

Airlake Airport ADVISORY COMMISSION



ALAAC

Regular Meeting

September 10, 2026





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

Welcome & Introductions



Airlake Airport ADVISORY COMMISSION



ALAAC



ALAAC 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.

Agenda

Welcome & Introductions

Agenda Discussion

Consent Items

Public Comment

Business Items

Information Items:

- Railroad Storage Project Update

- Roadway Update

- Stakeholder Update

- Airport Manager Update

- Fly Neighborly Update

ALAAC Member Announcements

Review Meeting Schedule

Adjourn





Consent Items



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



Business Items



Airlake Airport ADVISORY COMMISSION



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Information Items

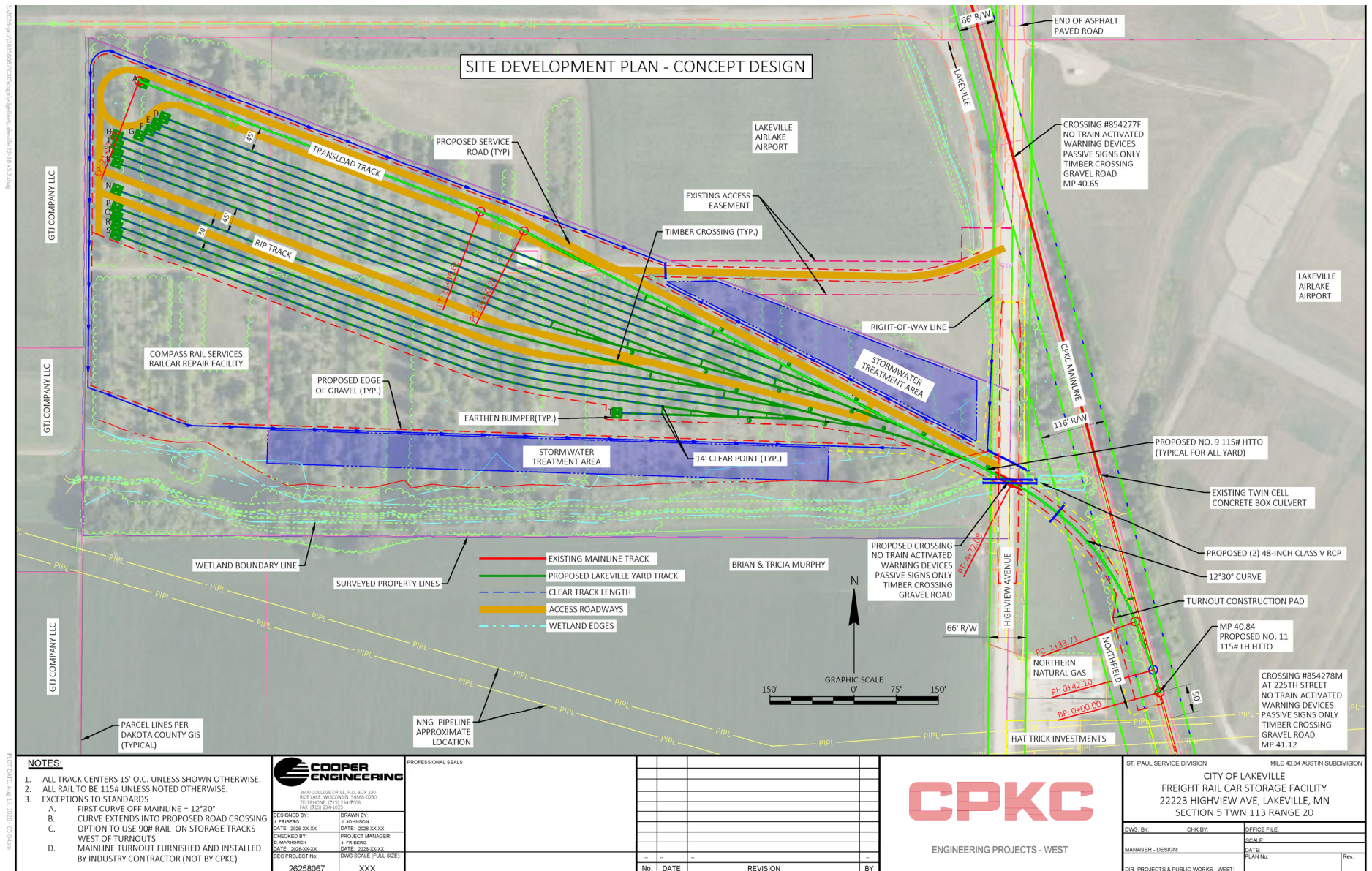


Railroad Storage Project Update

Airlake Airport ADVISORY COMMISSION



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Roadway Update



Stakeholder Update

Airlake Airport ADVISORY COMMISSION



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Airport Manager Update

Recent/upcoming project activity:

- July 22-23: Airport painting with runway closure 4am – 9am.
- Aug 23-24: Runway core samples drilled at night. Two runway closures 10pm – 6am.
- Aug 31: Airport BBQ – 125 people attended.
- Sep 1: Started new beacon tower project.
- Surveying ongoing. Escorted when near runway and taxiways.

Airlake Airport ADVISORY COMMISSION



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Airlake Airport (LVN)

Federal EA / State EAW



