



MEETING AGENDA

August 28, 2023, at 3 p.m.
Baytown Township Hall
4020 McDonald Dr N, Stillwater, MN 55082

1. Welcome and Introductions
2. Approval of Meeting Minutes for 5-22-2023 - **Action**
3. Airport Manager Update:
 - Safety and Security Update
 - Airport Tour Overview
4. Bayport Community Spotlight
5. Airport User Spotlight
6. Meet the Fleet: Piper PA-28
<https://youtu.be/fozqvhUs7h0>
7. Telly Award for video: What is General Aviation?
<https://youtu.be/gRBKnHR1xds>
8. Update on Prior Community Discussion/Concerns:
 - Evaporators
 - Sound Study
9. Q2 2023 Aircraft Operations & Noise Complaints
10. 21D Noise Abatement Plan Discussion
11. Public Comment Period (3-min. per comment)
12. Member Comment Period
 - Community Events
13. Review LEAAC meeting schedule
 - Next meeting dates: November 27, 2023
14. Adjourn

Unless noted otherwise, 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

3275 Manning Avenue, Box 2, Lake Elmo, Minnesota 55042

Philip Tiedeman, MAC Airport Manager • Philip.Tiedeman@mspmac.org • 763-717-0001





**METROPOLITAN AIRPORTS COMMISSION
LAKE ELMO AIRPORT ADVISORY COMMISSION
DRAFT MEETING MINUTES**

Monday, May 22, 2023, 3:00 p.m.

Baytown Township Hall
4020 McDonald Drive North
Stillwater, MN 55082

The meeting started at 3:04 p.m. In attendance were:

Representatives: J. Buelow, West Lakeland Township; P. Evenson, EAA Chapter 54; M. Gunderson, EAA Chapter 54; M. Hanson, City of Bayport; G. Kreisel, Washington County; M. McComber, City of Oak Park Heights; L. McGinn, City of Lake Elmo; L. Peterson, At-Large; R. Weyrauch, Baytown Township; D. Weiler, At-Large

MAC Staff: J. Harris, Director – Reliever Airports; J. Lewis, Community Relations Coordinator; J. Egan, Assistant Manager, Community Relations; P. Tiedeman, Airport Manager, Lake Elmo Airport; K. Verdeja, Administrative Specialist

Other: D. Elder, Washington, County; T. Gladhill, Stillwater; M. Liljegren, City of Oak Park Heights; C. Mueller, At. Large

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

1. Welcome and Introductions - Information

Luke Peterson, Co-Chair, called the meeting to order at 3:04 pm. There was a total of 19 participants. He gave an overview of the objective of the commission. He introduced **Co-Chair McComber** who invited attendees to introduce themselves.

2. Approval of Meeting Minutes for 2-27-2023

Chair McComber opened the discussion regarding approving the minutes from the February 27, 2023 commission meeting. There was no discussion.

**Representative Kriesel moved and Representative McGinn seconded to:
Approve the Minutes from the February 27, 2023 Meeting as presented.**

The motion passed by unanimous vote.

3. Airport Manager Update

Philip Tiedemann, Manager – Lake Elmo Airport, reviewed the multiple construction projects at and around the airport. This included the Manning Avenue/County State Aid Highway (CSAH) 15 County Project and the 30th Street Metropolitan Airports Commission (MAC) project.

Mr. Tiedemann detailed Phase 4 of the airfield realignment. Currently, they are working from southeast to northwest. Runway 4/22 will be closed for 10 days. Paving will start with the test strip scheduled for today, 5/22. The old runway pavement removals are continuing, as new areas are completed, they will be opened up. Evaporators are slated to be operational on June 1. **Mr. Tiedemann** responded to numerous questions regarding the evaporators. The United States Department of Agriculture (USDA) – Wildlife surveys will determine if additional or revised actions are needed. The Federal Aviation Administration (FAA) advised that they are on track to have the new approaches active on October 5, 2023.

He updated the commission on discussions that took place with the Washington County Sheriff's Office regarding incidents or responses at the airport.

FAA Flight Check is scheduled to do a Precision Approach Path Indicator (PAPI) test on the runway 14-end on June 7th.

Mr. Tiedeman responded to a question regarding the possibility of adding an exit onto 40th. He noted that it could be a part of the long-term planning project. He also noted that Phase 4 should be completed by October 2023. Lastly, he mentioned that the wildlife survey could be done late this fall.

4. Airport User and Community Spotlights

Co-Chair Luke Peterson introduced an airport user, **Judd**. **Judd** is known for his local business (Tire Pros) and the Tire Pros vehicles are visible around town. He is a local Stillwater resident who grew up in town. **Judd** has had his private pilot license since 2019 and built a new hangar in 2021/2022.

Judd flies a Mooney M20K with an FAA-approved Rocket Engineering 305 modification to enhance speed. So far Judd's main use of the plane is for recreational purposes, visiting friends and family, and it's a real "time saver" that allows him to visit people and places his work schedule would otherwise not allow.

Representative Mueller offered to donate a radio and speaker for the Lake Elmo Viewing area. He mentioned seeing something similar at a different airport and really enjoyed watching and listening to the aircraft activity. **Mr. Tiedemann** acknowledged his offer and will be contacting him soon.

Co-Chair Luke Peterson explained that Lake Elmo Airport (21D) is situated between six communities in Washington County. Those communities: Bayport, Baytown Township, Lake

Elmo, Oak Park Heights, West Lakeland Township, and Stillwater are projected to grow 24% between 2020 and 2030 with most of that growth occurring in the City of Lake Elmo.

Chair Peterson introduced **Chair Mary McComber** who will highlight the City of Oak Park Heights.

Today's community spotlight is on the City of Oak Park Heights. An overview of the history of the city was given, including where it was first located, the new village, and the city incorporation. A detailed description of the city and its current mayor, council members, and community profile was given.

Chair McComber reviewed the community events including the annual Party in the Park hosted by the City Council. In 2020 Xcel Energy announced that the Allen S. King Plant. The City Council established a panel to explore and analyze ideas relating to how the plant site could be repurposed.

Chair McComber responded to numerous inquiries regarding the City of Oak Park Heights. For more information, please access the city's website at:
<https://www.cityofoakparkheights.com/>

Representative Hanson volunteered to do the next Community Spotlight for the City of Bayport. This meeting will be in August.

Representative McGinn volunteered to do the November Community Spotlight for the City of Lake Elmo.

5. **Aircraft Noise Overview:**

Aircraft Noise Basics

Jennifer Lewis, Technical Advisor, gave an overview of aircraft noise basics, including an overview of aviation, airport regulators, an overview of Lake Elmo Airport, the long-term planning and noise abatement efforts, and the airport and community resources. A new event was added to the list of Lake Elmo events. The Experimental Aircraft Association (EAA) Chapter 54 will be hosting a public event on Saturday, August 12.

Ms. Lewis and Mr. Tiedemann responded to numerous questions regarding the runways and airport processes.

Ms. Lewis gave information about accessing MAC FlightTracker at www.macnoms.com.

Q1 2023 Complaints and Operations

Jennifer Lewis, Technical Advisor, reviewed the process by which complaints are taken at the Metropolitan Airports Commission regarding aircraft. She stated there were 694 noise complaints from six locations and 15 nighttime complaints from five nighttime locations in the first quarter of 2023. There were 6,046 operations and 25 nighttime operations recorded for Lake Elmo Airport during the quarter.

Ms. Lewis explained that more detail about complaints and operations is available at www.metroairports.org/community-connection/aircraft-noise.

6. Public Tour Discussion

Philip Tiedemann, Manager – Lake Elmo Airport asked for members to consider which dates work for a tour in July and August, and who they would like to include in the tour. Members will be contacted in June. Tours may need to be on multiple days depending on how many participants are interested.

7. Public Comment

Co-Chair Peterson introduced the public comment period and reminded attendees of the ground rules for public comment. There were no public comments.

