



Airlake Airport ADVISORY COMMISSION



ALAAC

Regular Meeting

June 13, 2024





REMINDER:

Please
silence your phone
to avoid
interruptions
and
mute yourself
when you are not
speaking.

Welcome & Introductions



Members & Coordinators

Community/Public Representatives	Airport User Representatives	Metropolitan Airports Commission
John Bermel, Co-Chair Lakeville	Tom Fitzhenry, Co-Chair Pilot	Yodit Bizen MAC Commissioner
Tina Goodroad Lakeville	Patrick Moynihan Pilot	Sam Seafeldt Technical Advisor
Beth Eilers Eureka	Adam Forsberg FBO	Jennifer Lewis Meeting Coordinator
Donovan Palmquist Eureka	Dan Wolbert Pilot	Kalae Verdeja Meeting Secretary
Holly Bernatz Farmington	Krista Jech Chamber of Commerce	Carey Metcalfe Community Relations
Erin Laberee Dakota County	Steven Guetter Pilot	

Agenda

Welcome & Introductions
Agenda Discussion
Consent Items: Approval of Agenda, Minutes
Public Comment
Radio Frequency Change Update
Pan-O-Prog Update
Airport Manager Update
Aircraft Noise Complaints and Operations
Noise Abatement Recommended Practices
Airport 101/Tour Discussion
Upcoming Events
ALAAC Member Comments
Announcements
Review Meeting Schedule
Adjourn



PURPOSE AND GOALS

GOAL:

This Commission is formed to further the general welfare of the community and the Airlake Airport, a public airport in the City of Lakeville, County of Dakota, State of Minnesota, through minimizing or resolving problems created by the aircraft operations at the airport.

PURPOSE:

1. The Commission shall advise the community and the Metropolitan Airports Commission with regard to all matters affecting the Airlake Airport, the classification, rules and regulations supplied to the operation of the Airport and the development of lands adjacent to the Airport.
2. The Commission shall cooperate with the Metropolitan Airports Commission staff in reviewing matters affecting the use and control of the Airlake Airport.
3. The Commission shall make its recommendations to the Metropolitan Airports Commission regarding any proposal affecting the use or operations of Airlake Airport.





Consent Items:

- Approve Agenda
- Approve Minutes for 3-14-2024





Public Comment

Members of the public are welcome to share their remarks with the Commission

Please state your name and address

Limit remarks to 3 minutes



Radio Frequency Change Update





Airport Manager Update



Airlake Airport ADVISORY COMMISSION





Aircraft Noise Complaints and Operations Summary Q1 2024



Airlake Airport (LVN) Noise Complaints Q1 2024

- ✓ Complaints are received through a 24-hour hotline, website account, email, and in-person.
- ✓ Complaints are correlated to specific flight activity based on details provided by the customer.
- ✓ Responses to complaints are as requested.
- ✓ Details are used for analysis only.
- ✓ MAC FlightTracker is used to match complaints with flight operations.



