



ALAAC MEETING AGENDA

March 9, 2023 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: 280 395 077 544 Passcode: e9bduc

By Phone: [612-405-6798](tel:612-405-6798) ID: [339246867#](https://teams.microsoft.com/join/339246867)

1. Welcome and Introductions -Information (~2 min.)
2. Recognition of LVN Airfield Crew-Action (~5 min.)
3. Agenda Discussion -Information (~1 min.)
4. Consent Items -Action (~2 min.):
 - a. Approval of Agenda
 - b. Approval of Minutes December 8, 2022
5. Public Comment (~3-min. per comment) -Information (~6 min.)
6. Airport Manager Update -Information (~5 min.)
 - Aircraft Operations Overview
7. Noise Complaints Summary Q4 2022 -Information (~10 min.)
 - Noise Abatement Plan & Traffic Pattern Discussion
8. Schedule Airport Tour -Action (~5 min.)
9. Civil Air Patrol -Information (~10 min.)
10. Member Comment -Information (~10 min.)
11. Announcements -Information (~2 min.)
 - Next meetings:
 - June 8, 2023
 - September 14, 2023
 - December 14, 2023
12. Adjourn

For questions about this meeting agenda, please contact:

Jennifer Lewis, MAC Community Relations Coordinator

Jennifer.lewis@mspmac.org or 612-725-6327

8140 220th Street West, Lakeville, Minnesota 55044

Rob Dockry, MAC Airport Manager • Robert.Dockry@mspmac.org • 612-726-8140





Airlake Airport ADVISORY COMMISSION



ALAAC

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

Thursday, December 8, 2022, 4:00 p.m.
Lakeville City Hall
20195 Holyoke Avenue,
Lakeville, MN 55044

The meeting started at 4:03 p.m. In attendance by were:

Representatives: J. Bermel, City of Lakeville; A. Forsberg, Aloft Aviation; K. Jech, Lakeville Area Chamber of Commerce; P. Moynihan, Pilot; D. Wolbert, Pilot; R. Wood, Eureka Township. The following attended virtually: S. Guetter, Penguin Flight; E. Laberee, Dakota County; K. Chatfield, Dakota County

MAC Staff: R. Dockry; Airport Manager – Airlake Airport; J. Lewis, Community Relations Coordinator; B. Peterson, Airport Manager – Flying Cloud Airport; K. Verdeja, Recording Secretary. The following staff attending virtually: Y. Bizen, Commissioner, Metropolitan Airports Commission; M. Ross, Manager – Community Relations.

Other: D. Oberg, Aloft

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

1. Welcome and Introductions

J. Bermel, Co-Chair, called the meeting to order at 4:03 pm. There was a total of 16 participants. **Chair Bermel** the purpose and goals of the council. He asked attendees to introduce themselves.

2. New Airport Manager Announcement

Chair Bermel introduced Blaine Peterson, Airport Manager – Flying Cloud Airport. Mr. Peterson introduced Robert (Rob) Dockry as the new Airport Manager for Airlake Airport. Mr. Dockry has worked in some capacity at each of the reliever airports in the Metropolitan Airports Commission (MAC).

Chair Bermel welcomed Mr. Dockry and thanked Mr. Peterson for his service to the Airlake Airport.

3. Consent Items

Chair Bermel led a discussion regarding the agenda. **Chair Bermel** also opened a discussion regarding the approval of the minutes from the committee meeting on September 8, 2022. There was no discussion.

8140 220th Street West, Lakeville, Minnesota 55044

Blaine Peterson, MAC Airport Manager • Blaine.Peterson@mspmac.org • 952-944-1035



**Representative Wood moved and Representative Forsberg seconded to:
Approve the Meeting from the September 8, 2022 Meeting as presented.
Representative Sauber abstained from the vote.**

The motion passed by unanimous vote.

4. Public Comment

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

5. Airport Developments Overview

Rob Dockry, Manager – Airlake Airport, updated the council on the airport development. He began with the environmental assessment for the proposed runway extension. Currently, the runway is 4,099 to 4,850 feet. The Purpose and Need and the Letter of Intent were submitted to the Federal Aviation Administration this week, which begins the 12-month time frame.

Mr. Dockry responded to questions regarding construction dates and plans. **Mr. Dockry** and **Blaine Peterson** clarified that the 225th Street area pavement would be included in the construction plan. They also responded to questions regarding if the council would be included in the discussions surrounding the construction calendar. There was also a discussion about the type of aircraft that could be allowed to use the airport once the runway construction is completed.

6. Airport Manager's Update

Rob Dockry, Manager – Airlake Airport, updated the council with a new full-time employee added to the maintenance crew. Mr. Dockry also gave an update on the Common Traffic Advisory Frequency (CTAF) and a request has been made to change the frequency used by the airport. The review process has been started on the frequency change discussion. Mr. Dockry also discussed traffic patterns and aircraft operations. He also stated there were 12,191 operations and 295 nighttime operations recorded for Airlake Airport during the quarter

Mr. Dockry responded to numerous questions surrounding noise and traffic patterns.

7. Aircraft Operations and Noise Complaints Summary

Jennifer Lewis, Technical Advisory, gave an overview of her job responsibilities, including aircraft operations. She explained the Metropolitan Airports Commission Noise and Operation System ([MACNOMS](#)) tool. **Ms. Lewis** explained that more detail about complaints and operations is available at www.macnoise.com/tools-reports/interactive-reports.

Ms. Lewis stated there were 3 noise complaints from 2 locations and 2 nighttime complaints from 1 nighttime household. **Ms. Lewis** responded to questions regarding the noise abatement at Airlake Airport. She also defined a nighttime operation.



8. Aloft Aviation Update

Chair Bermel introduced Adam Forsberg from Aloft Aviation.

Mr. Forsberg updated the council on the construction process at their hangar. The presentation included numerous photos to show a timeline of the construction project. One of the photos included a Blackhawk helicopter for scale. Mr. Forsberg explained that the total footprint will be 100,000 square feet when completed. He also gave some measurements of a few of their hangar doors.

The building is fully enclosed at this point in the process. Mr. Forsberg gave a current list of what has been done and what is still needing to be done prior to opening. He answered some questions regarding aircraft parking once the construction is done.

9. ALAAC Member Comments and Announcements

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

Representative Forsberg offered more information regarding the diverted plane mentioned in the Airport Manager Update. It was a medical plane that was carrying lifesaving medicine. Most of the airports in the surrounding area were closed to all traffic, and this diverted plane was able to land at Airlake.

Ms. Lewis reminded council members that the terms of the representatives will end at the end of December 2022. An email will go out to members with further instructions.

10. Announce 2023 Meeting Dates/Times and Locations

Chair Bermel led a discussion regarding the date of the next meeting. It was decided that the next meeting would be held on Thursday, March 9, 2023, at 4:00 p.m. at a location to be determined with the potential of representatives participating virtually. Other future dates are: June 8, September 14 and December 14, 2023.

Representative Wolbert suggested hosting a future meeting at the airport to allow non-users the ability to understand some of the topics discussed.