Evan Barrett, AICP, CM – Project Manager, Mead & Hunt Inc.
Colleen Bosold – Stakeholder Engagement Coordinator, Mead & Hunt Inc.

September 10, 2026

Airlake Airport Advisory Commission

Agenda



- Team Introduction
- Project Objectives
- Proposed Project
- Environmental Review Process
- Environmental Effects Overview
- Stakeholder Engagement Plan
- Next Steps
- Discussion/Questions

LVN EA/EAW Team



Michele Ross

- MAC Director of Stakeholder Engagement



Evan Barrett

- Consultant Project Manager (Mead & Hunt)



Colleen Bosold

- Consultant Deputy Project Manager & Engagement Lead (Mead & Hunt)

Project Objectives



- Reconstruct the existing runway pavement.
- Extend the runway to 4,850 feet to better accommodate business aircraft needs.
- Minimize incompatible land uses.
- Mitigate airspace obstructions.
- Meet FAA design standards.
- Modify/replace navigational aids and instrument approaches.
- Expand the fixed base operator aircraft parking apron.

Proposed Project

TREES TO BE REMOVED (TYP)

POTENTIAL CONTRACTOR
STORAGE AND MATERIAL
STOCKPILE AREA #2

INTERMITTENT STREAM
STREAM RELOCATION

220TH STREET W

CEDAR AVENUE

AIRPORT PROPERTY LINE

ULTIMATE 271'
EXTENSION

POTENTIAL CONTRACTOR
STORAGE AND MATERIAL
STOCKPILE AREA #1

HIGHVIEW AVENUE

225TH STREET W

ULTIMATE 480' EXTENSION

POTENTIAL CONTRACTOR
STORAGE AND MATERIAL
STOCKPILE AREA #4

225TH STREET W RELOCATION OUTSIDE OF RUNWAY 30
RPZ ON WEST SIDE OF CEDAR AVENUE WAS CLEARED
UNDER MINNESOTA ENVIRONMENTAL ASSESSMENT
WORKSHEET FINDING DATED APRIL 2026, NOT SUBJECT
TO NEPA

PROPOSED ACTIONS:

