



## MEETING AGENDA

**August 25, 2025 at 4 p.m.**

**Baytown Township Hall**

**4020 McDonald Dr N, Stillwater, MN 55082**

1. Welcome & Introductions
2. Consent Items
  - 2.1 Approval of Meeting Minutes 6-9-2025 – **Action**
  - 2.2 Aircraft Operations & Noise Complaints Quarterly Report
3. Public Comment Period
4. Business
  - 4.1 Comparative Review of Fly Neighborly Program Strategies
5. Information
  - 5.1 Community Spotlight (5 min)
  - 5.2 Airport User Spotlight (2 min)
  - 5.3 MAC Update (10 min)
6. Member Announcements
7. Review 2025 Meeting Schedule  
Next meeting dates: December 1, 2025

Adjourn

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

**\*\*\*SPECIAL AIRPORT 101 EDUCATION SEMINAR DIRECTLY FOLLOWING THE MEETING\*\*\***

***Open to the public***

***For assistance with meeting accommodations, please contact:  
Carey Metcalfe, MAC Assistant Manager, Community Relations***

**[Carey.metcalfe@mspmac.org](mailto:Carey.metcalfe@mspmac.org) or 612-467-0440**

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

**Philip Tiedeman, MAC Airport Manager • [Philip.Tiedeman@mspmac.org](mailto:Philip.Tiedeman@mspmac.org) • 763-717-0001**





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

Monday, June 9, 2025, 4:00 p.m.

Baytown Township Hall  
4020 McDonald Drive North  
Stillwater, MN 55082

The meeting was called to order at 4:00 p.m. with 25 participants. A quorum of at least three User Representatives (Evenson, Flint, Gunderson, Peterson and three Public Representatives (Bliss, Cornell, Cox, Holtz, Johnson, Peterson, Thomas, Weiler) was established. In attendance were:

**Representatives:** C. Bliss, Bayport; B. Cornell, West Lakeland Township; B. Cox, Washington County; P. Evenson, Airport User - EAA Chapter 54; J. Flint, Airport User At-Large; M. Gunderson, Airport User - EAA Chapter 54; J. Holtz, Lake Elmo; P. Johnson, Baytown; N. Kragness, Lake Elmo; L. Peterson, Airport User At-Large; J. Thomas, Airport User At-Large; D. Weiler, Airport User At-Large;

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

**Other:** Ryan Corniea, Washington County Sheriff's Office; Laura Kaschmitter; Mick Kaschmitter; Lyssa Leitner, Washington County; Mary Vierling; Tom Vierling; Ryan Ziegler, Recording Secretary

## **1. Welcome & Introductions**

**Co-Chair Holtz** introduced himself and **Co-Chair Peterson** and invited participants to introduce themselves.

**Co-Chair Holtz** shared with the group that **Mary McComber** passed away and opened a discussion in remembrance of her.

**Co-Chair Peterson** noted that he'd had the opportunity to co-chair with **Ms. McComber** and that they shared a Chicago connection. He expressed his appreciation for her contributions and comments in meetings. He shared that she was a lot of fun and that he'd hoped to get together with her again this summer and that she will be missed.

## **2. Consent Items**

**2.1 Approval of Meeting Minutes from February 24, 2025**

**2.2 Aircraft Operations & Noise Complaints Quarterly Report**

The report was provided via the meeting packet.



**Co-Chair Holtz** opened a discussion regarding the consent items. He noted there were two: the meeting minutes from February 24, 2025; and the quarterly report of aircraft operations and noise complaints. He stated that with consent items there is a general vote on both items together that, if unanimous, goes through. If not unanimous, there is an individual vote on each consent item. He then asked if there was motion to approve the consent items as written.

**Representative Thomas** motioned and **Representative Cornell** seconded to approve the consent items as written. **Co-Chair Holtz** asked if there was any discussion, and there was none at this time. **Co-Chair Holtz** then called the question, and the members voted.

**The motion passed by unanimous vote.**

**Representative Cornell** asked to back up and stated that only the minutes had been approved and that the quarterly report on the noise complaints was skipped.

**Co-Chair Holtz** clarified that the motion that passed had been to approve both consent agenda items but said that a motion to reconsider could be made.

**Representative Cornell** made a motion to reconsider the previously passed approval of Consent Agenda Item 2.2.

**Representative Kragness** offered a second for the motion.

**Ms. Lewis** offered a point of order that, as an alternate (City of Lake Elmo), **Representative Kragness** could not second a motion.

**Representative Cox** seconded the motion to reconsider the previously passed approval of Consent Agenda Item 2.2.

**Co-Chair Holtz** opened a discussion on the motion to reconsider.

**Representative Cornell** stated that the quarterly report had not been presented and was only given to the Commission on paper. He said that he felt it would be worthwhile to have a discussion on Item 2.2 in the meeting and that members of the public were present who would be interested in the details of the information, which he felt should be discussed for the sake of public engagement.

**Mr. Anderson** said that he planned to discuss information from the quarterly report within Agenda Item 4.2 along with supplemental material.

**Representative Cornell** suggested approving Item 2.1 and delaying an approval vote on 2.2 until after the presentation of Item 4.2.

**Co-Chair Holtz** clarified that the motion which was made and seconded is to reconsider the previously passed approval vote of both consent items. He then asked for the Commission members voting aye to voice their vote and then for those voting nay to voice their vote. **Co-Chair Holtz** recognized more nay votes than aye votes and offered an opportunity to count individual votes.



**The motion to reconsider was defeated.**

### **3. Public Comment Period**

**Co-Chair Holtz** introduced the public comment period and reminded attendees of the rules for public comment.

**Ms. Kaschmitter** explained that, two years ago, she and her neighbors were instructed to come to the meetings and file complaints in order to address the concerns they had regarding airport noise. She expressed that they have followed those directions and seen no change. She stated that they had gone from 6 complaints in a quarter to between 8,000 to 10,000 complaints a quarter and expressed frustration that she felt there had been no progress in noise reduction or in addressing the complaints. She asked how many complaints were needed in order to effect meaningful change. She said that a runway has basically been moved on top of their homes. She wanted the new Commission members to hear the history of the complaints and understand the neighbors' concerns. She reiterated a request to know what number of complaints would cause the Commission to listen to her and her neighbors.

**Mr. Anderson** stated that he would be happy to respond if the co-chairs would like him to do so.

**Co-Chair Holtz** clarified his understanding of open meeting laws that the Commission and staff do not respond during public comment periods.

**Ms. Kaschmitter** expressed frustration that there is never a response to the complaints and concerns.

**Mr. Anderson** stated that he would speak with **Ms. Kaschmitter** after the meeting.

**Co-Chair Holtz** asked for additional public comments, and there were none at this time.

### **4. Business**

#### **4.1 Increased Engagement with the Community**

**Co-Chair Holtz** noted an item on the Commission's work plan this year is to increase community engagement. He introduced a discussion of available tools and experiences that can help LEAAC continue to work towards that goal. He briefly reviewed LEAAC's goals and purposes and asked the Commission to state ideas for community engagement that would fit within the goals and purposes of Advise/Recommend/Engage; Communication/Coordination; and Education/Orientation. He stated he wanted ideas from the Commission to enhance community relations and engagement, including possible events and/or education opportunities.

**Co-Chair Peterson** discussed the viewing area and its upcoming improvement efforts, including addition of a radio and airport information on plaques or placards. He noted the amount of Commission time that has been spent on noise abatement and that other aspects of the work plan also need to be addressed. He asked the Commission for ideas on what users could do to engage the community and what community members think can be done to increase engagement and communication.

**Co-Chair Holtz** sought clarification on the plans for the viewing area changes and whether it was an inside or outside space.

**Co-Chair Peterson** explained some of the basics of the project.



**Representative Gunderson** noted that it is a pergola.

**Co-Chair Holtz** asked whether it could be used for school field trips.

**Representative Gunderson** noted that earlier this month EAA Chapter 54 hosted 200 kids from a local elementary school (an aerospace magnet school) for hangar tours, airplane viewings, and to see the Chapter house and get a presentation. He said they could look into doing similar events with other local schools. He reminded the Commission of EAA Chapter 54's pancake breakfast fundraiser on Sunday morning, August 10th, and added that the community is invited. The proceeds from the breakfast go towards scholarships for young people to attend aviation camps.

**Co-Chair Holtz** inquired whether it could be helpful for local governments to use their social media and newsletters to publicize such events.

**Representative Gunderson** stated that could definitely be helpful. He noted that the events are listed on MAC's website and that they try to reach out to local publications, but that it would be great to add more ways to increase notification to the community.

**Co-Chair Holtz** inquired about who leads the tours and about if they could partner with more schools. He was curious about whether or not expanding the program could be too burdensome for the Chapter.

**Representative Gunderson** stated they have one member with school connections who functions as an education director and leads the tours. He indicated they could partner with other schools to provide tours and that it is an important part of their organization's mission to expose youth and the community to aviation.

**Co-Chair Holtz** said that community ed directors and people involved in after-school programs could be reached out to. He added that there may be costs involved to the schools in partnering for tours or programs but that it could be a great opportunity.

**Representative Gunderson** discussed what tours had been done in the past and what has been done more recently and stated that MAC could be involved in expanding educational partnerships.

**Co-Chair Peterson** noted that a grand opening event could be put together when the equipment building is done with presentations on the equipment for kids.

**Representative Evenson** added that EAA also does Young Eagles flight events as well and gave information regarding the program.

**Co-Chair Holtz** asked how people find out about the events.

**Representative Evenson** said there is information on the EAA Chapter 54 website and that the next event is this Saturday. It is the second Saturday of every summer month from 8 a.m. to 12 p.m. Nine pilots have volunteered their time, aircraft, and fuel for the event, and currently 42 youth are signed up, with 10 on the waiting list.

**Representative Kragness** asked about the cost for families and about how people get signed up.

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**Representative Gunderson** stated that the event is free thanks to the generosity of the participating pilots. He indicated that signing up beforehand is important as there is preparation work to be done.

**Co-Chair Holtz** complimented the multiple avenues EAA is using to connect with young people and asked whether it would be improper for MAC to assist in coordination with those efforts.

