

Airlake Airport ADVISORY COMMISSION



ALAAC

ALAAC MEETING AGENDA

September 10, 2026 at 4 p.m.

In-Person Meeting Location: Lakeville City Hall (Marion Conference Room)
20195 Holyoke Ave, Lakeville, MN 55044

Remote Participation via TEAMS

Click here to join: [ALAAC Meeting](#)

ID: 284 014 727 778 61 Passcode: tC7T3Ur2

Or Dial in by phone: [612-405-6798 ID: 498623515#](#)

1. Welcome and Introductions
2. Agenda Discussion
3. Consent Items:
 - a. Approval of Minutes: June 11, 2026 – **Action**
 - b. Aircraft Noise Complaints & Operations
4. Public Comment (~3-min. per comment)
5. Business Items
6. Information Items:
 - a. Railroad Storage Project Update
 - b. Roadway Update
 - c. Stakeholder Update
 - d. Airport Manager Update
 - e. Fly Neighborly Update
7. Member Announcements
8. Review 2026 Meeting Schedule: **December 10, 2026**

Adjourn

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

*** For assistance with meeting accommodations, please contact: Jennifer Lewis, MAC Community Relations Coordinator, jennifer.lewis@mspmac.org or 612-725-6327**

8140 220th Street West, Lakeville, Minnesota 55044

Sam Seafeldt, MAC Airport Manager • sam.seafeldt@mspmac.org • 651-224-4306





Airlake Airport ADVISORY COMMISSION



ALAAC

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

Thursday, June 11, 2026, 4:00 p.m.
Lakeville City Hall
20195 Holyoke Avenue, Lakeville, MN 55044

The meeting started at 4:06 p.m. There were 28 participants: 23 in-person, 5 online. A quorum of at least 3 User Members and 3 Public Members was established. In attendance were:

Members: A. Alwin, Eureka Township; C. Behrendt, Eureka Township; H. Bernatz, Farmington (via Teams); K. Chatfield, Dakota County (via Teams); T. Fitzhenry, Airport User; A. Forsberg, Airport User (FBO); T. Goodroad, Lakeville; S. Guetter, Airport User; K. Jech, Airport User (Chamber); P. Moynihan, Airport User; D. Wheeler, Eureka Township; D. Wolbert, Airport User (via Teams);

MAC Staff: R. Anderson; Y. Bizen (via Teams); A. Cornolo; E. Gilles; D. Lafferty; J. Lewis; M. Ross; S. Seafeldt;

Others: E. Barrett, Mead & Hunt; C. Bosold, Mead & Hunt; S. Emmel, Mead & Hunt; N. Modders; E. Patenaude, Bolton & Menk (via Teams); J. Saji; J. Swaner; R. Ziegler.

1. Welcome and Introductions

Co-Chair Fitzhenry called the meeting to order at 4:06 p.m. He introduced himself and gave information regarding the meeting format and Teams procedures. Those present introduced themselves, and it was confirmed that a quorum was present.

2. Agenda Discussion

Co-Chair Fitzhenry reviewed the Commission's purpose and goals as well as the agenda, highlighting the objectives of promoting the airport and making it a better place. He commented that it has been eye-opening and a very positive thing to dialogue with MAC as part of the Commission. He asked if there were any questions or comments on the agenda, and there were none.

8140 220th Street West, Lakeville, Minnesota 55044

Sam Seafeldt, MAC Airport Manager • sam.seafeldt@mspmac.org • 651-224-4306



3. Consent Items

a. Approval of Minutes: March 12, 2026

b. Aircraft Noise Complaints & Operations

Co-Chair Fitzhenry introduced the consent agenda items and explained that the quarterly report had been provided in the meeting materials.

Member Guetter motioned and Member Moynihan seconded to approve the consent agenda items as presented. There was a call for any discussion, and there was none at this time. The motion passed by unanimous vote.

4. Public Comment

Co-Chair Fitzhenry introduced the public comment period. He confirmed no speaker cards had been received. He gave an opportunity for those in the room or present virtually to make any comments, and as there were none, he closed the public comment period.

5. Business Items

a. Roadway Update

Co-Chair Fitzhenry introduced **Sam Seafeldt**, Airport Manager, for an update.

Seafeldt reported that a notice to proceed had been received the preceding Monday and said they had broken ground this morning. The entire road realignment has been staked out. The duration of the project is set for 60 days with anticipated completion near the end of July or beginning of August. There should be no impact on 225th through July 4th, and Pan-o-prog should not be affected. He outlined three phases of the project and said Phase 3 will include short-term road closures. He will continue to provide information via the newsletter, and he hopes to report project completion at the next ALAAC meeting.

Co-Chair Fitzhenry asked if there were any questions. There were none, so he turned the meeting over to **Eric Gilles**, Director of Airport Planning, for the next agenda item.

b. Runway Extension Update

Gilles introduced himself and the Mead & Hunt consultants. He gave a brief update regarding the history and status of the project. He said the planned schedule is fairly aggressive and that work has been proceeding with the FAA.

Evan Barrett, project manager for the federal and state environmental assessments of the runway extension, introduced himself and his colleagues. He provided information regarding the environmental review and project objectives. He discussed the core team members and reviewed a diagram of the proposed plans. The main element is extending the current 4,100 feet of runway to 4,850 feet. Other parts include taxiway improvements, construction of three aircraft hold bays, signage and navigation aid relocation, and expansion of the FBO apron.



Two environmental reviews will be performed concurrently, one for the FAA and one for the state. The FAA will be the lead agency. The federal and state reviews have some differing requirements but will be completed at once and merged together. He discussed the schedule, which he described as very aggressive, aiming to have a draft environmental assessment published by mid-August. He explained the Agency Technical Advisory Panel and the process for public meetings. The schedule is built with the goal of finishing by October 1. All survey work was previously completed in 2022.

He reviewed project objectives. A purpose and needs statement will be prepared for the FAA outlining the reasons for the construction and substantiating the need for federal funding, which will document project elements and meet FAA design standards. Alternatives will be explored to ensure the plan as implemented best meets the purpose while minimizing environmental impacts. Some alternatives analysis has been done in previous documents, including the long-term plans completed in 2008 and 2018. He discussed details of runway length and usage as well as taxiway improvements, hold bays, and apron expansion.

Expansion of the apron will require relocation of a stream. Relocation of taxiways was considered because of an FAA design standard discouraging taxiways crossing in the middle third of a runway, but the current design is preferred to minimize environmental impacts. Alternative options will be documented. He discussed further details of the plan, including connector taxiway and navigation aid access road changes.

Co-Chair Fitzhenry asked if the railroad line will be a factor and about the safety zone if railcars are on the tracks near the end of the runway.

Barrett indicated that the Runway 12 displaced threshold will be 120 feet to the east of where it is today in order to provide the appropriate approach surface clearance.

Member Wolbert asked if the new landing distance would be less than 4,000 feet.

Barrett indicated that, in the Runway 30 direction, it will be slightly less than 4,000 but that, in the Runway 12 direction, it will be over 4,400 feet.

Member Wolbert asked if that was a net decrease in landing distance.

Barrett said it is a net increase because they are not moving the Runway 30 displaced threshold and are extending in the Runway 12 direction.

Sarah Emmel, environmental planning lead, showed an overview of the environmental analysis categories as laid out by federal laws and guidance, including those for air quality. She gave further information regarding state requirements such as climate and cumulative potential

effects. She noted many of the categories have work already underway. Field reports and surveys were done in 2022, especially on wetlands and historic/cultural project elements, so they have a running start.

She discussed air quality and aircraft noise, including modeling software used for baseline noise exposure now and five years post implementation. No major changes or off-airport impacts are expected, but it is being modeled as part of the project. She talked about land use compatibility and zoning and pointed out that, after the environmental analysis process, MAC will go right into zoning for the new runway ends, which may require more information and input.

She outlined plans for the stream relocation, a substantial environmental impact of the project, and talked about the coordination and analysis required. She showed the current location of the stream and plans for its relocation. She described the stream as intermittent and dry for most of the year, largely grassy with a narrow channel. The stream will be rerouted to the west of the new taxiway and then likely to where it is currently aligned today along the runway and then through a culvert and off airport property. They must coordinate with the DNR, Lakeville, the FAA, and others, especially with respect to wildlife hazards. She reviewed comparative stream and stormwater analysis to be done.

Colleen Bosold, deputy project manager and engagement lead, then talked about plans for the Stakeholder Engagement Plan. They took the original proposal from 2022, met with MAC staff, reviewed the project schedule, and worked to right-size the plan. She wants to prioritize input from all stakeholder groups within the timeline. She discussed ways they plan to disseminate information and increase awareness and engagement, including ALAAC meeting briefings, online information, mailings, meetings and presentations, and tenant newsletter announcements. An Agency Technical Advisory Panel has been set up. Two public meetings are scheduled for July and September. She asked for assistance in providing input to the project as tenants and users and in helping to get the word out regarding public input opportunities.

She reviewed next steps. They are working to submit a completed environmental analysis to the FAA in July. The first public meeting is scheduled for July 20. She went over the schedule again and asked if there were any questions.

Co-Chair Fitzhenry asked if there was a date set for the construction.

Barrett said project completion is expected in 2028.

