



MEETING AGENDA- AMENDEDMENT #1

November 27, 2023

3 p.m.

Baytown Township Hall

4020 McDonald Dr N, Stillwater, MN 55082

1. Welcome and Introductions
2. Approval of Meeting Minutes for 8-28-2023 **(Action Item)**
3. Public Comment (3 min. per speaker)
4. MAC Leadership Comments
5. Airport Manager Update
6. Airport User Spotlight
7. Noise Abatement Plan Recommendations
8. Member Comment
9. Set Future LEAAC Meeting Schedule
10. 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

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, August 28, 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: D. Chase, At-Large; P. Evenson, EAA Chapter 54; M. Hanson, City of Bayport; G. Kreisel, Washington County; L. McGinn, City of Lake Elmo; L. Peterson, At-Large; D. Selander, Lake Elmo Aero; J. Thomas, At-Large; R. Weyrauch, Baytown Township; D. Weiler, At-Large; C. Mueller, Representative At-Large

MAC Staff: R. Skoog, MAC Commissioner; J. Harris, Director – Reliever Airports; J. Lewis, Community Relations Coordinator; D. Nelson, Director – Stakeholder Engagement; M. Ross, Manager – Community Relations; P. Tiedeman, Airport Manager, Lake Elmo Airport; K. Verdeja, Administrative Specialist

Other: M. Wiens, Minnesota House of Representatives – District 41A; N. Ruedy, airport user; T. Vierling, M. Vierling, B. Cornell, D. Cornell, S. Buckingham, E. Buckingham, M. Appelt, D. McGann, J. McGann, M. Ritt, J. Ritt, V. Thalecker, A. Carr, L. Kaschmitter, A. Bucheck, P. Carlson members of the public

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

1. Welcome and Introductions

Luke Peterson, Co-Chair, called the meeting to order at 3:04 pm. There was a total of 46 participants. He gave an overview of the objective of the commission.

2. Approval of Meeting Minutes for 5-22-2023

Chair Peterson opened the discussion regarding approving the minutes from the May 22, 2023 commission meeting. There was no discussion.

**Representative Thomas moved and Representative Selander seconded to:
Approve the Minutes from the May 22, 2023 Meeting as presented.**

The motion passed by unanimous vote.

3. Bayport Community Spotlight

Chair Luke Peterson introduced a community member, **Michele Hanson**, Mayor of Bayport. **Mayor Hanson** reviewed the history of the City of Bayport, size and land use, and other community statistics including their “newest” development. She also spoke about Bayport’s community partners and upcoming events. **Mayor Hanson** gave an overview of their city council and staff. She also gave an update on their police and fire departments. Lastly, she covered some of the hot topics in Bayport.

4. Airport User Spotlight

Chair Luke Peterson introduced an airport user, **Jason**. **Jason** grew up just north of Stillwater and now lives south of the airport in West Lakeland Township. **Jason** has a sport pilot license which is specifically designed for people who want to fly small, light planes (SLA). Jason built a Sonex experimental-class light sport aircraft that he flies during nice weather evenings.

5. Meet the Fleet: Piper PA28

Michele Ross, Technical Advisor, explained how the “Meet the Fleet” program began. She noted that this is the first video with a general aviation aircraft. This video can be found at: <https://youtu.be/fozqvhUs7h0>.

The other aircraft videos can be found at: [Meet the Fleet | Metropolitan Airports Commission \(metroairports.org\)](https://metroairports.org)

Due to technical difficulties, the video was played later during the meeting.

6. Public Comment Period (1 of 2)

Chair Peterson introduced the first public comment period and reminded attendees of the ground rules for public comment.

Brad Cornell, a member of the public, was the first to speak. A community meeting was held at his home at the southeast corner of the Lake Elmo Airport. He noted that he has been measuring noise levels. There is a great amount of data that he has collected and shared with members of the MAC Staff.

Vic Thalacker, a member of the public, lives on the north end of McDonald Lake, this appears to be the turning point for take-off routes. He stated that the noise has increased in recent years. He also noted that the committee is very user-heavy.

Diane McGann, a member of the public, noted that aircraft fly low over the houses, she noted they can’t have conversations, can't invite visitors, and can’t enjoy life in general. Has an effect on her physical and mental health. She noted a New York Times article that noise affects health and it is affecting her well-being.

Mary Ritt, a member of the public, is concerned about how the air quality has decreased over the last few years. It has affected her physical and mental well-being.

Alexander Carr, a public member, lives under flight path, is also an airport user. He is curious about the noise complaints and how the numbers break down. His neighborhood seems not to be as bothered by the airport as much as it is by the train noise.

Ann Bucheck, a member of the public, has lived in the area for the past 45 years and has enjoyed the location until the last three years. She agrees that the noise affects physical and mental well-being.

The meeting attendees viewed the “Meet the Fleet” – Piper Archer video.

7. Airport Manager Update

Philip Tiedeman, Manager – Lake Elmo Airport, gave an update on Safety and Security at the airport. He also reviewed the airport construction. Lastly, he gave an overview of the airport tour.

8. Update on Prior Community Discussion/Concerns:

Philip Tiedeman, Manager – Lake Elmo Airport, updated the commission on prior community discussions and concerns. The first of these was regarding the evaporators. He also spoke about the sound studies, which was most recently conducted in August 2021 and the next study was proposed for August 2024.

Mr. Tiedeman answered a question regarding the donated radio for the observation area. He also responded to a question regarding signage being updated. Lastly, he answered a question regarding repaving Runway 4/22.

9. Q2 2023 Aircraft Operations & Noise Complaints

Jennifer Lewis, Technical Advisor, reviewed the process by which complaints are taken at the Metropolitan Airports Commission regarding aircraft. She stated there were 1,661 noise complaints from eleven locations and 40 nighttime complaints from five nighttime locations in the second quarter of 2023. There were 11,920 operations and 252 nighttime operations recorded for Lake Elmo Airport (21D) during the quarter.

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

Ms. Lewis gave an overview of the overall noise concerns. She reviewed the operations per complaint and average complaints per household. She also explained the wind summary and runway use. She also noted information about accessing MAC FlightTracker at www.macnoms.com.

10. 21D Noise Abatement Plan Discussion

Philip Tiedeman, Manager – Lake Elmo Airport, reviewed the current noise abatement plan and the pilot guide. A voluntary Noise Abatement Plan (NAP) for 21D results from cooperative efforts between airport users, pilots, surrounding communities, and the Metropolitan Airports Commission (MAC). He noted that the Federal Aviation Administration (FAA) regulations and requirements take precedence over noise abatement procedures.

Recommended procedures are not intended to conflict with instructions from Air Traffic Control (ATC) or those that are the exclusive authority of the FAA.

Mr. Tiedeman explained the preferred runway during calm wind is Runway 32. He also explained the traffic pattern procedures and gave an example of the flights on a slide. He noted the FAA standard of traffic patterns is left-hand traffic. Mr. Tiedeman defined nighttime measures. He explained updated airport data, including field elevation, Traffic Pattern Altitude (TPA), and runway information. He also noted the frequencies used at the airport for CTAF/UNICOM, MSP APP/DEP, Clearance Delivery, WX AWOS-3 (Phone: 651-779-5949. He also reviewed departure procedures. He explained the (National Business Aviation Association) NBAA – Recommended Noise Abatement Departure Procedures with High-Density Airport Option.

Mr. Tiedeman then reviewed the arrival and helicopter procedures. Lastly, he defined maintenance run-ups.

Mr. Tiedeman clarified the reasoning behind the preference for Runway 32.

Mr. Tiedeman, Chair Peterson and some of the pilots in attendance helped explain how pilots acquire and use the pilot guides. There is a flight tracker that shows the aircraft data. **Ms. Lewis** also responded to the meeting attendees about how the MAC FlightTracker is used. She also clarified that the MAC's noise abatement plan is voluntary. She noted that the FAA is the governing body responsible for the safety regulations applicable to the use of the aircraft.