**Mr. Anderson** said some coordination is possible but that care must be taken not to officially endorse programs without agreements in place. He stated that EAA functions are advertised on the MAC website and that he would look further into ways MAC could possibly promote the Young Eagles flights.

**Mr. Kaschmitter** asked if he could say something.

**Co-Chair Holtz** indicated he could not make a comment at this point.

**Representative Cornell** pointed out that the goals of LEAAC are to advise, recommend, and engage. He stated that for 2.5 years a group of neighbors have been attempting to get the community of users to engage with the neighborhood to reduce noise. He noted that several pilots are being sensitive to the neighbors' concerns by following the recommendations in the Fly Neighborly Guide and taking noise abatement measures. He has a list of about 30 pilots who he stated do not show respect for the neighborhood and do not follow the best practices in the Fly Neighborly Guide. He understands that the Fly Neighborly Guide is voluntary, but he said that it has not helped. He remarked there were 8,700 complaints out of 10,000 activities and that the neighbors have seen no improvement in 3 years. He has logged hundreds of aircraft flying low over his home, and he stated his belief that the flight school activity and rental activity out of Lake Elmo Aero are too loud. He noted on a recent weekend that he and his neighbors could not even be outside because of the noise.

**Co-Chair Peterson** asked to make a point of order.

**Co-Chair Holtz** acknowledged **Co-Chair Peterson** to speak on the point of order.

**Co-Chair Peterson** stated he did not understand how the conversation was helping to engage the community members or the airport users in a positive fashion per the agenda item.

**Representative Cornell** expressed frustration on wanting to get the airport users to fully engage with the neighborhood to effect real improvement. He stated that he believed 99 percent of airport users may not be aware they are not being friendly to the neighborhood.

**Co-Chair Holtz** sympathized with **Representative Cornell's** point and inquired on how the discussion fit into the agenda item being discussed.

**Representative Cornell** stated his belief that the topic fit into all three of LEAAC's goals: Engaging pilots to fly neighborly; coordinating and communicating between pilots and the community; and educating pilots and neighbors. He added that he goes to many town board meetings to educate the community and give them complaint information, but that there are still between 7,000 and 10,000 complaints per quarter.

**Co-Chair Holtz** inquired as to suggestions or ideas for improvement that would address the point of order made regarding the agenda item.





**Representative Cornell** stated he is asking the group how to get things improved. He noted that he can point to several specific pilots he has identified as a problem and that he will bring the list to the next meeting. He said that his list excluded rentals and training flights, which he stated are 99 percent of the problem and are not engaged with LEAAC.

**Co-Chair Holtz** stated that he understands **Representative Cornell's** feedback and asked for ideas and feedback from others.

**Co-Chair Peterson** remarked that he is active at the airport in talking to folks about noise abatement, including with regard to runway usage. He inquired of the group whether there are other things the users can think of to engage more people.

**Representative Johnson** suggested putting up additional signage for pilots.

**Co-Chair Peterson** stated that perhaps the announcement on AWOS could be louder. He indicated that the announcement does include information regarding runway usage as well as the weather, so the pilots should hear that and be able to get information that way.

**Representative Johnson** suggested adding a reminder to pilots that they are in a neighborhood when using the facility and to be careful and respectful.

**Representative Bliss** noted that communication of wind direction and weather's effects on runway usage or aircraft elevations could help community members understand why a particular day brings certain activity and noise levels at the airport.

**Co-Chair Holtz** inquired whether or not there is an annual or quarterly airport "FYI" session or training seminar offered to review guidelines and/or something on the radio to regularly review best practices.

**Co-Chair Peterson** stated they have previously done an Airport 101 session which talks about airport operations and procedures and that it is part of the work plan to continue such education efforts.

**Co-Chair Holtz** asked for further information.

**Co-Chair Peterson** and **Representative Gunderson** stated that such a meeting had been held at the Baytown Township Hall last year.

**Co-Chair Holtz** inquired about whether such a meeting could be opened up for others outside of airport users to attend and describe the impact of noise on the community.

**Co-Chair Peterson** stated that it is a public meeting and members of the community can attend. He noted the airport viewing area could be a source of education and explanation of runway usage and flight patterns with the radio information and placards for the public. He suggested a grand opening of the renovated viewing area to help the information reach the public.

**Co-Chair Holtz** noted his appreciation for the ideas and discussion and that no vote was needed on a specific plan at this point. He said this is part of a long-term discussion and that community



engagement takes time. He asked for any further ideas and noted that his focus is to build positive relationships with the community.

**Mr. Anderson** stated that MAC is considering more outreach with the flight school community to address community concerns and that they are looking at ways to reach the user community and address high turnover of pilots and instructors, which can contribute to lack of information on standard airport procedures. MAC wants to look for ways to provide the Fly Neighborly information to airport users more than once a year.

**Co-Chair Holtz** asked for more information on pilot turnover.

**Mr. Anderson** noted that instructors at the flight school are building up flight hours in order to move up and that students are building up flight hours in order to move on, so both groups turn over regularly.

**Representative Evenson** asked if there are Fly Neighborly signs at the approaches of the airport on taxiways.

**Mr. Tiedeman** indicated they have had those signs in the past and that they put new signs up after the airfield realignment so that pilots will see them before takeoff.

**Mr. Anderson** stated there could be other signage placed on the airfield or in the pilot lounge to help get the word out about the Fly Neighborly Guide to pilots.

**Co-Chair Holtz** asked members to reach out to the co-chairs or MAC staff with any additional ideas and stated that further work on this issue could be added as a discussion item at the next meeting. He noted the need to keep in continuous conversation and work positively in the community engagement process.

**Co-Chair Peterson** stated that it may be useful for MAC staff to review how other airports have addressed similar issues and see what outreach and ideas could be done similarly at Lake Elmo.

**Mr. Anderson** indicated he could work with staff to gather such information.

**Co-Chair Peterson** hoped a list of such possible actions could be brought to a future meeting.

**Representative Cornell** stated that two years ago, in 2023, when he started with the Commission, he had brought a number of simple suggestions to the pilot community that he thought would be reasonable to help mitigate noise. He gave as an example a suggestion of asking the flight school only to put one plane in a pattern at a time instead of three and asking them to consider moving pattern exercises to less dense locations. He expressed that those suggestions have been laid on the table but not embraced. He expressed that the neighbors have not seen support from MAC or FAA on the ideas. He stated that the community is asking for help and wants to figure out solutions for pilots to be able to use the airport but also allow the neighbors to enjoy their community.

He stated that decibel levels are high, that aircraft fly low regularly, and that noise pollution is a problem that needs to be addressed. He indicated that the pilot community can help address the issues and that the situation cannot be ignored. He said that the suggestions have been provided in writing to the Commission and that MAC staff has copies. He stated that the neighbors have participated in the





process and have not seen improvement. He remarked that the solution needs to start with the Commission and with asking the pilots here to help. He noted that all present are here to help and not to ignore the problem and that the problem is real.

**Co-Chair Holtz** asked for any further suggestions to help meet the goals and purposes of LEAAC, and there were none at this time.

#### 4.2 MAC Reporting Update

**Mr. Anderson** stated that he would provide a more detailed review of operations and complaints and that all the data of the quarterly reports were in the meeting packet. He reviewed operation totals and complaints received, both of which were slightly down from 2024 numbers. He discussed locations of complaints received and that two households accounted for more than 50 percent of the quarter's complaints. He noted that the highest monthly number of complaints were received in February, the month of the quarter with the lowest number of operations. In February, there were 2,273 operations and 2,302 complaints received. He stated that just one new household has filed a complaint since January of 2024 and discussed additional data and weather occurrences that affect operations and noise complaints.

**Representative Cox** inquired regarding how much staff time is spent when a complaint comes in and how MAC manages the complaints.

**Mr. Anderson** noted that all complaints are managed and that the method of doing so depends on how they are received. Each airport has a website where community members can make an account and file complaints online, a process that takes very little staff time per complaint. Other complaints come in by phone, which takes more staff time. He said that any complaint that comes with a request is followed up on by MAC staff and that all complaints are reviewed.

**Representative Bliss** asked about the breakdown of how complaints come in.

**Mr. Anderson** stated that he did not have exact figures on that but that he believed the majority are received through the online system rather than by phone. **Ms. Lewis** concurred that internet-based complaints are by far the majority.

**Representative Bliss** inquired if all online complaints are reviewed.

**Mr. Anderson** confirmed that all complaints are reviewed but reiterated that less time is spent on the online complaints versus those that are received by phone call or email.

**Representative Kragness** asked for clarity regarding how the report shows 256 complaints regarding a jet type that was not used in any airport operations during the quarter.

**Mr. Anderson** indicated that the online complaint system includes drop-downs and questions on the nature of the disturbance and the type of aircraft involved, so that information would have been logged by someone who likely selected the wrong option from the drop-down menu and/or incorrectly identified the aircraft within the online system.

**Representative Kragness** sought confirmation that complaints misidentifying the aircraft type constituted 4.1 percent of total complaints for the quarter.



**Mr. Anderson** confirmed that to be correct.

**Co-Chair Holtz** inquired as to a comparison between the Crystal Airport and Lake Elmo Airport. He noted that they are similar from the standpoint of operation numbers, runway direction, heat map complaint locations, and other metrics. He also remarked that, from GIS and property maps, the area surrounding Crystal Airport appears to be densely populated, but that Crystal has significantly fewer noise complaints than Lake Elmo. He inquired as to potential reasons for the discrepancy in complaint numbers when there are so many other similarities between the two airports.

**Mr. Anderson** did not know of a specific reason for the discrepancy. He stated that aircraft noise and levels of annoyance experienced by people are different and that noise is subjective.

**Co-Chair Holtz** asked pilots to weigh in on why operations would be similar and complaint numbers significantly different.