Gilles noted the FAA is already asking for preliminary designs and plans are in place for that.

Bosold added that the beginning of construction, if all goes well, will be summer/fall of 2027.



Member Guetter asked for how long the airport would be unusable due to construction.

Gilles said typically one season for a project like this.

Member Guetter noted that his hangar is on the northeast corner of the property and that, with heavy rains, there are drainage issues. He has tried to mitigate it with gutters and drainage. He was not sure if that was within the scope of the stormwater discussion, but he wanted to make the consultants aware of the concern.

Emmel said that is good to know and that they are most specifically looking at the stream but that they want to be mindful of any impacts of increasing impervious surface area. She asked for clarification that the drainage being discussed was on the northeast side.

Member Guetter confirmed he was talking about the northeast side.

Co-Chair Fitzhenry said a lot of property on the north side has drainage issues with the soil retaining water. He then asked if there were further comments or questions at this time, and there were none.

6. Information Items

a. Airport Manager Update

Seafeldt reported that the new beacon tower is scheduled to be completed in September or October. The plan is to install a tip-down tower for easier maintenance. The new wind cone has been installed. It was blown down last November, and winter weather prevented installation, but that has now been completed. He gave information regarding a new lease on the south side of the airport. Construction has been approved by MAC, and the tenant is obtaining permits. There is potential for another hangar to be built on the B3 lot as well.

He discussed the CTAF change that occurred on May 14. The transition has gone well. There was premature FAA publication of the frequency, so an FAA safety bulletin was issued. There have been three occasions reported of pilots using the incorrect frequency. He asked that if pilots hear someone on the old frequency or see an aircraft that is not communicating to please reach out to him. He gave credit to **Nick Modders** for starting the CTAF change process. He said he would be happy to answer any questions.

Co-Chair Fitzhenry thanked **Seafeldt** for his work on the frequency change. He said MAC did a good job of announcing the change and getting the word out. He said that on some radios, if pilots do not update, it can still show the old frequency.

b. Recognition of Nick Modders for CTAF Change



Co-Chair Fitzhenry introduced a fellow member of the Civil Air Patrol, **Nick Modders**, and said he has always been very safety conscious. He thanked him for his work on the frequency change and congratulated him on not only helping Airlake to get onto a safer frequency, but also Lake Elmo Airport.

Modders thanked the Commission for the recognition and their work to implement the new frequency. He gave a history of his background and the story of how the CTAF change came to be considered and then implemented. His priority is always safety, and he believes this is a great boost in airport safety for Airlake.

Co-Chair Fitzhenry reiterated that the new frequency is wonderful, especially flight students.

c. Fly Neighborly Update

Anderson gave an update on work being done within the Fly Neighborly program to develop a digital version for pilots. Currently, the guide is available on the MAC website and in ForeFlight. MAC is finding additional ways to disseminate information for the pilot community, including creation of a digital guide with animation and videos, targeting use in the flight school community where high turnover of instructors and students can make reaching people with the information difficult. The digital guide could be used in the onboarding process at flight schools. It will also be available online and will be rolling out this summer.

d. Construction Updates: Dakota Electric and Rail Project

Member Goodroad said the property has been annexed and that work is being done with an engineering team on plans for 26 rail tracks to store 225 railcars.

Co-Chair Fitzhenry asked at what grade the tracks would be and if it would be at the same grade as the main line.

Member Goodroad was unsure and said the plans are still being developed, with an anticipated start to construction in 2027. She suggested that an engineer could possibly present in September for more specific plan details.

Co-Chair Fitzhenry thanked **Member Goodroad** for the update and asked if there were any questions. There were none at this time.

e. Events:

- **Pan-o-Prog Fly-in Breakfast July 5 (7 a.m. - 11 a.m.)**
- **EAA Father's Day Pancake Breakfast June 21 (8 a.m. - 11 a.m.)**

Co-Chair Fitzhenry gave the dates for the two upcoming airport events.

Member Alwin noted the EAA breakfast will take place in EAA's new hangar from 8:30 a.m. to 11:30 a.m. Adults will cost \$12, kids will be \$8, and children under age 5 are free.



Member Moynihan gave details regarding the Pan-o-prog breakfast, including location and several events and activities. He said past events have attracted 2,500 people and that more information is available on the Pan-o-prog website.

Member Guetter asked if there are any closures anticipated as part of the event.

Member Moynihan indicated there are not.

f. Update on Franchise Fees

Co-Chair Fitzhenry indicated that many users got letters saying that hangars will still be classified as commercial, leaving the franchise fees unchanged. He asked if they should table the topic until a future meeting or if there was further comment at this time.

Member Forsberg said the next possible action would be to contest the decision, which he was not sure could be done.

Co-Chair Fitzhenry indicated the matter would be considered settled unless someone wants to move forward on the issue and do further work.

7. Member Announcements

Co-Chair Fitzhenry called for member announcements.

Member Forsberg noted that the flight school has implemented a new ground school and explained that it is a course designed to help people interested in becoming pilots pass their written test. It will be taught three nights a week or two nights a week and on weekends.

Co-Chair Fitzhenry asked if there was a fee for the course.

Member Forsberg stated it is \$15 a session with a discount for those who take all sessions.

8. Review 2026 Meeting Schedule: September 10, December 10, 2026

Co-Chair Fitzhenry reviewed the remaining meeting dates for 2026 and said they are scheduled to occur at 4 p.m. at Lakeville City Hall.

Adjourn

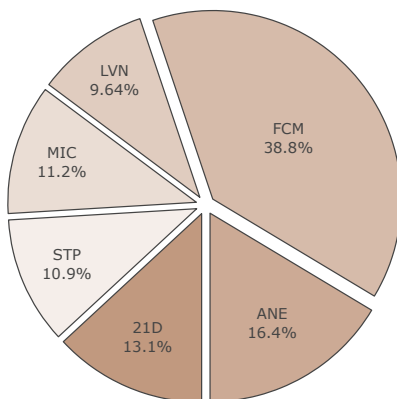
Co-Chair Fitzhenry adjourned the meeting at 5:03 p.m.

Metropolitan Airports Commission (MAC)

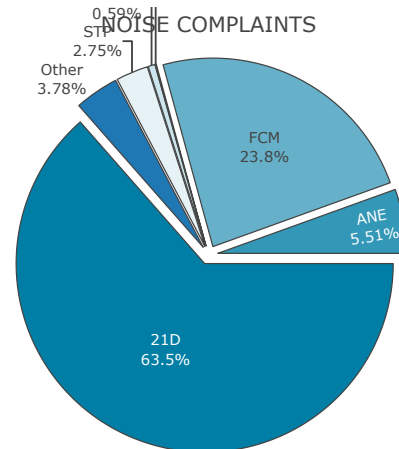
Reliever Airport Operations and Noise Complaint Report



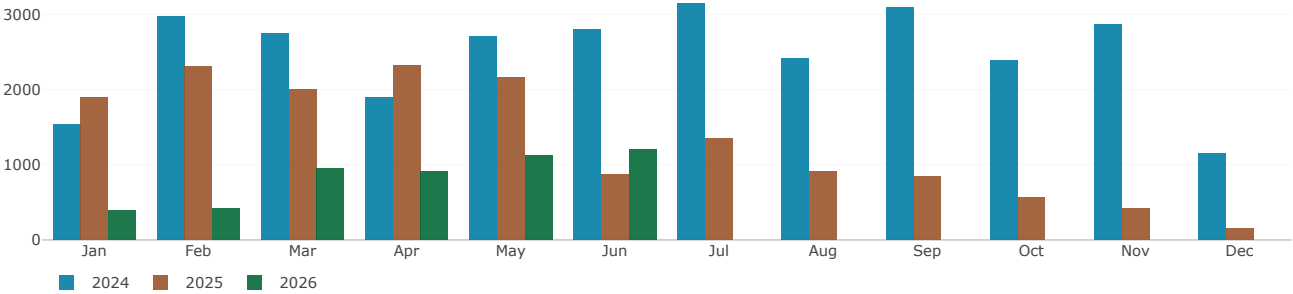
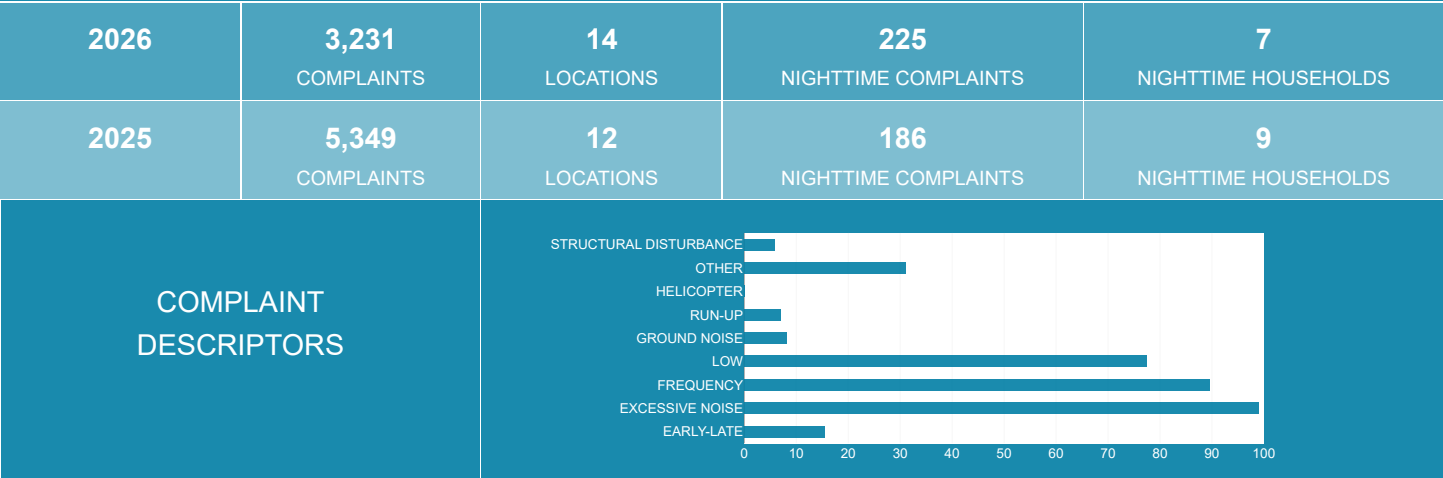
AIRCRAFT OPERATIONS