1. RECONSTRUCT THE EXISTING 4,099 FEET OF RUNWAY 12/30 PAVEMENT AND TAXIWAYS A1-A5, B, B1-B2, AND PORTIONS OF TAXIWAY A.
2. LENGTHEN RUNWAY 12/30 TO 4,850 FEET BY EXTENDING THE RUNWAY 12 END APPROXIMATELY 271 FEET AND EXTENDING THE RUNWAY 30 END APPROXIMATELY 480 FEET. SHIFT THE RUNWAY 12 LANDING THRESHOLD 120 FEET EAST TO PROVIDE A CLEAR APPROACH SURFACE OVER THE RAILROAD AND REVISE RUNWAY 12 INSTRUMENT APPROACH PROCEDURES ACCORDINGLY. THE FULL 4,850 FEET WILL BE AVAILABLE TO TORATODASDA. WHILE REDUCED LDA WILL BE EMPLOYED TO MITIGATE APPROACH SURFACE OBSTRUCTIONS.
3. EXTEND TAXIWAYS A & B TO, RELOCATE TAXIWAYS A1 & B1 TO, AND CONSTRUCT NEW HOLDING BAYS NORTH AND SOUTH OF THE NEW RUNWAY 12 END.
4. EXTEND TAXIWAY A TO, RELOCATE TAXIWAY A5 TO, AND CONSTRUCT A NEW HOLDING BAY NORTH OF THE NEW RUNWAY 30 END.
5. MODIFY TAXIWAYS A AND A1 TO ALLOW AIRCRAFT TO HOLD PERPENDICULAR TO THE RUNWAY CENTERLINE.
6. MODIFY RUNWAY 30 MALSR TO INCLUDE NEW IN-PAVEMENT LIGHTS AND ADJUSTED LIGHT TOWER HEIGHTS.
7. EXTEND RUNWAY EDGE LIGHTING AND RELOCATE AIRFIELD GUIDANCE SIGNS.
8. REMOVE ON-AIRPORT TREES WITHIN PART 77, APPROACH, AND DEPARTURE SURFACES. MITIGATE OTHER OBSTRUCTIONS AND OBSTACLES AS DETERMINED IN AN AERONAUTICAL STUDY.
9. REVISE INSTRUMENT APPROACH AND DEPARTURE PROCEDURES TO CORRESPOND WITH THE NEW RUNWAY END AND DISPLACED THRESHOLD LOCATIONS.
10. RELOCATE 225TH STREET W OUTSIDE THE RUNWAY 30 RPZ ON THE EAST SIDE OF CEDAR AVENUE.
11. RELOCATE STREAM ON AIRPORT PROPERTY AS NECESSARY TO ACCOMMODATE PROPOSED IMPROVEMENTS.
12. RELOCATE APRON TO PARALLEL TAXIWAY CONNECTOR SEGMENT OF TAXIWAY A2 TO ADDRESS DIRECT ACCESS FROM APRON TO RUNWAY.
13. REMOVE ACCESS ROAD FROM RUNWAY 12/30 TO GLIDESLOPE FACILITY AND RELOCATE MALSR EQUIPMENT SHELTER ACCESS ROAD.
14. RECONSTRUCT BLAST PADS ON BOTH RUNWAY ENDS TO MEET DESIGN STANDARDS.
15. EXPAND THE FIXED BASE OPERATOR (FBO) AIRCRAFT PARKING APRON.
16. RELOCATE PUBLIC AIRCRAFT VIEWING AREA.
17. EXPAND STORMWATER INFILTRATION BASIN.

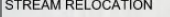
AREA OF POTENTIAL EFFECTS

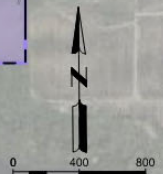
AIRPORT PROPERTY LINE

POTENTIAL CONTRACTOR
STORAGE AND MATERIAL
STOCKPILE AREA #3

ARCHAEOLOGY AND
WETLANDS GROUND
DISTURBANCE LIMITS

LEGEND:

	TREE REMOVAL
	PAVEMENT REMOVAL
	NEW AND/OR REPURPOSED PAVEMENT
	AIRPORT PROPERTY LINE
	ARCHAEOLOGY AND WETLANDS GROUND DISTURBANCE LIMITS
	HISTORIC ARCHITECTURE AREA OF POTENTIAL EFFECTS
	STREAM RELOCATION