Representative McGinn asked for clarification on the Noise Abatement Plan and how pilots could be held accountable for their aircraft patterns. **Mr. Tiedeman** responded to this inquiry. **Chair Peterson** clarified that a draft of the noise abatement plan will be presented at the next meeting. **Ms. Lewis** and **Ms. Ross** asked for additional comments be emailed to:

MicheleRoss@mspmact.org

Philip.Tiedeman@mspmact.org

Jennifer.Lewis@mspmact.org

11. Public Comment Period (2 of 2)

Chair Peterson introduced the second public comment period and reminded attendees of the ground rules for public comment.

John Ritt, a member of the public, noted the safety of the pilot and passengers is as important as the ground they are flying over. How can we make this a better environment for all of those concerned?

Brad Cornell, a member of the public, noted that there was a large presentation that was given to MAC. He noted that the FAA is supposed to ensure the Code of Federal Regulations (CFR) are made available to pilots. He noted that half of the operations at the airport are patterns done by Lake Elmo Aero which significantly affected the southeast neighbors. Mr. Cornell indicated that he submitted a number of written suggestions to the MAC for the next

draft of the Noise Abatement Plan in the future. He also noted that he has not been contacted as a person who has filed a complaint. Mr. Cornell also recommended that the Noise Study not be conducted in August, but in June or July to capture the large amount of the aircraft traffic.

Ann Bucheck, a public member, also reiterated that the information Mr. Cornell presented was a true reflection of the neighborhood members.

Pam Carlson, West Lakeland Township, has been in meetings that have been impacted. She came to observe.

Brad Cornell had presented at West Lakeland Township. What can be done to change this?

Mary Ritt, a public member, asked if the pilots are held accountable for their actions.

Vic Thalacker, a member of the public, noted that the people who didn't file a complaint are still important.

12. Member Comment Period

Chair Peterson introduced the member comment period.

Representative Thomas, a pilot user, thanked Mr. Cornell for his comments.

Representative Hanson, also thanked Mr. Cornell for bringing so much data and information to the meeting.

Representative Mueller, noted that there is an opportunity to learn more about the flight patterns and invited the residents to come to the airport for that purpose.

13. Review LEAAC Meeting Schedule

Chair Peterson led a discussion regarding the upcoming meetings for the calendar year.

The next LEAAC Meeting is scheduled for November 27, 2023 at Baytown Township Hall.

The rest of the agenda was tabled to a future meeting.

The meeting was adjourned at 5:15 p.m.

Reliever Airports: NOISE ABATEMENT PLAN

Lake Elmo Airport (21D)

INTRODUCTION

The Noise Abatement Plan (NAP) 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.

This NAP is a set of voluntary measures designed to reduce the negative impacts of aircraft noise experienced by the communities surrounding the airport. These measures were developed through a cooperative effort between airport users, airport businesses, local communities, City officials, Federal Aviation Administration representatives, the Lake Elmo Airport Advisory Commission, and the Metropolitan Airports Commission.

The NAP measures below are voluntary and are not intended to conflict with Federal Aviation Administration regulations or any safety requirements. As such, the airport is open for use 24-hours per day, however, pilots are asked to consider operating with the following measures in mind.

1. - NOISE ABATEMENT TAKEOFF AND APPROACH

Use of noise abatement takeoff and landing procedures attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that a wide variety of aircraft use Lake Elmo Airport and each aircraft performs differently. All aircraft operators are encouraged to follow noise abatement procedures with due regard to the performance capabilities of the aircraft being flown, as follows:

- 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, when circumstances allow, pilots are asked to utilize a runway and flight path that offers the quietest impact for the surrounding community, particularly between 2200-0700 local time. 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 aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) or precision approach slope indicator (PAPI) shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.
- D. Use noise abatement arrival and departure guidance published by the Federal Aviation Administration (FAA), National Business Aircraft Association (NBAA) or Aircraft Owners and Pilots Association (AOPA) when arriving to or departing from the airport.

FAA AC 91-53A - Noise Abatement Departure Profile:

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22420

FAA AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas:

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156

NBAA:

<https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/>

AOPA:

<https://www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf>

- E. Turbine-powered aircraft and itinerant aircraft departing on Runways 32 or 14 fly runway heading and turn to a northerly heading after attaining an altitude of 500 feet agl. Avoid overflight of noise-sensitive residential areas, and gain as much altitude as practical before overflying residential areas.

2. - TRAFFIC PATTERN PROCEDURES

The traffic pattern at Lake Elmo Airport consists of standard left turns for each runway. The following procedures pertain to aircraft while operating in the traffic pattern at the Lake Elmo Airport:

- A. Operate aircraft at the airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving:
 - Turbine-powered aircraft traffic pattern altitude is 1,500 feet agl (2433 msl)
 - Propellor-driven aircraft traffic pattern altitude is 1,000 feet agl (1933 msl)
- B. Avoid multiple training events by turbine-powered aircraft in the traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.

D. Use the full length of runway for arrivals and departures:

- Avoid intersection takeoffs, and
- Avoid stop and go operations.

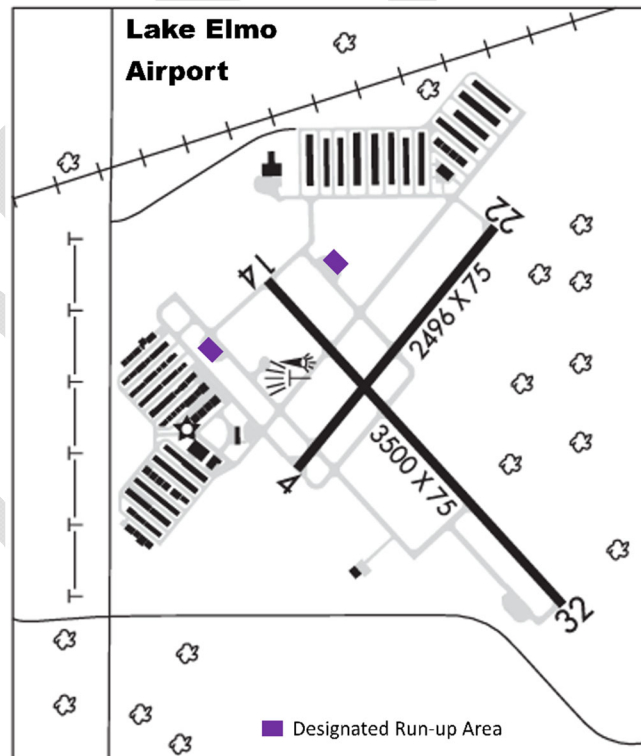
E. Avoid repetitive activity over residences as much as possible.

F. When departing the traffic pattern, choose a path that avoids overflight of residential areas if practical. Follow FAA guidelines regarding close-in noise abatement procedures to reduce impact to surrounding areas.

3. - MAINTENANCE RUN-UPS

Specific locations on the airfield are designated for engine tests and maintenance run-ups. These locations are selected to minimize the amount of noise projected toward adjacent residential areas (see map below). NOTE: A pre-departure run-up with less than 5-minute duration may be conducted at other areas on the airfield, as needed.

A. Conduct all engine tests and maintenance run-ups in excess of 5-minutes in a designated area only



B. Avoid engine tests and maintenance run-ups between 2200 and 0800 local time.

4. - HELICOPTER TRAINING

The unique design and operational characteristics of helicopters operations do not require use of a runway surface; however, helicopter operators must avoid conflicting with the flow of fixed wing aircraft. The following procedures apply to helicopter training.

- A. Avoid helicopter training in the traffic pattern from 2200 to 0700 local time.
- B. Avoid hovering for extended durations in the vicinity of residential areas.
- C. Avoid repetitive activity over the same neighborhoods as much as possible.

