

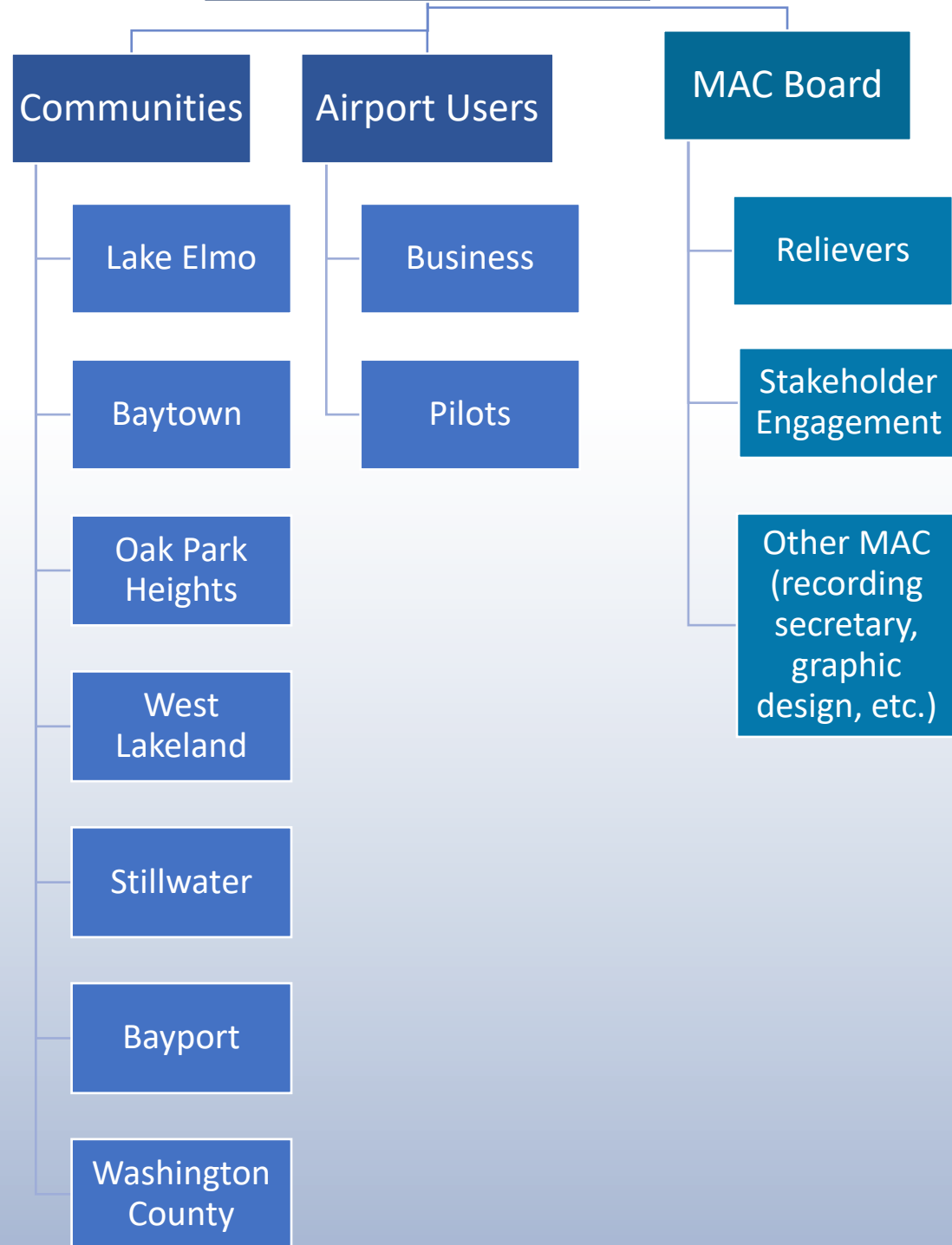
Lake Elmo Airport
ADVISORY COMMISSION
LEAAC

Regular Meeting

August 28, 2023



LEAAC



Goal and Purpose

GOAL:

Further the general welfare of the community and the Lake Elmo Airport through minimizing or resolving problems created by the aircraft operations at the airport.