8. Member Comment

Co-Chair Peterson introduced the member comment period. There were no member comments.

9. Review LEAAC Meeting Schedule

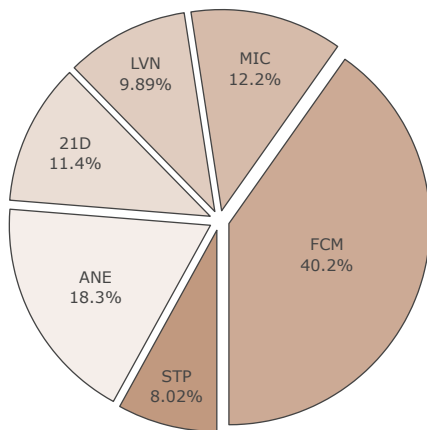
Chair McComber led a discussion regarding the upcoming meetings for the calendar year. The next LEAAC Meeting will be held on August 28, 2023 at 3:00 pm at a location to be determined. The last meeting of the calendar year is scheduled for November 27, 2023.

The meeting was adjourned at 4:47 p.m.

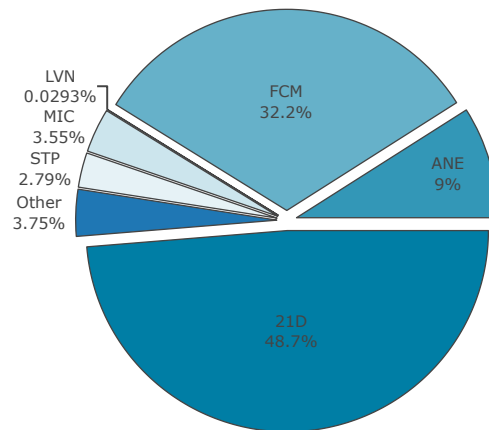
Metropolitan Airports Commission (MAC) Reliever Airport Operations and Noise Complaint Report



AIRCRAFT OPERATIONS



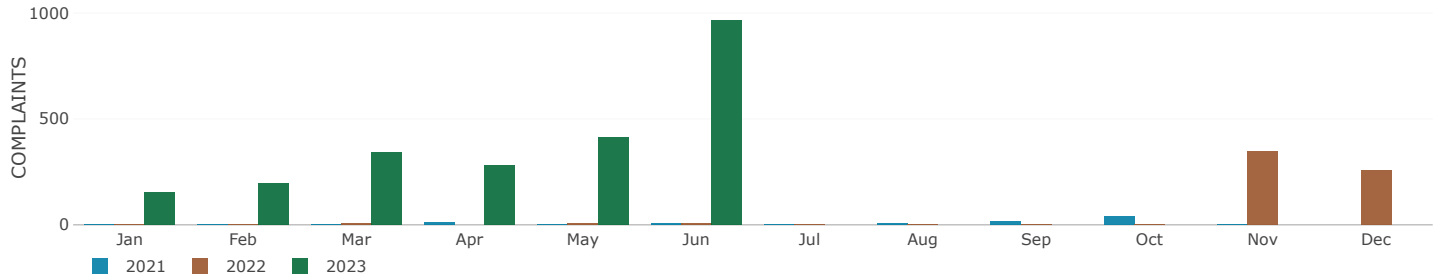
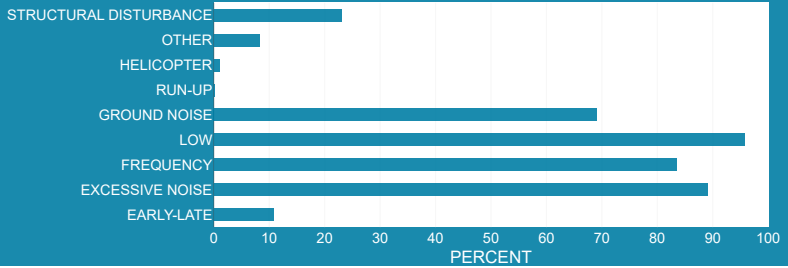
NOISE COMPLAINTS



COMPLAINTS

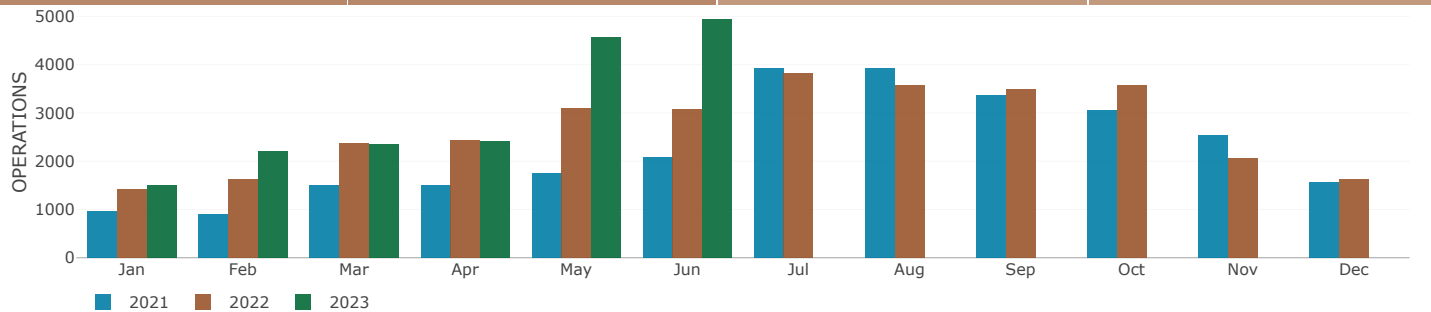
2023	1,661 COMPLAINTS	11 LOCATIONS	40 NIGHTTIME COMPLAINTS	5 NIGHTTIME HOUSEHOLDS
2022	15 COMPLAINTS	5 LOCATIONS	11 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