5. - NIGHTTIME OPERATIONS

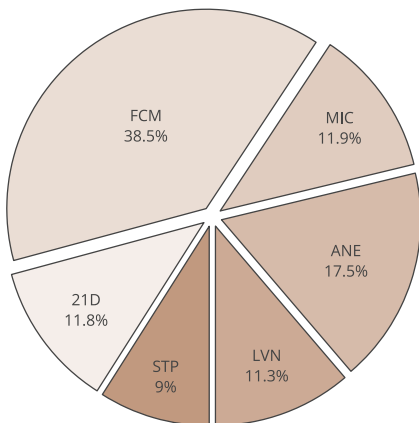
Nighttime hours (2200 to 0700 local time) are noise sensitive because people are resting and noise intrusions are more noticeable. When nighttime flight activity is needed, please limit the noise and operate with consideration for the neighbors during nighttime hours by following these measures:

- A. Avoid operating aircraft between 2200 and 0700 local time as much as possible.
- B. Avoid flight training and repetitive activity in the traffic pattern between 2400 and 0700 local time.
- C. Avoid intersection takeoffs and stop and go operations at all times.
- D. Avoid low-level flight over the airport.

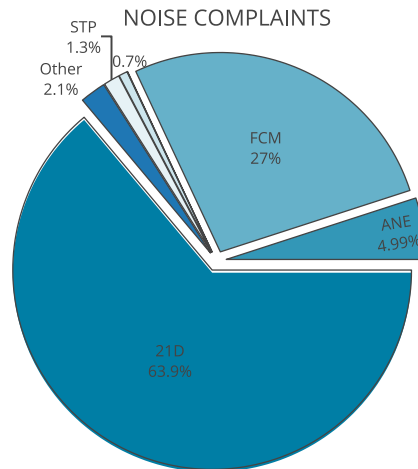
Metropolitan Airports Commission (MAC) Reliever Airport Operations and Noise Complaint Report



AIRCRAFT OPERATIONS



NOISE COMPLAINTS

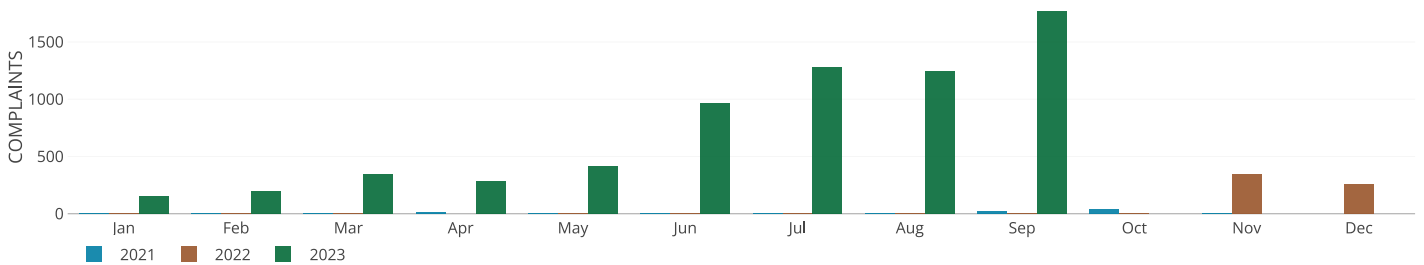
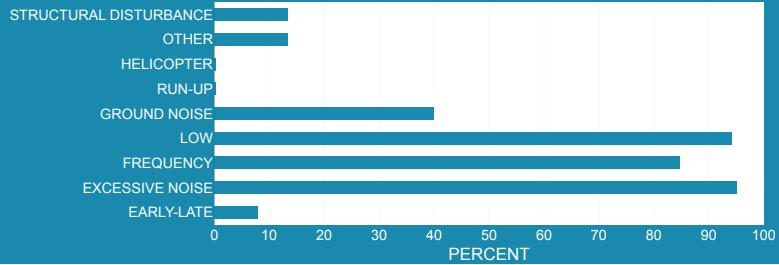


NOTE: Beginning on July 1, 2021, the MACNOMS methodology for counting operations was updated to more accurately reflect total aircraft departures or arrivals at MAC airports.

COMPLAINTS

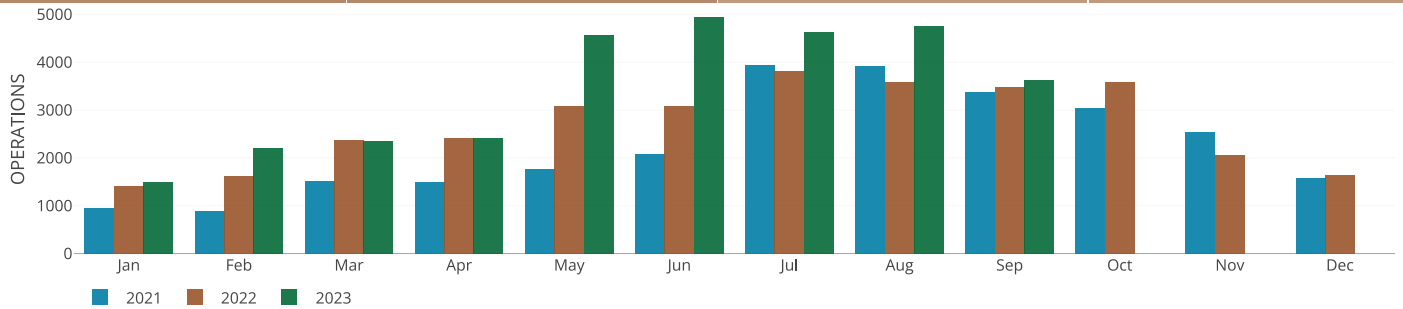
2023	4,291 COMPLAINTS	16 LOCATIONS	80 NIGHTTIME COMPLAINTS	9 NIGHTTIME HOUSEHOLDS
2022	6 COMPLAINTS	4 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