**Representative Cornell** stated that, when looking at activity in the metropolitan area, Crystal homes were built in the '40s and '50s right to the end of the airport fence. He noted that many of the homes near Lake Elmo were built in the '80s when the airport was less busy and then noise increased with expanded runway construction and more flight school activity. He speculated that people near the Crystal Airport may have purchased their homes with the expectation that there would be noise, whereas Lake Elmo neighbors may have had different expectations. He stated that major change in activity is a factor in noise complaints going up despite similarity in operation numbers with the Crystal Airport, adding that activity at Lake Elmo has greatly changed in the last five years. He added that complaints will continue to go up because the community knows how to file complaints and that they can convert online complaints to phone calls.

**Mr. Anderson** stated that MAC has no preference as to method of complaint receipt.

**Representative Cornell** expressed frustration that there are 8,000 complaints and no action. He stated that MAC staff has received emails from the community on the issue and that Flying Cloud Airport has a similar problem.

**Representative Evenson** said that **Ms. Lewis** had shared a graph of the number of operations back to the '70s and '80s, at which time there were close to 100,000 operations at Lake Elmo Airport. He stated that after 9/11 there was a marked decrease and that even now the airport has not even half the number of operations as back in the '70s and '80s.

**Co-Chair Holtz** also recalled seeing the information on higher historical operation levels.

**Representative Evenson** reiterated that the number of current operations is not even half of what they were back in the '70s and '80s. He stated that the airport is not back to historic normalcy with regard to the number of operations.

**Representative Gunderson** noted the interesting juxtaposition may not be to compare Lake Elmo and Crystal airports but the municipalities of Lake Elmo and West Lakeland Township. He said that Lake Elmo has never allowed building close to the airport in the direction of the primary runway. West Lakeland Township is comprised of rural estates that can go up to the fence as far as zoning is



concerned. He asked the question of who is responsible for building close to the airport. He stated that the airport has expanded, but that the plan for the runway changes were documented as far back as 1965.

**Representative Cornell** addressed that the airport is part of West Lakeland Township and that MAC had a responsibility to engage in public hearings on residential construction and that there was no action by MAC to indicate they did not want such construction. He stated that public meetings and comprehensive long-term data from MAC have never projected the numbers that would justify runway length. He believes that in order to receive FAA money they needed to lengthen and move the runway. He indicated that MAC had promised there would be no increase in use, because he believes that MAC did not take the community into account in their plans for the FAA and that, had the FAA had community information, those discussions may have gone differently. He remarked that the blame cannot just be put on West Lakeland Township. He stated that he purchased his property in '86 and had searched legal plans and did not see anything encompassing changes near his property.

**Representative Gunderson** reiterated that the runway expansion plan was documented as of 1965.

**Co-Chair Holtz** noted he had also seen 1965 documents that included the runway expansion plan. He stated the same conversation continues to be had and that there are many viewpoints but that the conversation must focus on the agenda items. He appreciated the information provided in the discussion from all perspectives.

**Representative Gunderson** stated that the difference is that Lake Elmo had been open space and that Crystal was a city setting with a different expectation of noise levels.

**Co-Chair Holtz** asked **Mr. Anderson** if he had additional reporting to provide and thanked him for taking the time to provide additional details.

**Mr. Anderson** did not have further information to provide today but stated he would be happy to provide supplemental data if so requested by the Commission.

## **5. Information**

### **5.1 Washington County Project Update**

### **5.2 Community Spotlight**

**Representative Cox** introduced her colleague, **Lyssa Leitner**, and presented information on Washington County's capital improvement plan for new building and construction projects. They reviewed current and upcoming projects around Washington County and the timeline for such projects, as well as involvement of third parties like railroad companies. **Representative Cox** also discussed ways to engage with the county about the projects and discussed future projects 5 to 20 years down the road that are not part of the current capital improvement plan.

**Co-Chair Peterson** asked whether any upcoming projects would have a direct impact on the airport.

**Representative Cox** said that the paving project on Manning Avenue will be directly adjacent to the airport. It is scheduled to occur from August through October of this year.

**Co-Chair Holtz** inquired if the project would extend to 30th Street.



**Representative Cox** stated it would extend to 40th Street.

**Co-Chair Holtz** thanked **Representative Cox** and **Ms. Leitner** for the plethora of updates and for the community spotlight on Washington County.

### 5.3 Airport User Spotlight

**Co-Chair Peterson** presented an airport user spotlight, giving information on a person who grew up in the area, came to a flight event at the airport, and was inspired to get into aviation. That person now is flying for a major airline and also is a flight instructor at Lake Elmo. The airport user, a Stillwater resident, appreciates the FBO and thinks Lake Elmo is a well-run airport.

**Co-Chair Holtz** noted that this spotlight shows how local youth can find a career through the airport.

### 5.4 Airport Manager Update

**Mr. Tiedeman** updated the Commission on the construction of the new equipment building, which will be multifunctional and will better protect airport machinery as well as allow mechanics to work inside during inclement weather. He stated that ground was broken on the project a few weeks ago and that the construction will be ongoing over the next couple months. He then reviewed plans for paving to be completed this summer. The paving project is scheduled for 36 working days in four phases. Staff is trying to minimize any impact to operations, including avoiding work on holidays, and they will keep all stakeholders apprised as construction progresses.

He then gave information on the planned work to improve the public viewing area, which includes adding a roof to create a gazebo-like structure. He stated that a contractor has come out and done analysis and found that the current structure does not have footings and lacks the strength to support a roof. A second opinion will be sought and options for either a rebuild or reinforcement of the current structure will be designed. Flying Cloud Airport is working on a similar project.

**Co-Chair Peterson** inquired about any projected time frame for the viewing area project.

**Mr. Tiedeman** indicated there is not a timeline yet but that plans are expected to be received soon. He stated because of the small size of the project that it could move quickly and possibly be done this year.

**Representative Gunderson** stated that the current viewing structure was built by volunteers from EAA Chapter 54.

**Representative Thomas** inquired regarding airport maintenance and aesthetics. He asked if MAC staff could bring in black dirt to make repairs to damaged grass. If not, he stated that he would work with other airport users to fix the area.

**Mr. Tiedeman** stated that MAC staff could repair the damage. He noted he would ask maintenance staff to seed the damaged area.

**Representative Thomas** indicated that they had previously tried to seed the area and had used brown dirt that did not improve the look of the ground. He noted that communication was lacking on what was needed and that some money would need to be spent to get a good quality repair.



## **6. Member Announcements**

**Co-Chair Holtz** opened the floor for member announcements and comments. Each member was given an opportunity to speak

**Representative Johnson** noted that even with construction and traffic things are pretty peaceful.

**Representative Gunderson** reminded the group that Sunday, August 10th, is the date for the EAA Chapter 54 pancake breakfast

**Representative Cornell** inquired as to whether or not lead-free aviation gasoline may be coming soon. He expressed concerns from the community about lead in the air.

**Mr. Tiedeman** noted that lead-free or zero-lead fuel is still being analyzed by the FAA and that he had no updated report regarding that.

**Representative Gunderson** indicated his belief that 2030 is the targeted year for that fuel's approval.

**Mr. Tiedeman** indicated that was also his understanding.

**Co-Chair Holtz** thanked all in attendance for their participation.

**Co-Chair Peterson** echoed the thank you to all for attending and inquired whether or not Mr. Tiedeman could work with his crew to improve landscaping around hangars and public areas for better airport aesthetics. He expressed understanding that staff is new and still learning, but indicated that a little extra effort would be appreciated.

## **7. Review 2025 Meeting Schedule**

**Co-Chair Holtz** reminded the Commission that the remaining meetings for the year are scheduled for August 25th and December 1st.

**Co-Chair Holtz** adjourned the meeting at 5:18 p.m.



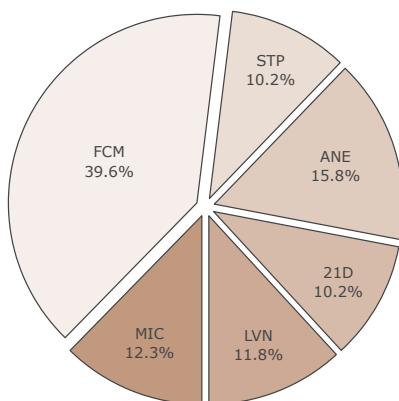


# Metropolitan Airports Commission (MAC)

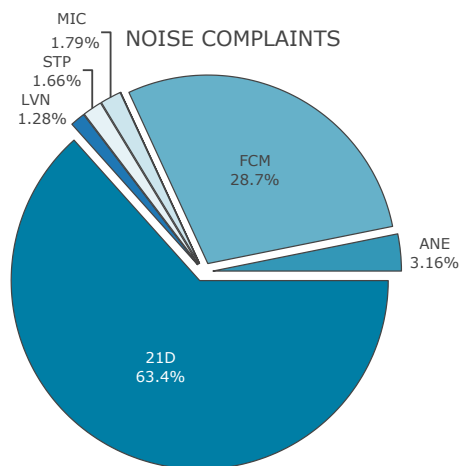
## Reliever Airport Operations and Noise Complaint Report