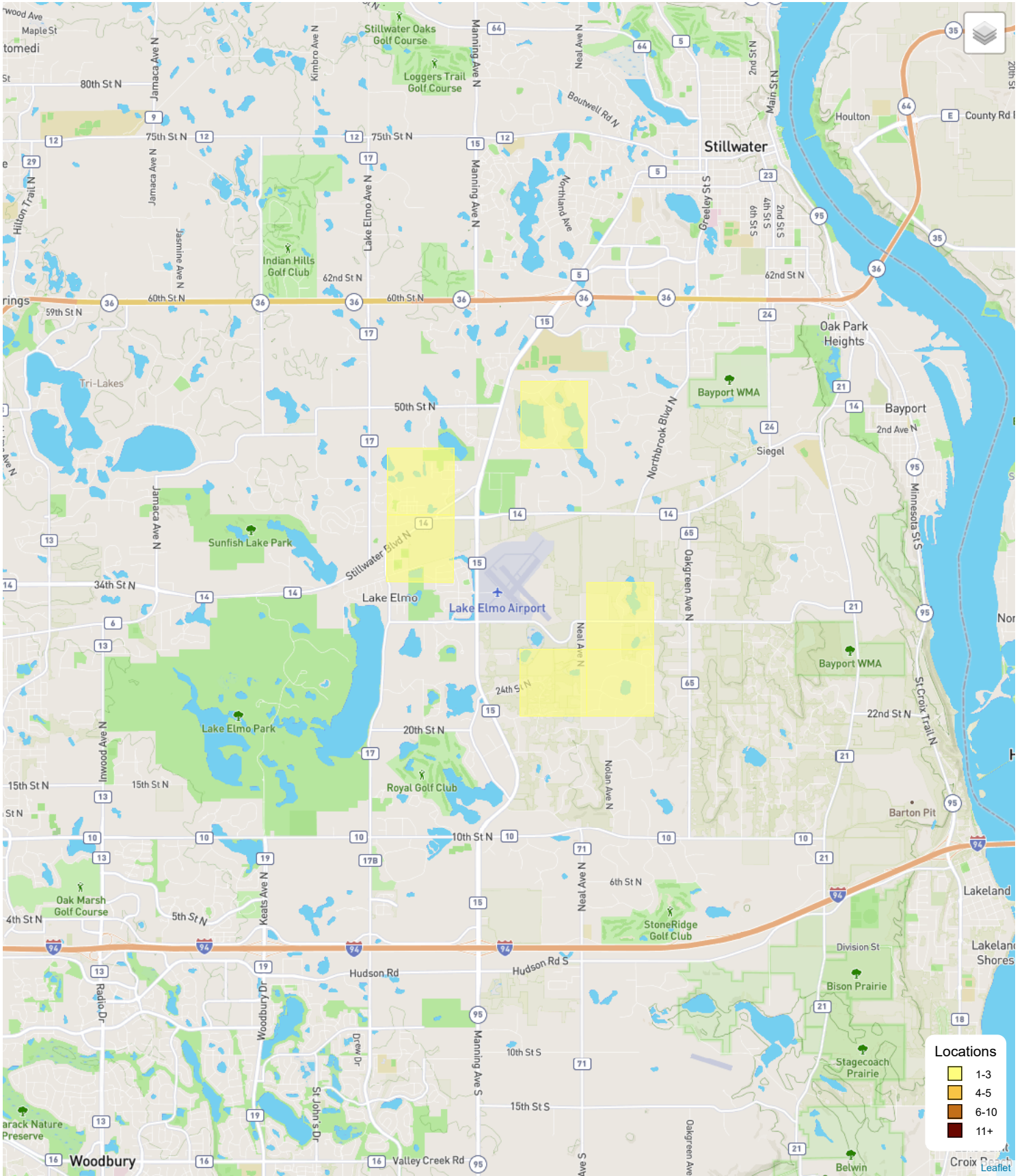
OPERATIONS

2023		2022	
11,920 OPERATIONS	252 NIGHTTIME OPERATIONS	8,599 OPERATIONS	189 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	0	0.0 %	12	0.7 %
HELICOPTER	36	0.3 %	14	0.8 %
NOT-CORRELATED	0	0.0 %	1	0.1 %
PISTON	11,509	96.6 %	1,565	94.2 %
TURBO-PROP	16	0.1 %	8	0.5 %
UNKNOWN	359	3.0 %	61	3.7 %
RUN-UP	0	0.0 %	0	0.0 %

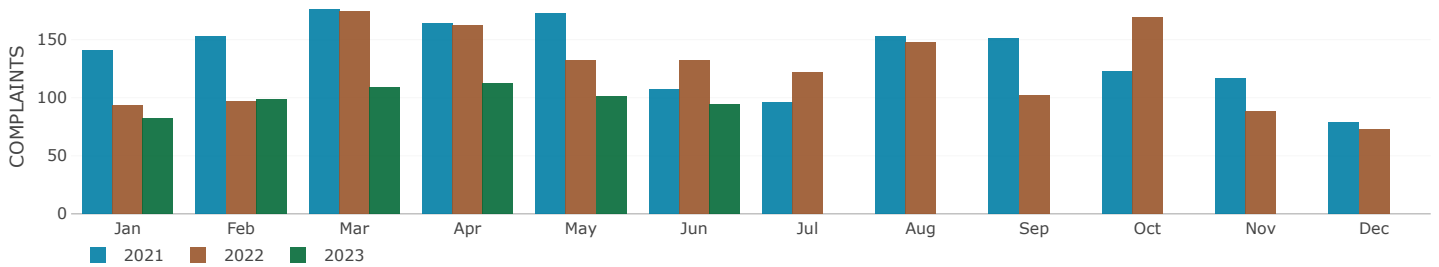
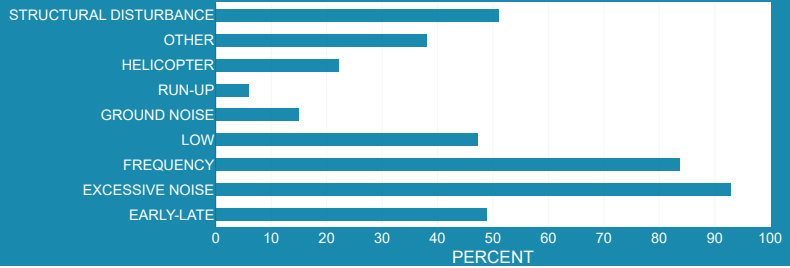
Lake Elmo Airport (21D) - COMPLAINTS HEATMAP



COMPLAINTS

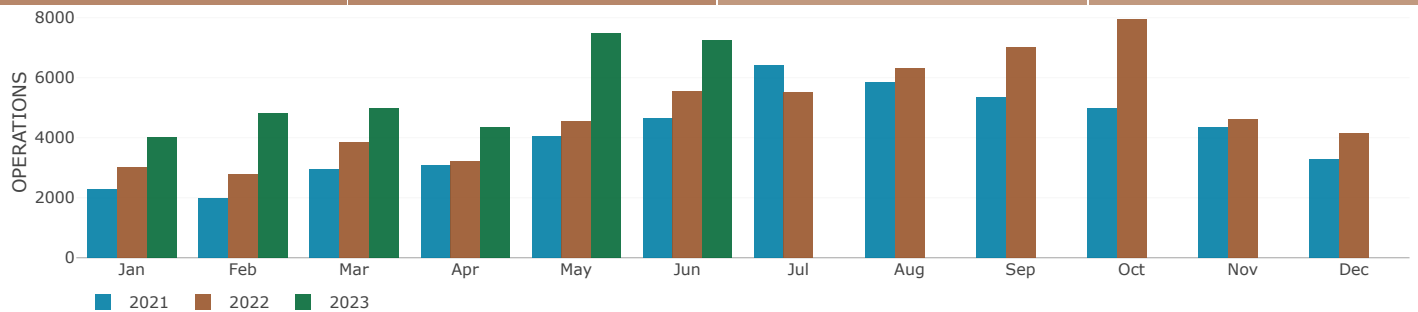
2023	307 COMPLAINTS	12 LOCATIONS	85 NIGHTTIME COMPLAINTS	5 NIGHTTIME HOUSEHOLDS
2022	426 COMPLAINTS	15 LOCATIONS	137 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