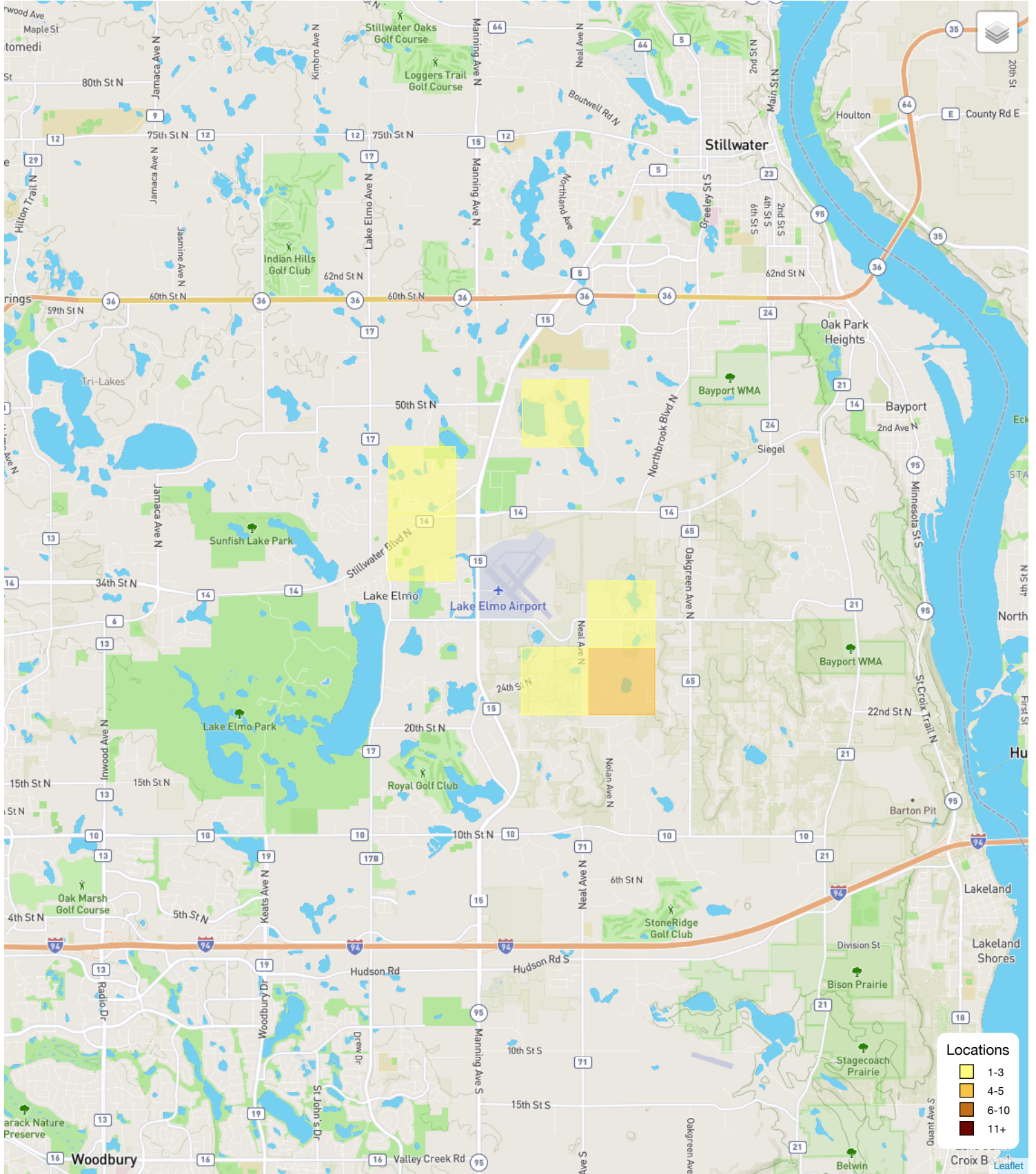
OPERATIONS

2023		2022	
13,031 OPERATIONS	253 NIGHTTIME OPERATIONS	10,888 OPERATIONS	224 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2	0.0 %	17	0.4 %
HELICOPTER	147	1.1 %	32	0.7 %
NOT-CORRELATED	0	0.0 %	29	0.7 %
PISTON	12,585	96.6 %	4,114	95.9 %
TURBO-PROP	42	0.3 %	30	0.7 %
UNKNOWN	255	2.0 %	69	1.6 %
RUN-UP	0	0.0 %	0	0.0 %

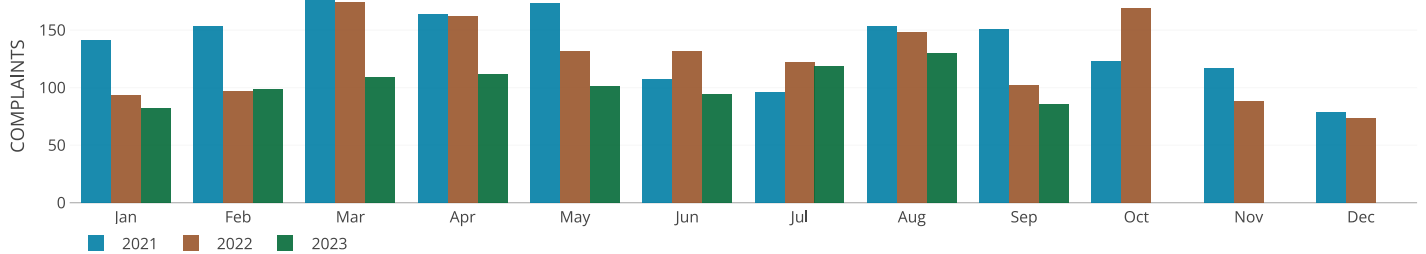
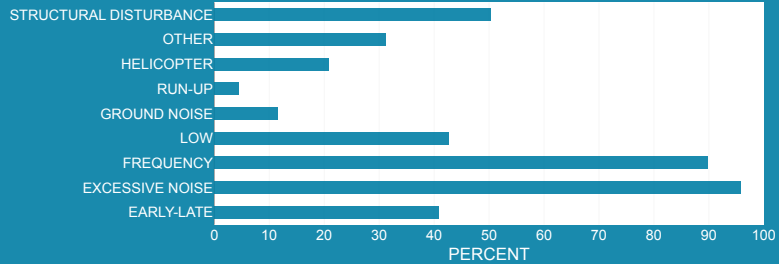
Lake Elmo Airport (21D) - COMPLAINTS HEATMAP



COMPLAINTS

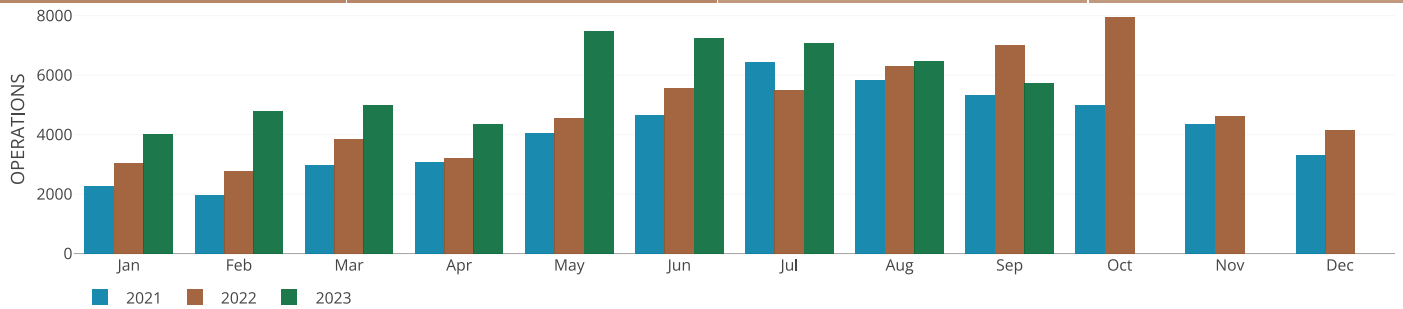
2023	335 COMPLAINTS	14 LOCATIONS	90 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS
2022	372 COMPLAINTS	12 LOCATIONS	97 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