NOISE COMPLAINTS

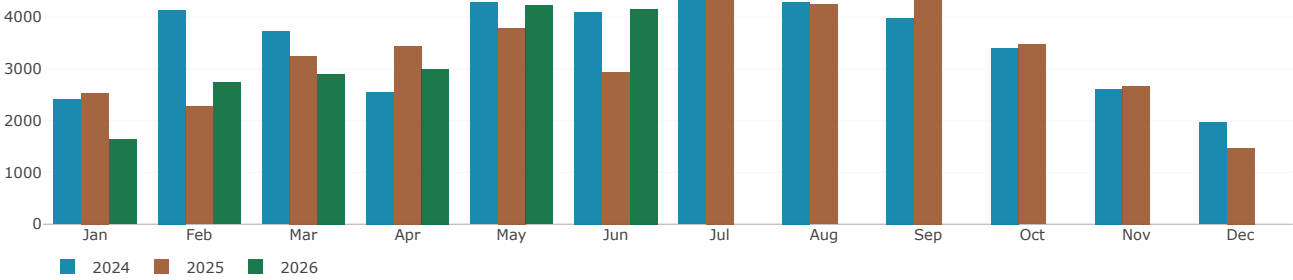


COMPLAINTS



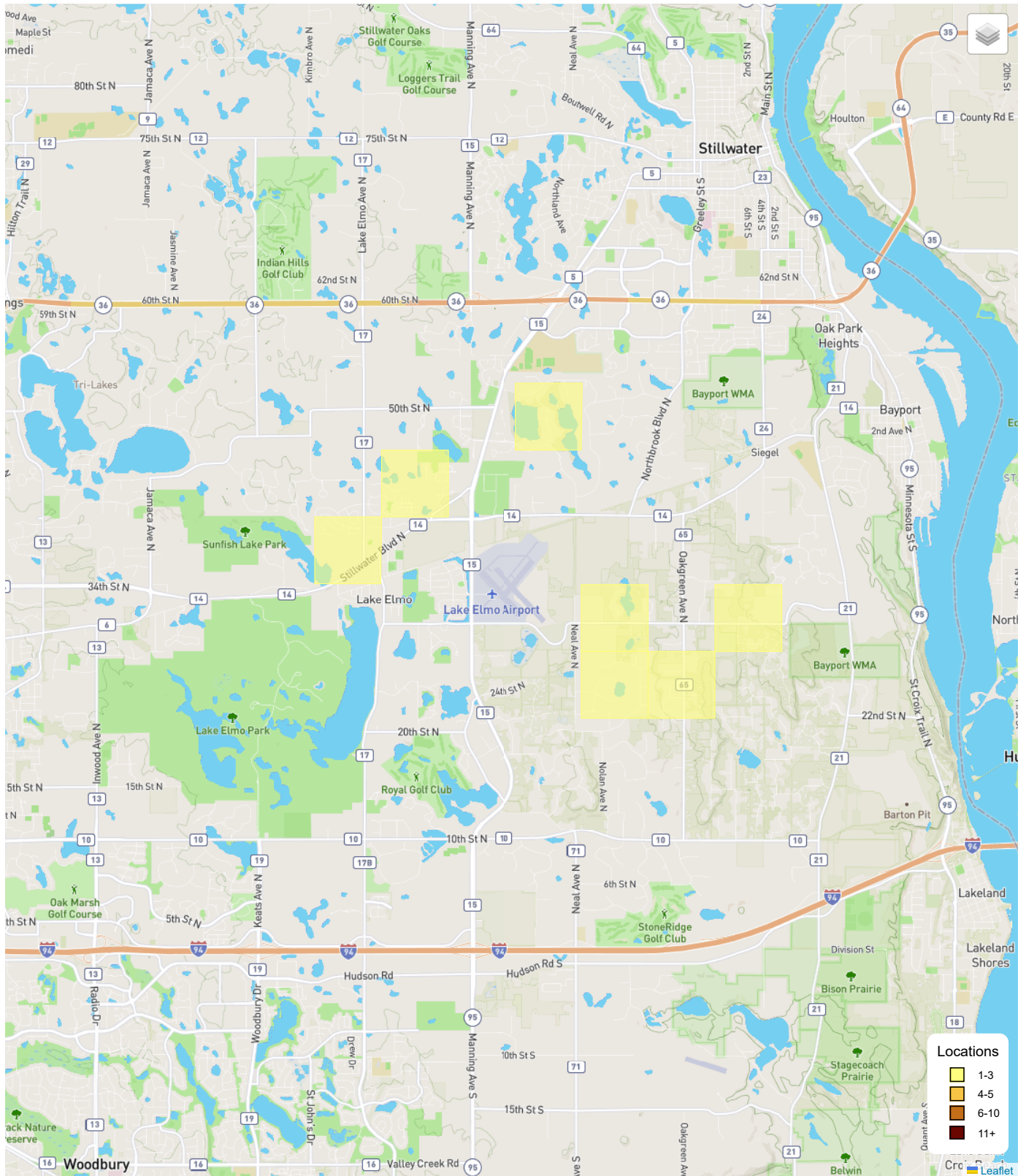
OPERATIONS

2026		2025	
11,395 OPERATIONS	287 NIGHTTIME OPERATIONS	10,171 OPERATIONS	136 NIGHTTIME OPERATIONS

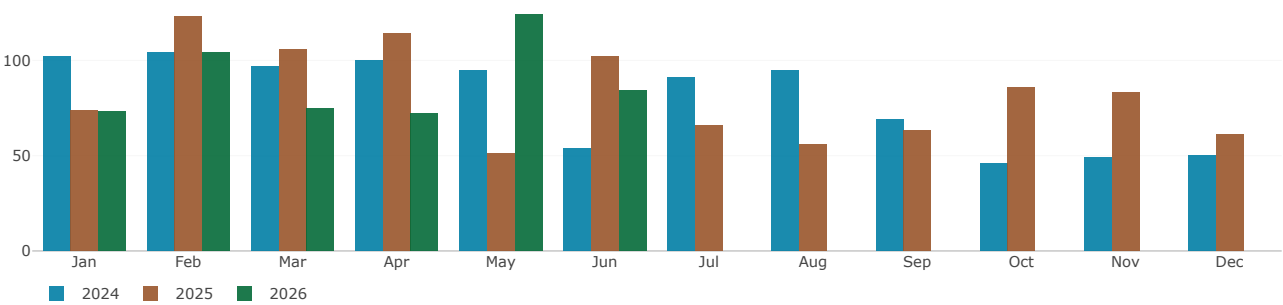
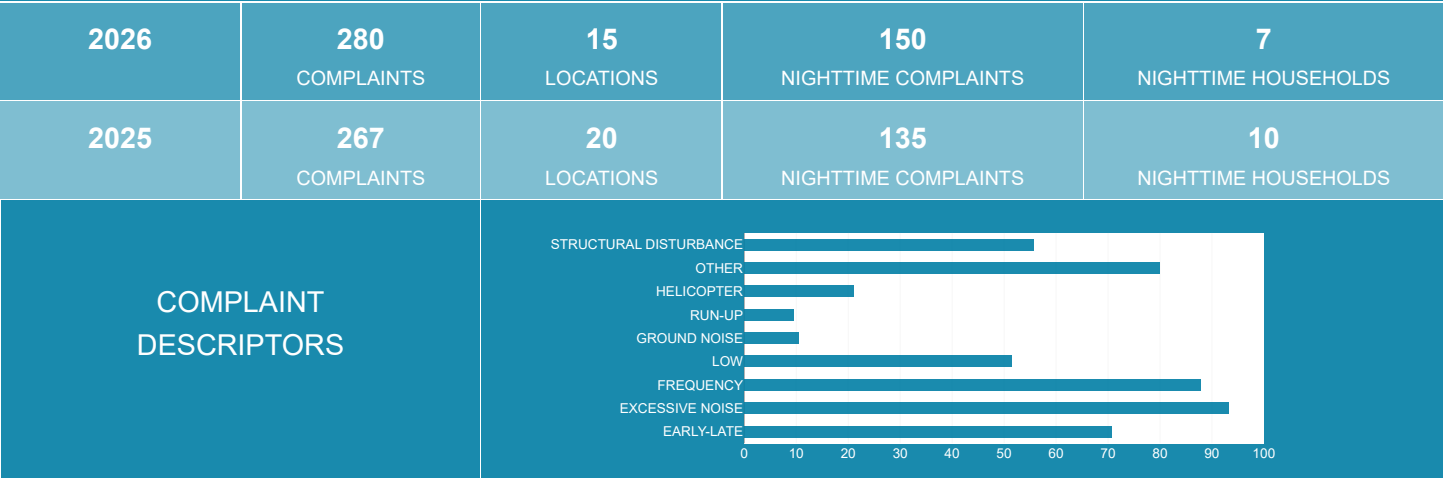