Environmental Review Process



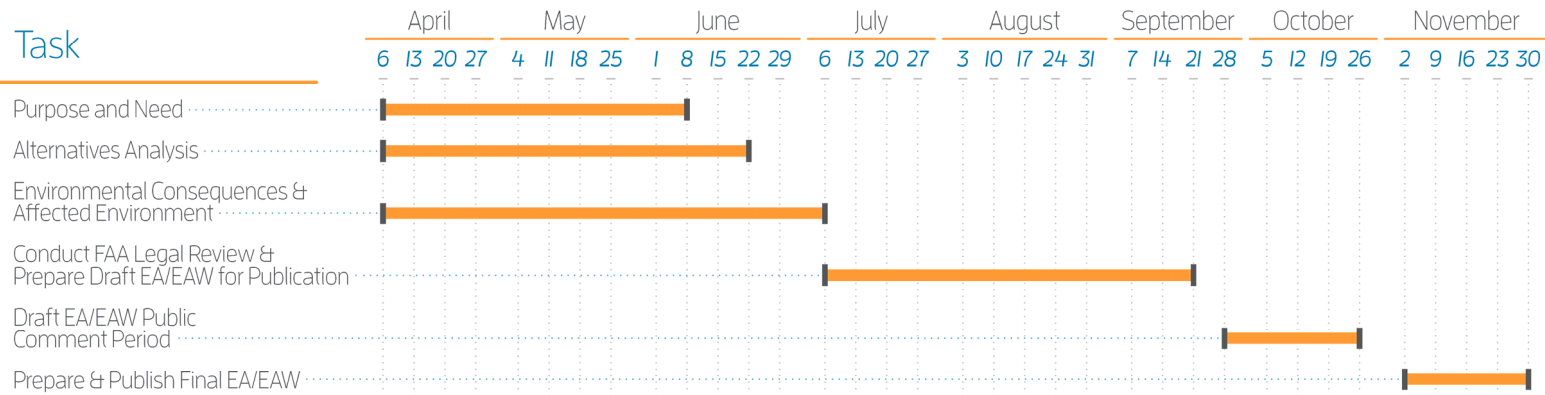
- Federal and state review required prior to funding and project implementation
- FAA is responsible agency for federal environmental assessment (EA)
- MAC is responsible government unit for state environmental assessment worksheet (EAW)
- Completed concurrently



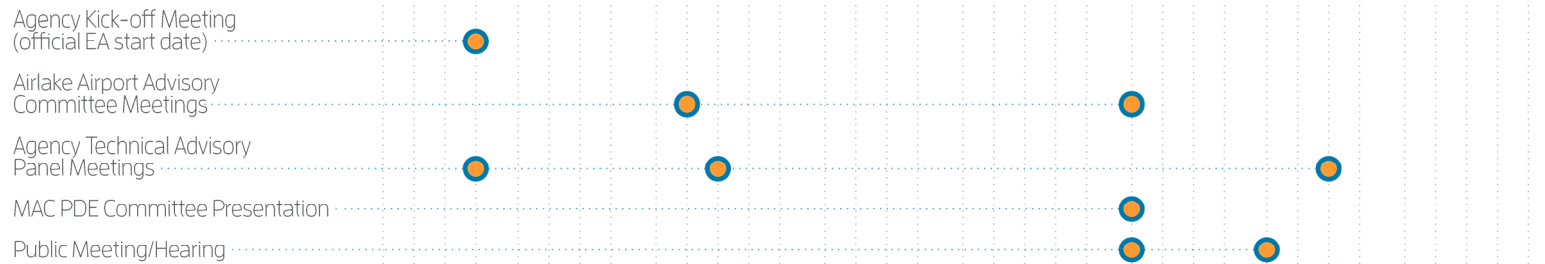
Airlake Airport EA/EAW Projected Timeline

2026

Task



Stakeholder Outreach Meetings



Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change. Last updated 9/2/26.