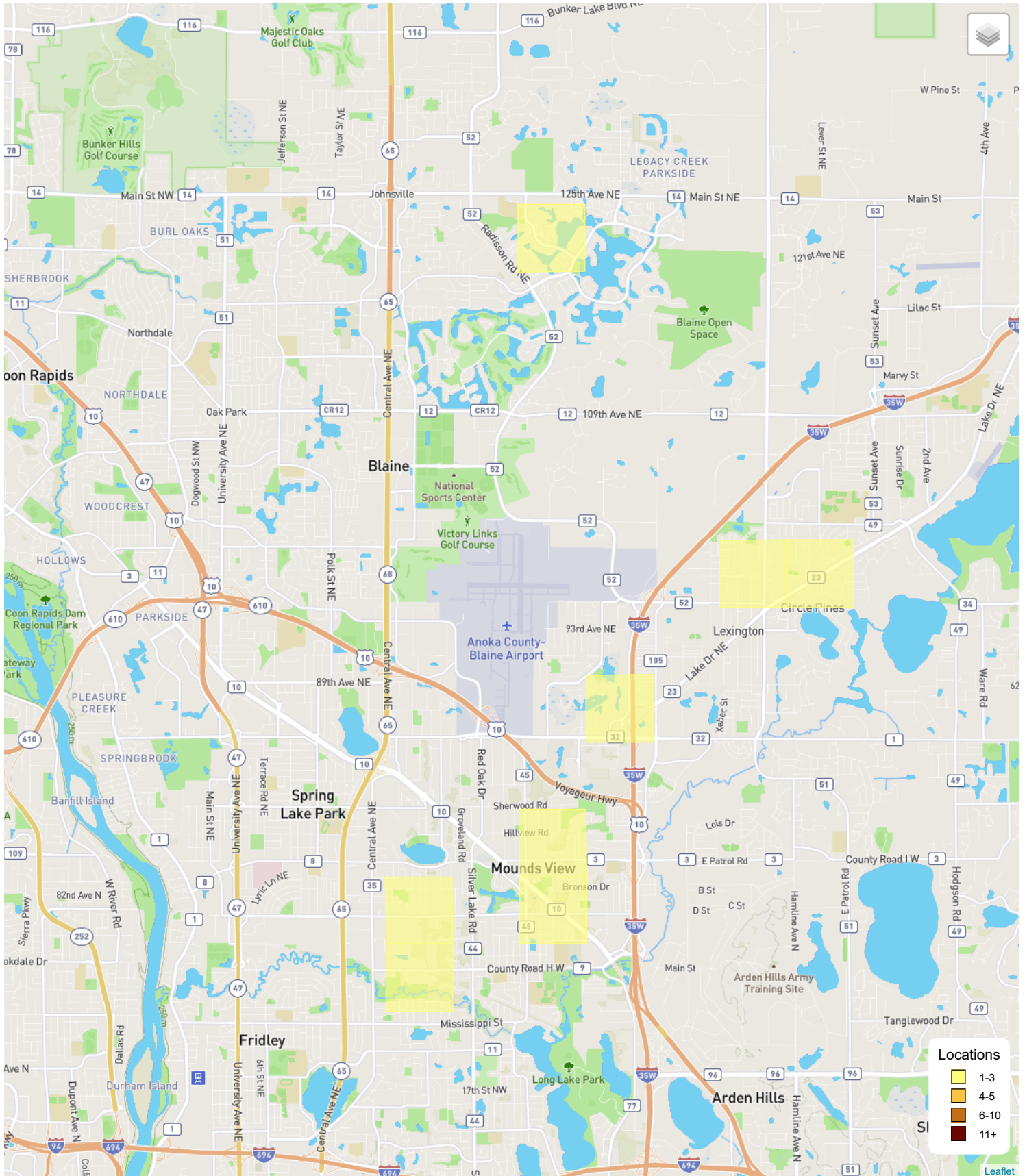
OPERATIONS

2023		2022	
19,088 OPERATIONS	1,584 NIGHTTIME OPERATIONS	13,311 OPERATIONS	994 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	609	3.2 %	41	13.4 %
HELICOPTER	564	3.0 %	32	10.4 %
MILITARY	6	0.0 %	1	0.3 %
PISTON	16,636	87.2 %	180	58.6 %
TURBO-PROP	953	5.0 %	47	15.3 %
UNKNOWN	320	1.7 %	6	2.0 %
RUN-UP	0	0.0 %	0	0.0 %

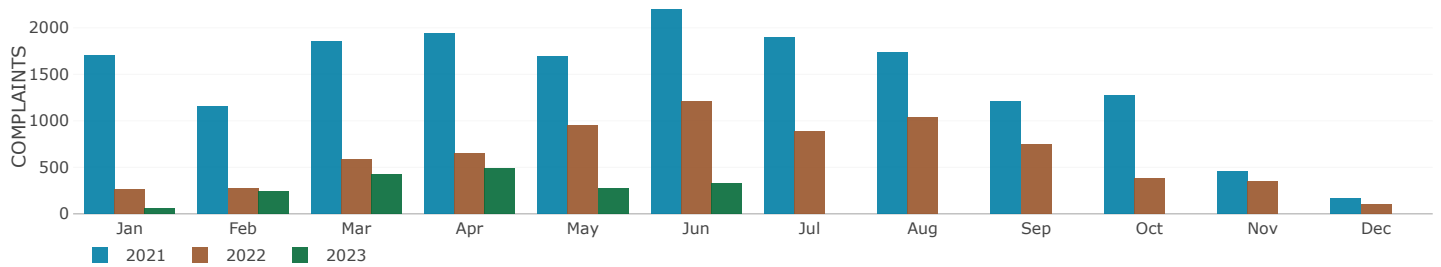
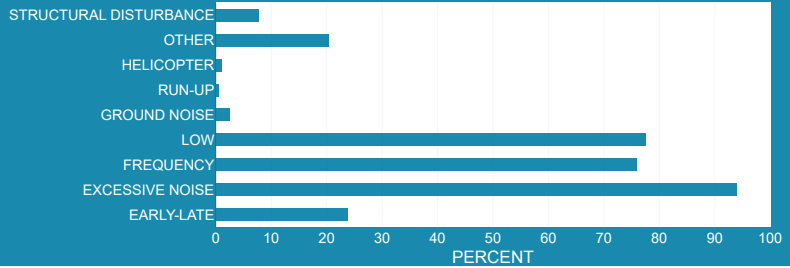
Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



COMPLAINTS

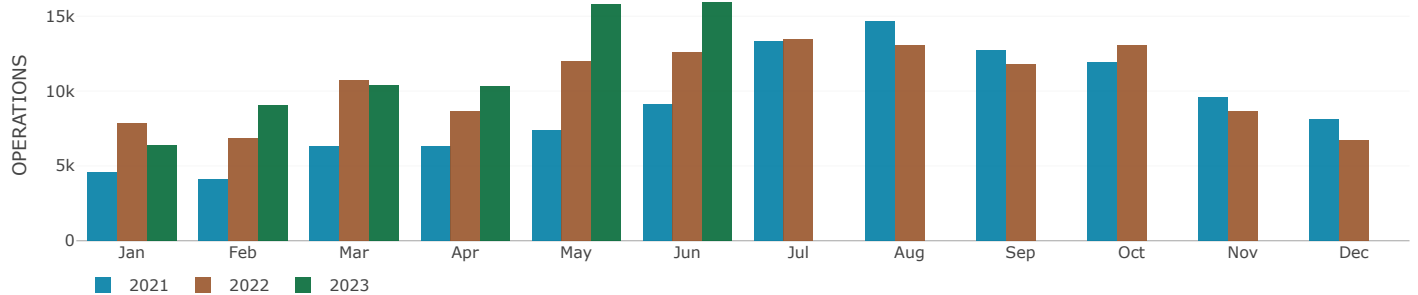
2023	1,097 COMPLAINTS	56 LOCATIONS	215 NIGHTTIME COMPLAINTS	35 NIGHTTIME HOUSEHOLDS
2022	2,811 COMPLAINTS	53 LOCATIONS	514 NIGHTTIME COMPLAINTS	39 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