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	HELICOPTER	62	0.5%	12	0.4%
	PISTON	11,249	98.7%	3,162	97.9%
	TURBO-PROP	18	0.2%	11	0.3%
	UNKNOWN	66	0.6%	11	0.3%

Lake Elmo Airport (21D) - COMPLAINTS HEATMAP

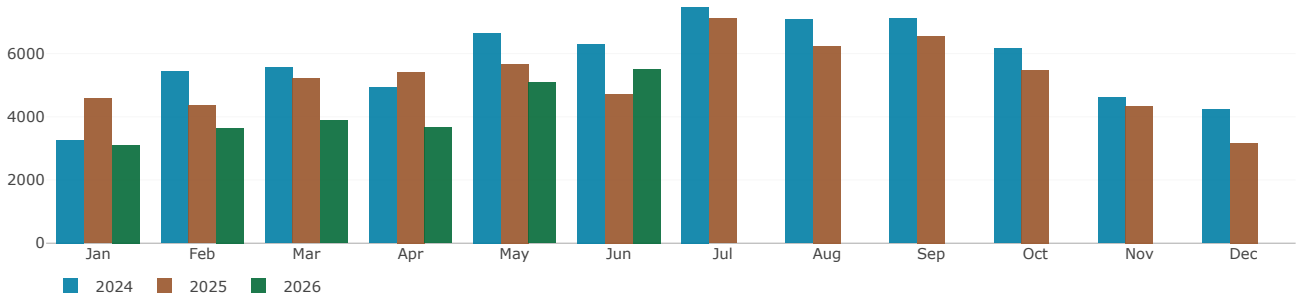


COMPLAINTS



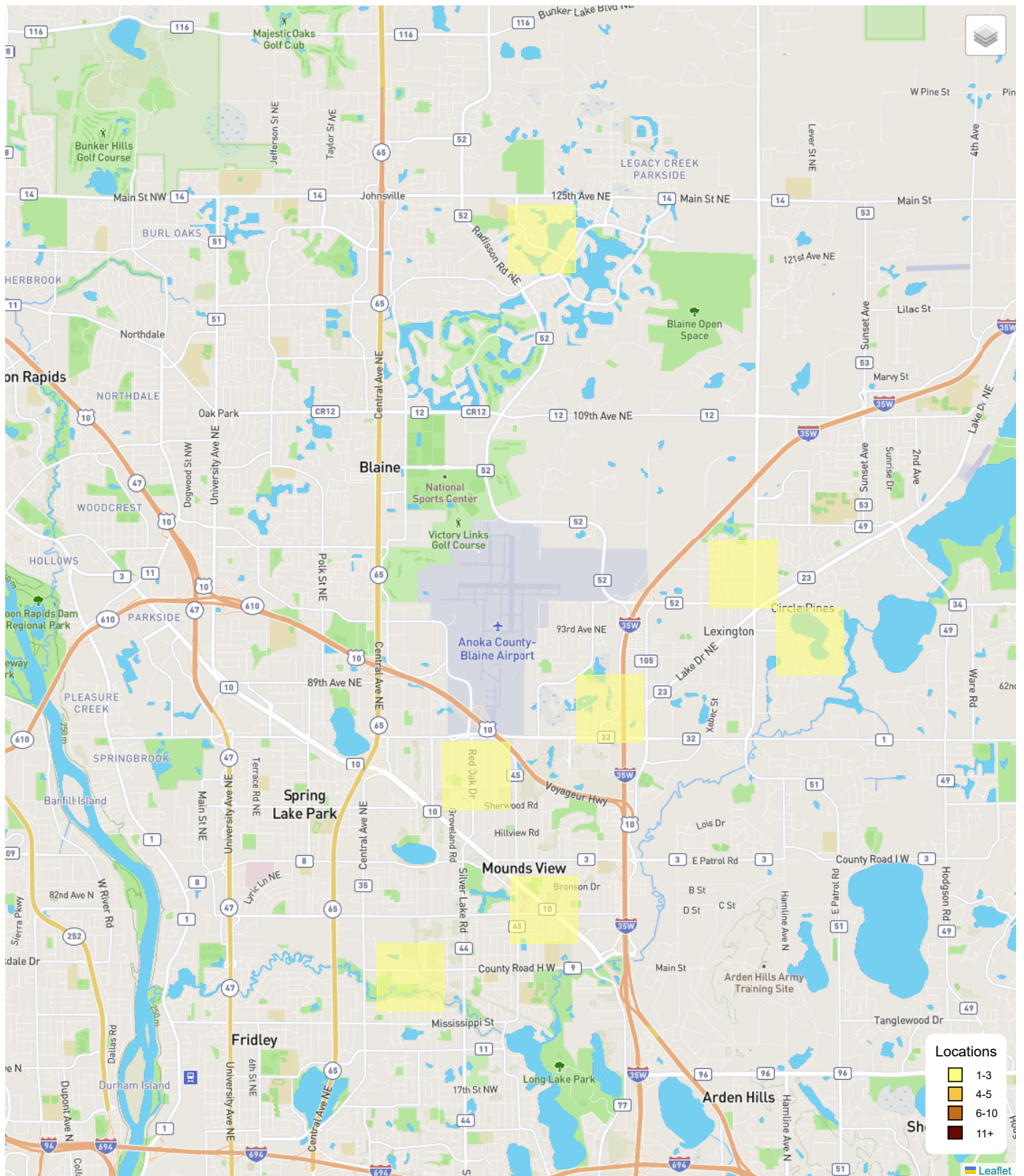
OPERATIONS

2026		2025	
14,249 OPERATIONS	1,197 NIGHTTIME OPERATIONS	15,802 OPERATIONS	1,151 NIGHTTIME OPERATIONS

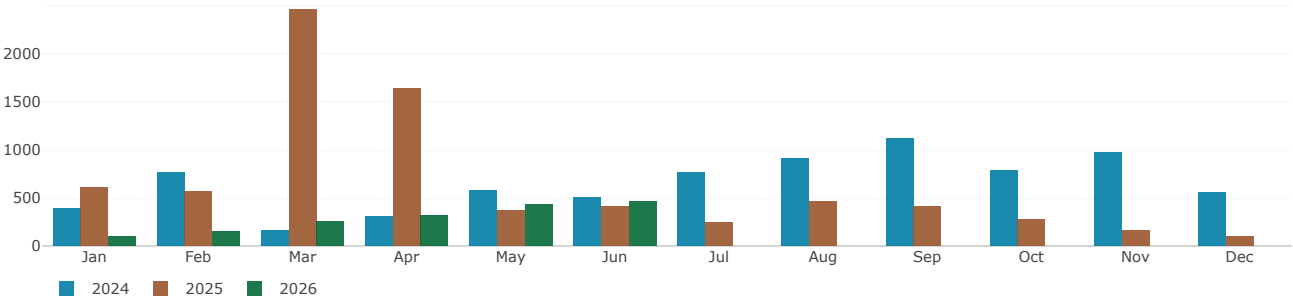
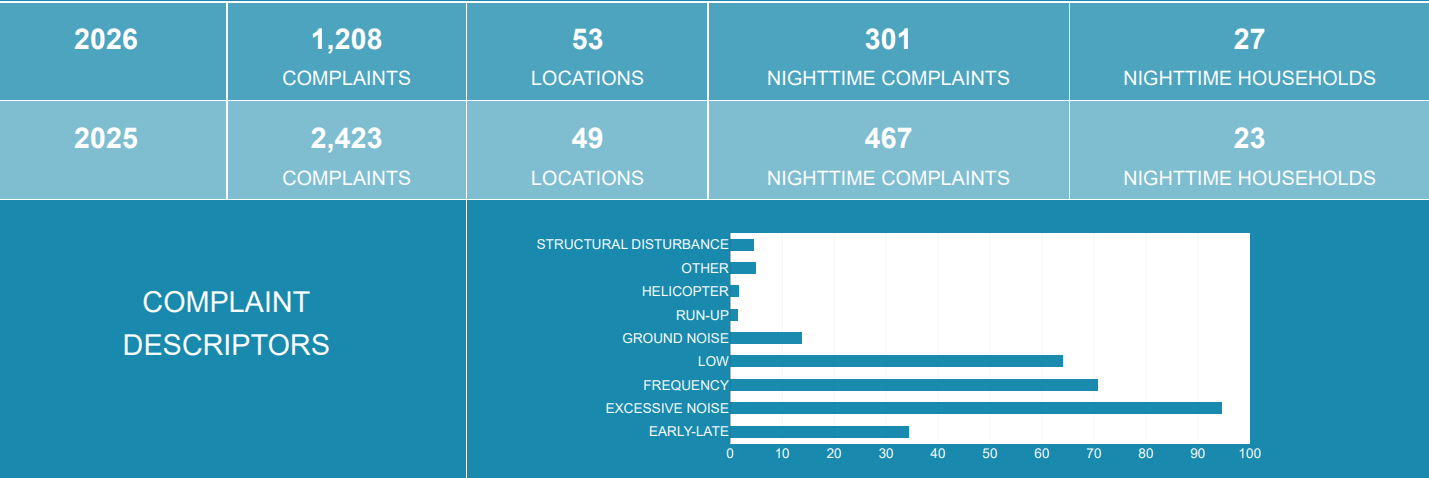