PURPOSE:

1. **ADVISE** the community and MAC on all matters affecting the Lake Elmo Airport, the classification, rules and regulations supplied to the operation of the Airport and the development of lands adjacent to the Airport
2. **COOPERATE** with the MAC staff in reviewing matters affecting Lake Elmo Airport use and control
3. **RECOMMEND** to the MAC regarding any proposal affecting the use or operations of Lake Elmo Airport



Agenda

1. Welcome & Introductions
2. Approval of Meeting Minutes
3. Bayport Community Spotlight
4. Airport User Spotlight
5. Meet the Fleet Video: PA-28
6. Public Comment
7. Airport Manager Update
8. Update on Prior Community Discussion/Concerns
9. Q2 2023 Complaints & Operations
10. 21D Noise Abatement Plan
11. Public Comment
12. Member Comments
13. Next Meeting Date
14. Telly Award for Video: What is General Aviation?



Welcome & Introductions



Action

Approval of Meeting Minutes: 5-22-2023



Community Spotlight



Lake Elmo Airport



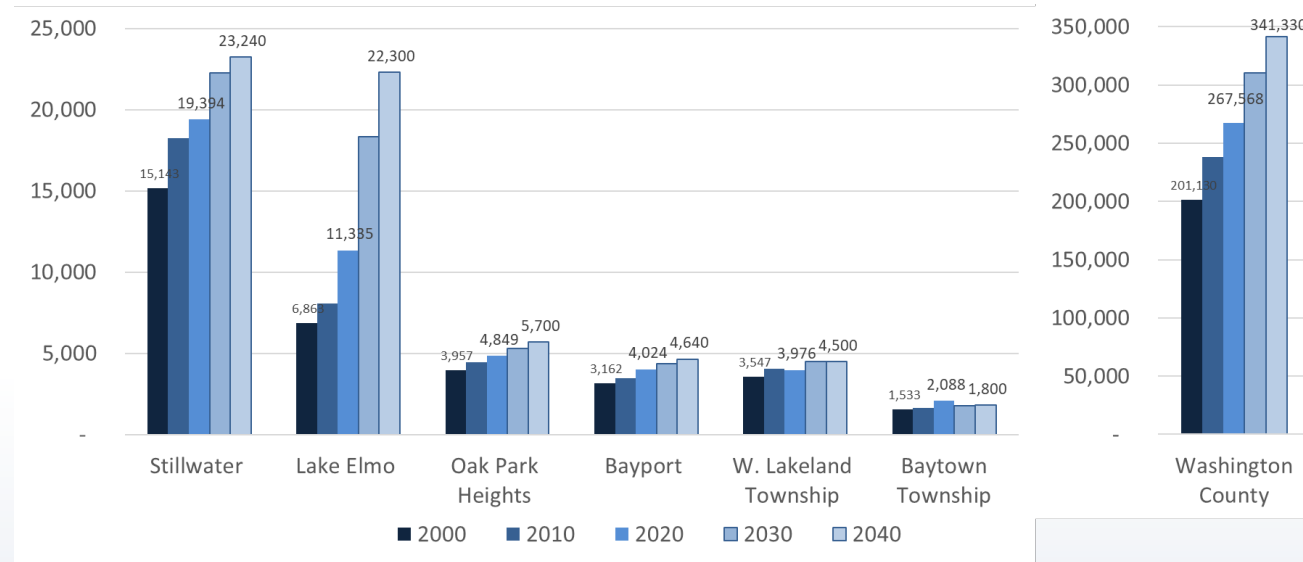
ADVISORY COMMISSION

Lake Elmo Airport Communities

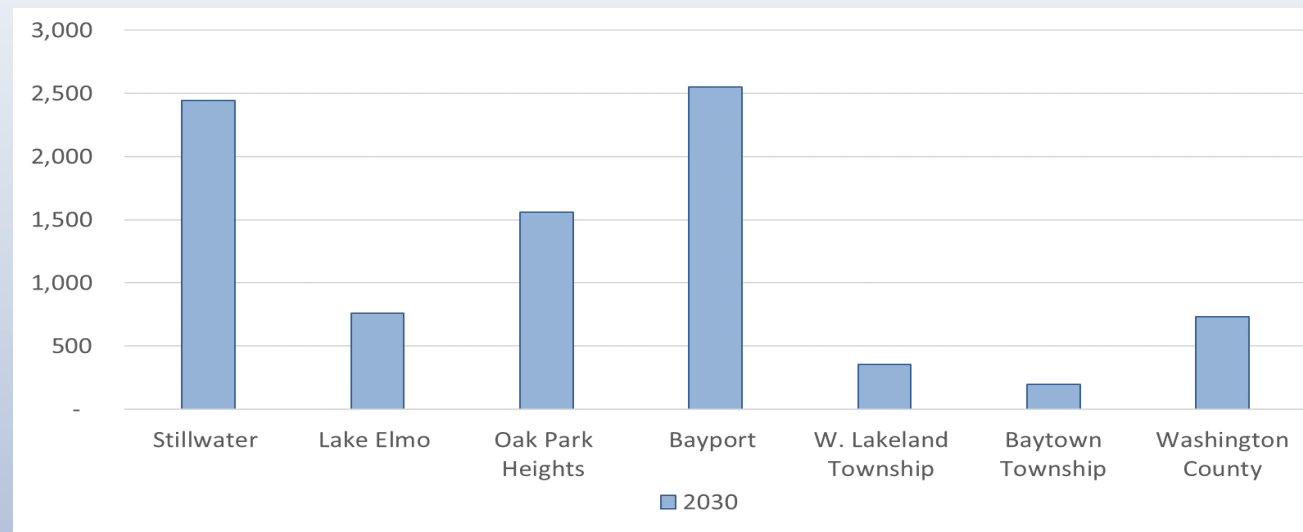
Lake Elmo Airport is situated between six communities in Washington County.