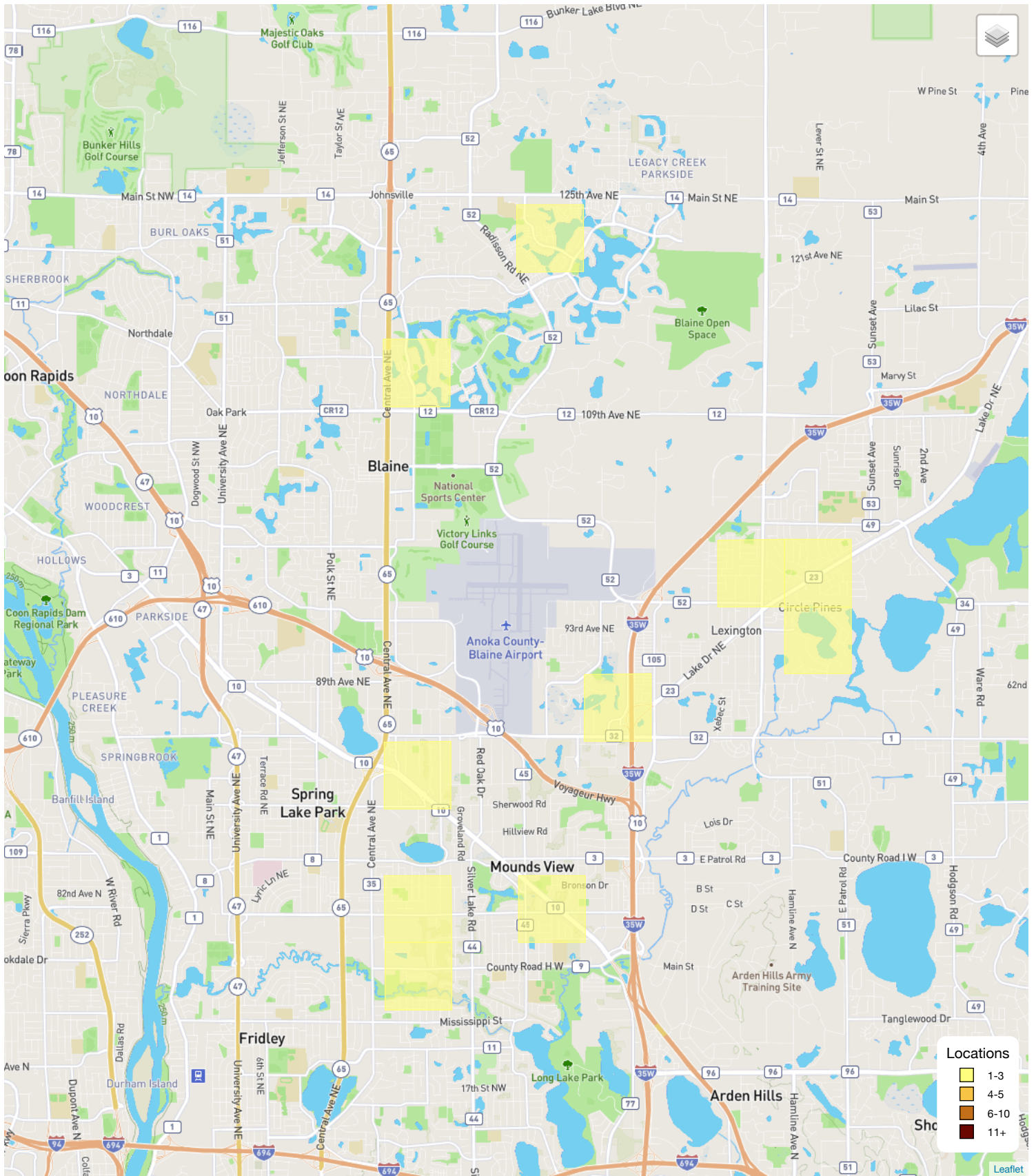
OPERATIONS

2023		2022	
19,328 OPERATIONS	1,274 NIGHTTIME OPERATIONS	18,815 OPERATIONS	1,113 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	631	3.3 %	47	14.0 %
HELICOPTER	567	2.9 %	31	9.3 %
MILITARY	6	0.0 %	1	0.3 %
NOT-CORRELATED	0	0.0 %	1	0.3 %
PISTON	16,827	87.1 %	194	57.9 %
TURBO-PROP	958	5.0 %	45	13.4 %
UNKNOWN	339	1.8 %	16	4.8 %
RUN-UP	0	0.0 %	0	0.0 %

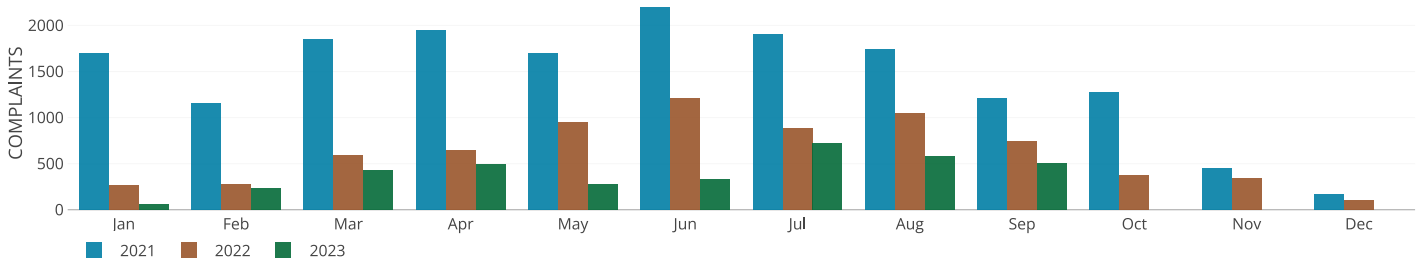
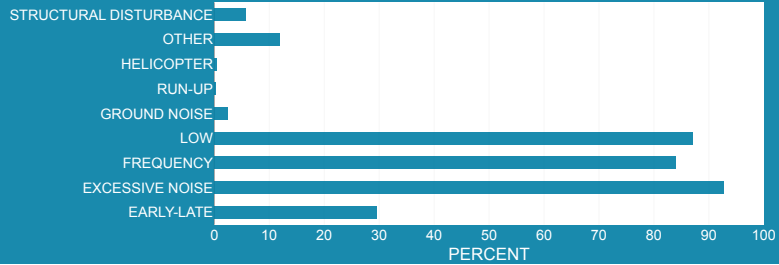
Anoka County-Blaine (Janes Field) Airport (ANE) - COMPLAINTS HEATMAP



COMPLAINTS

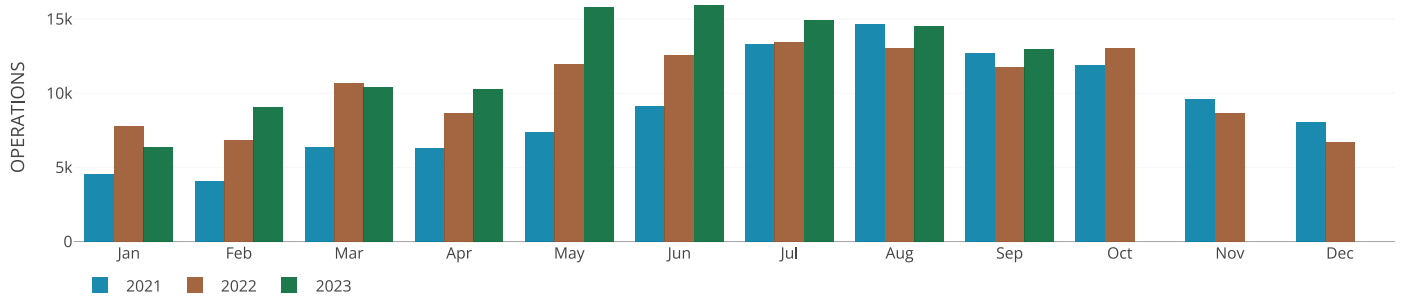
2023	1,812 COMPLAINTS	45 LOCATIONS	395 NIGHTTIME COMPLAINTS	23 NIGHTTIME HOUSEHOLDS
2022	2,673 COMPLAINTS	51 LOCATIONS	370 NIGHTTIME COMPLAINTS	29 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