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	JET	634	4.4%	16	5.7%
	HELICOPTER	653	4.6%	58	20.7%
	PISTON	12,219	85.8%	163	58.2%
	TURBO-PROP	701	4.9%	32	11.4%
	UNKNOWN	39	0.3%	5	1.8%
	MILITARY	3	0%	0	0%

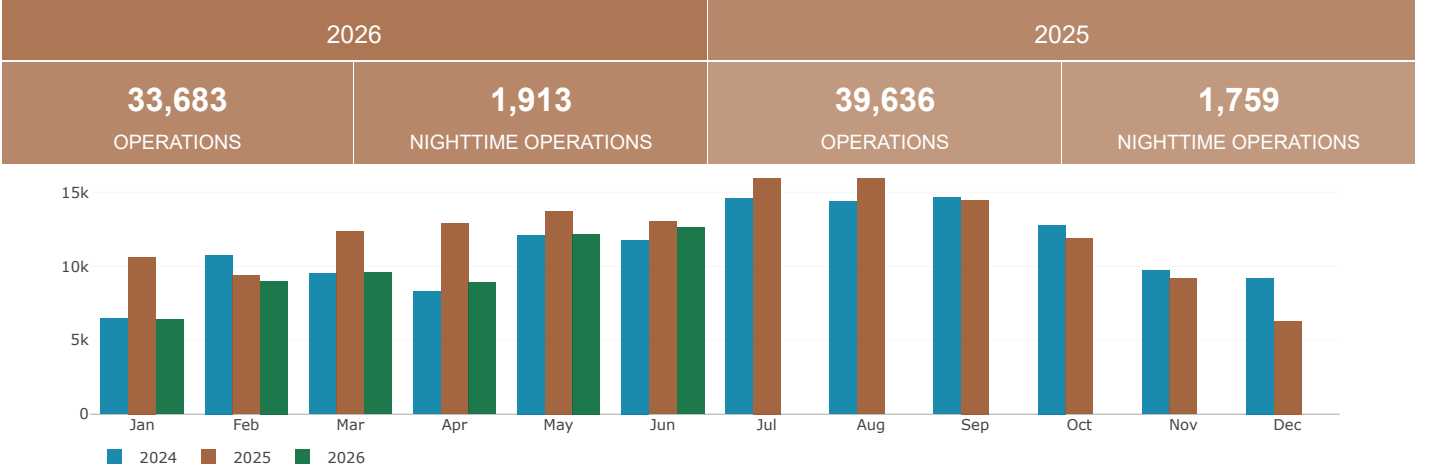
Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



COMPLAINTS

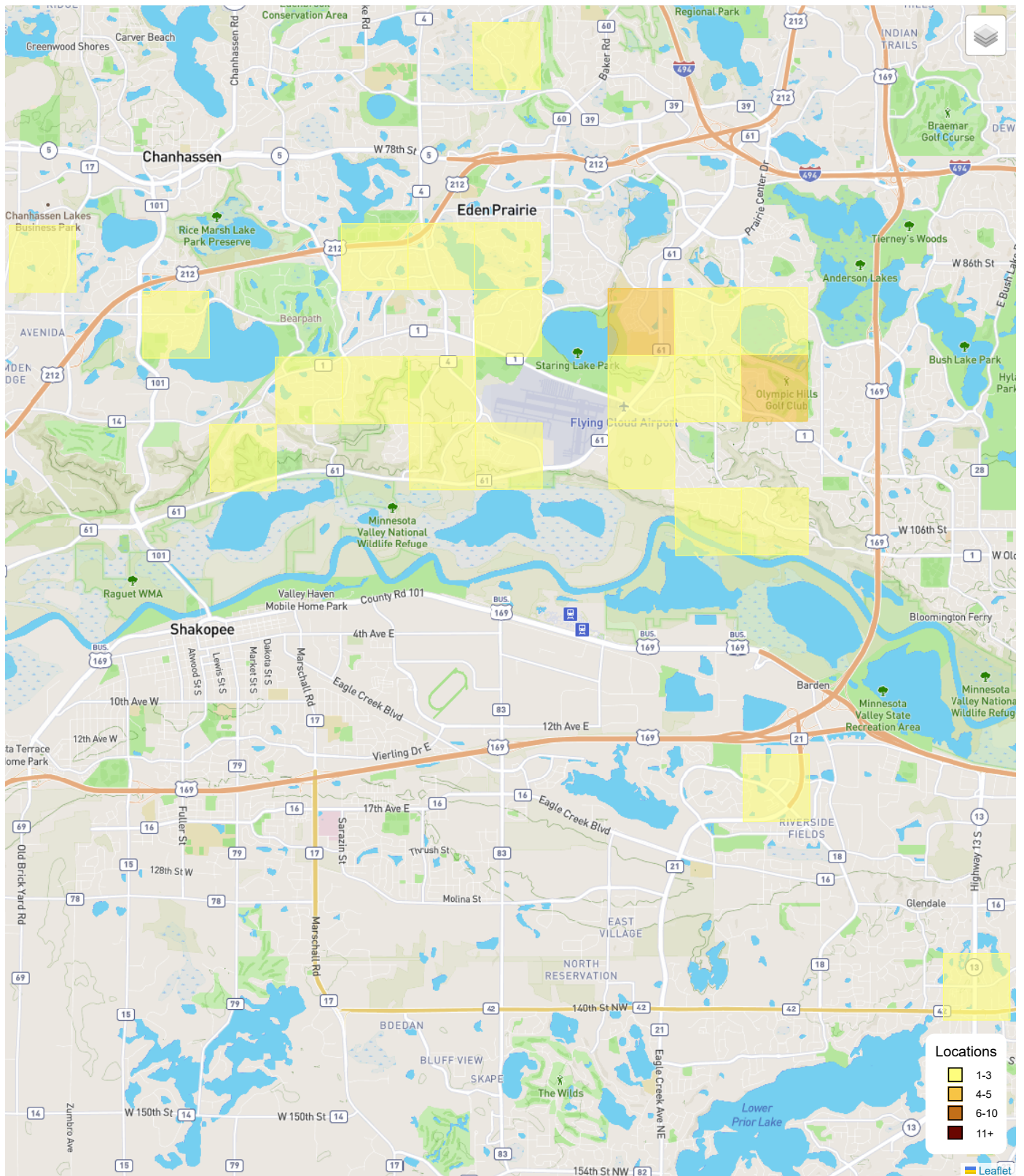


OPERATIONS

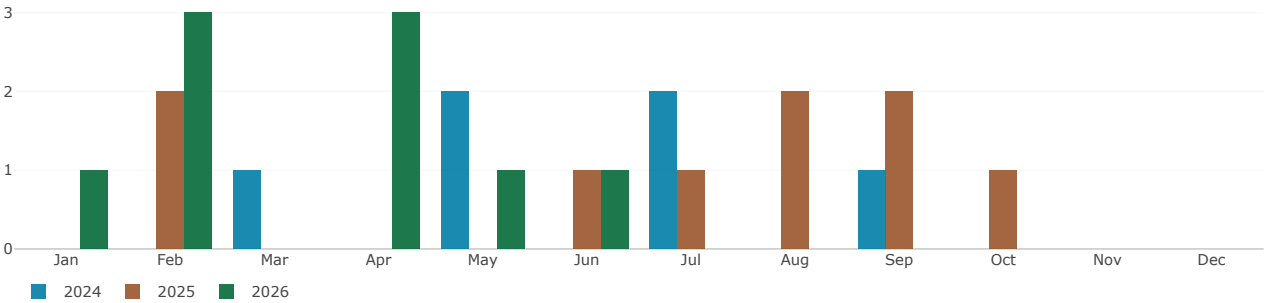


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	JET	3,242	9.6%	263	21.8%
	HELICOPTER	683	2%	29	2.4%
	PISTON	27,766	82.4%	802	66.4%
	TURBO-PROP	1,977	5.9%	110	9.1%
	UNKNOWN	15	0%	0	0%