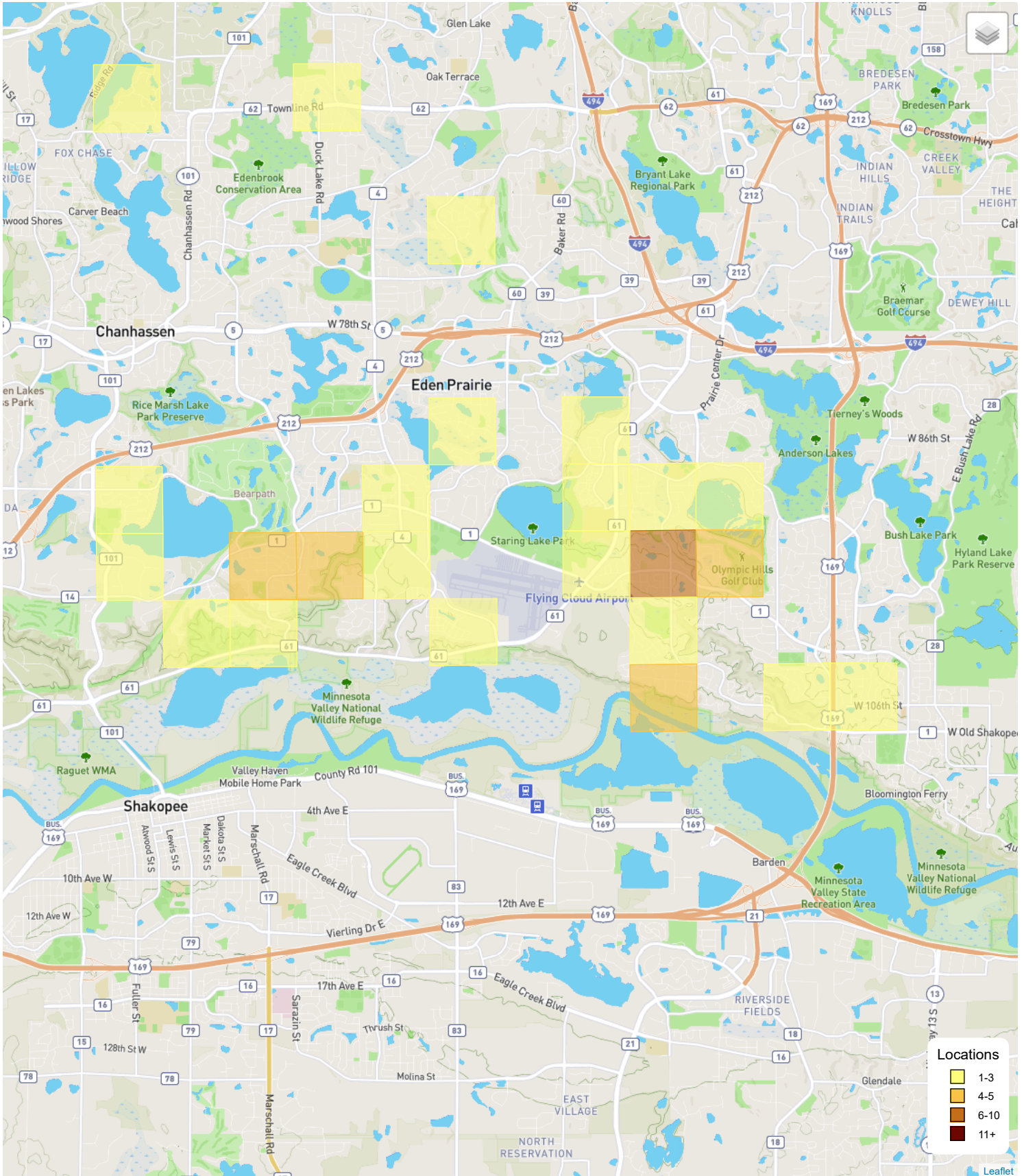
2023		2022	
42,046 OPERATIONS	2,602 NIGHTTIME OPERATIONS	33,206 OPERATIONS	1,741 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,944	7.0 %	159	14.5 %
HELICOPTER	895	2.1 %	10	0.9 %
NOT-CORRELATED	0	0.0 %	1	0.1 %
PISTON	35,762	85.1 %	818	74.6 %
TURBO-PROP	2,162	5.1 %	103	9.4 %
UNKNOWN	282	0.7 %	6	0.5 %
MILITARY	1	0.0 %	0	0.0 %

	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%	
	RUN-UP	0	0.0%	0	0.0%	

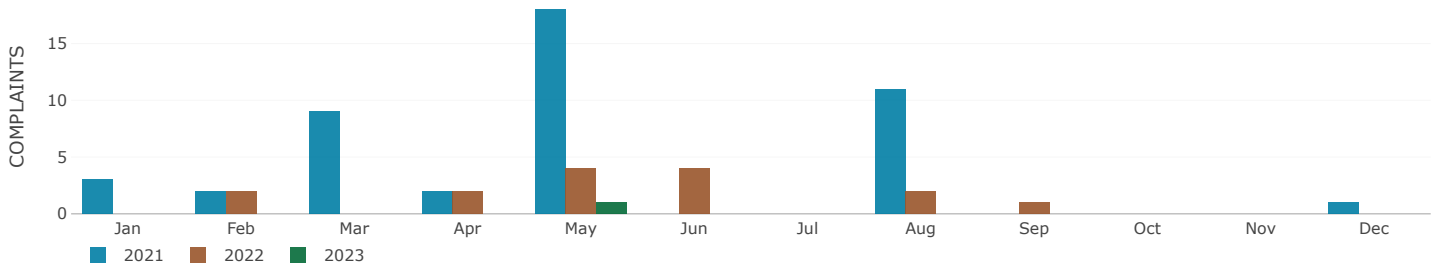
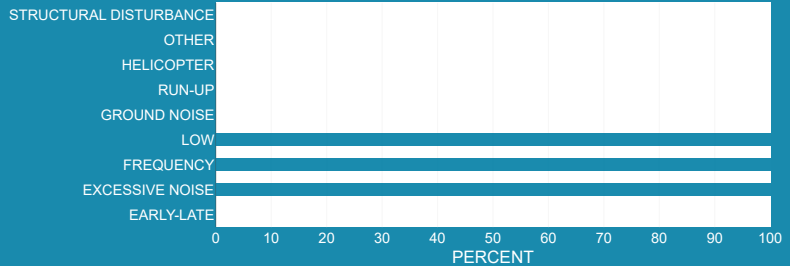
Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



COMPLAINTS

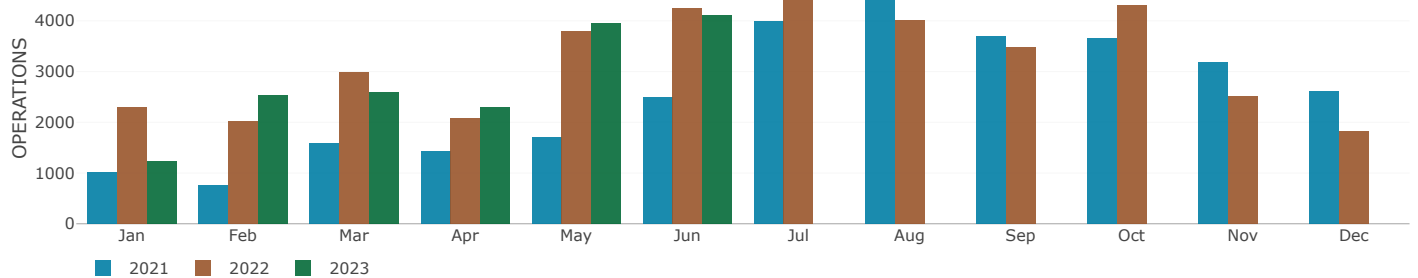
2023	1 COMPLAINTS	1 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS
2022	10 COMPLAINTS	3 LOCATIONS	3 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