Find an Address

10:35:15 AM



Nov 9, 2021

Replay Type

Animated

Start Date

11/9/2021

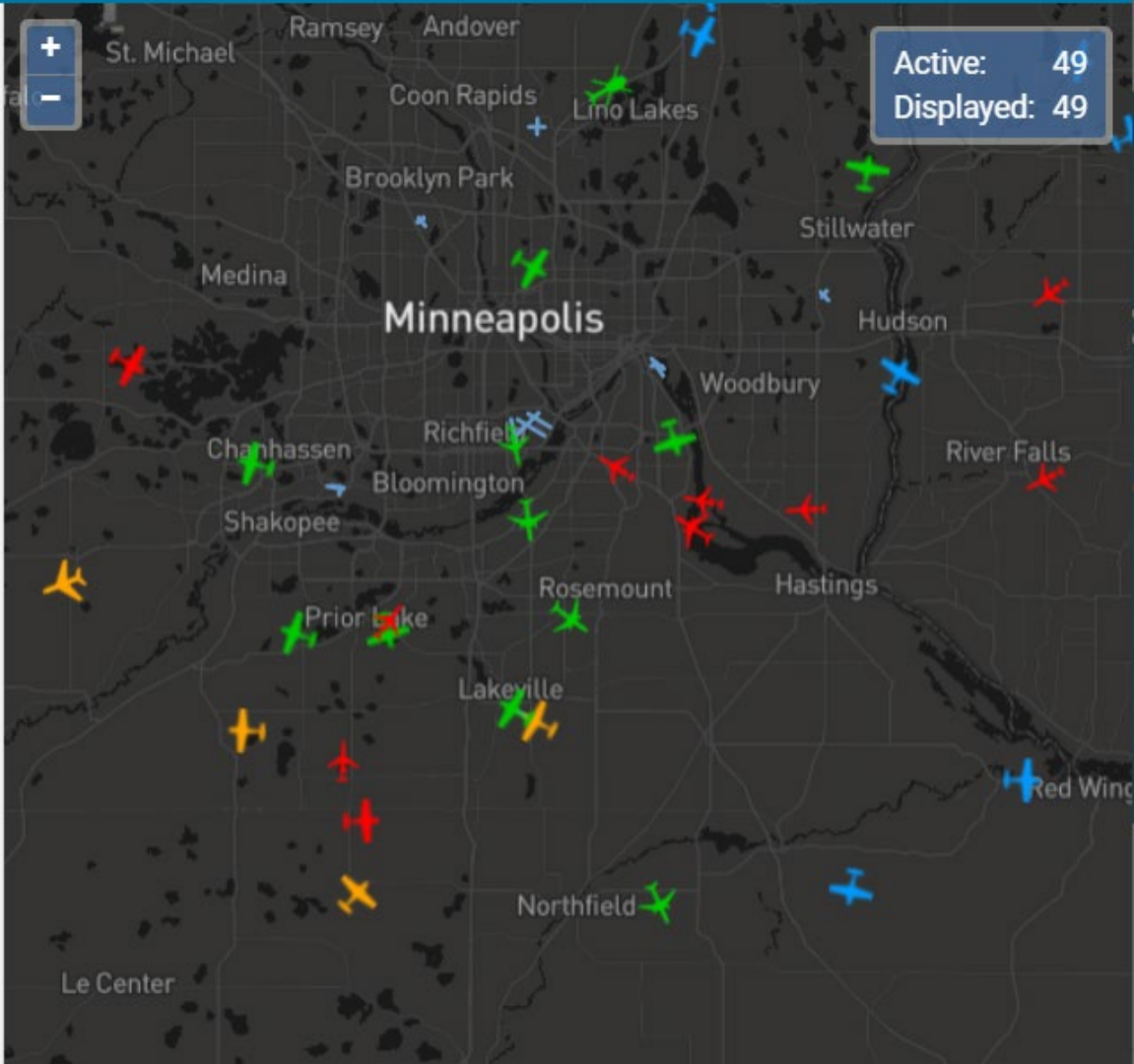
Start Time

10:30 AM

Play Speed

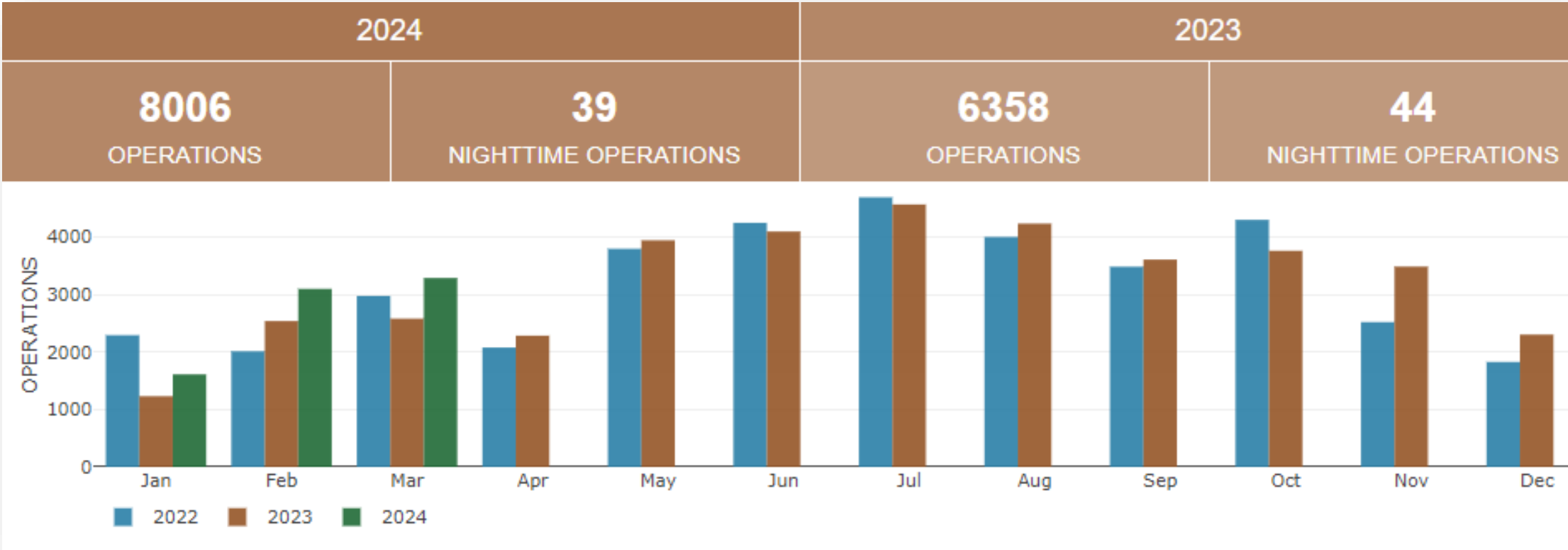
10 x

Pause



MAC FlightTracker: macnoms.com

Airlake Airport (LVN) Aircraft Operations Q1 2024



Interactive Reports:

Home

STP

FCM

ANE

MIC

LVN

21D

MAC Reliever Interactive Reports



metroairports.org/community-connection/aircraft-noise

Noise Abatement Recommended Practices



Noise Abatement Information & Best Practices

Airlake Airport ADVISORY COMMISSION



ALAAC

ALAAC Work Plan (2022-2023)

1. Noise Abatement Plan (NAP) and Pilot Guide
2. Airport 101
3. Noise 101
4. Environment 101
5. Environmental Review Update
6. Monitor developments on and off-airport
7. Receive updates about land-use developments
8. Receive updates about airport operations and noise complaints
9. Airport Tour

- Noise Abatement measures have been in place at Airlake Airport for decades.
- This update ensures the measures are relevant and practical, and that the terminology is consistent with guidance provided by the Federal Aviation Administration.
- ALAAC recommendations are sought in accordance with the Work Plan 2024-2025.

NOISE ABATEMENT RECOMMENDED PRACTICES

Airlake Airport (LVN)

INTRODUCTION

The Airlake Airport was established in 1966 as a private airport. In 1979 the Metropolitan Airports Commission (MAC) acquired the airport to serve as a public-use air transportation facility. The airport currently is accessible for flight operations 24 hours per day. The land uses surrounding the airport have evolved with increased business and residential developments over time, therefore it is essential to adapt to the changing environment and take measures for maintaining positive relationships with neighbors.

These Noise Abatement Recommended Practices (measures) were developed through a cooperative effort between airport and community stakeholders in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region. The goal of this document is to suggest measures that reduce impacts of aircraft activity and noise experienced by people in areas surrounding the airport.

The success of these measures relies on voluntary efforts by aircraft operators to consider and apply these measures as they operate to and from Airlake Airport. None of these measures are intended to conflict with safety considerations or flight operation requirements dictated by federal law.

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

1. TAKEOFF AND APPROACH

During takeoff and landing the measures below 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 Airlake Airport and each aircraft performs differently. All pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, as follows:

- A. Runway 30: calm wind runway, use left traffic.
- B. Runway 12: use right traffic.
- C. Precision approach path indicators (PAPI) on both Runways 12 and 30 (3-degree glide slope). Aircraft approaching to land on a runway served by a PAPI

are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.

- D. When departing in aircraft equipped with variable pitch propellers reduce manifold pressure and engine RPM as soon as practical after takeoff
- E. Use guidance published by the FAA, National Business Aircraft Association (NBAA) or Aircraft Owners and Pilots Association (AOPA) when arriving to or departing from the airport.
 - FAA Advisory Circular 90-66C Non-Towered Airport Flight Operations: www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885
 - FAA Advisory Circular 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas: www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156
 - NBAA Noise Abatement Program: <https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/>
 - AOPA Noise Awareness Steps: www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf
- F. Turbine-powered aircraft and itinerant aircraft departing the airport fly runway heading until attaining an altitude within 300 feet of traffic pattern altitude. Avoid overflight of residential areas and gain as much altitude as practical before overflying residential areas.

Suggested Title Change:
1. Noise Abatement Information, or
2. Noise Abatement Best Practices

2. TRAFFIC PATTERN

The traffic pattern at Airlake Airport consists of left turns for Runway 30 and right turns for Runway 12. The following procedures pertain to aircraft while operating in the traffic pattern at the Airlake 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 in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes:
 - Turbine-powered aircraft traffic pattern altitude is 1,500 feet AGL¹ (2433 MSL)²
 - 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, including flight training activities.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas, if practical.

¹ AGL is above ground level.

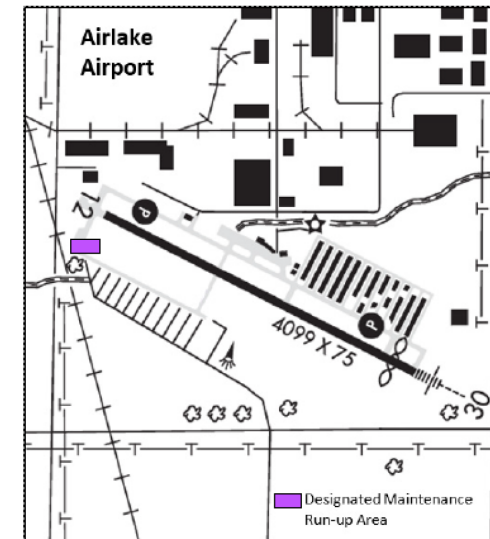
² MSL is mean sea level.