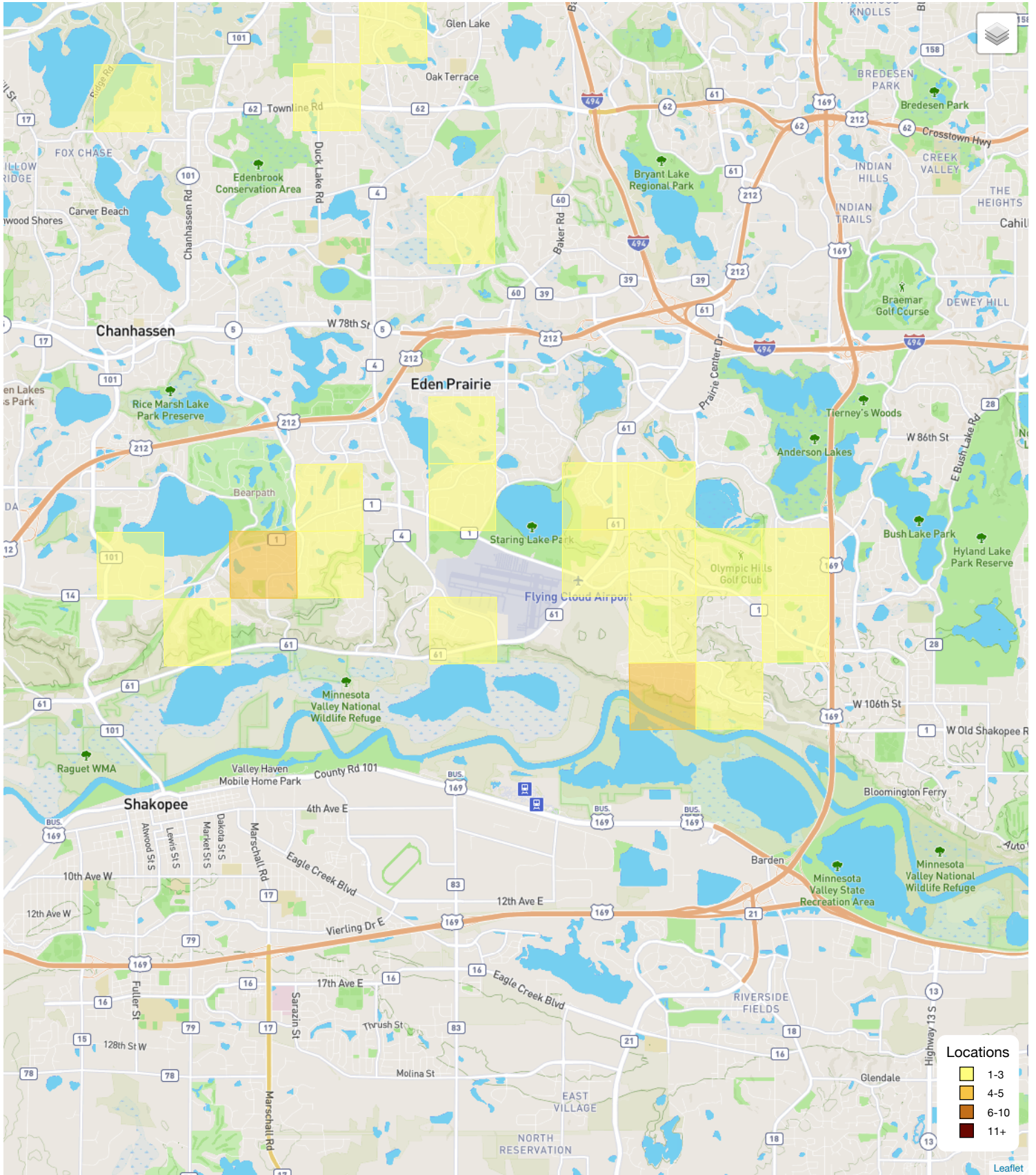
OPERATIONS

2023		2022	
42,493 OPERATIONS	2,332 NIGHTTIME OPERATIONS	38,334 OPERATIONS	1,665 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	3,111	7.3 %	220	12.1 %
HELICOPTER	561	1.3 %	4	0.2 %
NOT-CORRELATED	0	0.0 %	11	0.6 %
PISTON	36,339	85.5 %	1,369	75.6 %
TURBO-PROP	2,187	5.1 %	193	10.7 %
UNKNOWN	290	0.7 %	15	0.8 %
MILITARY	5	0.0 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

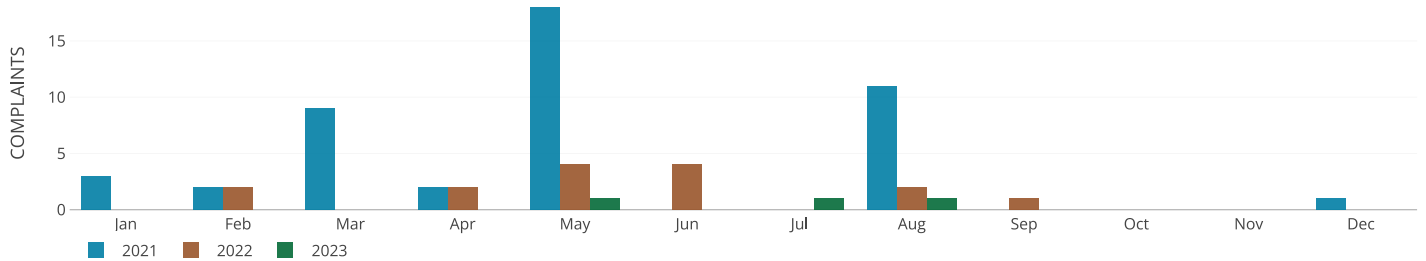
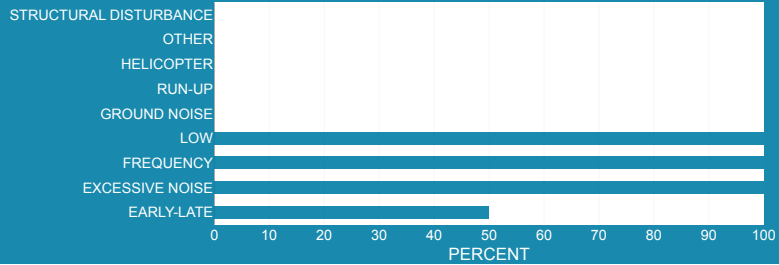
Flying Cloud Airport (FCM) - COMPLAINTS HEATMAP



COMPLAINTS

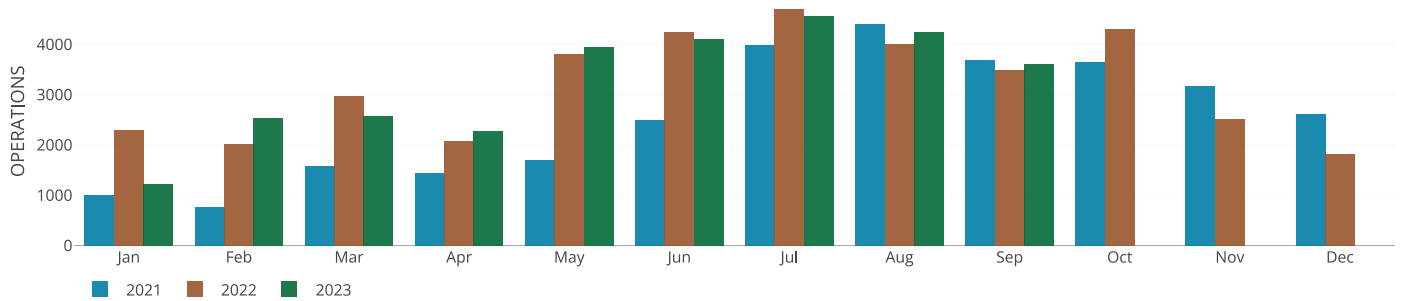
2023	2 COMPLAINTS	2 LOCATIONS	0 NIGHTTIME COMPLAINTS	0 NIGHTTIME HOUSEHOLDS
2022	3 COMPLAINTS	2 LOCATIONS	2 NIGHTTIME COMPLAINTS	1 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