These six communities are projected to grow 24% between 2020 and 2030 with most of that growth occurring in the City of Lake Elmo.

Population



Population/Sq Mile



Bayport, Minnesota

“Mayberry on the St. Croix”



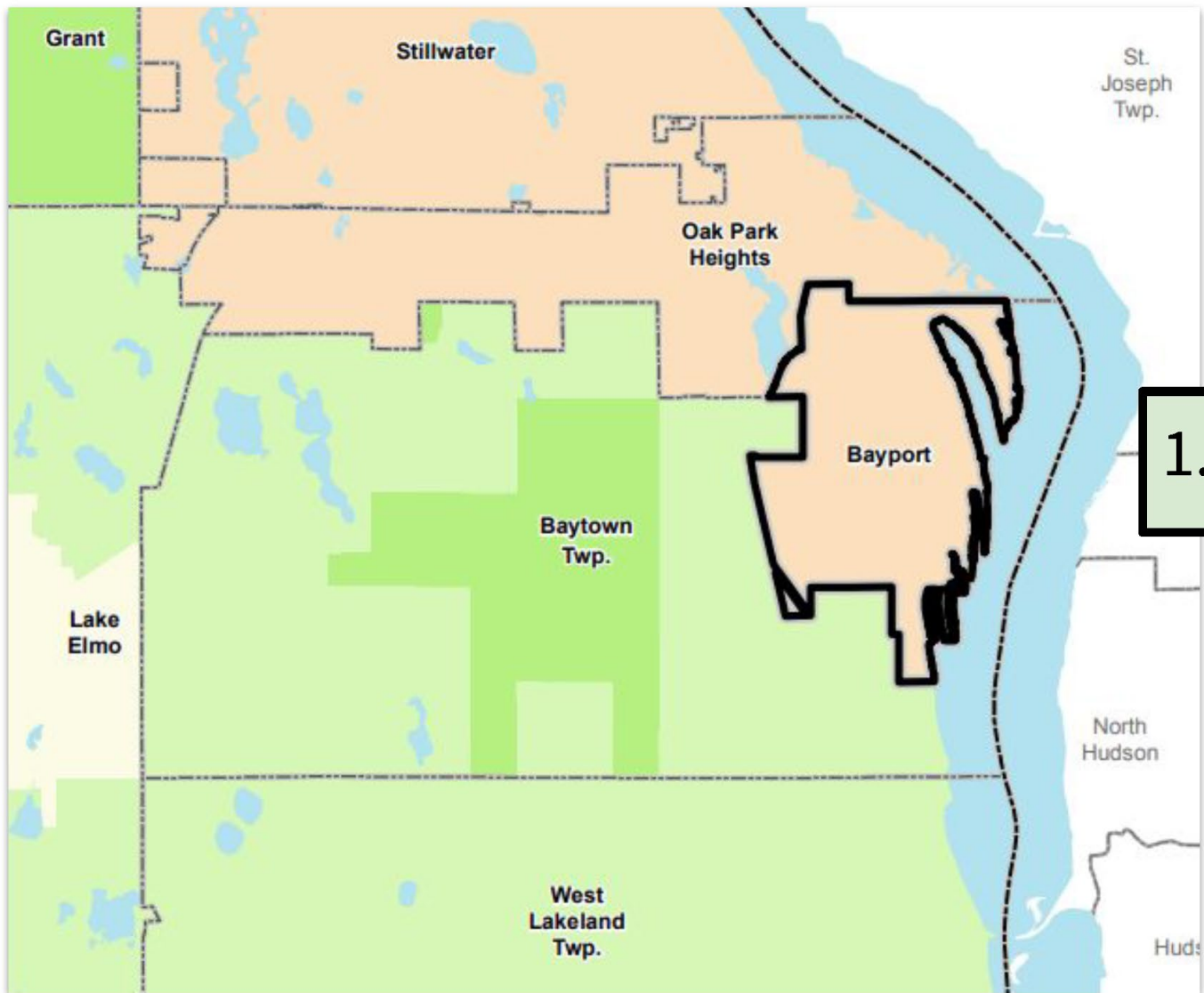
Community Overview for LEAAC
August 28, 2023