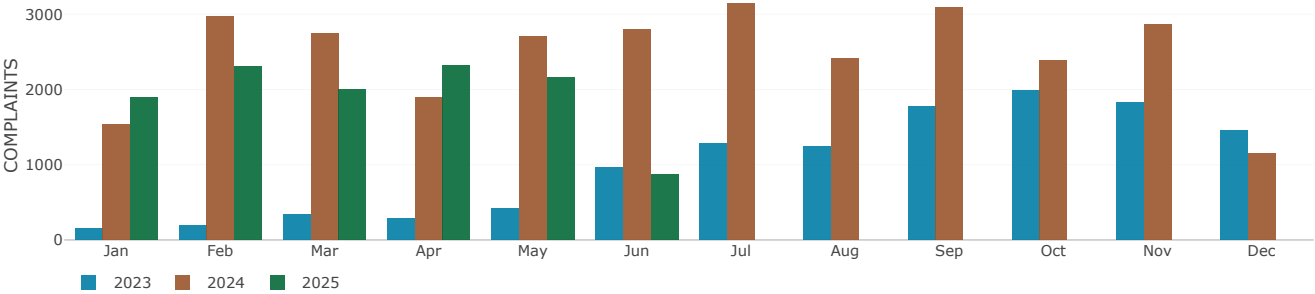
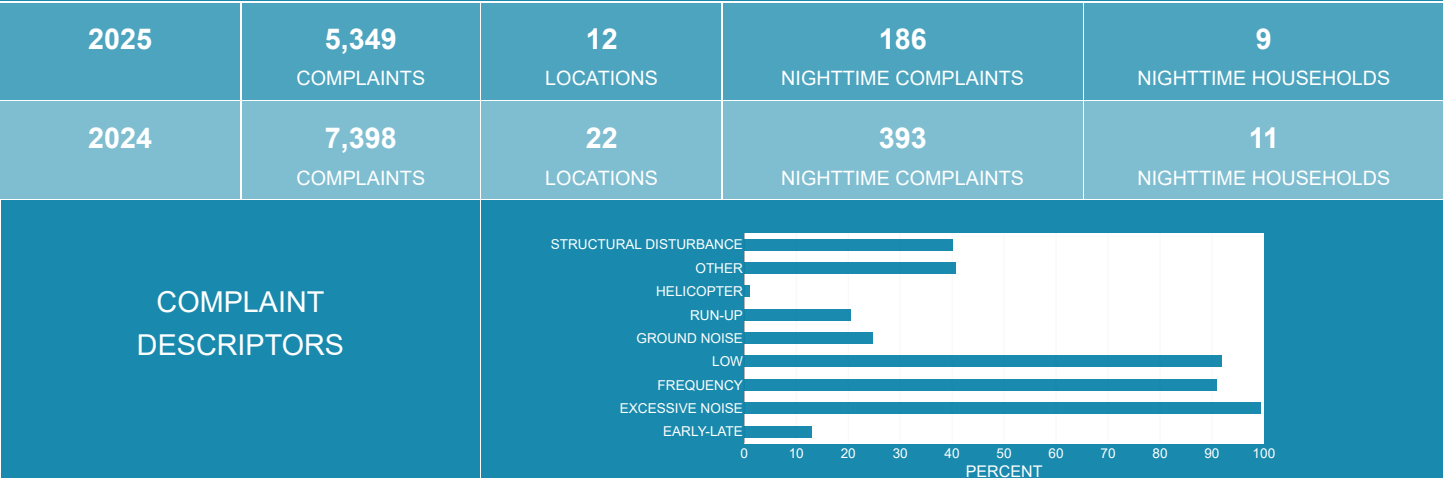
AIRCRAFT OPERATIONS



NOISE COMPLAINTS

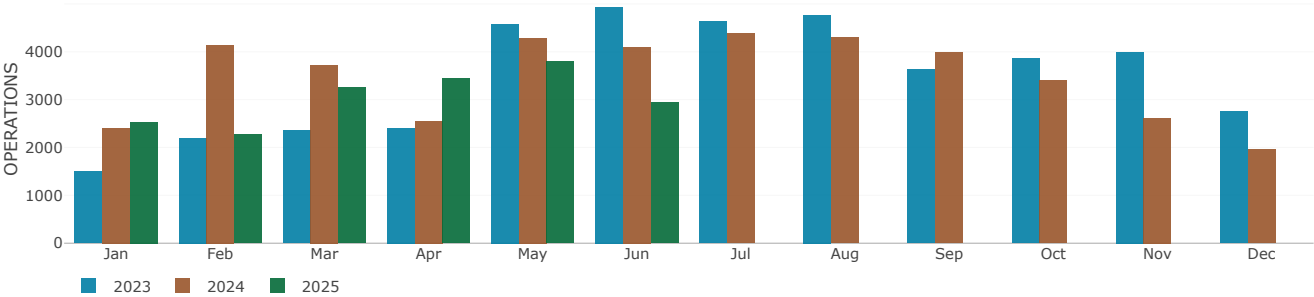


COMPLAINTS



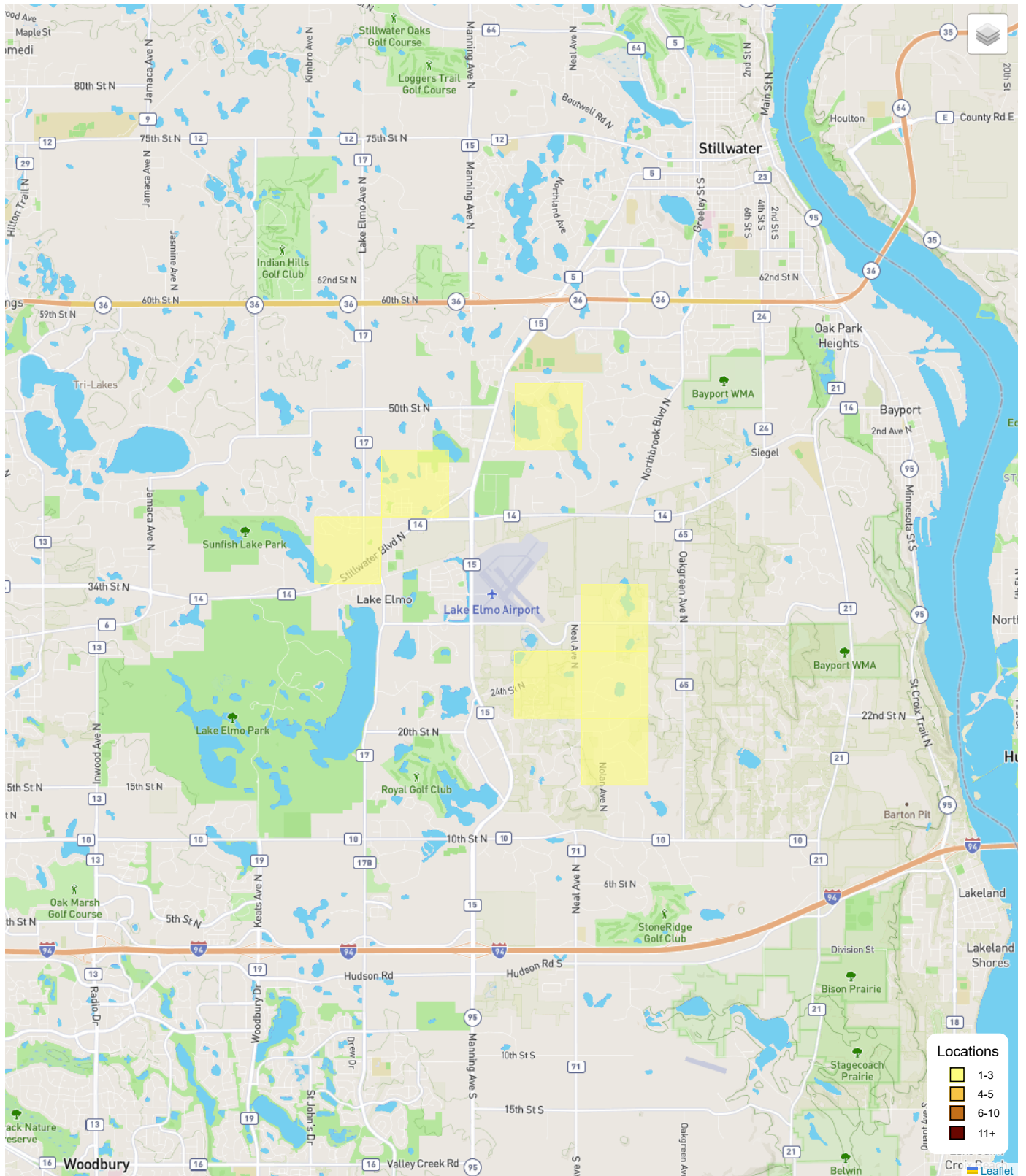
OPERATIONS

2025		2024	
10,171 OPERATIONS	136 NIGHTTIME OPERATIONS	10,945 OPERATIONS	201 NIGHTTIME OPERATIONS

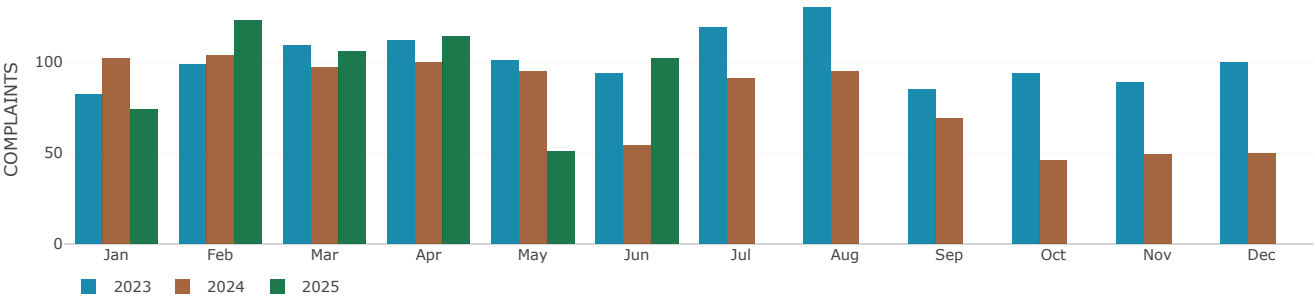
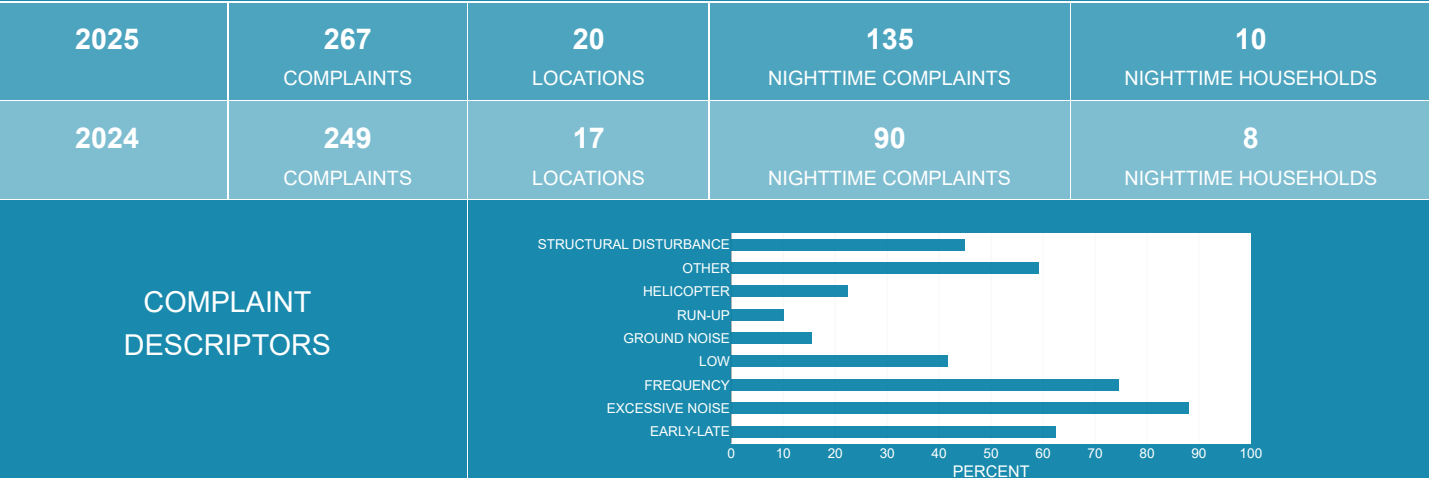