11. Adjourn

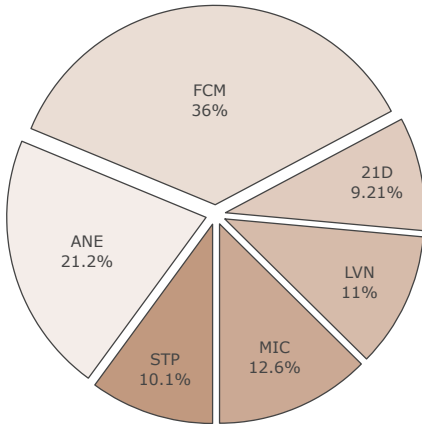
The meeting was adjourned at 4:54 p.m.



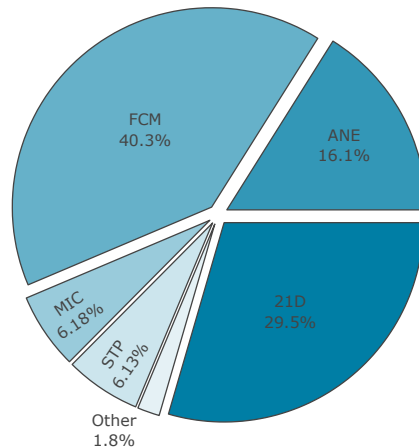
Metropolitan Airports Commission (MAC) Reliever Airport Operations and Noise Complaint Report



AIRCRAFT OPERATIONS



NOISE COMPLAINTS

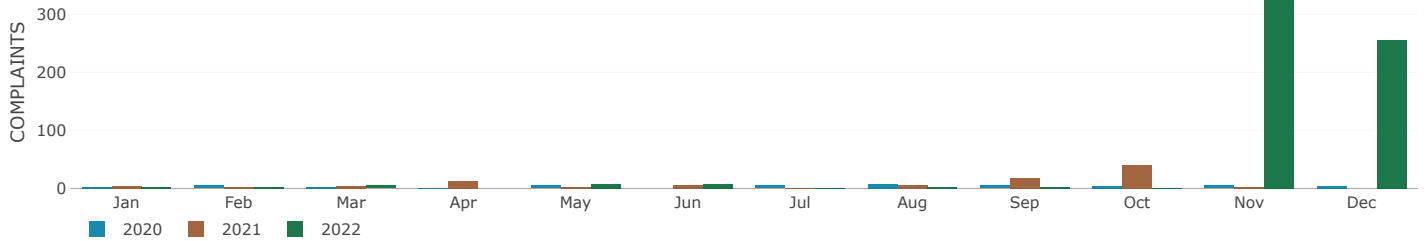
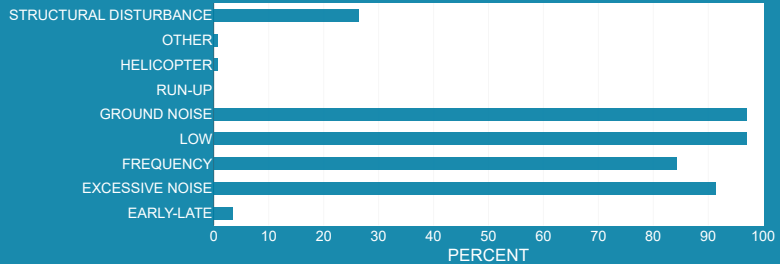


Beginning on July 1, 2021, the MACNOMS methodology for counting operations was updated to more accurately reflect total aircraft departures or arrivals at MAC airports.

COMPLAINTS

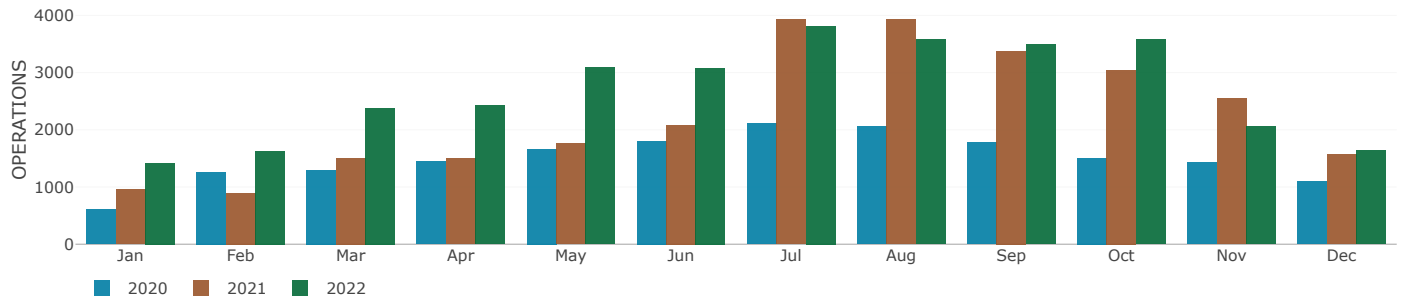
2022	606 COMPLAINTS	3 LOCATIONS	3 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS
2021	43 COMPLAINTS	4 LOCATIONS	7 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