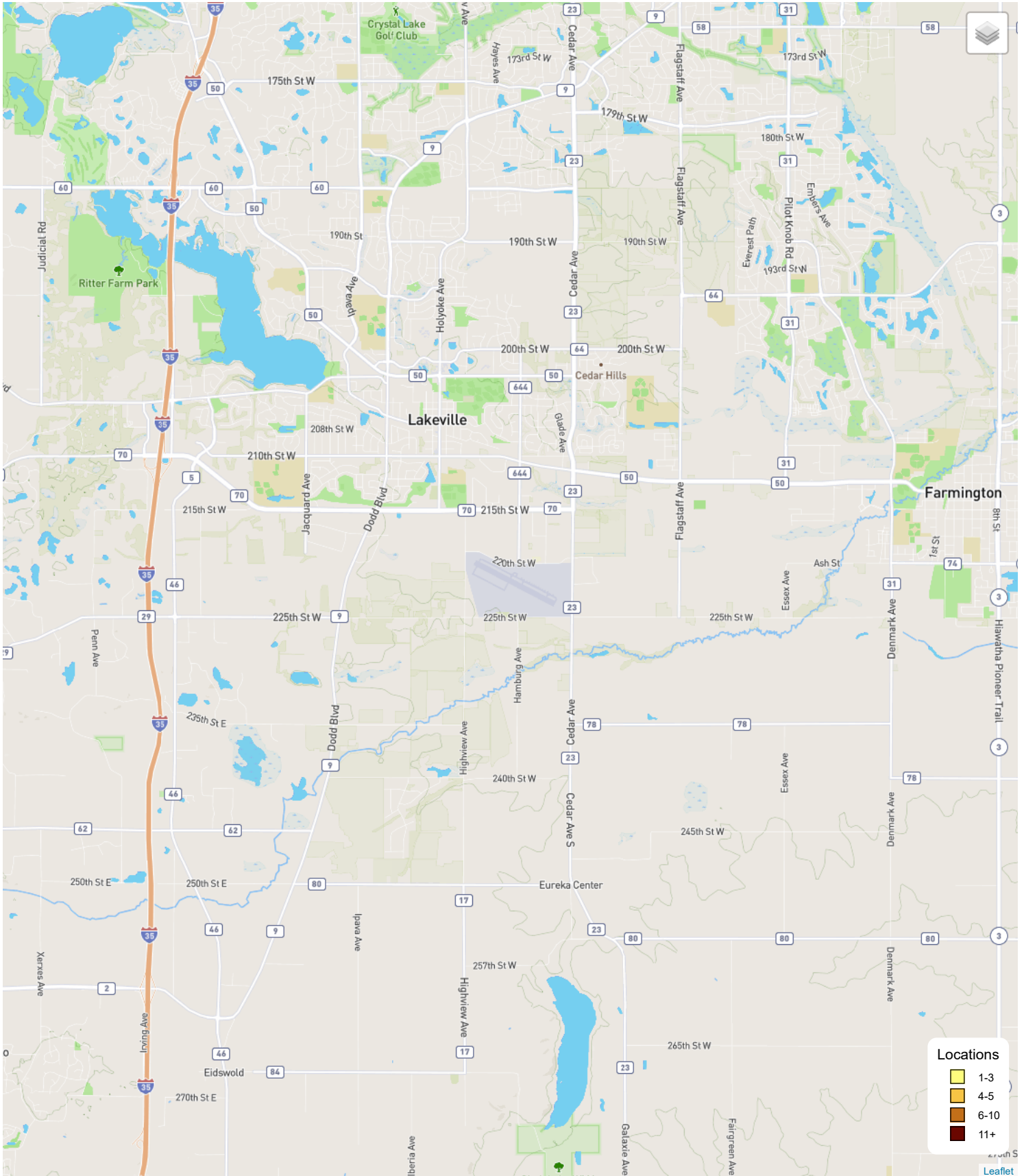
OPERATIONS

2023		2022	
10,336 OPERATIONS	351 NIGHTTIME OPERATIONS	10,132 OPERATIONS	271 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
PISTON	9,829	95.1 %	1	100.0 %
HELICOPTER	47	0.5 %	0	0.0 %
JET	63	0.6 %	0	0.0 %
TURBO-PROP	214	2.1 %	0	0.0 %
UNKNOWN	183	1.8 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

Airlake Airport (LVN) - COMPLAINTS HEATMAP



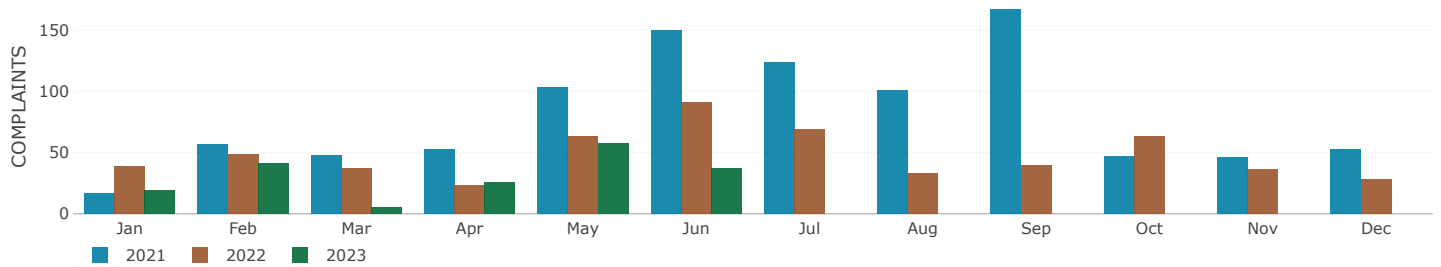
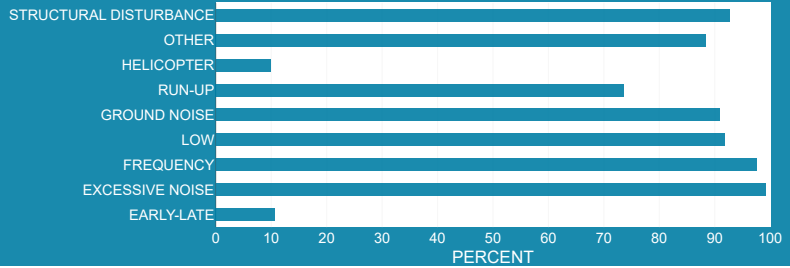
Locations

- 1-3
- 4-5
- 6-10
- 11+

COMPLAINTS

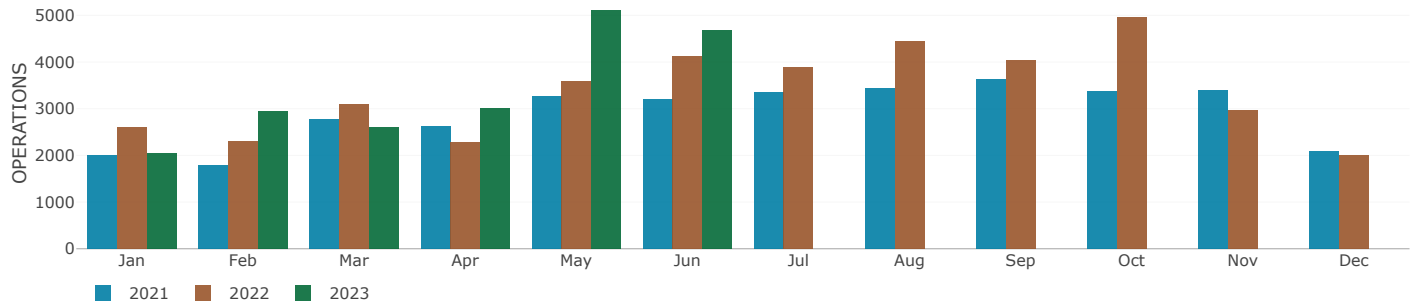
2023	121 COMPLAINTS	7 LOCATIONS	7 NIGHTTIME COMPLAINTS	5 NIGHTTIME HOUSEHOLDS
2022	177 COMPLAINTS	5 LOCATIONS	13 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