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%	
	JET	0	0%	26	0.5%	
	HELICOPTER	125	1.2%	53	1%	
	MILITARY	0	0%	1	0%	
	NOT-CORRELATED	0	0%	3	0.1%	
	PISTON	9,889	97.2%	5,197	97.2%	
	TURBO-PROP	54	0.5%	42	0.8%	
	UNKNOWN	103	1%	27	0.5%	
	RUN-UP	0	0%	0	0%	

# Lake Elmo Airport (21D) - COMPLAINTS HEATMAP

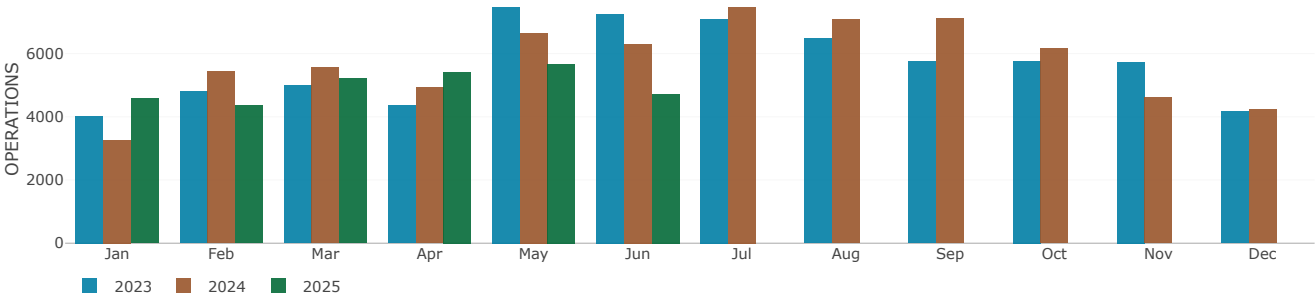


COMPLAINTS



OPERATIONS

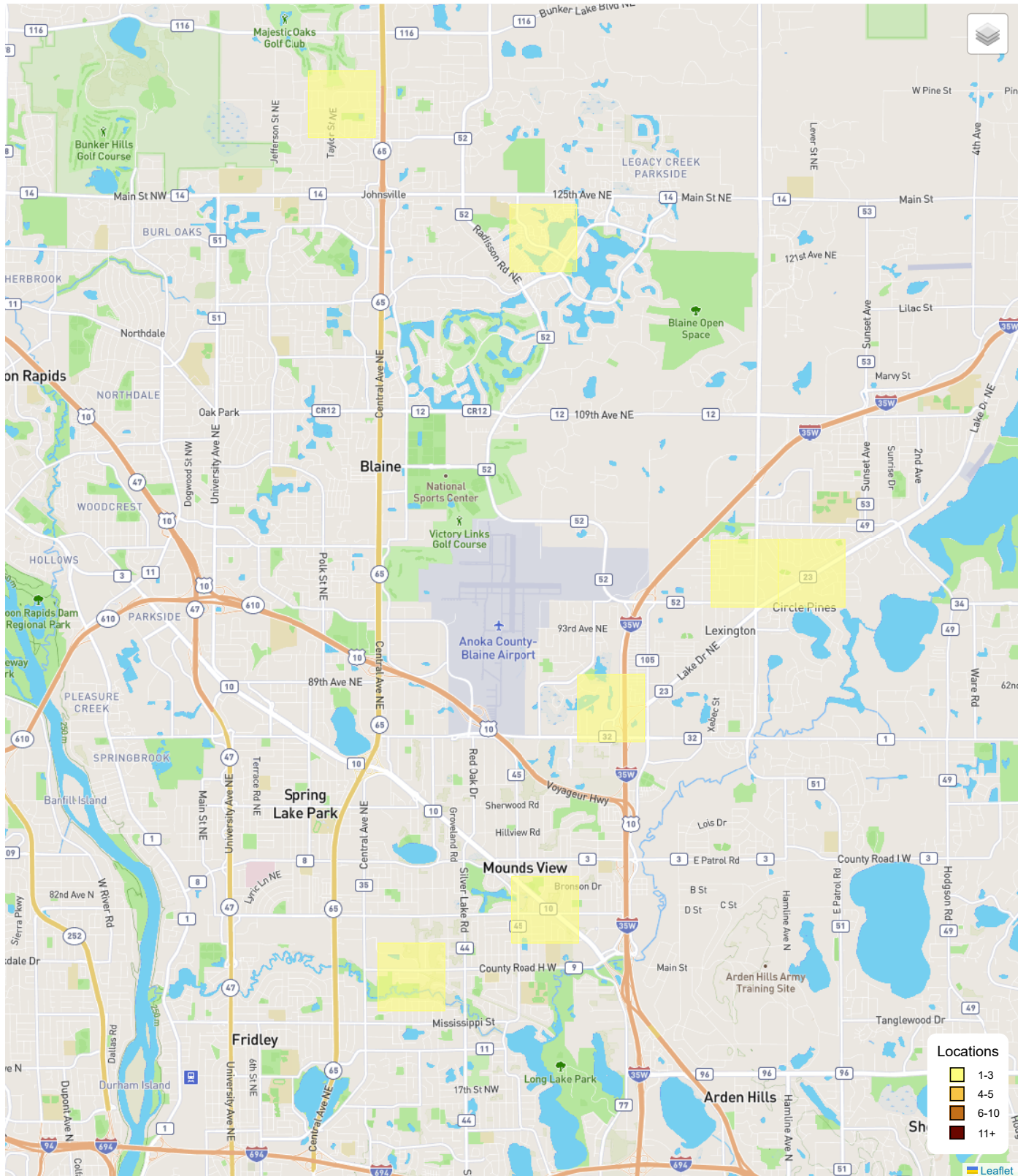
2025		2024	
15,802 OPERATIONS	1,151 NIGHTTIME OPERATIONS	17,878 OPERATIONS	1,372 NIGHTTIME OPERATIONS



	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	JET	635	4%	10	3.7%
	HELICOPTER	1,008	6.4%	75	28.1%
	MILITARY	6	0%	2	0.7%
	PISTON	13,143	83.2%	145	54.3%
	TURBO-PROP	930	5.9%	30	11.2%
	UNKNOWN	80	0.5%	5	1.9%
	RUN-UP	0	0%	0	0%

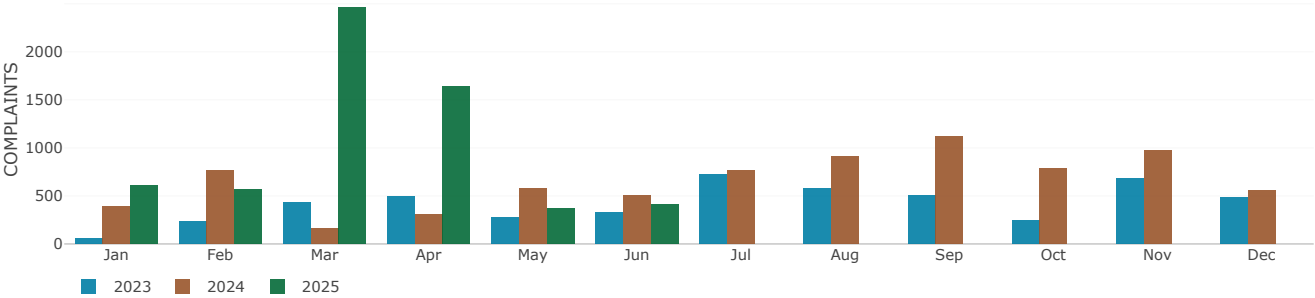
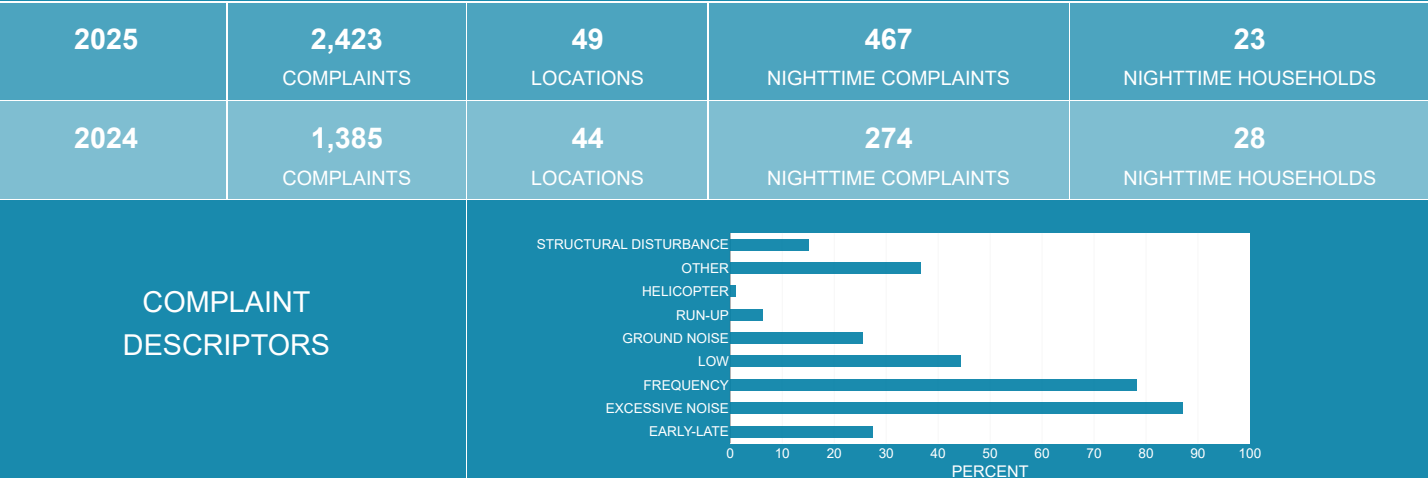


# Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP

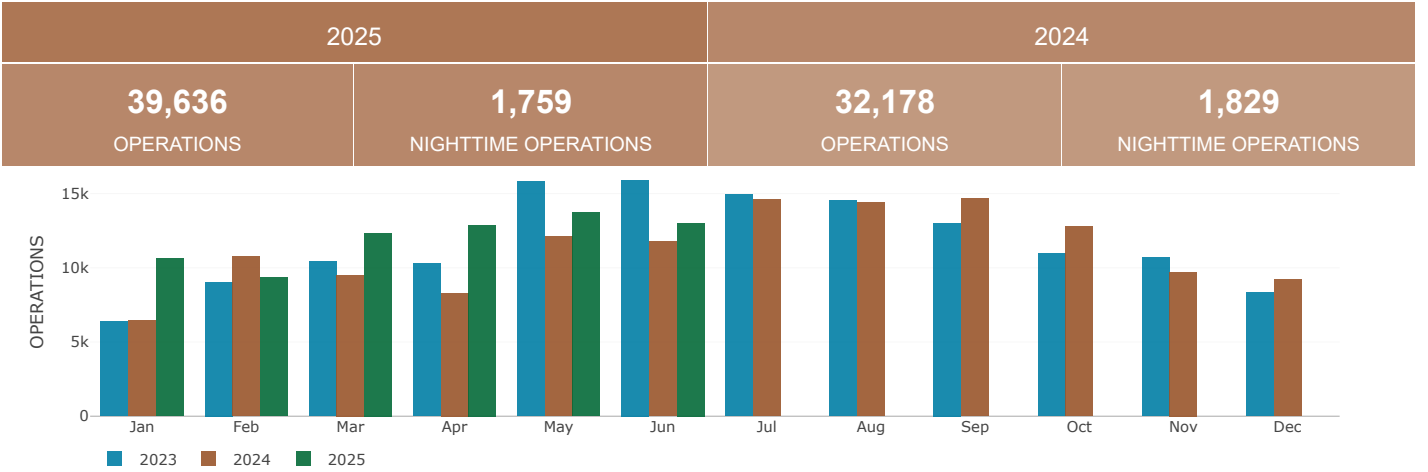




COMPLAINTS

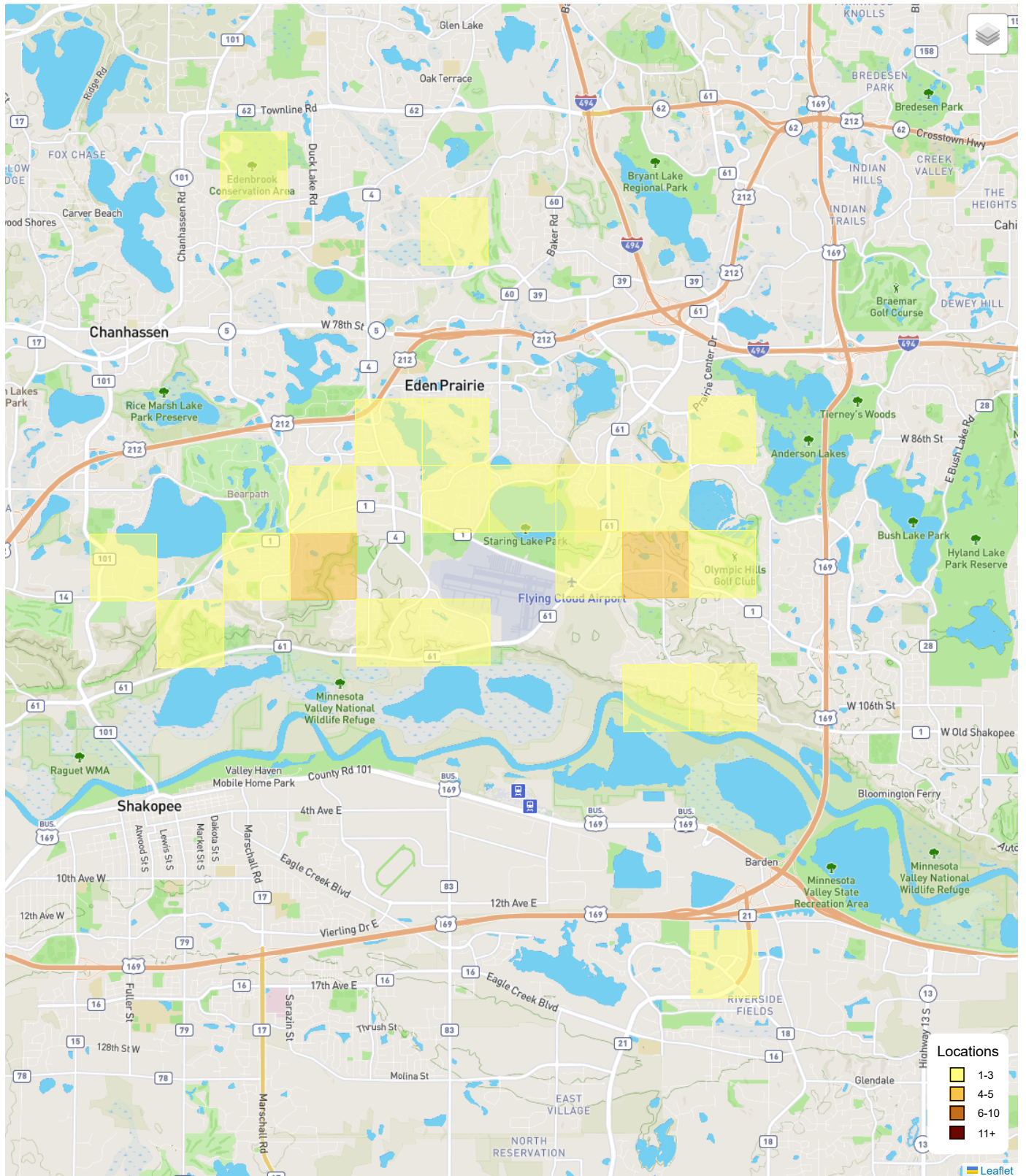


OPERATIONS

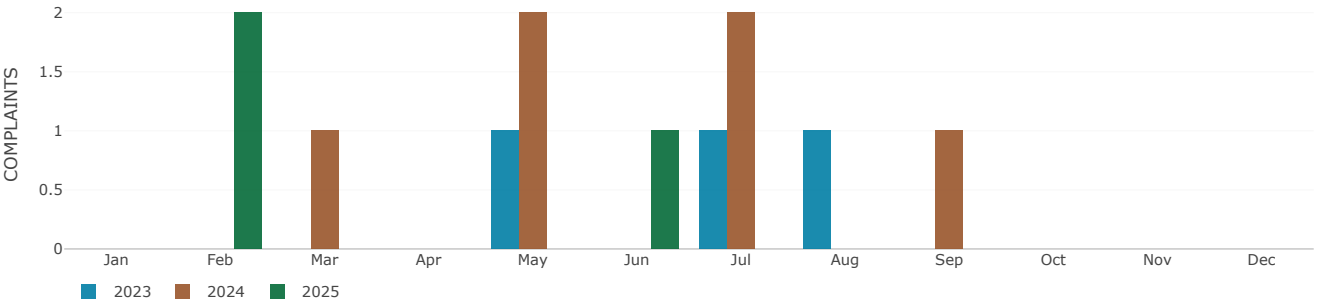


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%	
	JET	3,390	8.6%	196	8.1%	
	HELICOPTER	1,585	4%	28	1.2%	
	NOT-CORRELATED	0	0%	2	0.1%	
	PISTON	32,752	82.6%	2,070	85.4%	
	TURBO-PROP	1,893	4.8%	127	5.2%	
	UNKNOWN	16	0%	0	0%	
	RUN-UP	0	0%	0	0%	

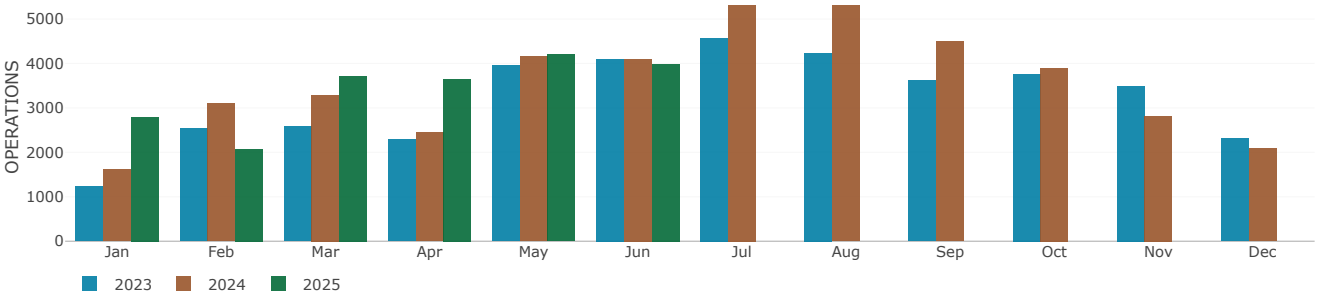
# Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