Method for Determining Environmental Effects

- Preferred Alternative compared against **No Action Alternative** to determine effects for each environmental category
- **No Action Alternative** represents what would occur if MAC were to maintain the existing airfield configuration and runway lengths



Environmental Effects Overview



- Air quality emissions inventory
- Aircraft noise analysis
- Listed species studies
- Farmland conversion on airport property
- Hazardous material site review
- Cultural resources study
- Land use compatibility & zoning review
- Wetland delineation
- Stream relocation
 - Alternatives analysis
 - Stream functional assessment
 - Comparative stormwater analysis
- State EAW categories
 - Climate
 - Cumulative potential effects

Stakeholder Engagement Plan

- Agency Technical Advisory Panel (ATAP)
 - Two group meetings held, third in October
 - Five individual agency meetings
 - Additional correspondence
- Airlake Airport Advisory Commission (ALAAC)
 - June 11 and September 10
- Public open house September 10 @ Lakeville City Hall, 6-7 p.m.
- Public comment period from September 29 to October 30
- Public hearing October 5 @ PD&E
- Project website



NEWS EVENTS DOCUMENTS & RESOURCES FAQs CONTACT US

About Us Our Airports Doing Business Community Connection 2025 Annual Report

SEARCH



LVN Environmental Assessment

The [Metropolitan Airports Commission](#) (MAC), owner and operator of the Airlake Airport (LVN), is proposing to make various improvements to LVN's airfield. This environmental review process was initiated to achieve the planning goals outlined in the [Airlake Airport 2035 Long-Term Plan](#), which was approved by the MAC Board in April 2018. These goals include:

- Better accommodating business aircraft needs by maximizing the airfield's operational capabilities.
- Maintaining or improving on-airport and off-airport land use compatibility.
- Mitigating existing issues with vegetative growth and ground penetrating airspace surfaces to the extent practical.
- Verifying and updating the airfield layout to reflect current FAA airport design standards.

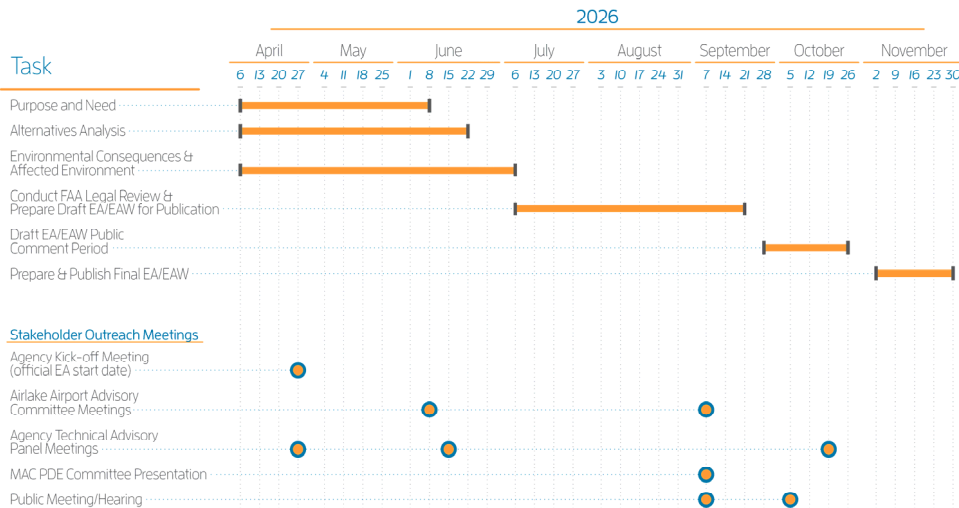
To meet these goals, the MAC plans to make the following airfield improvements:

1. Reconstruct the existing 4,099 feet of Runway 12/30 pavement.
2. Lengthen Runway 12/30 to 4,850 feet by extending the Runway 12 end approximately 271 feet and extending the Runway 30 end approximately 480 feet. Shift the Runway 12 landing threshold 120 feet east to provide a clear approach surface over the railroad and revise instrument approach procedures accordingly. The full 4,850 feet will be available to TORA/TODA/ASDA, while reduced LDA will be employed to mitigate approach surface obstructions.
3. Extend Taxiways A & B, relocate Taxiways A1 & B1 and construct new holding bays north and south of the new Runway 12 end.
4. Relocate Taxiway A5 and construct a new holding bay north of the new Runway 30 end.
5. Modify Taxiways A and A1 to allow aircraft to hold perpendicular to the runway centerline.
6. Modify the Runway 30 medium intensity approach lighting system with runway alignment indicator lights (MALSR) to include new in-pavement lights and adjusted light tower heights.
7. Extend runway edge lighting and relocate airfield guidance signs.
8. Remove on-airport trees within FAR Part 77, approach and departure surfaces. Mitigate other obstructions and obstacles as determined in an aeronautical study.
9. Relocate 225th Street West outside the Runway 30 RPZ on the east side of Cedar Avenue.