Bayport's Beginnings

1873: Became Village of **South Stillwater** from settlements of Baytown, Middletown, and Bangor

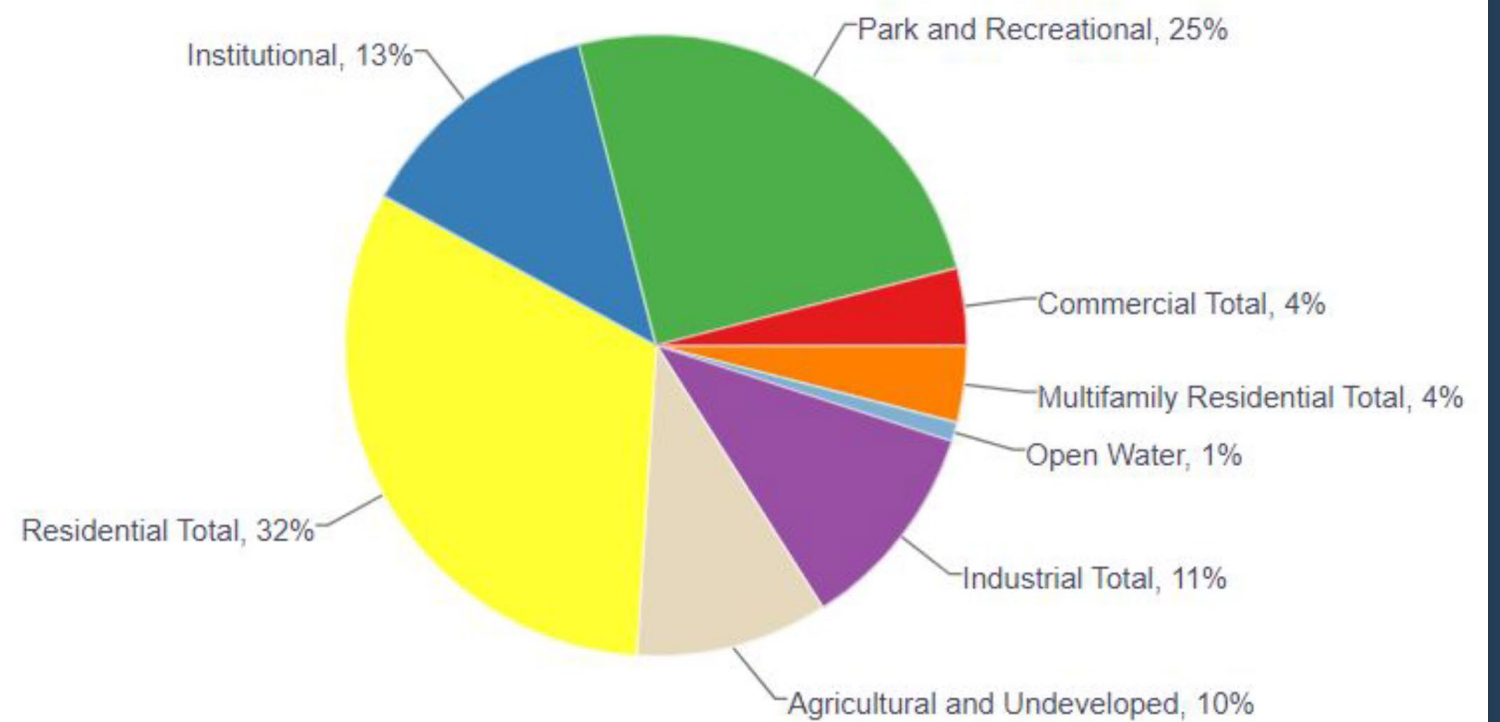
1922: To avoid confusion, the Village Council chose **Bayport** from suggested names (not St. Croix or Goodwill) and residents confirmed the selection by vote