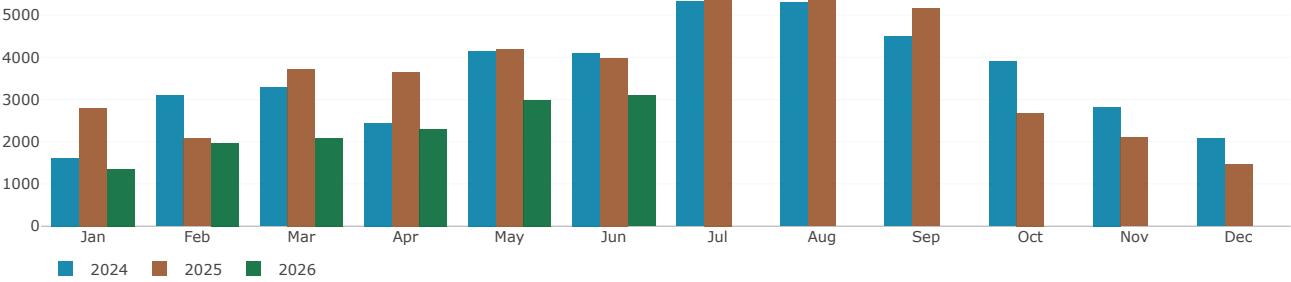
Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



COMPLAINTS

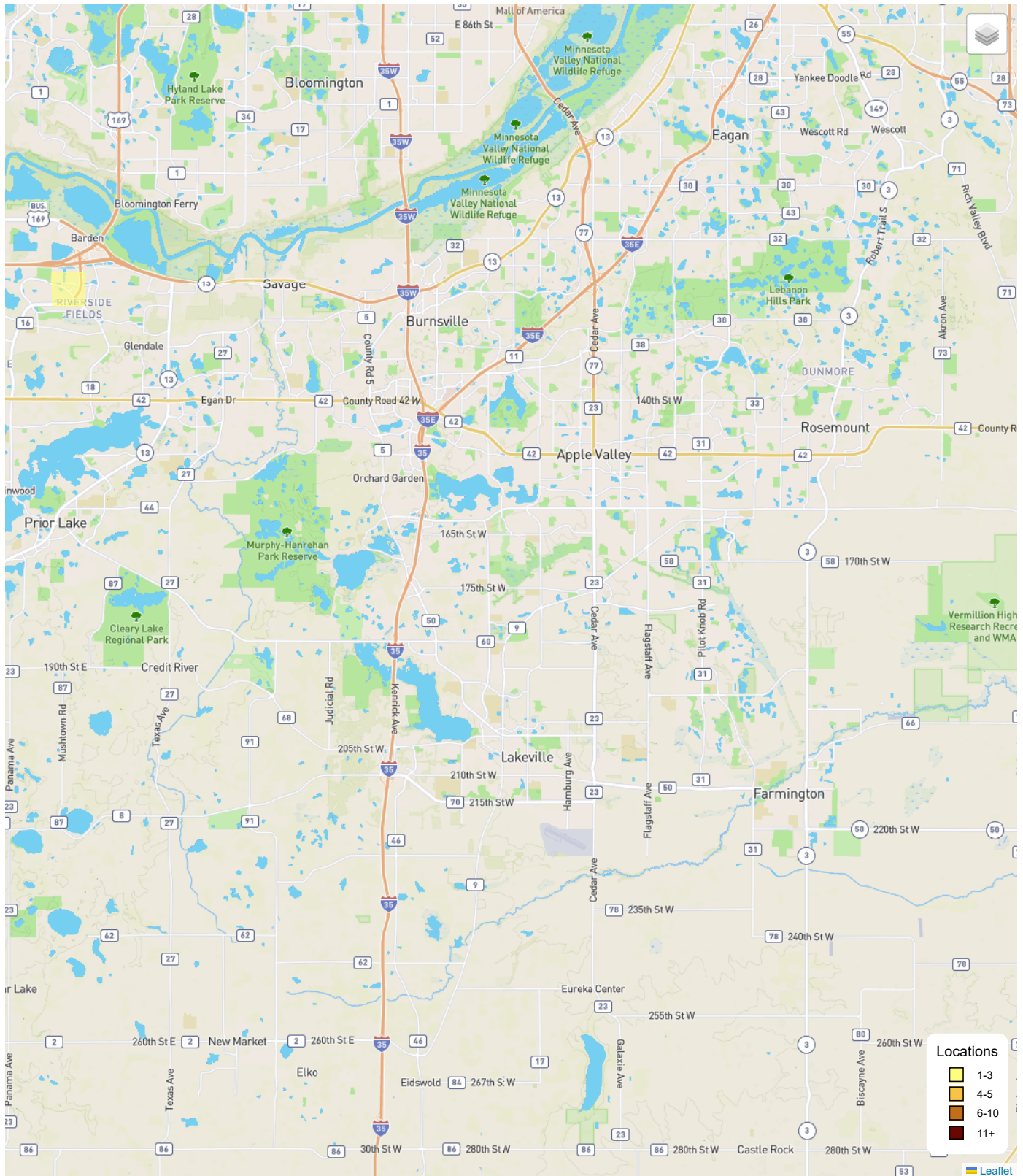


OPERATIONS

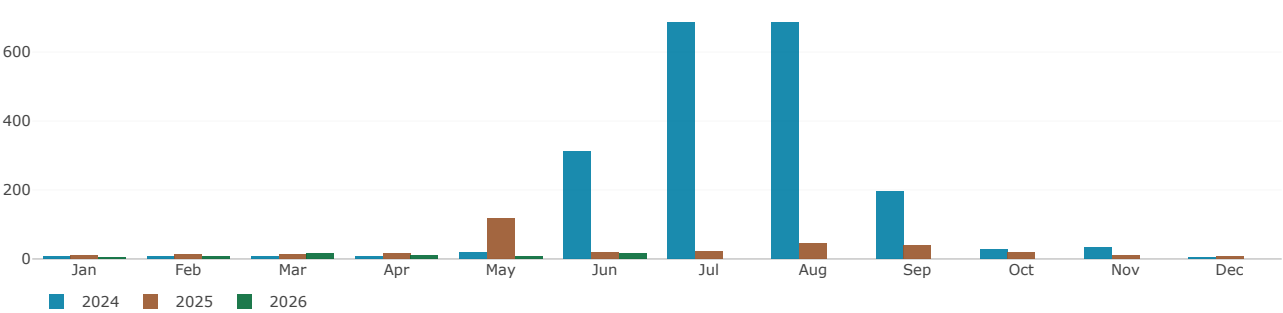
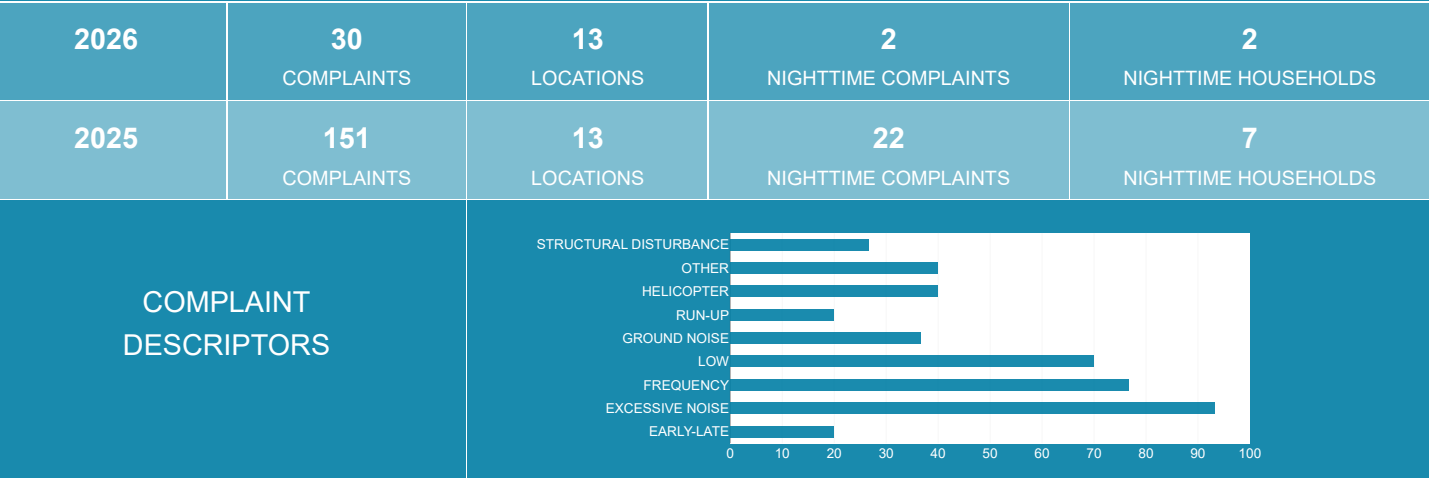


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	HELICOPTER	49	0.6%	1	20%
	PISTON	8,192	97.8%	4	80%
	JET	22	0.3%	0	0%
	TURBO-PROP	89	1.1%	0	0%
	UNKNOWN	27	0.3%	0	0%