Next Steps



Airlake Airport EA/EAW Projected Timeline



Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change. Last updated 9/2/25

- Public Open House (Thursday, September 10)
- MAC Commission Approval to Publish Draft EA/EAW (Tuesday, September 22)
- Publish Draft EA/EAW (Tuesday, September 29)
- Public Comment Period (Sept 29 – Oct 30)
- Public Hearing at PD&E (Monday, October 5)
- Finalize EA/EAW for FAA and MAC decisions

Discussion/Questions

If you have questions regarding the project, please contact:

Michele Ross, MAC Director of Stakeholder Engagement:
612.467.0837 or michele.ross@mspmac.org

Evan Barrett, Mead & Hunt Project Manager:
952.641.8820 or evan.barrett@meadhunt.com



Thank you

MetroAirports.org MSPAairport.com



@mspairport



FLY NEIGHBORLY



Update





FLY NEIGHBORLY

Core Measures of Each Fly Neighborly Guide:

- Takeoff and Approach
- Traffic Pattern
- Maintenance Runups
- Helicopter Training
- Nighttime Operations



Airlake Airport (LVN)

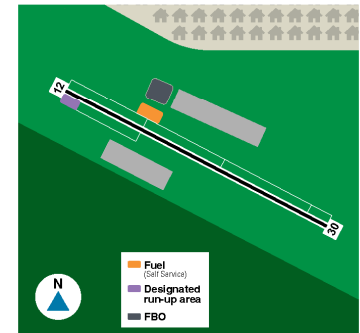
FLY NEIGHBORLY

A program of the MAC general aviation airports



1. TAKEOFF AND APPROACH

- A. Runway 30: calm wind runway, left traffic.
- B. Runway 12: right traffic.
- C. Arrivals: follow 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 until attaining an altitude within 300 feet of traffic pattern altitude.



2. TRAFFIC PATTERN

- A. Fly aircraft at the airport traffic pattern altitude:
 - Turbine-powered aircraft: 1,500 feet agl (2,433 msl)
 - Piston-driven aircraft: 1,000 feet agl (1,933 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 to reduce noise and increase efficiency 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. When practical, conduct extended engine tests and maintenance run-ups in excess of 5-minutes in designated area (see map). **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 nighttime currency operations and flight training in the traffic pattern after 0000 local time.
- B. Avoid unnecessary low-level flyovers at the airport.

If you have questions, please contact the airport manager at **612-726-8140**
metroairports.org/our-airports

July 2026



FLY NEIGHBORLY

Custom Content Available for ForeFlight Users



U.S. VFR sectional FPL

Search

Close LVN_FLY_NEIGHBORLY

Direct To Add to Route Hold... More >

WAYPOINT INFORMATION

Name LVN_FLY_NEIGHBORLY

LOCATION INFORMATION

Mag Var 0°W

Coordinates 44°35'52"N/93°15'29"W >

Bearing To 17.7 nm at 183°M

ASSOCIATED INFORMATION

LVN_FLY_NEIGHBORLY.pdf >

FLYING CLOUD (FCM)

LAKE ELMO (21D)

[AIRLAKE \(LVN\)](#)

ANOKA COUNTY-BLAINE (ANE)

CRYSTAL (MIC)

ST. PAUL DOWNTOWN (STP)



Welcome to the Fly
Neighborly Guide for Airlake Airport.





Member Announcements

Next ALAAC Meeting:
December 10, 2026



**Thank you for
attending!**

Adjourned