



**ALAAC MEETING AGENDA**  
September 11, 2025 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](#) ID: (223 054 352 302 2 Passcode: fL9gZ6um)  
Or Dial in by phone: [612-405-6798 ID: 147 030 114#](#)

1. Welcome and Introductions
2. Agenda Discussion
3. Consent Items
  - a. Approval of Minutes: June 26, 2025 – **Action**
  - b. Aircraft Noise Complaints & Operations
4. Public Comment (~3-min. per comment)
5. Business Items
6. Information Items
  - a. Airport Manager Update
  - b. Update on FAA's Modernization of Special Airworthiness Certification (MOSAIC)
  - c. Non-Local Training Flights
7. Member Announcements
8. Review 2025 Meeting Schedule: November 20

Adjourn

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

*For questions about this meeting agenda, please contact:*  
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# Airlake Airport ADVISORY COMMISSION



ALAAC

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

Thursday, June 26, 2025, 4:00 p.m.  
Lakeville City Hall  
20195 Holyoke Avenue, Lakeville, MN 55044

The meeting started at 4:01 p.m. There were 17 in-person and 5 online participants for a total of 22 participants. A quorum of at least 3 User Representatives and 3 Public Representatives was established. In attendance were:

**Representatives:** J. Bermel, City of Lakeville; K. Chatfield, Dakota County (via Teams); T. Fitzhenry, Airport User (via Teams); A. Forsberg, Airport User (FBO); T. Goodroad, City of Lakeville; S. Guetter, Airport User; K. Jech, Airport User (Chamber); P. Moynihan, Airport User; D. Wheeler, Eureka Township (via Teams); D. Wolbert, Airport User;

**MAC Staff:** R. Anderson, Manager - Community Relations; S. Lakku, Intern - Community Relations; J. Lewis, Coordinator - Community Relations; C. Metcalfe, Assistant Manager - Community Relations; S. Seafeldt, Airport Manager;

**Others:** Allen Alwin; Jack Hoza (via Teams); Paul Jacobus; Jonathan Katzmark; Nick Modders (via Teams); Jason Saji; Ryan Ziegler, Recording Secretary.

## **1. Welcome & Introductions**

**Co-Chair Bermel** called the meeting to order at 4:01 p.m. Those present introduced themselves.

## **2. Agenda Discussion**

**Co-Chair Bermel** invited comments and/or discussion on the agenda. There were none at this time.

## **3. Consent Items**

**3a. Approval of Minutes: March 13, 2025**

**3b. Aircraft Noise Complaints & Operations Quarterly Report**

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

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



**Co-Chair Bermel** opened a discussion regarding the consent items.

**Representative Guetter** motioned and **Representative Moynihan** seconded to approve the consent items as presented.

The motion passed by unanimous vote.

#### **4. Public Comment**

**Co-Chair Bermel** introduced the public comment period and reminded attendees of the ground rules for public comment. No comments were made.

#### **5. Business Items**

##### **5a. Noise 101: Overview of Aircraft Noise Assessment Process**

**Mr. Anderson** presented regarding aircraft noise and how it is measured by the MAC, including the difference between sound and noise and the perception and variables affecting each. He explained decibels as the logarithmic measurement used to measure noise, decibel weighting, sound comparisons, and how sound measurements are used at Airlake. He then reviewed the metrics for aircraft noise evaluation and how they are calculated.

He highlighted the DNL (Day-Night Average Sound Level) as the metric adopted by all federal agencies. In the DNL, nighttime flights count 10 times more than daytime flights for evaluation of aircraft noise (the nighttime penalty). He discussed the DNL's benefits and its limitations.

He also discussed thresholds of significance for noise monitoring and reporting: 65 DNL or greater, a 1.5 dB increase inside the 65 DNL, and a 3.0 dB increase outside the DNL. These thresholds are used for noise mitigation. He then discussed the measuring and modeling methods used to evaluate aircraft noise. He gave information on the Aviation Environmental Design Tool (AEDT), an FAA model that is very accurate and robust. More information is available at [www.metroairports.org](http://www.metroairports.org) with videos and various outreach methods on the topic.

#### **6. Information Items**

##### **6a. Pan-o-Prog Behind the Scenes**

**Co-Chair Bermel** introduced **Paul Jacobus** with the Lions Club to give information about the Pan-o-Prog Flying Breakfast event.

**Mr. Jacobus** discussed the Lions Club and specifically the Lakeville Lions, including their Flying Breakfast event that is a kickoff to Pan-o-Prog. He discussed the group's goals and how the event helps them to work toward those goals. The event is a partnership with the Lions Club and others. Through partnerships with MAC and Aloft Aviation, the event was very successful last year. He reviewed many statistics to show the breakfast's popularity and achievements, including how the event has grown from 120 meals and just a handful of aircraft in its first year



to over 2,600 meals, 3,600 unique visitors, and 70 to 100 runway events expected to occur this year.

