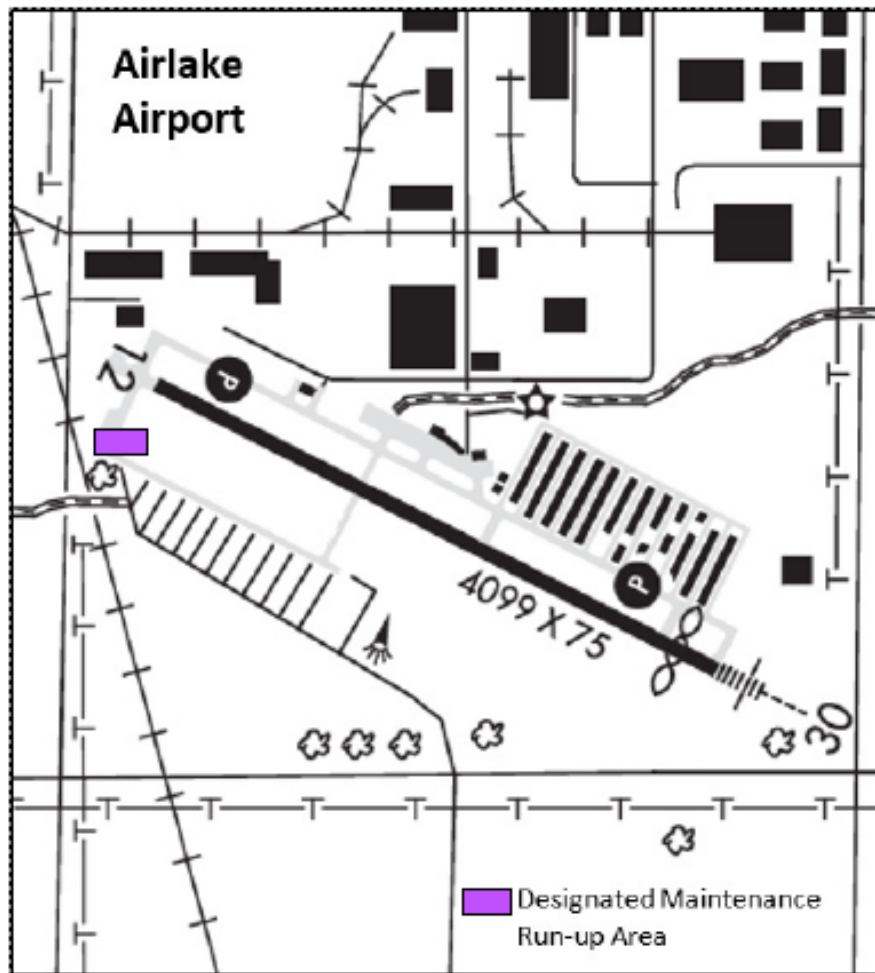
<sup>2</sup> MSL is mean sea level.

### 3. MAINTENANCE RUN-UPS

Specific locations on the airfield are designated for engine tests and maintenance run-ups. These locations are selected to minimize the amount of noise projected toward adjacent residential areas (see map below):

- A. Conduct all engine tests and maintenance run-ups in excess of 5-minutes only in a designated area (see map).
- B. Avoid engine tests and maintenance run-ups during nighttime hours.

NOTE: A pre-departure run-up of less than 5-minute duration may be conducted at other areas on the airfield, as needed.



#### **4. HELICOPTER TRAINING**

The unique design and operational characteristics of helicopter operations do not require use of a runway surface; however, helicopter operators must avoid conflicting with the flow of fixed wing aircraft. The following measures apply to helicopter training:

- A. Avoid helicopter training in the traffic pattern during nighttime hours.
- B. Avoid hovering for extended durations in the vicinity of residential areas.
- C. Avoid repetitive activity over residential areas.

#### **5. NIGHTTIME OPERATIONS (2200-0700)**

Nighttime hours (2200 to 0700 local time) are noise sensitive because people are resting, and noise intrusions are more noticeable. When nighttime flight activity is needed, please limit noise and operate with consideration for neighbors by following these measures:

- A. Avoid operating aircraft.
- B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.
- C. Avoid intersection takeoffs and stop and go operations.
- D. Avoid low-level flyovers at the airport.

#### **6. FLY NEIGHBORLY GUIDE**

A Fly Neighborly Guide consolidates the information in this document for easy reference during flight planning and flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.