Airlake Airport (LVN) - COMPLAINTS HEATMAP

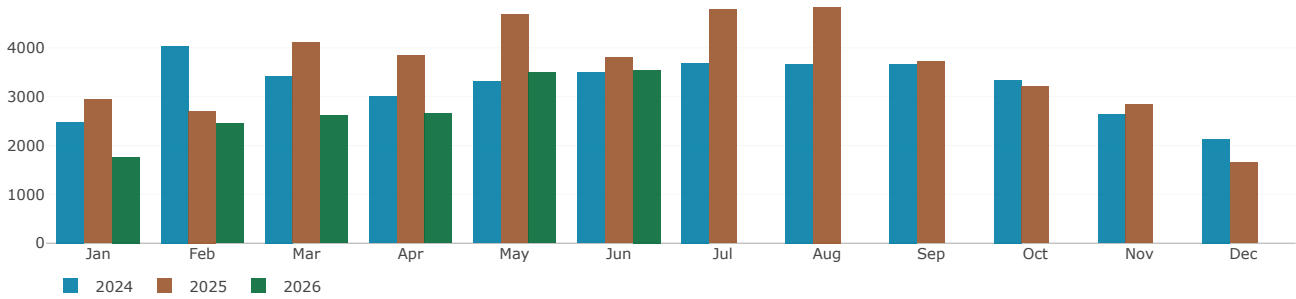


COMPLAINTS



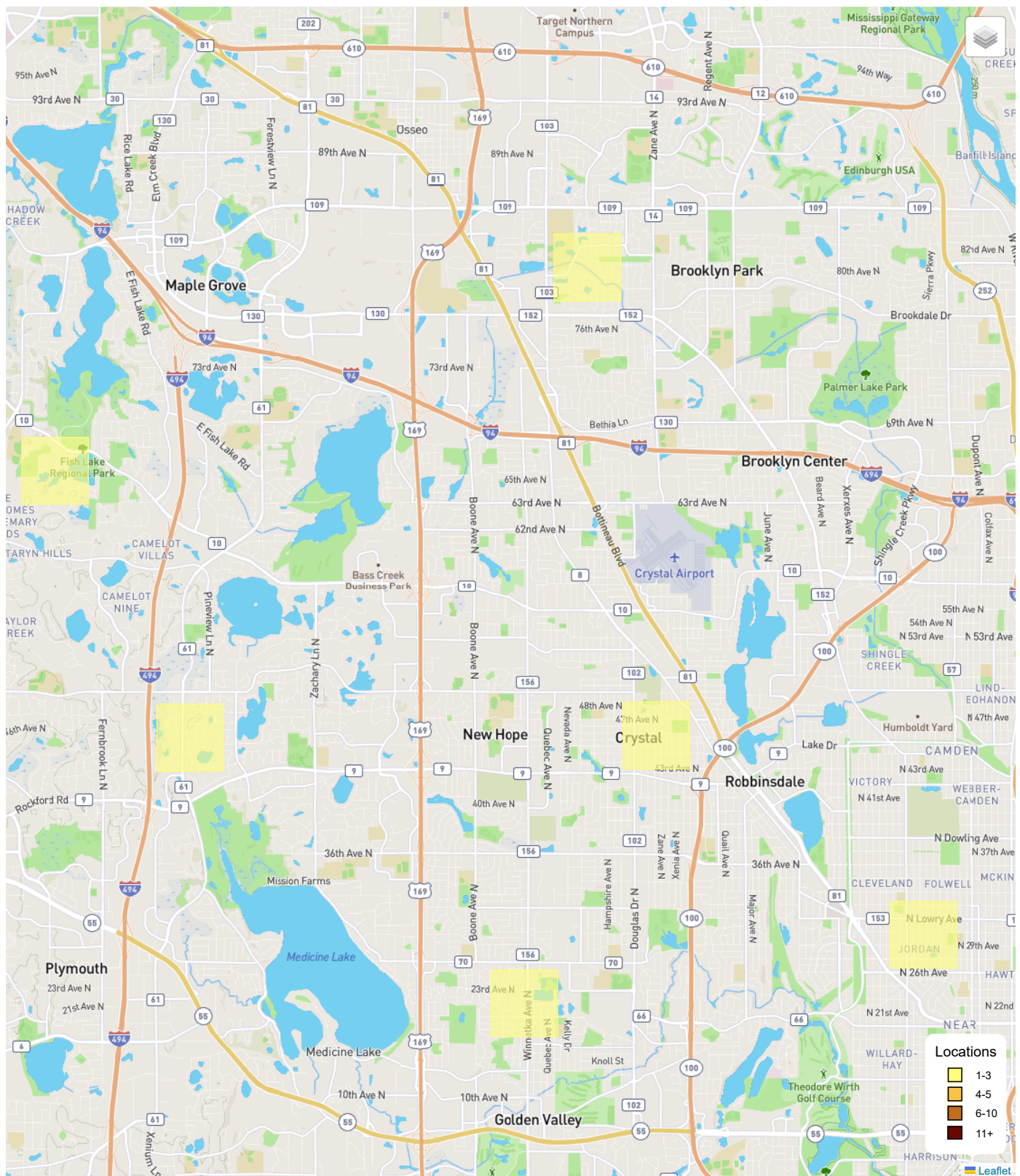
OPERATIONS

2026		2025	
9,695 OPERATIONS	314 NIGHTTIME OPERATIONS	12,320 OPERATIONS	284 NIGHTTIME OPERATIONS

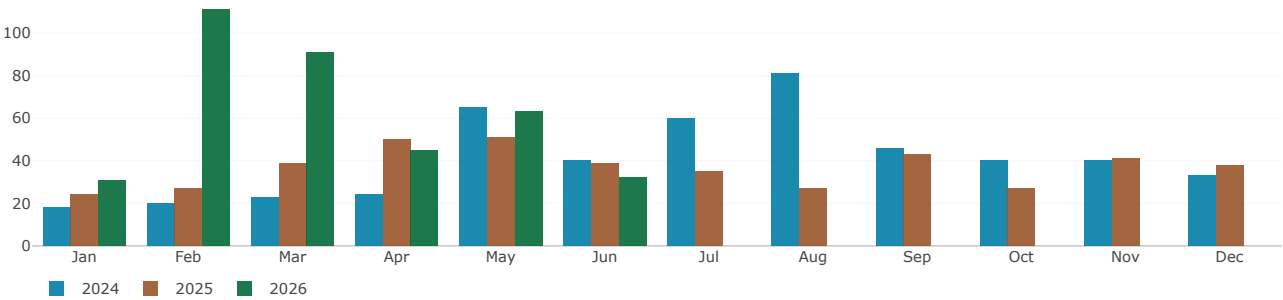
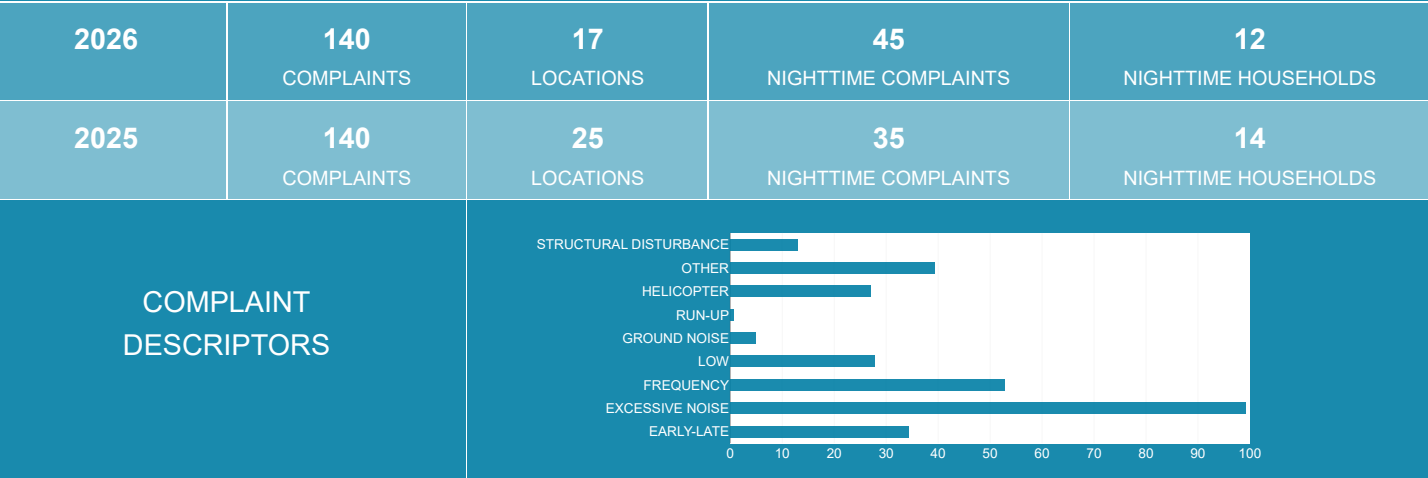


AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
HELICOPTER	387	4%	14	46.7%
PISTON	9,230	95.2%	16	53.3%
JET	5	0.1%	0	0%
TURBO-PROP	59	0.6%	0	0%
UNKNOWN	14	0.1%	0	0%