He gave a special thank-you to **Representative Forsberg** and Aloft Aviation for their help and for the use of their beautiful facility. He thanked **Mr. Seafeldt** and MAC for their help with the event, including advertising and logistics. Aloft does not charge for use of their facilities, which allows kids under 4 to eat for free. He highlighted the work of many volunteers and the local organizations that are assisted with the money that is raised.

**Co-Chair Bermel** asked for questions from the Commission and noted that it is an amazing breakfast, is well attended, and has great airplanes.

**Mr. Seafeldt** thanked his Lions Club contacts for their focus on safety during the event.

#### **6b. Roadway Update**

**Mr. Seafeldt** updated the Commission on the roadway paving project, noting that MAC had decided a few months ago that paving 225th would not occur this year. He stated that the full runway project is moving forward efficiently and that the road project would be done as part of the larger runway project. He also remarked that there were competing projects for funding this year, which also contributed to the decision.

**Representative Guetter** asked when the paving project will take place.

**Mr. Seafeldt** stated a memo was submitted to the FAA that lays out all the positive discussion with pipeline companies in recent months in an attempt to get approval to start the environmental assessment time clock, which is 12 months. If that all moves forward, 2027 would be the target for the runway project.

**Representative Guetter** asked if 225th would then be part of that 2027 project.

**Mr. Seafeldt** confirmed that it would be.

#### **6c. LVN CTAF Frequency Change Update**

**Mr. Seafeldt** reminded the Commission that a pause was put on the frequency change in February for further evaluation. He expressed hope that a changeover date could be October 2nd. The data collected for spring and summer operations is showing that it would be better to share a frequency with Red Wing as opposed to New Richmond. The deadline to submit the change is August 20th. He added that data throughout the summer could affect the ultimate decision, but he is leaning toward 123.05 as the new frequency at this time.

**Representative Moynihan** noted that would be a good change, because 123.0 is crowded and could create a safety issue.



**Mr. Seafeldt** agreed and noted it is better to delay and get the best data possible for a decision even though it, unfortunately, involves a pause for summer data collection.

**Representative Wolbert** inquired how the change will be communicated to the community.

**Mr. Seafeldt** advised that all available communication channels would be used, including newsletters, proper notice to airmen, verbal messages on AWOS, additional signage on the ground and on access roads at the airport, and flyers in the FBO and in restrooms. He added that they will also be monitoring 123.0 when the change does occur to make sure aircraft are notified and able to communicate on the correct frequency.

#### **6d. Airport Manager Update**

**Mr. Seafeldt** stated that the airport shop has been under construction since the middle of April, with a target completion date of the first week of July. He believes it is a positive change to a more environmentally friendly building with proper HVAC for employees and proper sleeping quarters for overnight stays through winter storms. He expressed happiness that the project got done and is looking good.

He added that the tenant barbecue that is currently scheduled for October might be moved up to August or September and that, if it is changed, that will be communicated at a later date.

#### **7. Member Announcements**

**Co-Chair Bermel** called for member announcements.

**Representative Forsberg** stated that he has been told since 2020 that the road paving project will be completed, including being told that as recently as April 18th by the MAC. He was disappointed to hear first through rumor that the project was cancelled. He said that tenants on the south side are driving down a muddy road in horrible, sloppy conditions. He noted that additional business and tax revenue is not being raised because of limitations from the road's current condition. He remarked that he is required to have pavement and a paved parking lot and that he has to drive down a dirt road to get there. He personally feels very let down by the road project being delayed. He invested \$6 million into the building with assurances that the road would be paved. EAA Chapter 25 is putting a new building in and will have to deal with the dirt road as well. He feels like he has been given false assurances and that now there is the delay of two years.

**Representative Guetter** commented that he would like to hear MAC's response on the issue.

**Representative Wolbert** stated that MAC had mentioned the environmental review process would be a year out, but that it is more like five years that the project has been discussed. He reiterated **Representative Forsberg's** point that there never seems to be a date certain to get



completion on the road. He expressed a general frustration with receiving assurances from MAC and then the goalposts being moved.

**Mr. Seafeldt** apologized to **Representative Forsberg** that he heard through rumor. He stated that, as soon as he knew the final decision, he contacted **Representative Forsberg**, but that somebody at the airport found out prematurely and told people. He noted that, when the initial decision was made, there was still discussion at the higher levels of MAC to keep the project on the books for this year but that, as soon as he knew the decision was final, he told **Representative Forsberg** that same day.

**Mr. Seafeldt** added that for deadlines and estimates on project completion MAC must rely on historical time periods of how long it is estimated to take for different phases. He stated that there have been huge unforecasted delays with the overall runway project and that it is hard to wrap heads around how long the pipeline roadblock has taken, but that MAC still has its foot on the gas to get it done. He noted that the pipeline issue continues to be difficult with the FAA.