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):

- A. Conduct all engine tests and maintenance run-ups in excess of 5-minutes only in a designated area (see map).
- B. Avoid engine tests and maintenance run-ups during nighttime hours.

NOTE: A pre-departure run-up of less than 5-minute duration may be conducted at other areas on the airfield, as needed.



4. HELICOPTER TRAINING

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

- A. Avoid helicopter training in the traffic pattern during nighttime hours.
- B. Avoid hovering for extended durations in the vicinity of residential areas.
- C. Avoid repetitive activity over residential areas.

5. NIGHTTIME OPERATIONS (2200-0700)

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 noise and operate with consideration for neighbors by following these measures:

- A. Avoid operating aircraft.
- B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.
- C. Avoid intersection takeoffs and stop and go operations.
- D. Avoid low-level flyovers at the airport.

6. FLY NEIGHBORLY GUIDE

A Fly Neighborly Guide consolidates the information in this document for easy reference during flight planning and flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.



Airlake Airport (LVN) Fly Neighborly Guide

1. TAKEOFF AND APPROACH

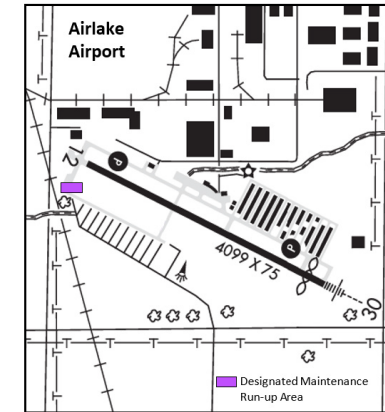
- A. Runway 30: calm wind runway, left traffic.
- B. Runway 12: right traffic
- C. Arrivals: follow Precision Approach Path Indicator (PAPI) glide slope until a lower altitude is necessary for a safe landing.
- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.
 - [FAA AC 90-66C Non-Towered Airport Flight Operations](#)
 - [FAA AC 91-36D - Visual Flight Rules \(VFR\) Flight Near Noise-Sensitive Areas](#)
 - [NBAA Noise Abatement Program](#)
 - [AOPA Noise Awareness Steps](#)
- E. Turbine-powered aircraft and itinerant aircraft, fly runway heading and turn to a northerly heading after attaining 500 feet above ground.

2. TRAFFIC PATTERN

- A. Fly aircraft at the airport traffic pattern altitude:
 - Turbine-powered aircraft: 1,500 feet agl (2433 msl)
 - Propellor-driven aircraft: 1,000 feet agl (1933 msl)
- B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.
- D. Use the full length of runway for arrivals and departures: avoid stop and go operations and avoid intersection takeoffs.
- E. Avoid repetitive activity over residences.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical.

3. MAINTENANCE RUN-UPS

- A. A. Use designated areas (see map) to conduct all engine tests and maintenance run-ups in excess of 5-minutes. Pre-departure Run-ups may be conducted in other areas.
- B. Avoid engine tests and maintenance run-ups during nighttime hours.



4. HELICOPTER TRAINING

- A. Avoid helicopter training in the traffic pattern during nighttime hours.
- B. Avoid hovering for extended durations in the vicinity of residential areas.
- C. Avoid repetitive activity over the same neighborhoods.

5. NIGHTTIME OPERATIONS (2200-0700)

- A. Avoid operating aircraft during nighttime hours.
- B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.
- C. Avoid intersection takeoffs and stop and go operations.
- D. Avoid low-level flyovers at the airport.

If you have questions, please contact the airport manager at
612-726-8140

Proposed Action

**Recommend the Metropolitan Airports Commission
finalize and publish updated Airlake Airport
Noise Abatement Information.**



Airport 101 and Tour Discussion



Airlake Airport ADVISORY COMMISSION



ALAAC

**Tour Option: prior to or after ALAAC Meeting on
September 12, 2024**

**Airport 101: during ALAAC Meeting on
September 12, 2024**

**Future Recommendation: Presentation for new
members and alternates prior to their first meeting
(one-on-one with Airport Manager)**



Upcoming Events



**EAA Chapter 25:
Father's Day Breakfast
June 16, 2024 (7:30-11:30 a.m.)**

**LVN Tenant BBQ
June 17, 2024 (4:30 – 6:30 p.m.)**

**Pan-O-Prog
July 7-14, 2024**





ALAAC Member Comments

Announcements



ALAAC Meeting Schedule:

September						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



Thank you!