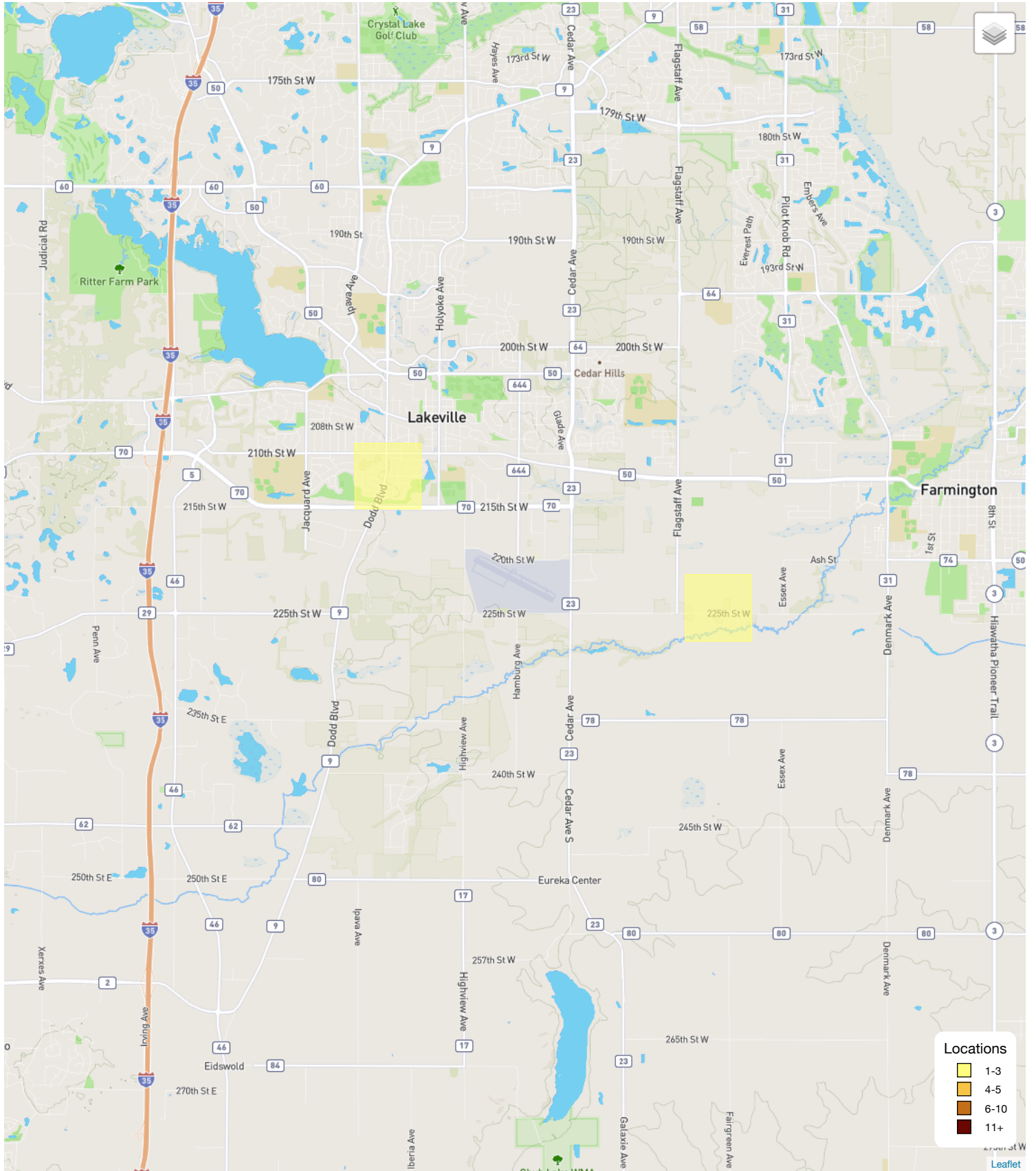
OPERATIONS

2023		2022	
12,423 OPERATIONS	260 NIGHTTIME OPERATIONS	12,191 OPERATIONS	295 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
PISTON	11,944	96.1 %	2	100.0 %
HELICOPTER	25	0.2 %	0	0.0 %
JET	78	0.6 %	0	0.0 %
TURBO-PROP	112	0.9 %	0	0.0 %
UNKNOWN	264	2.1 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

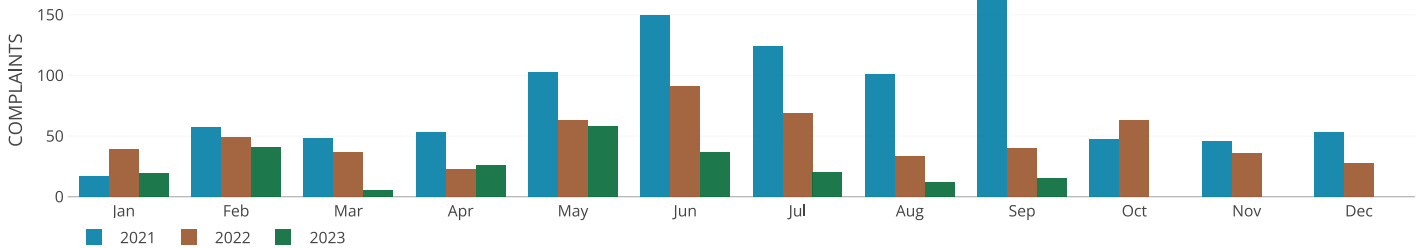
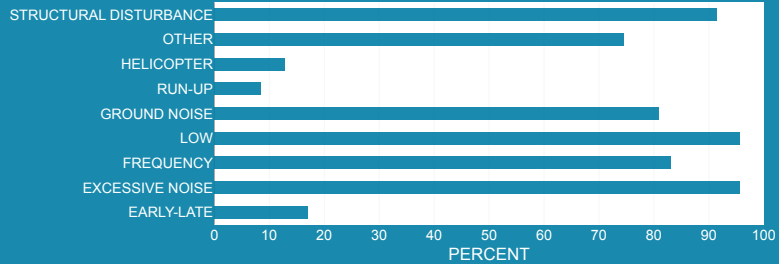
Airlake Airport (LVN) - COMPLAINTS HEATMAP



COMPLAINTS

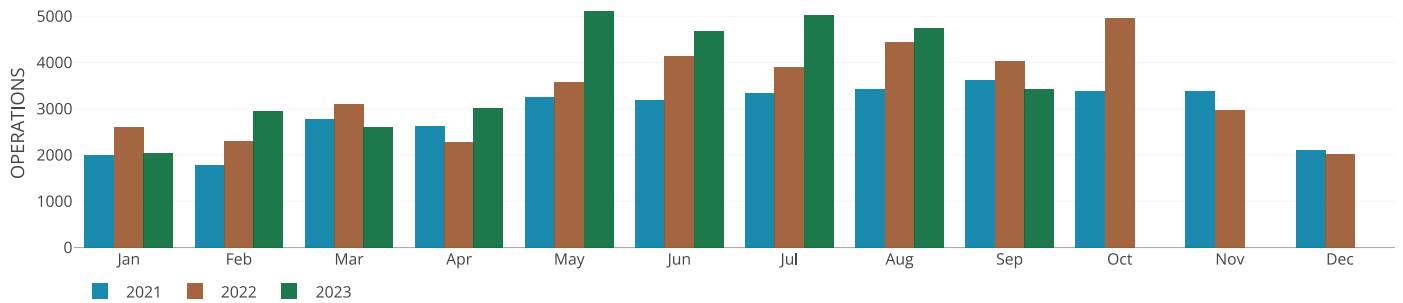
2023	47 COMPLAINTS	5 LOCATIONS	6 NIGHTTIME COMPLAINTS	1 NIGHTTIME HOUSEHOLDS
2022	142 COMPLAINTS	5 LOCATIONS	8 NIGHTTIME COMPLAINTS	2 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