**Mr. Anderson** emphasized the role of the MAC and the FAA within the environmental review process and highlighted that it is an FAA process. Airports are beholden to the FAA and their procedures and timelines. He remarked that MAC is doing the best it can to advocate for getting it done as quickly as possible, but they must work with the FAA within that process. He stated that MAC has sent a memo to the FAA getting them up to date on their concerns with the pipeline and their desire to start the process, but that the environmental review process has not formally started.

**Representative Wolbert** asked whether that process can start without agreement with the pipeline agencies and expressed frustration that the community has been waiting for at least five years.

**Mr. Anderson** noted his understanding of the frustration and added context that it is not all within MAC's control.

**Representative Guetter** said that the road is a separate piece of the project from the runway. He understands that the road was put off because of the cost and that it could be better to combine with the overall runway project, but he highlighted that there are business impacts for the airport users and clientele who must use the dirt road. He expressed frustration that the can is being kicked down the road and that there are no guarantees that the project would be completed in 2027. He inquired as to what MAC is going to do for **Representative Forsberg** to put a stake in the ground for a final deadline.

**Mr. Anderson** noted that he truly appreciates the frustration and that these comments and concerns will be taken back to MAC leadership.



**Representative Guetter** asked **Mr. Seafeldt** if there had been any discussion on whether or not to include **Representative Forsberg** in the higher-level discussions about the project timeline as the largest stakeholder for the road paving project so that he could advocate for himself.

**Mr. Seafeldt** said that was not discussed.

**Representative Guetter** believed that was a mistake and that it gives a message from MAC to tenants about where they rank.

**Mr. Seafeldt** stated that there were numerous discussions on the road project and that, despite good intentions, it did not make the cut for completion this year.

**Representative Forsberg** clarified that he has no personal issues with MAC staff. He is an airport manager and understands the processes involved in working with the FAA. He also understands there were assurances made that the road would be funded and completed without the runway project. He noted the runway project was delayed in 2020 because of COVID, not issues with the pipelines, and that they only found out about the pipeline issue last year. He said he had been told that the environmental review process had started and that information given to him has not been accurate. He believes MAC has done a horrible job communicating and that it has not kept its promises. He stated that the FAA is not in control of the road project and did not make promises to tenants, but that the MAC did.

**Mr. Anderson** clarified that the timeline and approval process regarding the environmental review is an FAA process.

**Representative Wolbert** asked whether the first step would need to be an agreement between the FAA and the pipeline companies and if all was dependent on that.

**Mr. Anderson** stated that MAC is waiting on a response to the memo they sent to the FAA, which is the next step in the process.

**Representative Wolbert** asked if everything was on hold until that response was received.

**Mr. Anderson** and **Mr. Seafeldt** agreed that, yes, all would be on hold for the memo response.

**Representative Wolbert** asked about the expected timeline for a response.

**Mr. Anderson** indicated he had no idea what a response time might be.

**Representative Wolbert** asked if that meant everyone just sits and waits for the time being.

**Mr. Anderson** said yes to that and that it is status quo with the FAA. The FAA is very busy and has a lot of requests, so response time is uncertain and outside of MAC control.

**Representative Wolbert** asked whether any provision could be made outside the FAA process through MAC to facilitate paving of the road.

**Mr. Anderson** said that he could not speak to that possibility today, but that all the concerns from today's meeting would be taken back to MAC leadership for further discussion and that the comments and frustration today are clear.

**Representative Forsberg** asked if **Mr. Anderson** would be willing to meet him at his hangar and drive down the dirt road with him so that he could gain firsthand knowledge of the condition of the road.

**Mr. Anderson** noted that he appreciates and believes what **Representative Forsberg** is saying, and he then indicated that he would be willing to come look at the road personally.

**Co-Chair Bermel** asked if there was any further comment. He noted that the issue has been discussed for quite some time and that whatever can be done to expedite the process would be appreciated, including looking for creative solutions.

**Representative Wolbert** reiterated that **Representative Forsberg** has invested heavily in the airport counting on the road being paved, but that the issue is broader than just the business of Aloft Aviation. He stated that it is a stranglehold on the community and that many potential customers are not being served. He reiterated that the impact is not limited to one FBO, but that it has a broader impact to the Lakeville community.

**Representative Guetter** agreed with what **Representative Wolbert** had just stated. He noted that, as an airport user and employee at another airport, he sees projects going on at many other airports but that the same level of activity is not being put into Airlake by MAC. He stated that he has been at Airlake for 20 years and that **Representative Forsberg** has put up a great facility to grow the airport community and that he would like to see more MAC support.

**Co-Chair Bermel** asked for any further member announcements, and there were none at this time.

## **8. Review 2025 Meeting Schedule: September 11, November 20**

**Co-Chair Bermel** reviewed the meeting schedule and confirmed the meetings would be held in the same location.

## **9. Adjourn**





**Co-Chair Bermel** adjourned the meeting at 5:10 p.m.

DRAFT