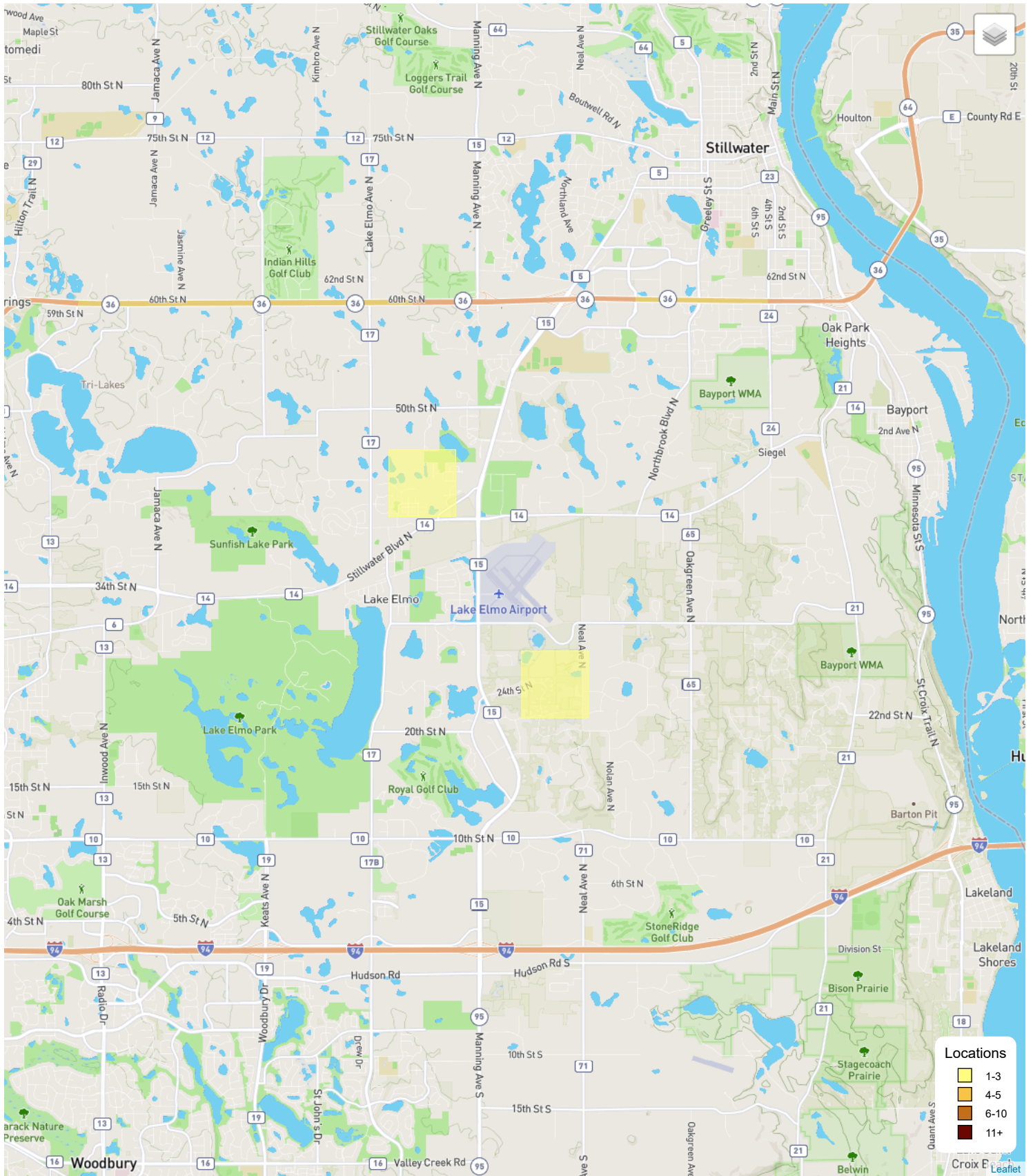
OPERATIONS

2022		2021	
7,272 OPERATIONS	36 NIGHTTIME OPERATIONS	7,164 OPERATIONS	45 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	5	0.1 %	4	0.7 %
HELICOPTER	51	0.7 %	1	0.2 %
PISTON	7,065	97.2 %	583	96.2 %
TURBO-PROP	21	0.3 %	4	0.7 %
UNKNOWN	130	1.8 %	14	2.3 %
RUN-UP	0	0.0 %	0	0.0 %

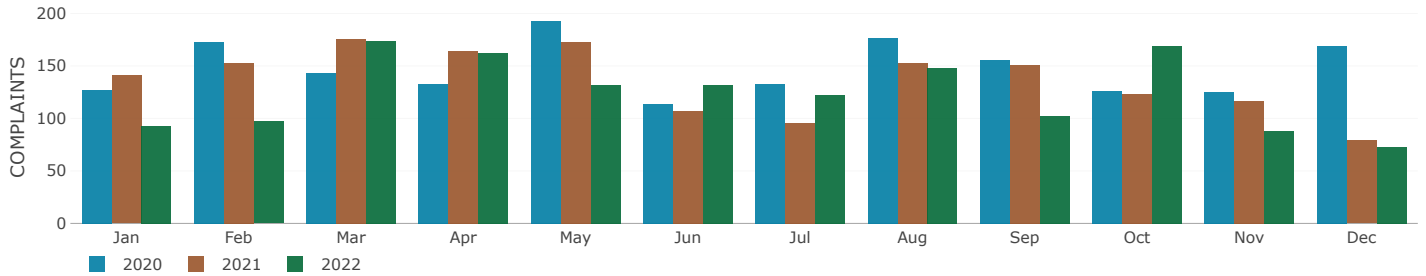
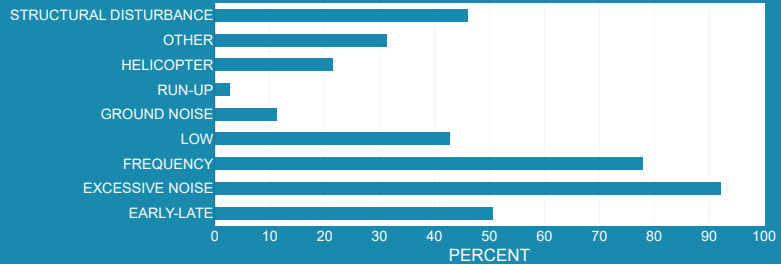
Lake Elmo Airport (21D) - COMPLAINTS HEATMAP



COMPLAINTS

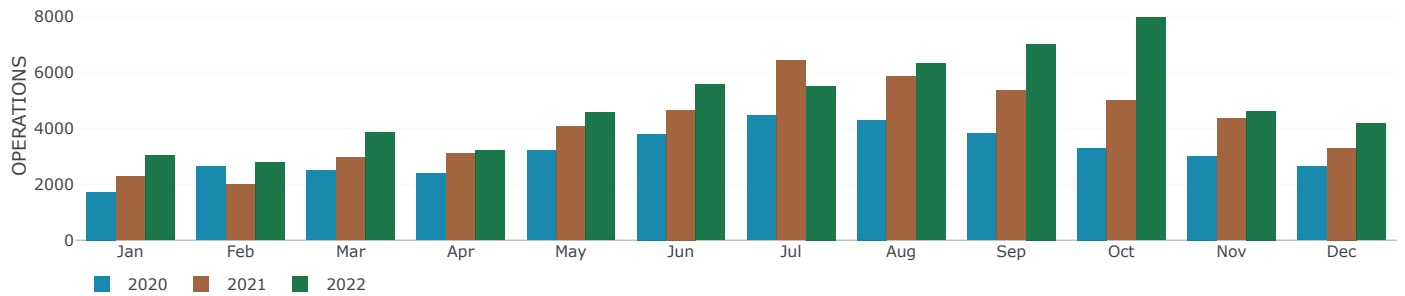
2022	330 COMPLAINTS	17 LOCATIONS	115 NIGHTTIME COMPLAINTS	9 NIGHTTIME HOUSEHOLDS
2021	319 COMPLAINTS	17 LOCATIONS	89 NIGHTTIME COMPLAINTS	11 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



