

**ATTENDANCE**

Attendance in-person and via Microsoft Teams:

Name	Organization
Brian Ryks	MAC
Joe Harris	MAC
Blaine Peterson	MAC
Eric Gilles	MAC
Dana Nelson	MAC
Abby Kes	MAC
Michelle Ross	MAC
Jennifer Gora	MAC
Chad Leqve	MAC
Bridget Rief	MAC
Jennifer Lewis	MAC
Roy Fuhrmann	MAC
Mitch Kilian	MAC
Melissa Scovronski	MAC
Sara Swenson	Goff Public
Corey Grape	Thunderbird Aviation
Dan Dorson	FCM Airport Advisory Commission
George Lichty	AV8
Dave Ramsey	Bernatellos
Julie Klima	City of Eden Prairie
Laura Herrmann	Hangar Owner
Michael Lawrence	Premier
Gina Mitchell	FAA
Nancy Nistler	FAA
Pat MulQueeny	Eden Prairie Chamber of Commerce
Stanley Melling	Elliott Aviation
Trevor Rossini	Inflight
Tim Zunker	Shakopee Chamber and Visitors Bureau
Mark Noble	City of Shakopee
Randy Borgerding	Elliott Aviation
Andrew Blaisdell	HNTB
Greg Albjerg	HNTB

**NOTES**

1. Dana opened the meeting, thanking attendees for participating and outlining the agenda.
2. What did you learn during the tour? Or what do you find unique about FCM?
  - a) Multiple tenants are looking for more vehicle parking
  - b) The General Aviation community at FCM has a wide variety of activities
  - c) The tenant community is a close-knit group with an important range of businesses
  - d) There is a diversity of aviation flight activities ranging from flight training to jet traffic
  - e) The Airport hosts great events throughout the year
  - f) Neighbors are very sensitive to the noise generated at the Airport
  - g) The local community is vibrant and growing; land use near the Airport is a relevant discussion
  - h) The community is pleased to see significant recent investments in some of the tenant facilities
3. Blaine gave an update which centered on Airport Traffic Control Tower (ATCT) relocation.
  - a) An Airport tenant asked about parking and landside access to the proposed ATCT. Blaine shared that access will be via the service road and noted 3-acre space around the ATCT to remain clear
  - b) An Airport tenant asked which other sites were considered? Blaine responded that there was one other site under consideration, quite close to the preferred site. Sites on the north side of the runways were considered but dismissed for sun angle reasons. HNTB added that the tower cannot conflict with instrument surfaces and should be positioned so that controllers can see and differentiate aircraft on approach to both parallel runways.
  - c) An Airport tenant asked what does the 3-acre offset look like and does it take most of the area between the tower site and taxiway E. Blaine confirmed that is the approximate extents. The tenant noted this may restrict development in the area. MAC stated that while other sites were considered, the potential for wrong surface landing incidents dictates the preferred site. And that now that a site has been selected, MAC and the tenants can work to develop around required offsets. MAC added that portions of the land are also within the Runway Visibility Zone (RVZ) diamond shaped area between the runways.
4. Eric reviewed the Goals and Objectives of the Long-Term Comprehensive Plan
5. Dana presented a primer on aircraft noise and noise abatement procedures; then asked for suggestions on how to present the noise discussion to the public.
  - a) A community member noted that modern aircraft may be quieter than older aircraft, but there will always be neighbors who want to voice concern about noise and suggested that the MAC noise website be promoted as part of this presentation.
  - b) An Airport tenant suggested clarifying what the MAC can and cannot do to limit activity and/or control noise
  - c) An FAA representative suggested sharing more about the purpose for aviation activity, for example, why it's important for some flights to operate at night.

- d) An Airport tenant suggested highlighting the ongoing pilot shortage and importance of flight training activities at FCM
  - e) A community member suggested sharing additional details and information about ongoing noise abatement procedures as well as MAC protocols for following up on individual noise incidents.
6. HNTB presented the forecast, critical aircraft, and affected airfield areas.
- a) HNTB noted that the FAA and MAC are still in discussion about some numbers before FAA approval.
  - b) HNTB asked the group for input on hangar need for itinerant aircraft. A community member observed that GA hangars are being removed in favor of larger single-aircraft jet hangars.
7. Eric presented graphics showing how required areas such as runway safety areas, object-free areas, and runway protection zones are being addressed in the long-term comprehensive plan.
8. Dana closed the meeting asking for any final thoughts
- a) An airport tenant asked how the group can help MAC educate the public. MAC suggested that tenants be present during public events and talk about their business. MAC also noted that the stakeholder and public outreach process has evolved to include reaching out to a broader audience and that participation by Airport businesses makes the outreach strong.
9. Dana invited all participants to attend “Discover Flying Cloud #2” on October 25, 2022.