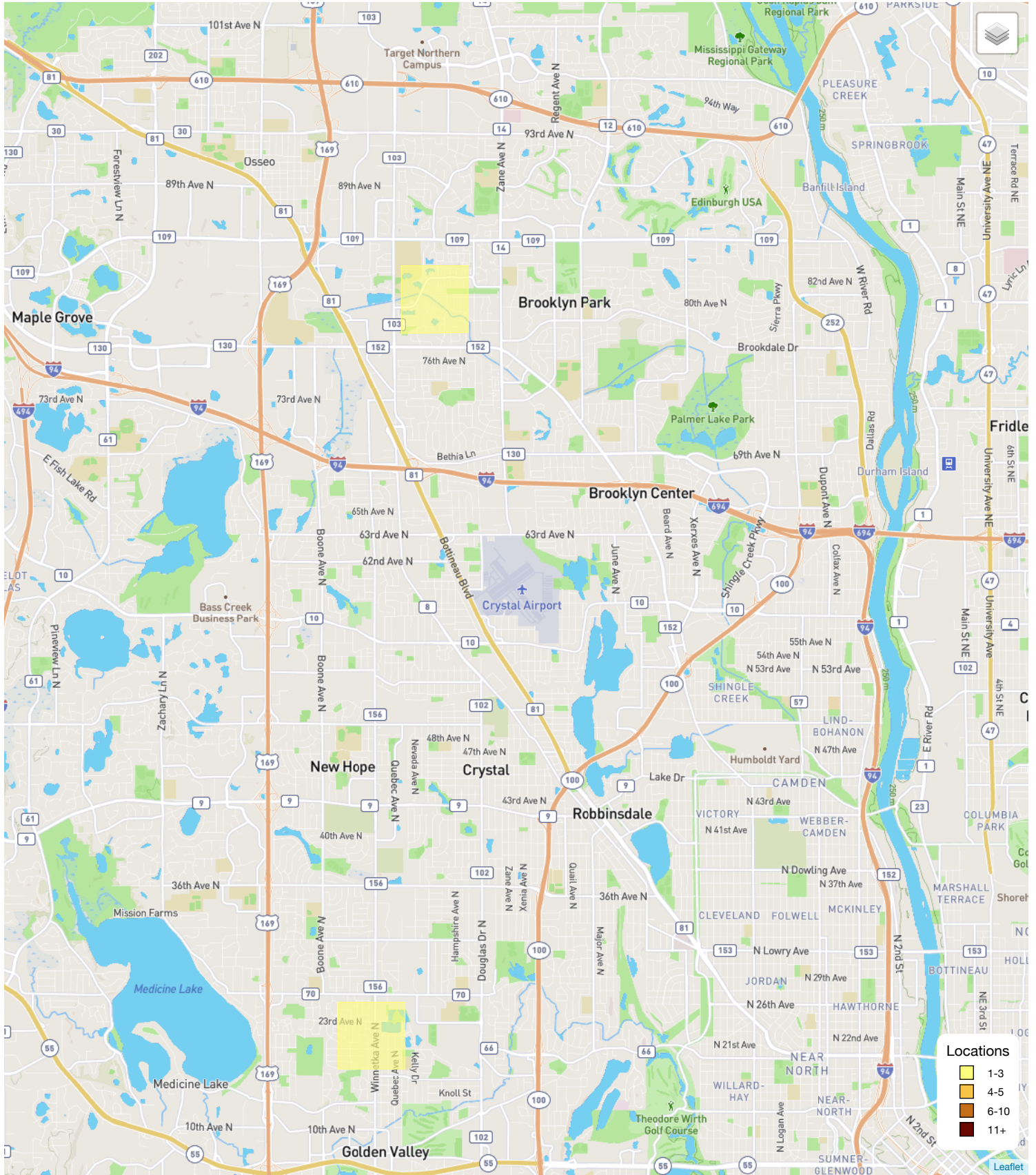
OPERATIONS

2023		2022	
13,188 OPERATIONS	469 NIGHTTIME OPERATIONS	12,379 OPERATIONS	340 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2	0.0 %	1	2.1 %
HELICOPTER	116	0.9 %	4	8.5 %
PISTON	12,578	95.4 %	42	89.4 %
TURBO-PROP	53	0.4 %	0	0.0 %
UNKNOWN	439	3.3 %	0	0.0 %
RUN-UP	0	0.0 %	0	0.0 %

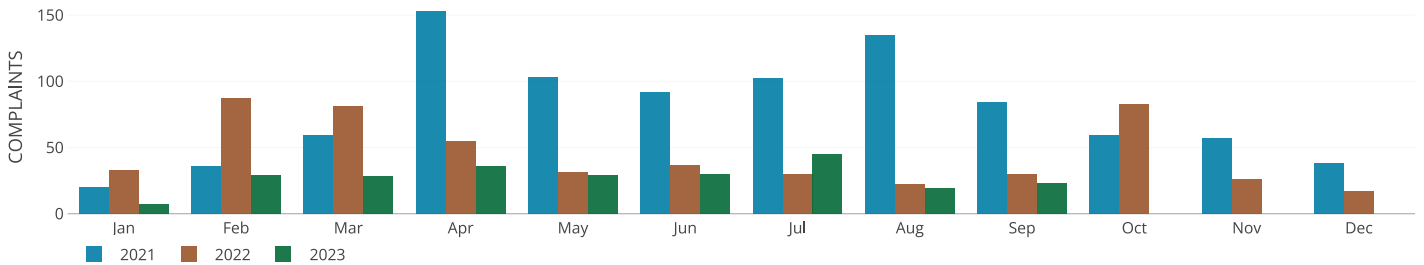
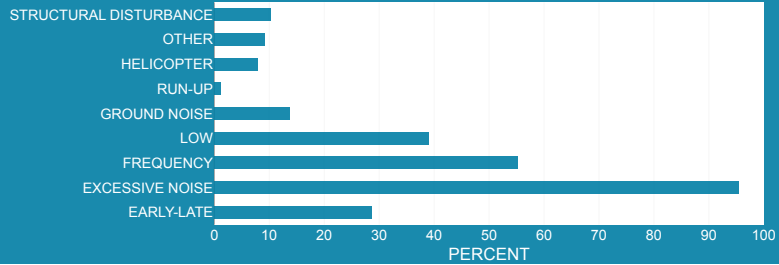
Crystal Airport (MIC) - COMPLAINTS HEATMAP



COMPLAINTS

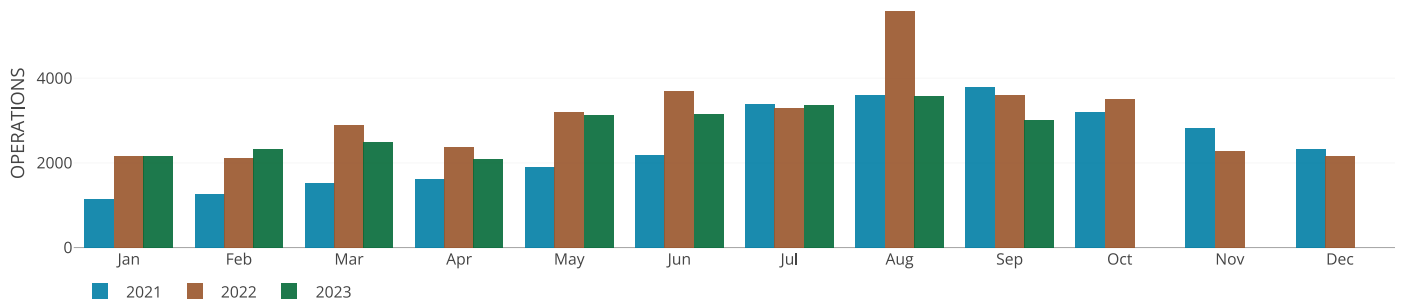
2023	87 COMPLAINTS	14 LOCATIONS	19 NIGHTTIME COMPLAINTS	8 NIGHTTIME HOUSEHOLDS
2022	82 COMPLAINTS	21 LOCATIONS	24 NIGHTTIME COMPLAINTS	9 NIGHTTIME HOUSEHOLDS

COMPLAINT DESCRIPTORS



OPERATIONS

2023		2022	
9,941 OPERATIONS	696 NIGHTTIME OPERATIONS	12,477 OPERATIONS	798 NIGHTTIME OPERATIONS



AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	2,897	29.1 %	66	75.9 %
HELICOPTER	734	7.4 %	4	4.6 %
PISTON	4,749	47.8 %	6	6.9 %
TURBO-PROP	1,349	13.6 %	8	9.2 %
UNKNOWN	212	2.1 %	3	3.4 %
RUN-UP	0	0.0 %	0	0.0 %

St Paul Downtown Holman Field (STP) - COMPLAINTS HEATMAP