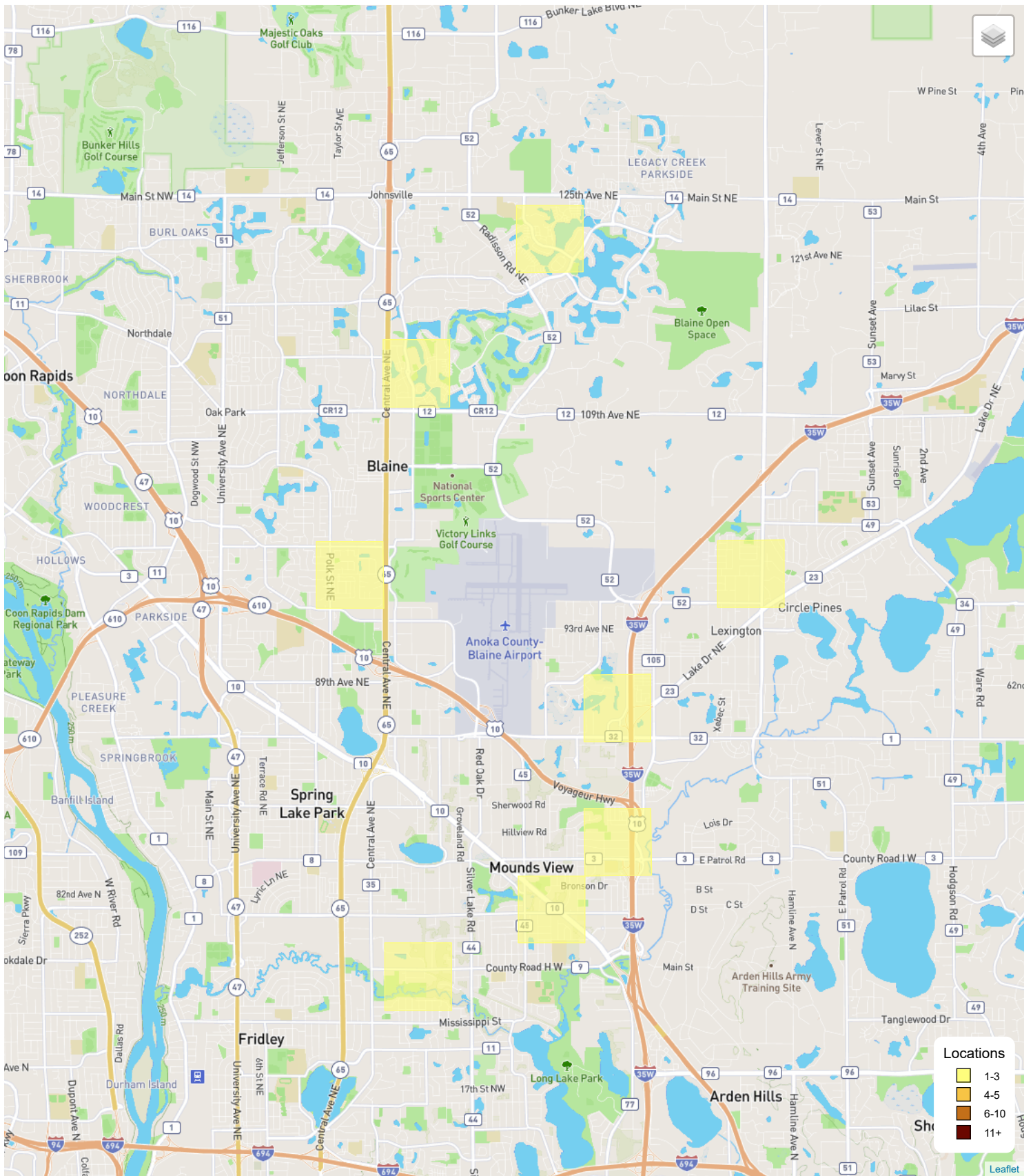
OPERATIONS

2022		2021	
16,719 OPERATIONS	630 NIGHTTIME OPERATIONS	12,626 OPERATIONS	567 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	558	3.3 %	34	10.3 %
HELICOPTER	533	3.2 %	33	10.0 %
MILITARY	2	0.0 %	1	0.3 %
NOT-CORRELATED	0	0.0 %	2	0.6 %
PISTON	14,389	86.1 %	182	55.2 %
TURBO-PROP	1,022	6.1 %	73	22.1 %
UNKNOWN	215	1.3 %	5	1.5 %
RUN-UP	0	0.0 %	0	0.0 %

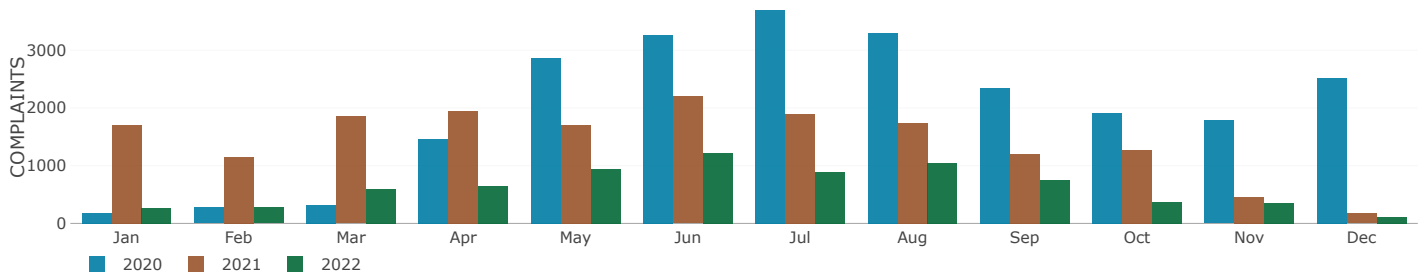
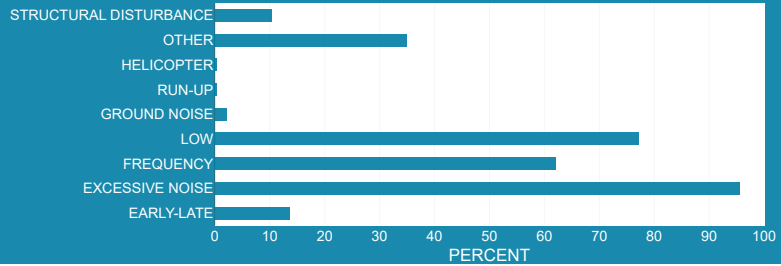
Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



COMPLAINTS

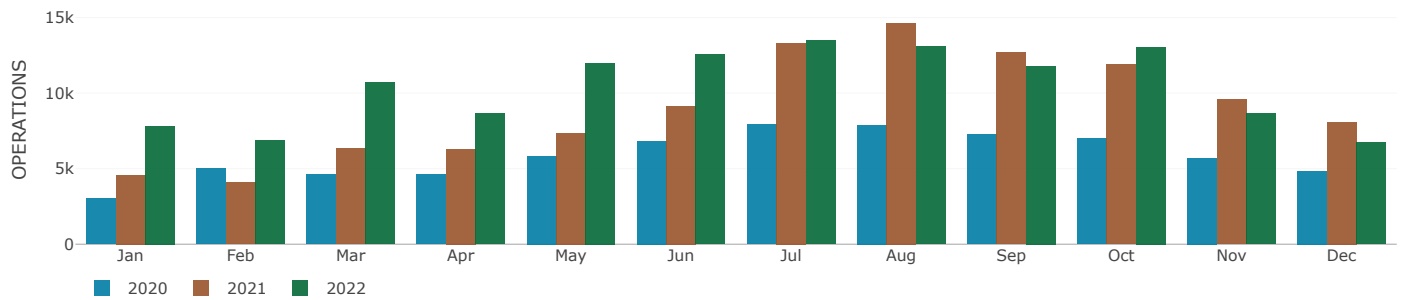
2022	828 COMPLAINTS	28 LOCATIONS	126 NIGHTTIME COMPLAINTS	17 NIGHTTIME HOUSEHOLDS
2021	1,896 COMPLAINTS	51 LOCATIONS	302 NIGHTTIME COMPLAINTS	36 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