COMPLAINTS

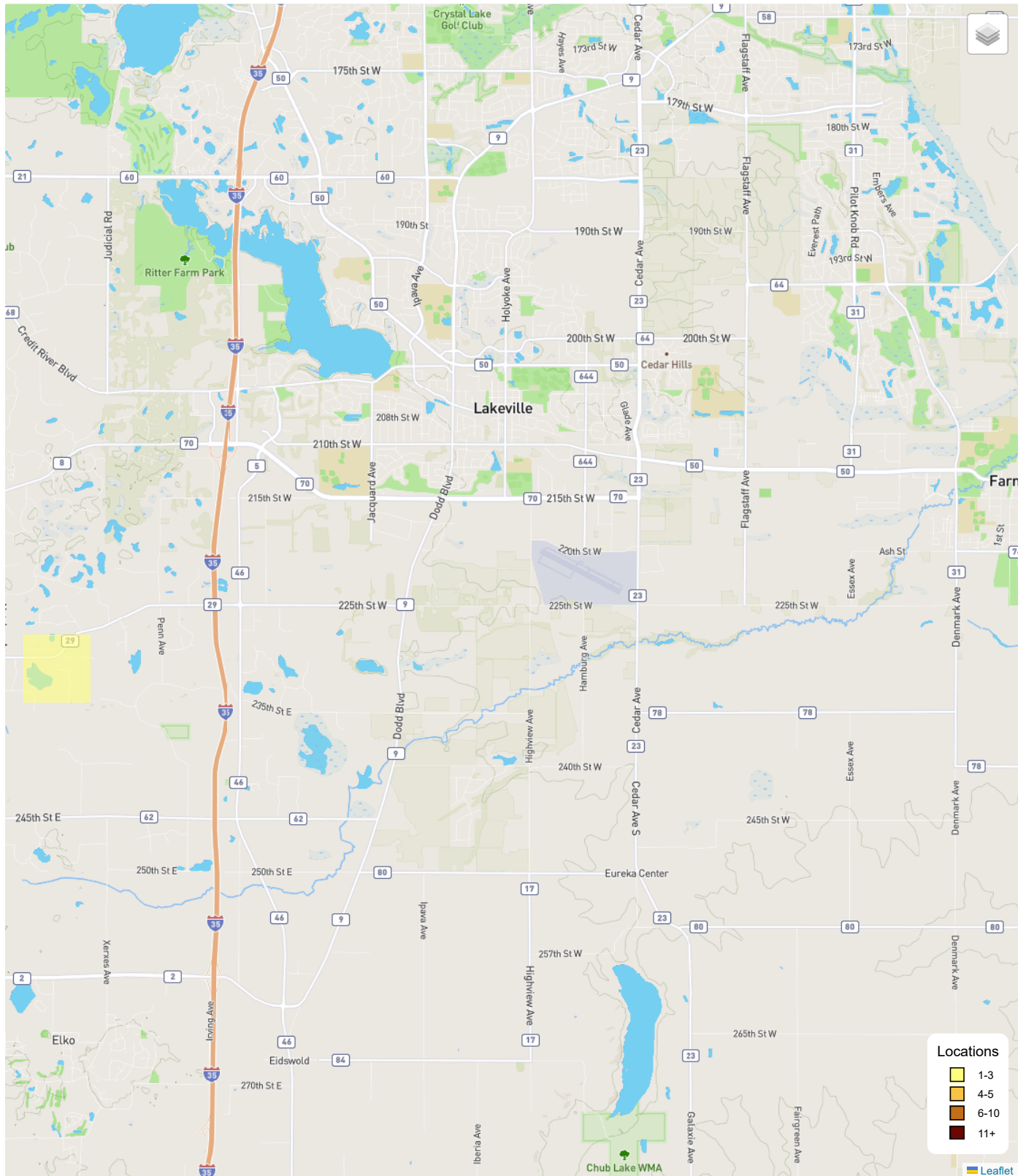


OPERATIONS

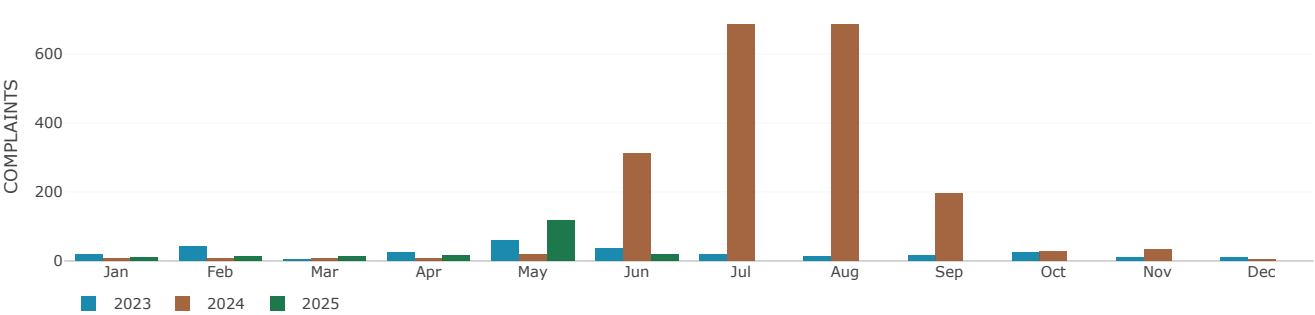
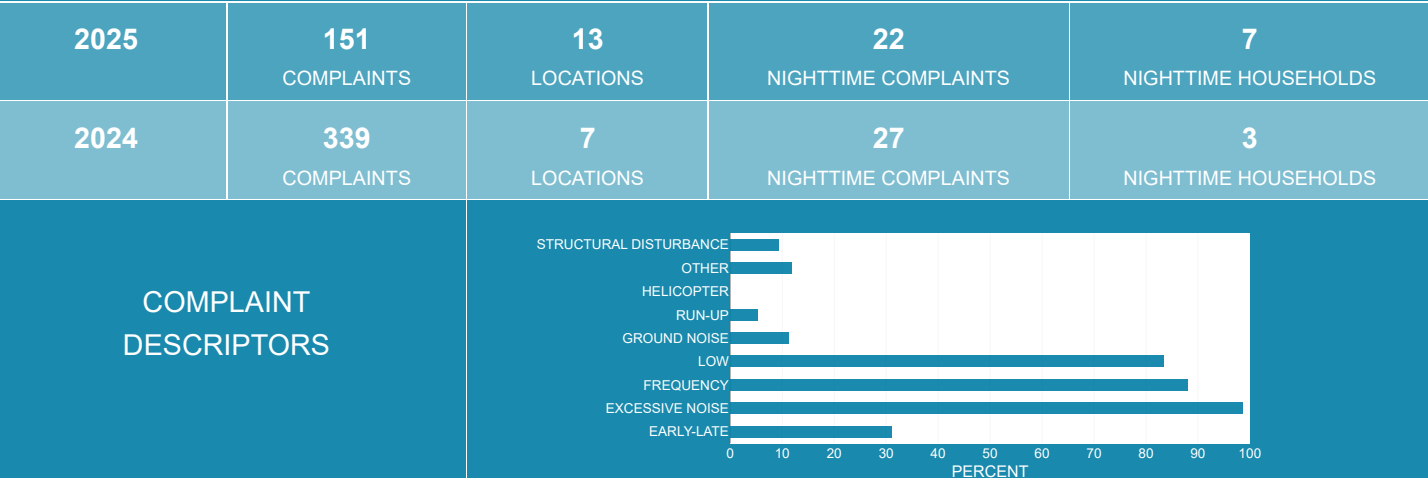


	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	PISTON	11,604	98.1%	1	100%
	HELICOPTER	58	0.5%	0	0%
	JET	51	0.4%	0	0%
	TURBO-PROP	69	0.6%	0	0%
	UNKNOWN	49	0.4%	0	0%
	RUN-UP	0	0%	0	0%

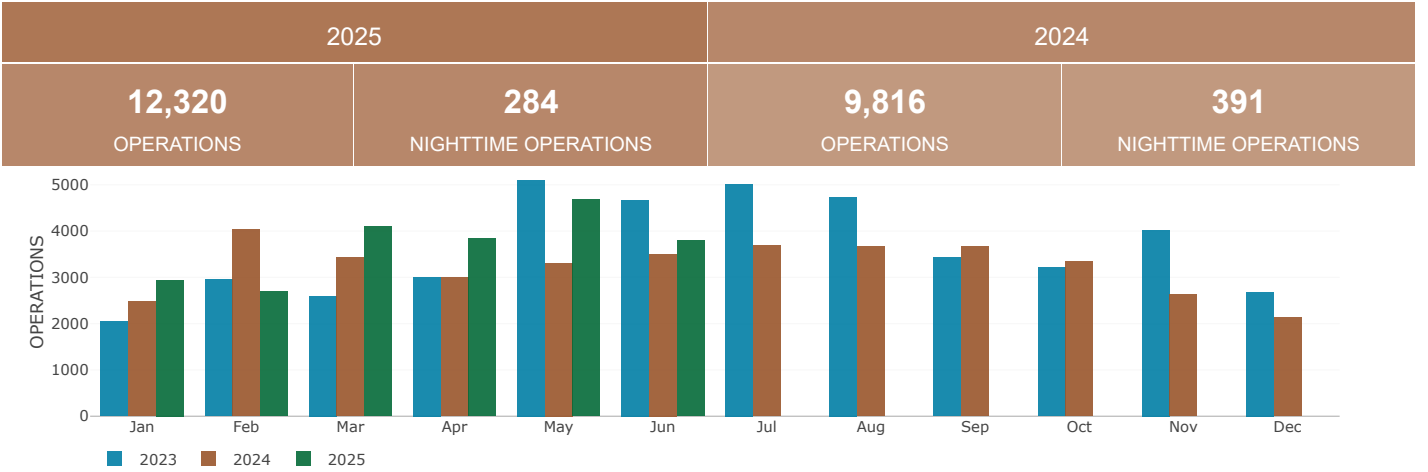
# Airlake Airport (LVN) - COMPLAINTS HEATMAP