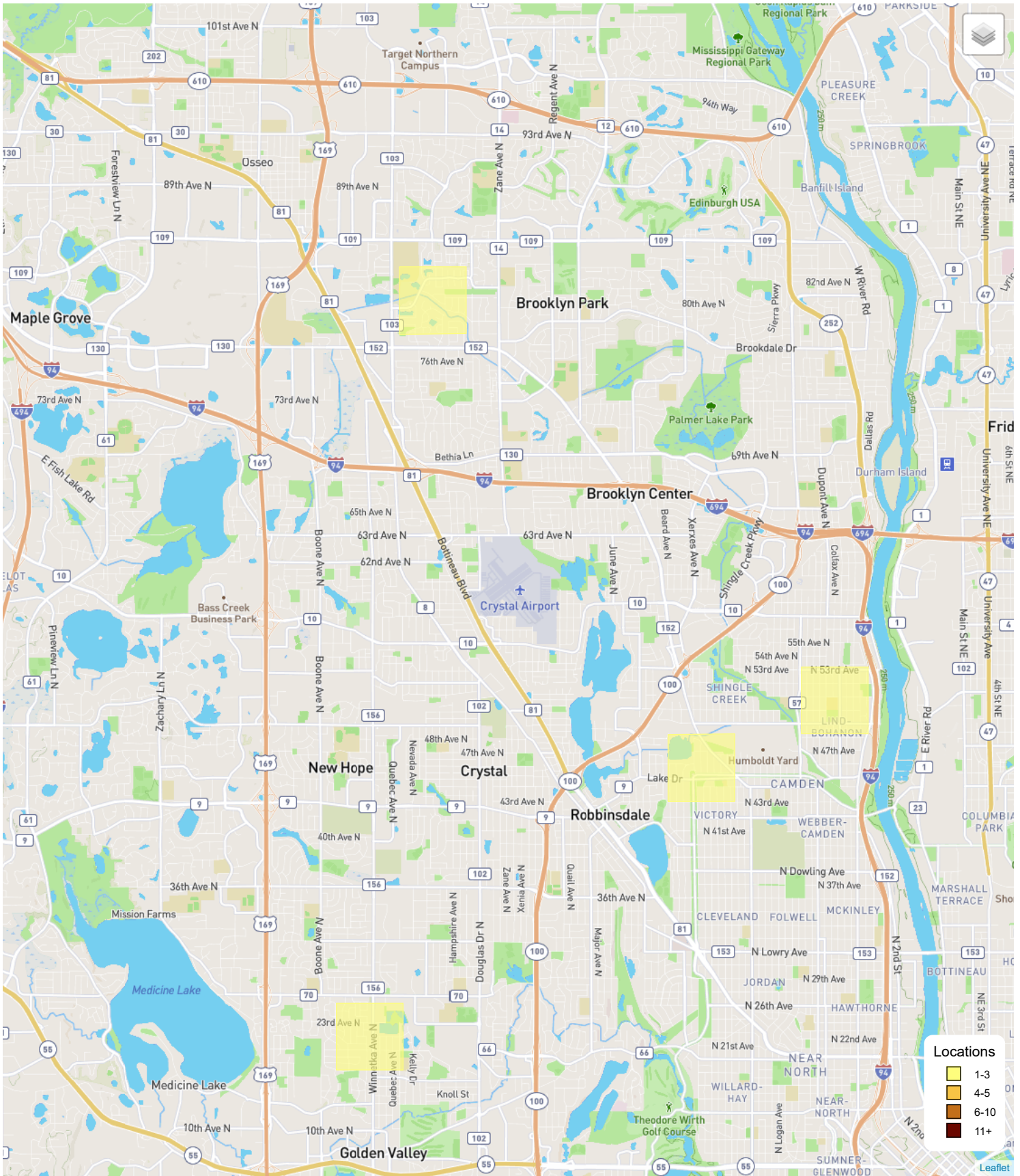
OPERATIONS

2023		2022	
12,783 OPERATIONS	377 NIGHTTIME OPERATIONS	9,994 OPERATIONS	258 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2	0.0 %	17	14.0 %
HELICOPTER	271	2.1 %	6	5.0 %
PISTON	12,225	95.6 %	87	71.9 %
TURBO-PROP	24	0.2 %	9	7.4 %
UNKNOWN	261	2.0 %	2	1.7 %
RUN-UP	0	0.0 %	0	0.0 %

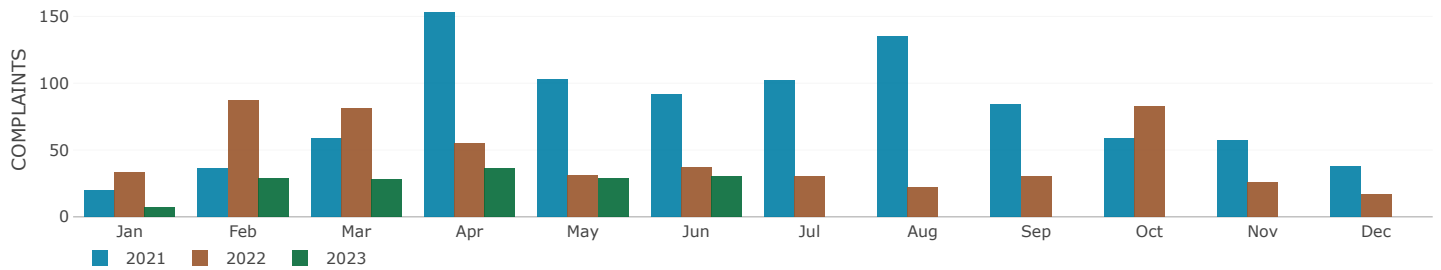
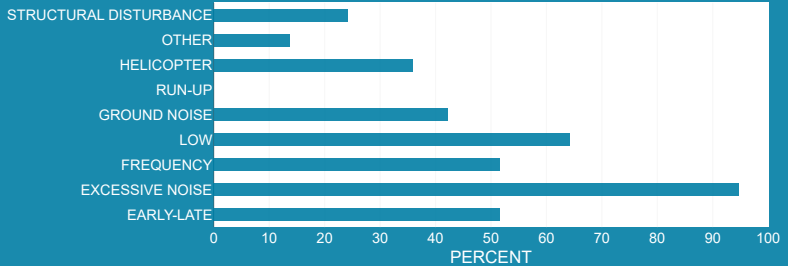
Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS

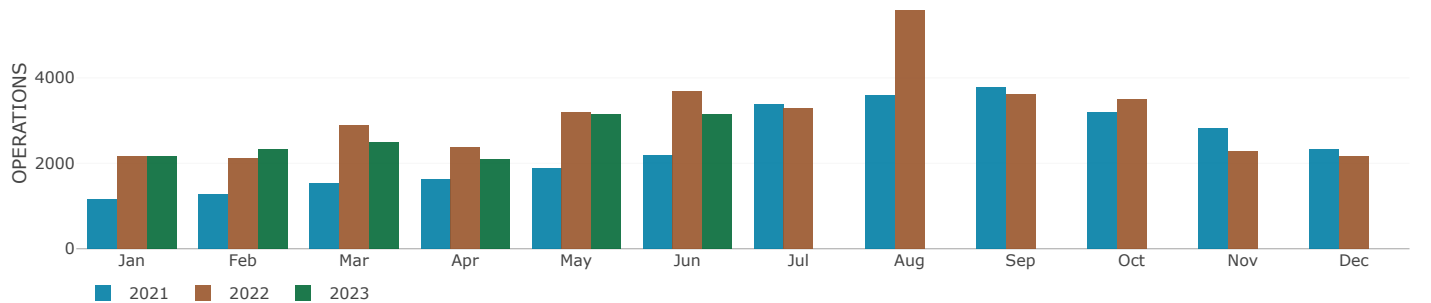
2023	95 COMPLAINTS	16 LOCATIONS	44 NIGHTTIME COMPLAINTS	7 NIGHTTIME HOUSEHOLDS
2022	123 COMPLAINTS	14 LOCATIONS	77 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