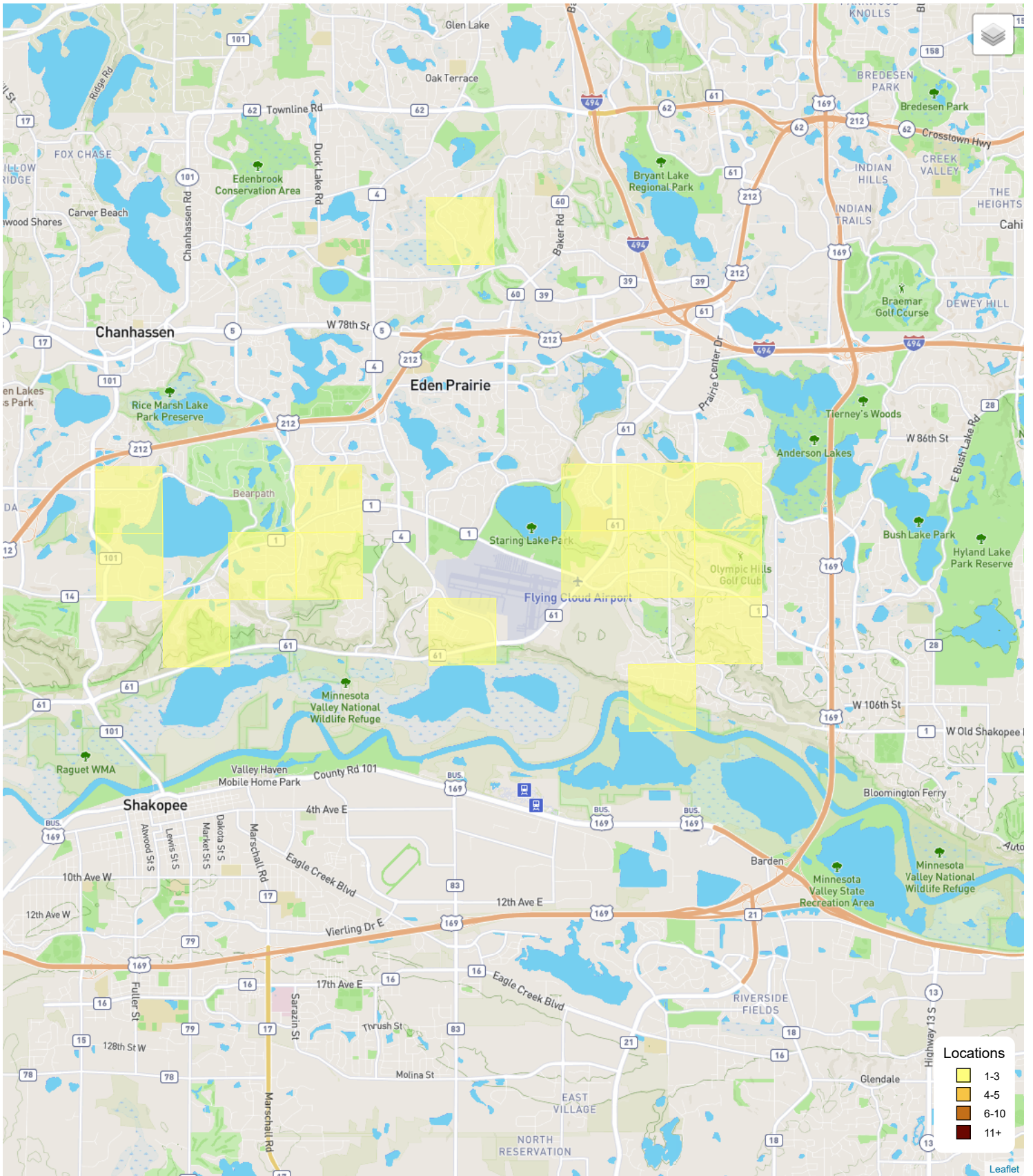
OPERATIONS

2022		2021	
28,410 OPERATIONS	681 NIGHTTIME OPERATIONS	29,565 OPERATIONS	755 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,827	10.0 %	257	31.0 %
HELICOPTER	477	1.7 %	5	0.6 %
PISTON	23,054	81.1 %	429	51.8 %
TURBO-PROP	1,941	6.8 %	127	15.3 %
UNKNOWN	111	0.4 %	10	1.2 %
RUN-UP	0	0.0 %	0	0.0 %

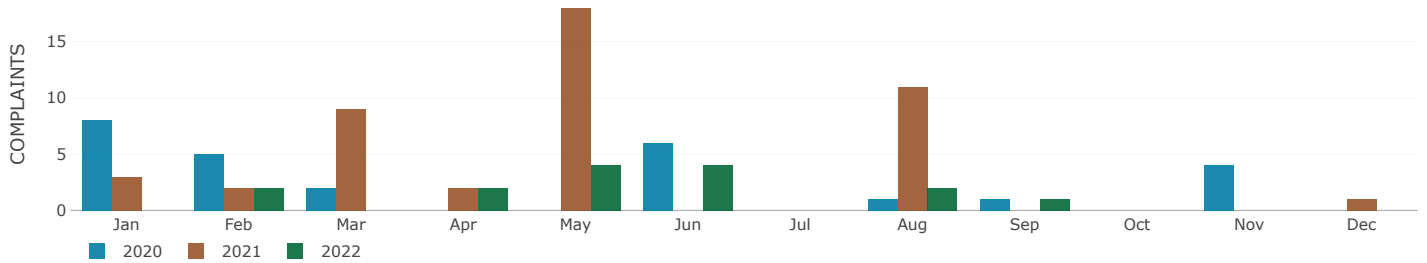
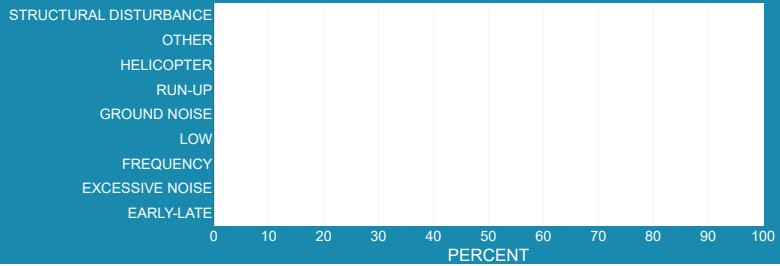
Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



COMPLAINTS

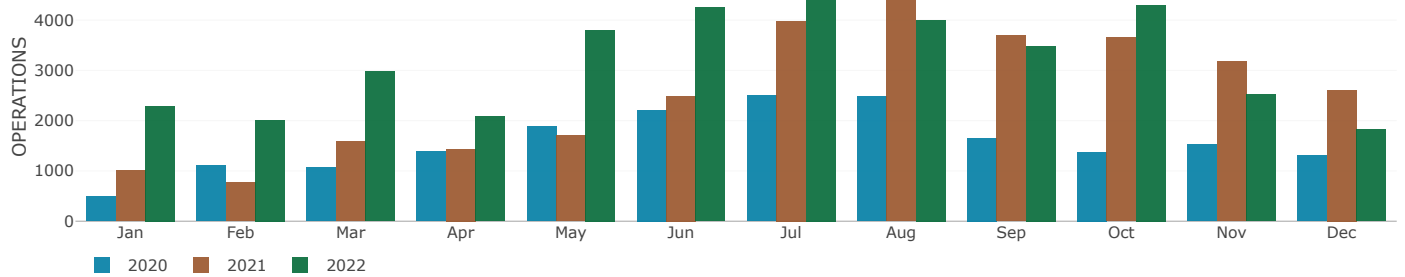
2022	0 COMPLAINTS	0 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS
2021	1 COMPLAINTS	1 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