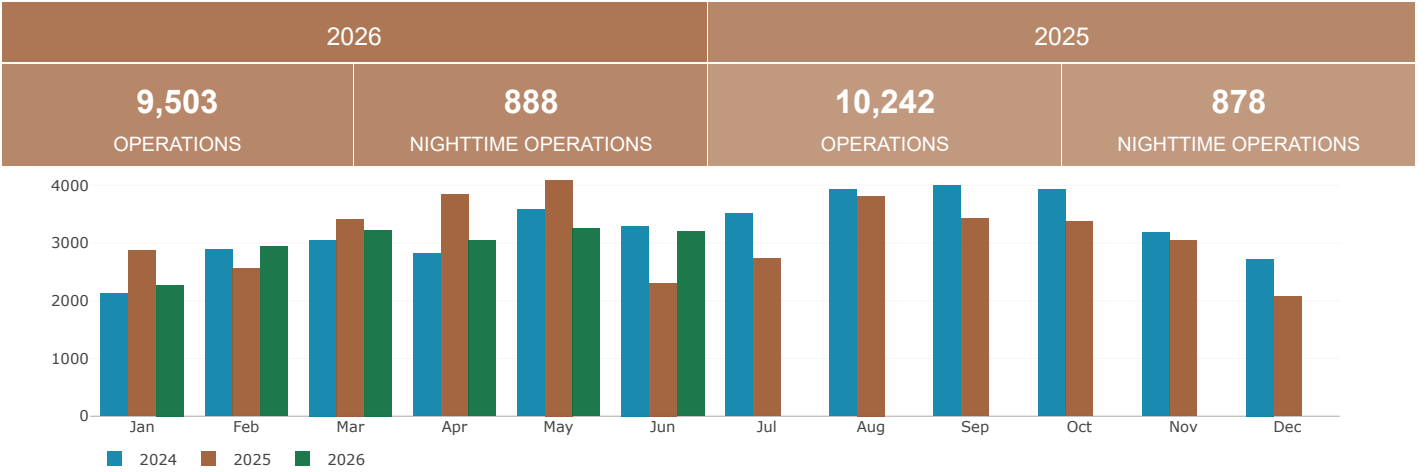
Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS

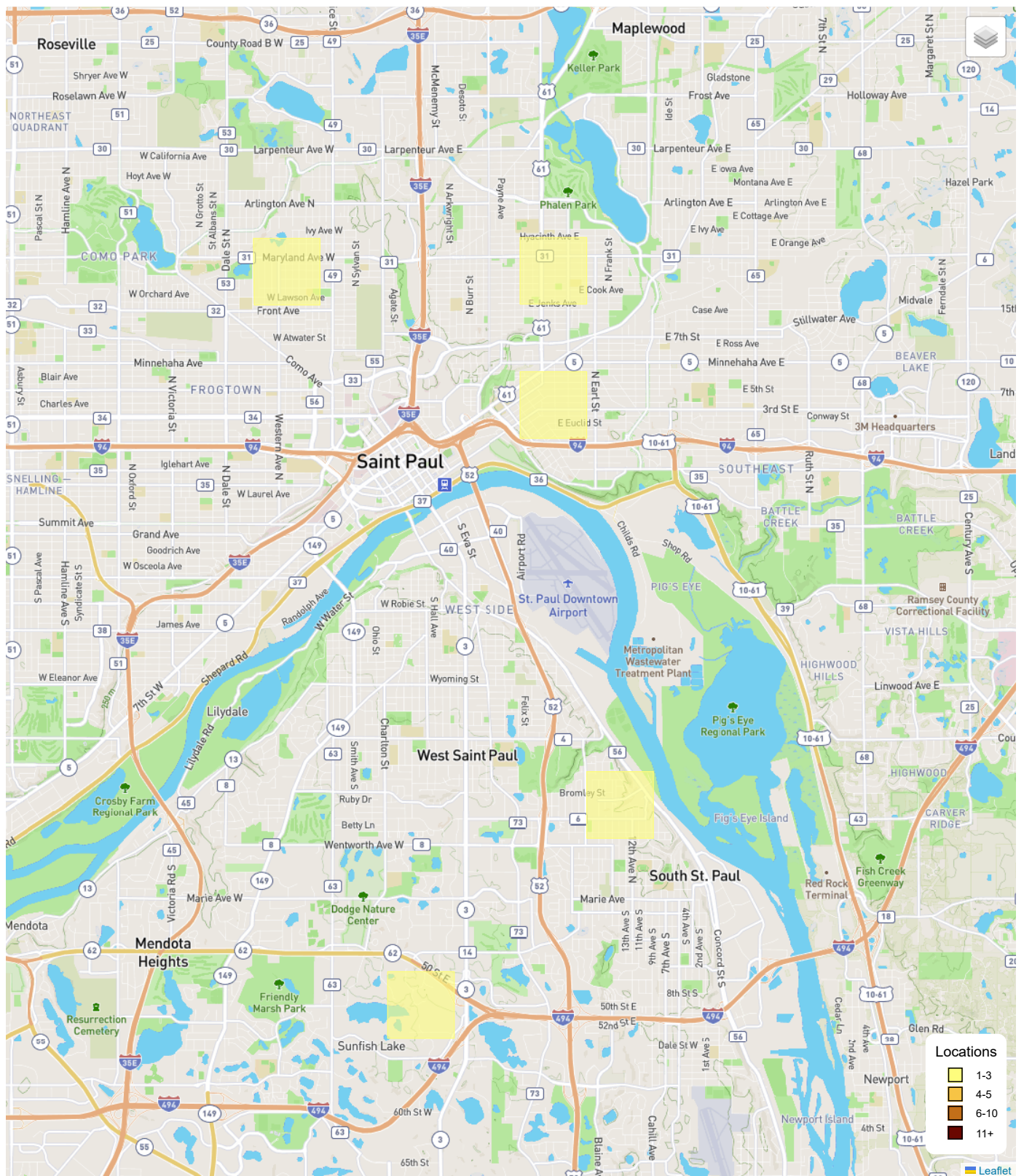


OPERATIONS



	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	JET	2,919	30.7%	27	19.3%
	HELICOPTER	1,291	13.6%	45	32.1%
	PISTON	4,381	46.1%	44	31.4%
	TURBO-PROP	902	9.5%	23	16.4%
	UNKNOWN	10	0.1%	0	0%

St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP





Airlake Airport (LVN)

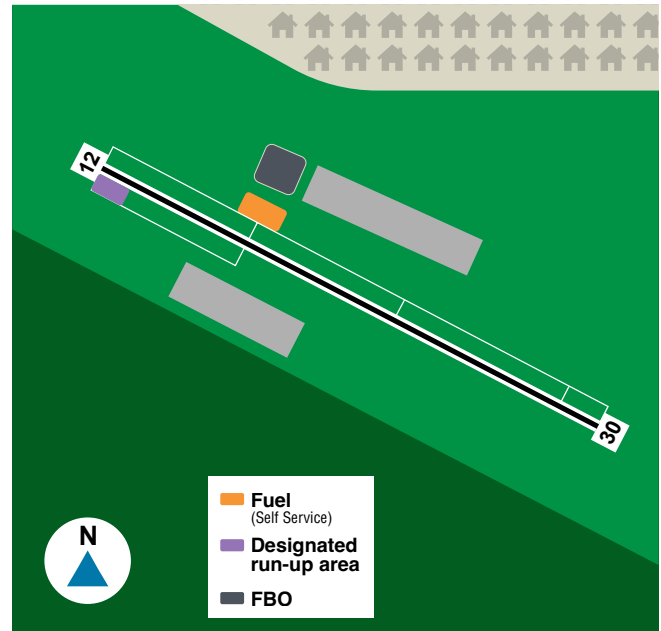
FLY NEIGHBORLY

A program of the MAC general aviation airports



1. TAKEOFF AND APPROACH

- A. Runway 30: calm wind runway, left traffic.
- B. Runway 12: right traffic.
- C. Arrivals: follow PAPI glide slope until a lower altitude is necessary for a safe landing.
- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.
 - [FAA AC 90-66C Non-Towered Airport Flight Operations](#)
 - [FAA AC 91-36D - Visual Flight Rules \(VFR\) Flight Near Noise-Sensitive Areas](#)
 - [NBAA Noise Abatement Program](#)
 - [AOPA Noise Awareness Steps](#)
- E. Turbine-powered aircraft and itinerant aircraft, fly runway heading until attaining an altitude within 300 feet of traffic pattern altitude.



3. MAINTENANCE RUN-UPS

- A. When practical, conduct extended engine tests and maintenance run-ups in excess of 5-minutes in designated area (see map). **Pre-departure run-ups, may be conducted in other areas.**
- B. Avoid engine tests and maintenance run-ups during nighttime hours.

4. 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 the same neighborhoods.

5. NIGHTTIME OPERATIONS (2200-0700)

- A. Avoid nighttime currency operations and flight training in the traffic pattern after 0000 local time.
- B. Avoid unnecessary low-level flyovers at the airport.

2. TRAFFIC PATTERN

- A. Fly aircraft at the airport traffic pattern altitude:
 - Turbine-powered aircraft: 1,500 feet agl (2,433 msl)
 - Piston-driven aircraft: 1,000 feet agl (1,933 msl)
- B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport to reduce noise and increase efficiency without risking safety.
- D. Use the full length of runway for arrivals and departures: avoid stop and go operations and avoid intersection takeoffs.
- E. Avoid repetitive activity over residences.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical.

If you have questions, please contact the airport manager at **612-726-8140**
metroairports.org/our-airports

July 2026