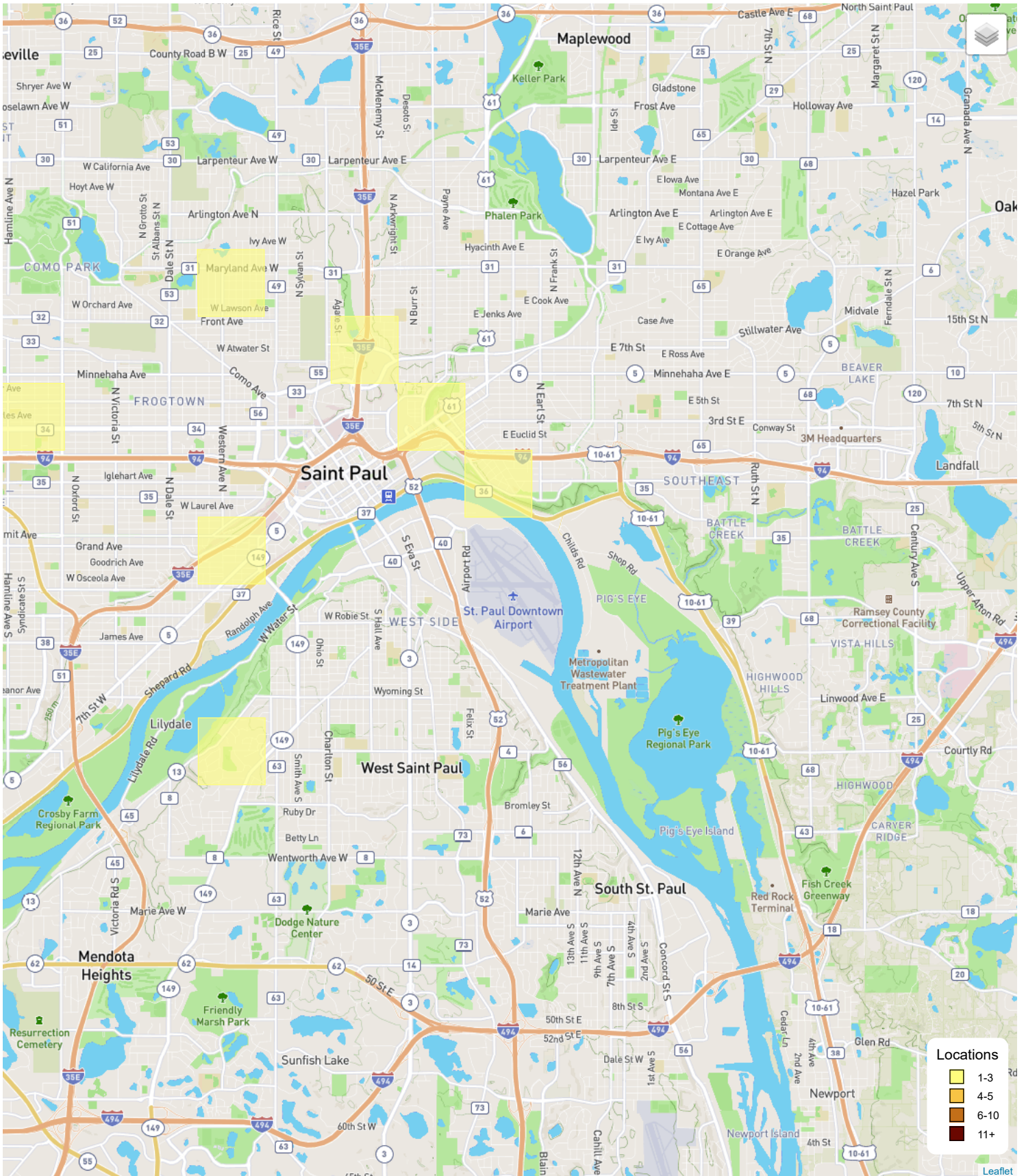
OPERATIONS

2023		2022	
8,385 OPERATIONS	716 NIGHTTIME OPERATIONS	9,267 OPERATIONS	781 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,727	32.5 %	46	48.4 %
HELICOPTER	539	6.4 %	8	8.4 %
PISTON	3,684	43.9 %	30	31.6 %
TURBO-PROP	1,204	14.4 %	11	11.6 %
UNKNOWN	231	2.8 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP



NOTE: 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.

Reliever Airports: NOISE ABATEMENT PLAN

Lake Elmo Airport (21D)

INTRODUCTION

The noise abatement plan for Lake Elmo Airport has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The plan, as set forth here, is the culmination of a cooperative effort between airport users, airport businesses, the local community, City officials, Federal Aviation Administration representatives, and the Metropolitan Airports Commission. The Plan has proven effective in reducing airport noise in the surrounding communities.

RULE I - NOISE ABATEMENT TAKEOFF AND APPROACH

A basic noise mitigation strategy is the use of noise abatement takeoff and landing procedures. There are a number of alternatives within this strategy including runway selection, takeoff and landing profiles and power settings, and approach or departure paths. Runway selection is affected by winds, airspace procedures with adjacent air traffic facilities, navigational aids, aircraft performance and requirements, and traffic density. When linked with appropriate landing and takeoff profiles and approach/departure paths, runway selection should provide relief when compared to an unconstrained airport environment. The following takeoff and approach procedures shall apply to the Lake Elmo Airport.

A. When the winds are calm the preferred runway shall be 32. However, if traffic density or air traffic procedures dictate, Runway 14 may also be used.

B. In most circumstances the winds, weather or traffic density will dictate the runway to be used. However in some circumstances there will be an option. To have the least impact on the surrounding community, and to provide for an orderly flow of traffic, the following priorities are recommended when selecting a runway:

1. Piston Engine Aircraft or Turbo Prop Aircraft:

Arrivals - 32, 14, 22, 4

Departures - 32, 14, 4, 22

2. Jet Aircraft:

Arrivals/Departures - 32, 14

C. An airplane 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.

D. General aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.

E. Turbojet aircraft departing on Runways 32 or 14 shall turn to a northerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet above ground level.

F. Itinerant traffic will turn to a northerly heading; after crossing the departure end of the runway and attaining an altitude of 500 feet above ground level, and when traffic and other conditions permit.

RULE II - TRAFFIC PATTERN PROCEDURES

The traffic pattern is the specified path to be flown by aircraft operating in the vicinity of an airport. The components of a typical traffic pattern are: upwind leg, crosswind leg, downwind leg, base leg, and final approach. The following procedures shall be adhered to while operating in the traffic pattern at the Lake Elmo Airport:

A. Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Air Regulations, the traffic pattern altitude shall be 1,000 feet above ground level.

B. Multiple training events by jet aircraft in the traffic pattern are prohibited.

C. Extended legs in the traffic pattern are not permitted unless for operational safety.

D. Whenever feasible, aircraft remaining in the traffic pattern shall use the runway 32/14.

RULE III - MAINTENANCE RUN-UPS

Two locations on the airport are designated for engine tests and maintenance run-ups, as specified below. These locations are selected to minimize the amount of noise projected toward adjacent residential areas (see map below).

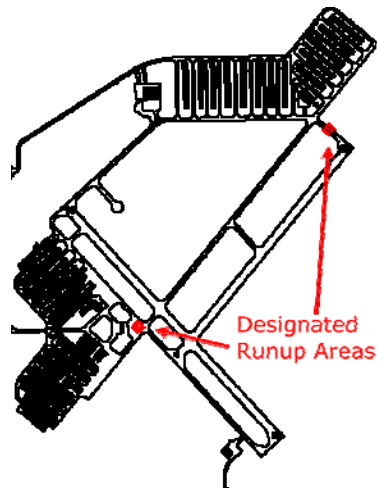
A. Between 1700 local and 2200 all engine tests and maintenance run-ups in excess of 5 minutes shall be conducted in the designated area.

B. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.

C. Except in emergencies, engine tests and maintenance run-ups are prohibited between 2200 local time and 0800 local time.

D. Run-up Areas

1. The run-up pad adjacent to the threshold of the active should be used.



RULE IV - HELICOPTER TRAINING

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. In general, helicopter operators are instructed to avoid the flow of fixed wing aircraft. The following procedures shall apply to helicopter training.

A. Helicopter training in the traffic pattern area is prohibited from 2200 local time to 0800 local time.

RULE V - NIGHTTIME RESTRICTIONS

The period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help mitigate the effect of airport operations on the surrounding community, the following nighttime restrictions are in effect.

A. No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local.

B. Intersection takeoffs at the airport are discouraged at all times. Intersection takeoffs between the hours of 2200 local and 0700 local are prohibited.

C. Any aircraft not meeting Federal Air Regulation Part 36 is prohibited between the hours of 2200 local and 0700 local.