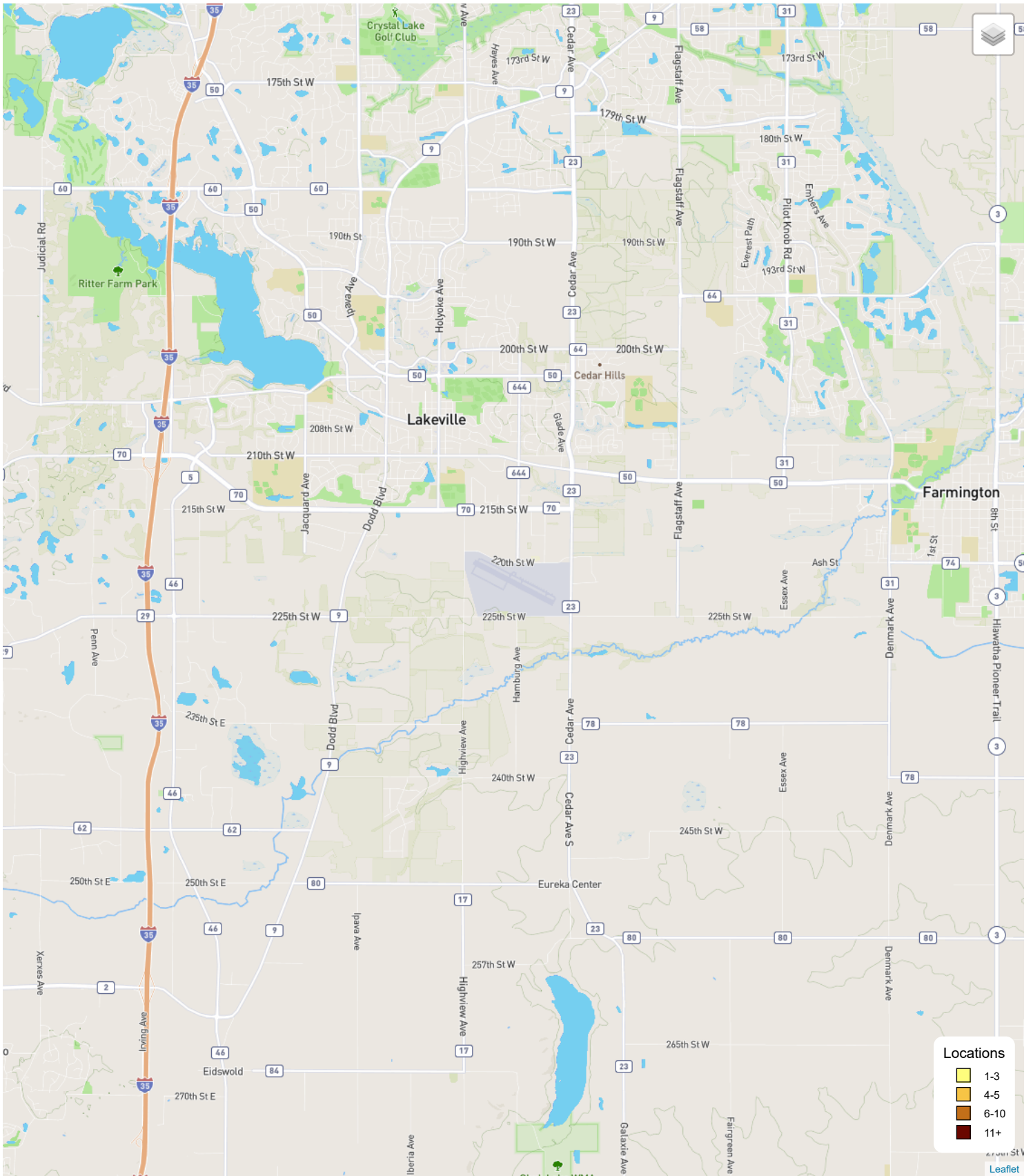
OPERATIONS

2022		2021	
8,656 OPERATIONS	35 NIGHTTIME OPERATIONS	9,451 OPERATIONS	45 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	17	0.2 %	0	NaN %
HELICOPTER	60	0.7 %	0	NaN %
PISTON	8,403	97.1 %	0	NaN %
TURBO-PROP	38	0.4 %	0	NaN %
UNKNOWN	138	1.6 %	0	NaN %
RUN-UP	0	0.0 %	0	NaN %

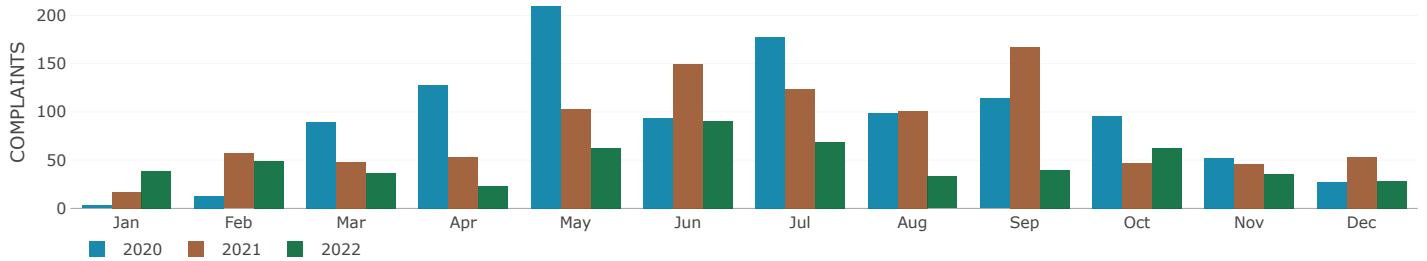
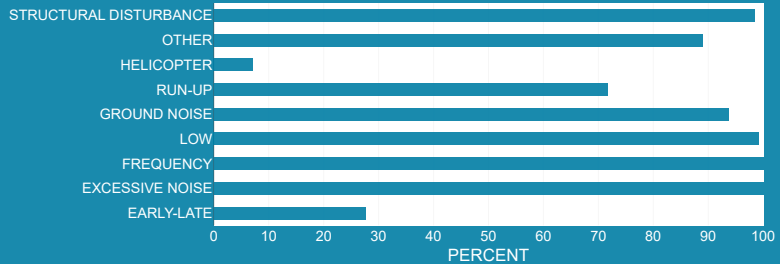
Airlake Airport (LVN) - COMPLAINTS HEATMAP



COMPLAINTS

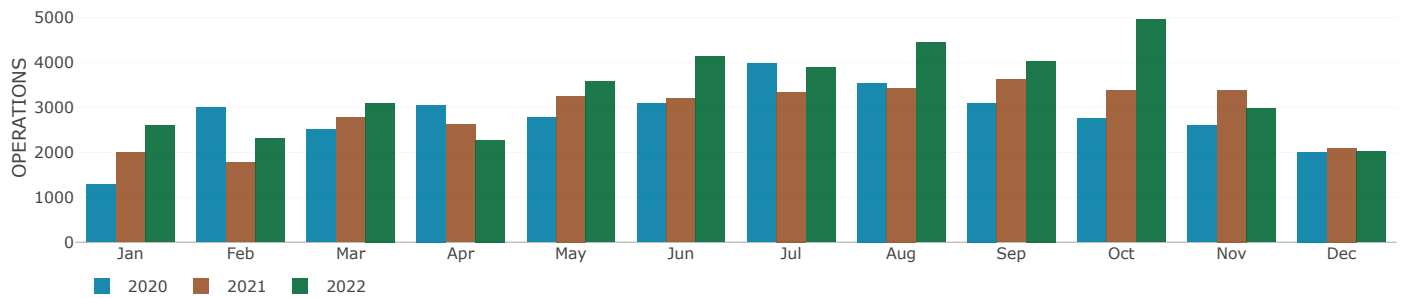
2022	127 COMPLAINTS	3 LOCATIONS	16 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS
2021	146 COMPLAINTS	4 LOCATIONS	5 NIGHTTIME COMPLAINTS	1 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