COMPLAINTS



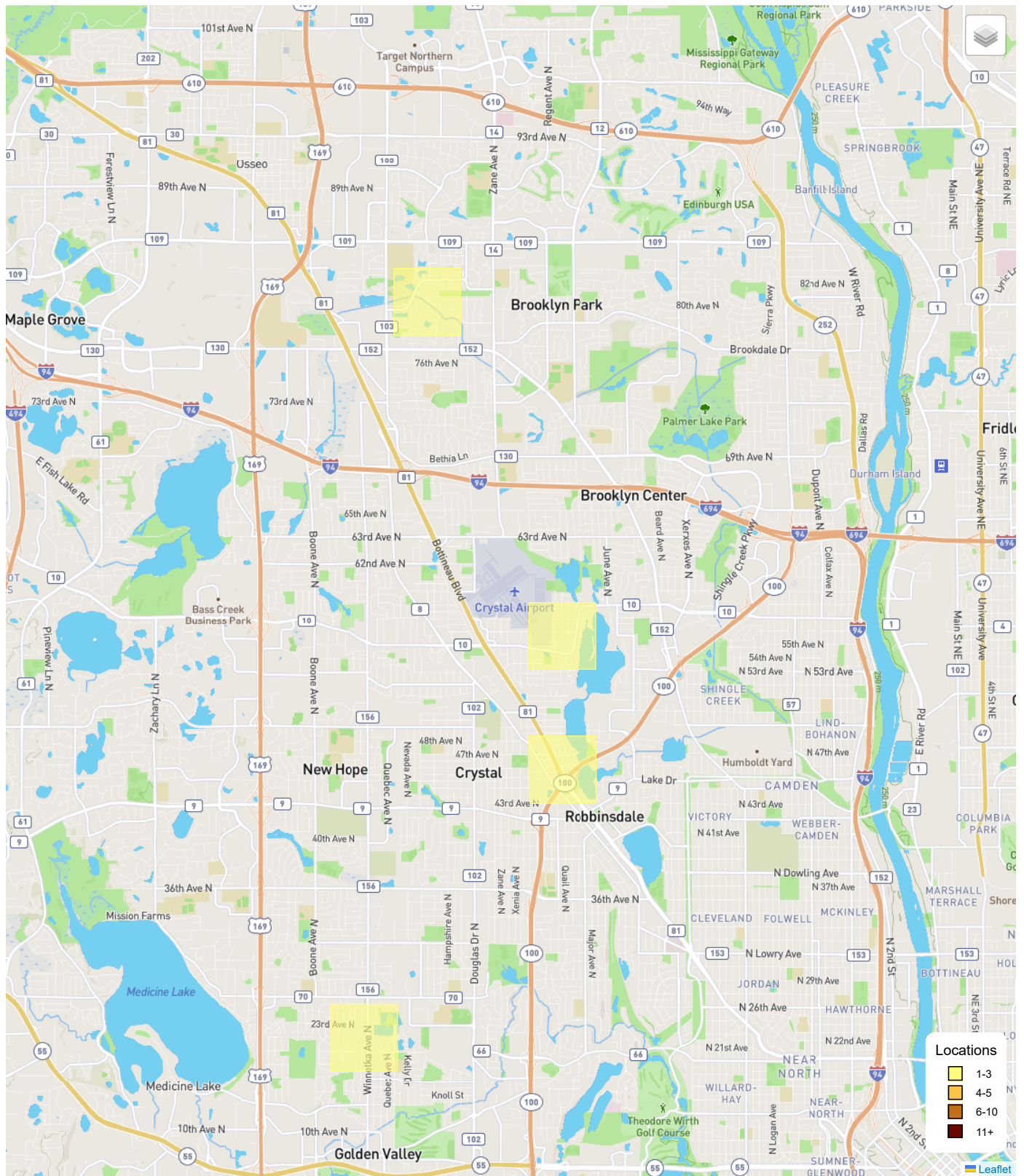
OPERATIONS



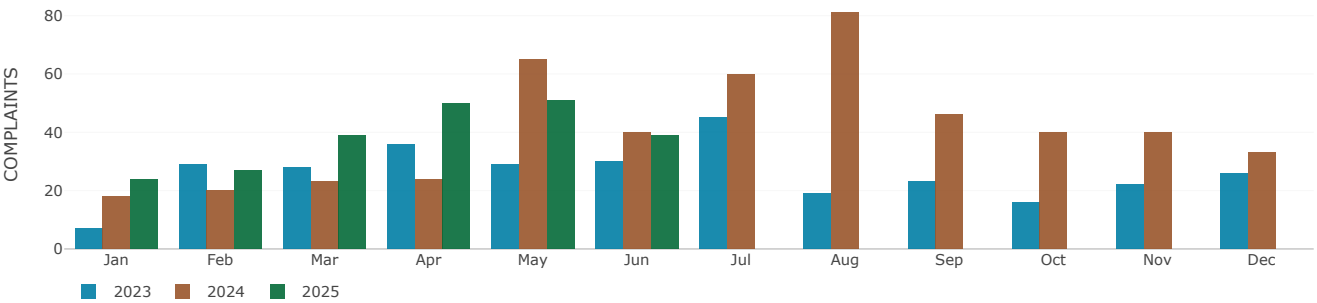
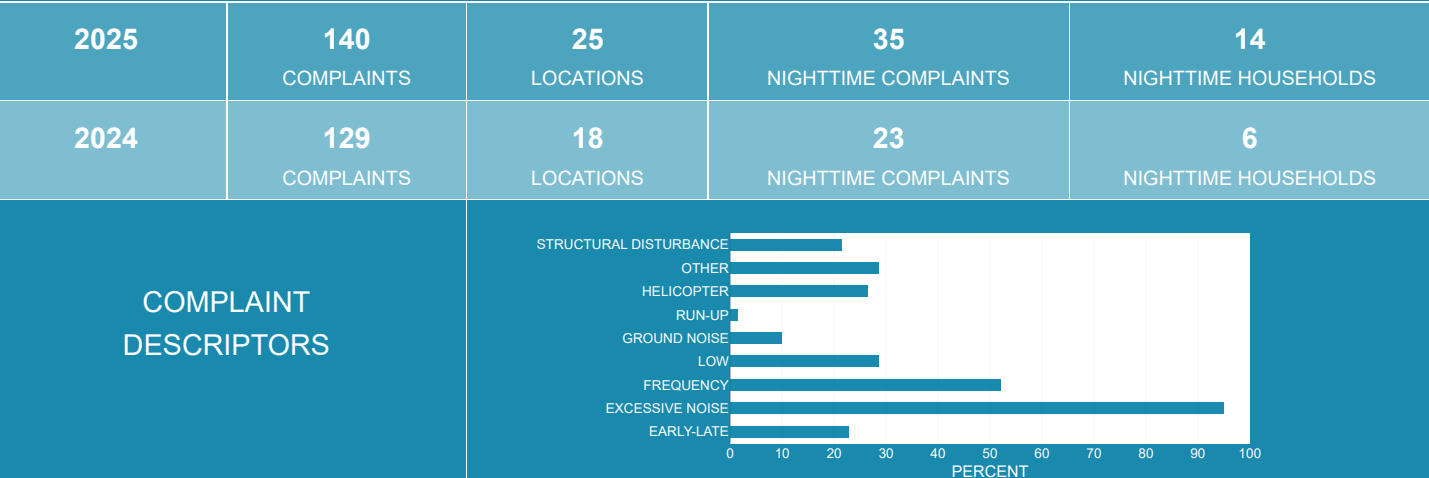
	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%	
	HELICOPTER	145	1.2%	1	0.7%	
	PISTON	12,086	98.1%	150	99.3%	
	JET	4	0%	0	0%	
	TURBO-PROP	69	0.6%	0	0%	
	UNKNOWN	16	0.1%	0	0%	
	RUN-UP	0	0%	0	0%	



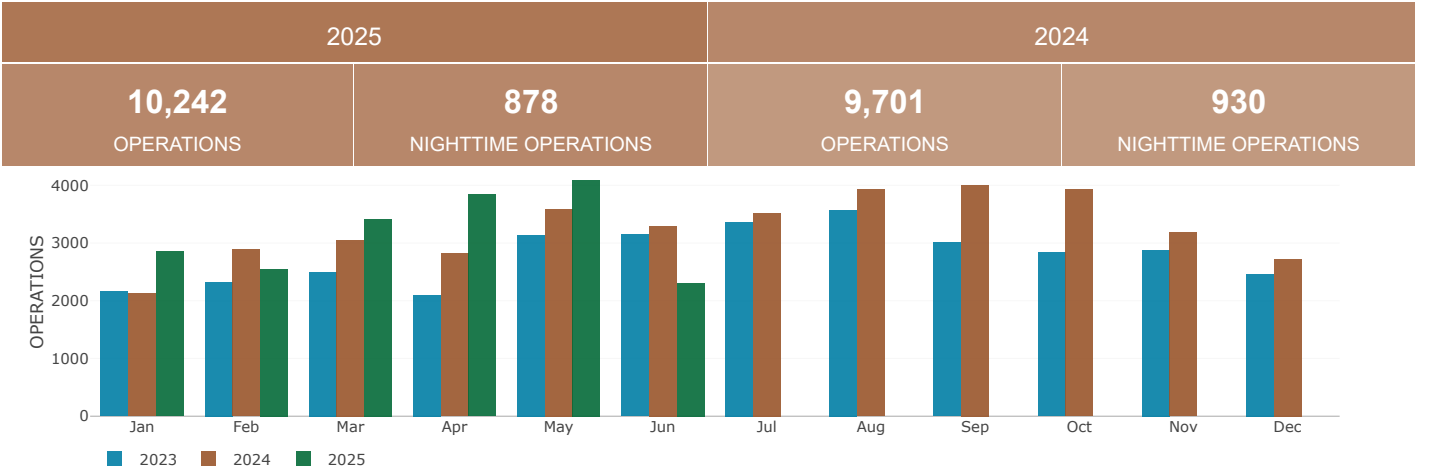
# Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS



OPERATIONS



	AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
	JET	2,022	19.7%	40	28.6%
	HELICOPTER	2,287	22.3%	44	31.4%
	PISTON	4,623	45.1%	31	22.1%
	TURBO-PROP	1,306	12.8%	25	17.9%
	UNKNOWN	4	0%	0	0%
	RUN-UP	0	0%	0	0%

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