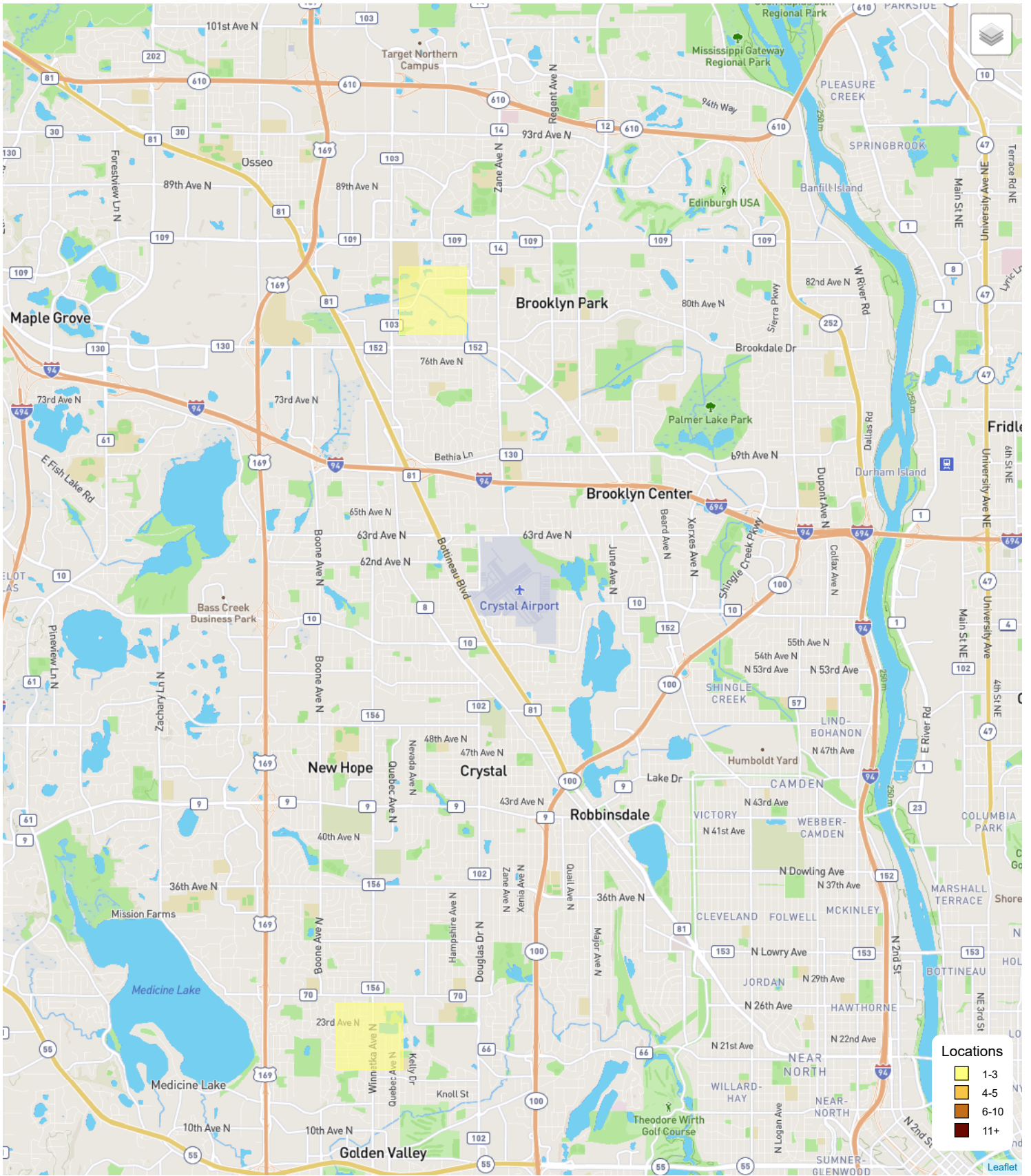
OPERATIONS

2022		2021	
9,943 OPERATIONS	136 NIGHTTIME OPERATIONS	8,862 OPERATIONS	76 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	5	0.1 %	5	3.9 %
HELICOPTER	147	1.5 %	9	7.1 %
PISTON	9,553	96.1 %	101	79.5 %
TURBO-PROP	31	0.3 %	9	7.1 %
UNKNOWN	207	2.1 %	3	2.4 %
RUN-UP	0	0.0 %	0	0.0 %

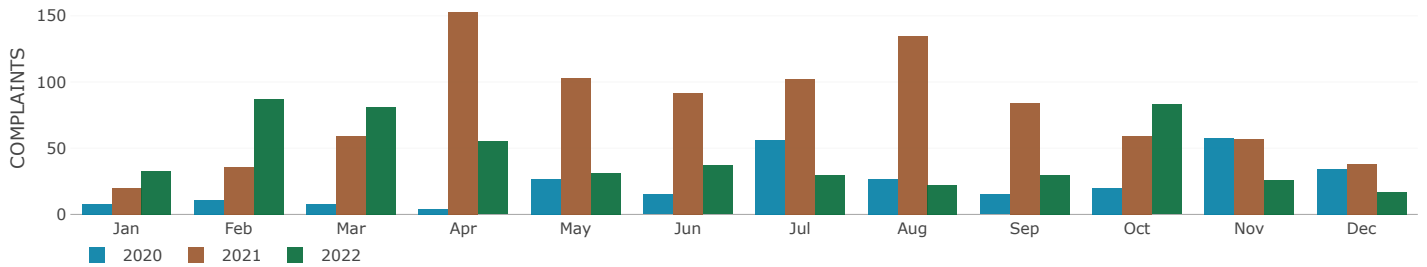
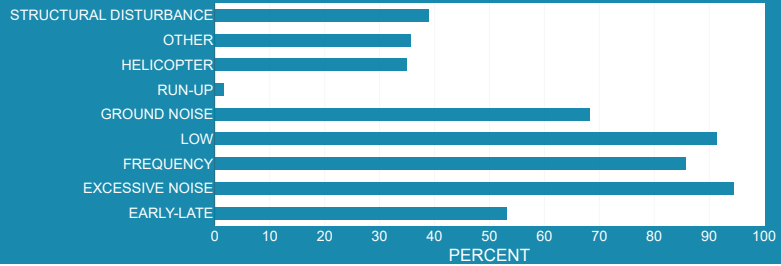
Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS

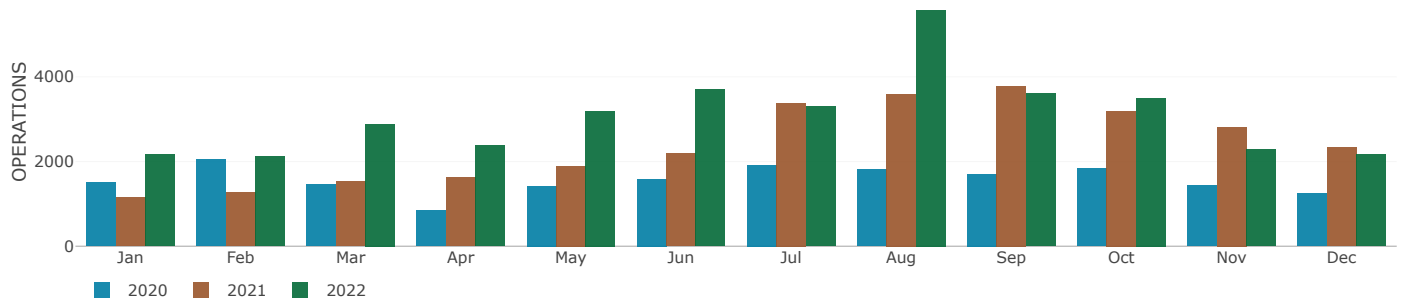
2022	126 COMPLAINTS	12 LOCATIONS	61 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS
2021	154 COMPLAINTS	18 LOCATIONS	43 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



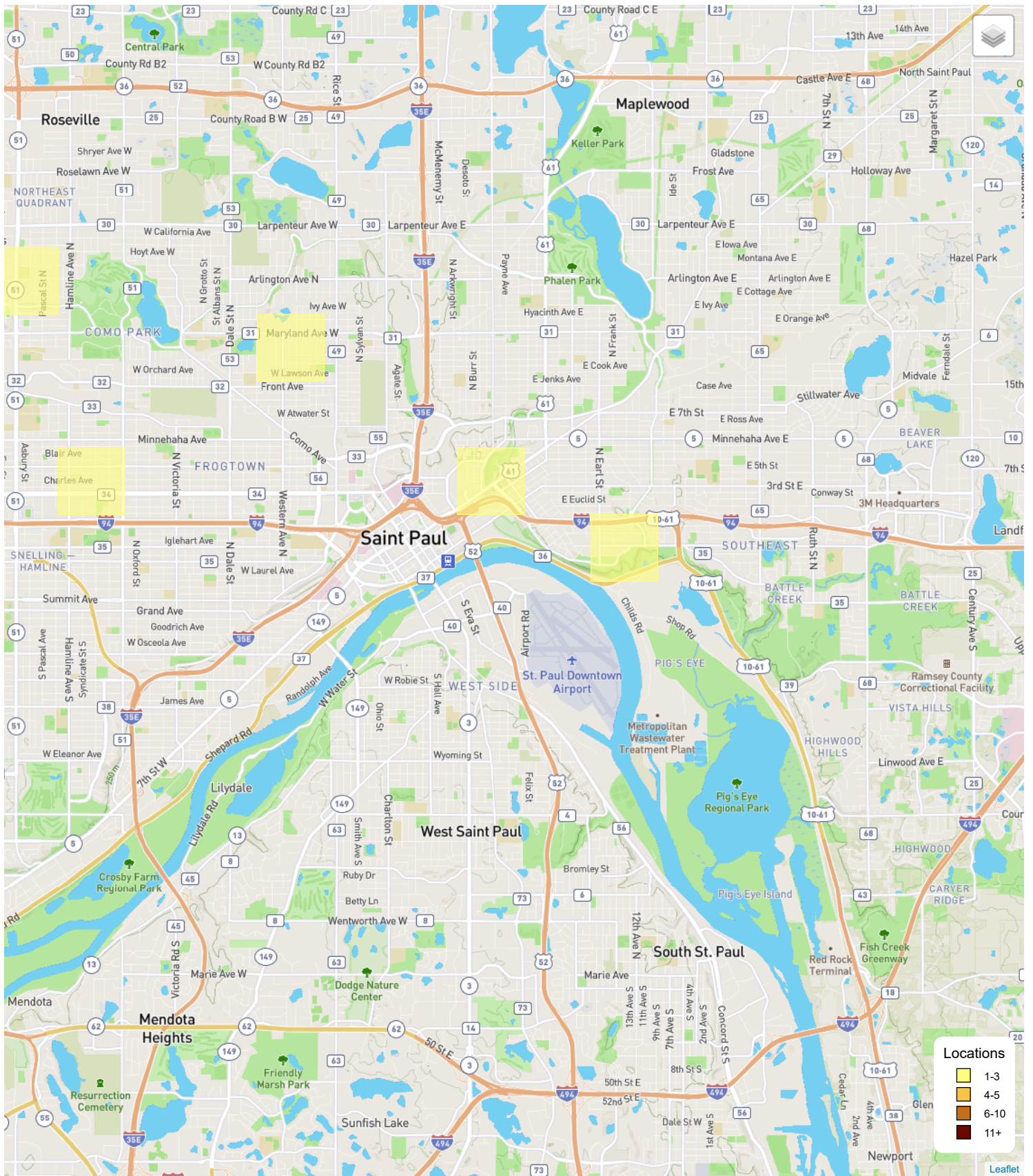
OPERATIONS

2022		2021	
7,942 OPERATIONS	528 NIGHTTIME OPERATIONS	8,343 OPERATIONS	584 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,962	37.3 %	51	40.5 %
HELICOPTER	492	6.2 %	39	31.0 %
NOT-CORRELATED	0	0.0 %	1	0.8 %
PISTON	3,016	38.0 %	8	6.3 %
TURBO-PROP	1,291	16.3 %	27	21.4 %
UNKNOWN	181	2.3 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP



Reliever Airports: **NOISE ABATEMENT PLAN**

Airlake Airport (LVN)

INTRODUCTION

The Importance of Flying Neighborly

The effective, efficient and safe operation of Airlake Airport (LVN) is the primary concern of the Metropolitan Airports Commission (MAC). Airport capital improvements are also a topic of great importance for the MAC and the users of LVN. As we are all aware, such programs must be pursued with environmental issues as part of the process. With the above in mind, the relationships between airports and the communities in which they reside are a critical part of airport operations.

The issue of aircraft noise is, and continues to be, one of the most significant impediments to airport development. It is imperative to operate at LVN in a manner that serves the needs of the users while imposing the least amount of impact on the community in which the airport resides.

In an effort to promote the safe, efficient and environmentally friendly operation of Airlake Airport, the MAC recommends that aircraft operators fly in a manner that is considerate of the communities within the vicinity of LVN. In addition, the MAC recommends use of a few simple Noise Abatement Procedures to help minimize the aircraft noise impacts around Airlake Airport.

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. Please use the following procedures when flying into or out of LVN:

- The calm wind runway shall be LVN Runway 30.
- All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing Airlake Airport.
- An aircraft 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.

- Whenever possible, all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.
- For noise abatement, all pilots should refer to the Pilots Operating Manual for their aircraft to determine recommended operation 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.

Why Should I Read This?

We know you care about the future of aviation and the MAC cares about it too. This means that we have taken a proactive stance on environmental issues that may some day restrict your use of our airports. By working together with our surrounding communities, we can run a successful airport for you and be a good neighbor too. So do your part. This Noise Abatement Plan is intended to convey basic noise abatement procedures for use at LVN. More information about the MAC and its system of seven airports can be found online at: www.macnoise.com.

Cooperation makes us more than a successful airport; it makes us a good neighbor!