1.7 sq miles

Generalized Land Use in Bayport, 2020

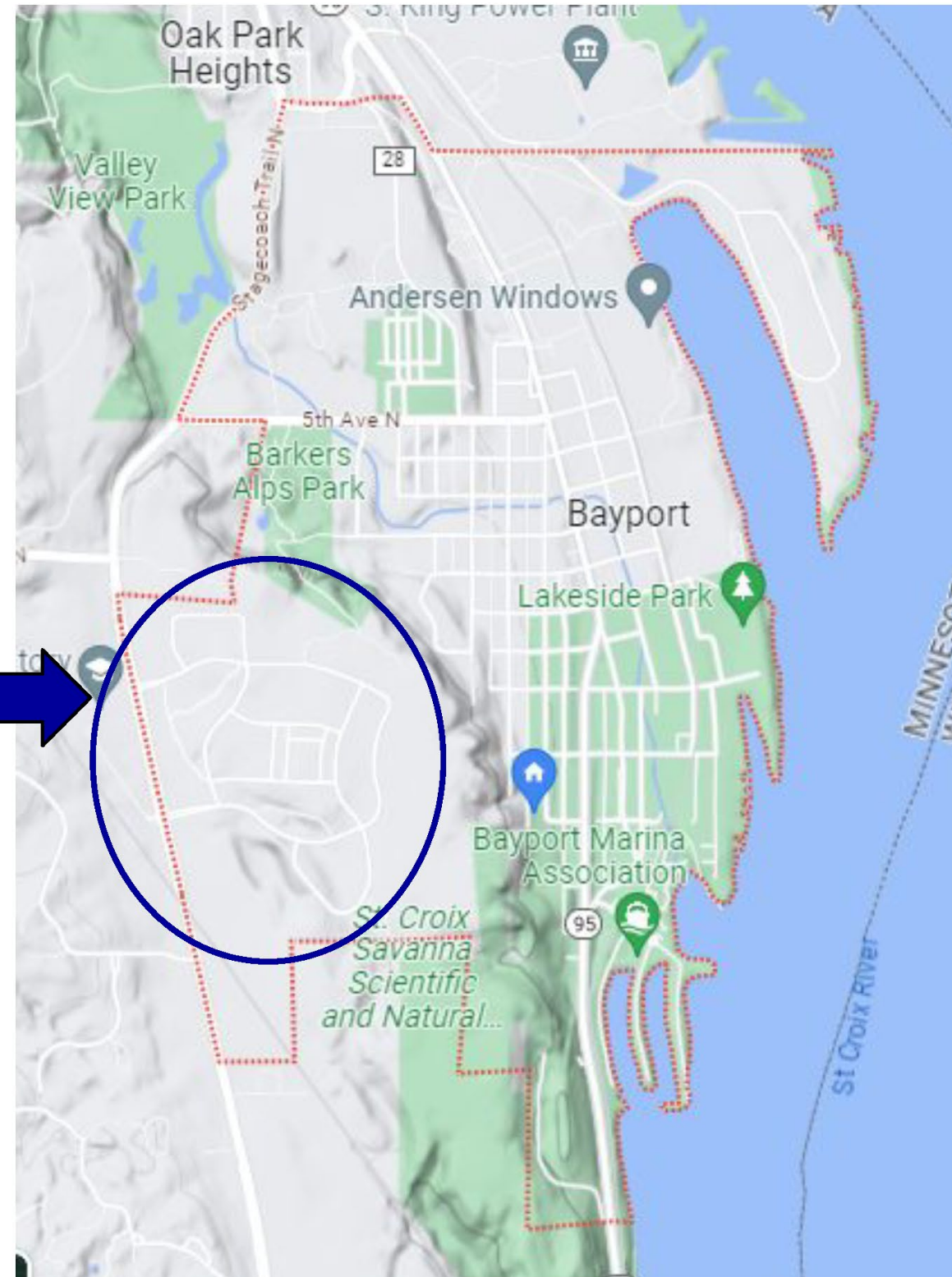


Bayport's Stats

- 4,024 total population, including ~1,200 men in “Stillwater” Correctional Facility
- 965 households
- ~40 businesses including 6 bars/restaurants, 3 marinas, 3 hair salons, 2 chiropractors, a liquor store, gas station, bakery, & bank
 - Headquarters of Andersen Windows
- 2 cemeteries (including 1 city-owned)
- 4 parks + new 11-acre land conservancy on river



Bayport's "New" Development



- Originally designed by ecologists
- First home built in 2005
- 252 home sites
- 250 acres
- 170 acres (70%) = restored prairie, oak savanna, wetland & woodlands



Bayport's Community Partners

- Andersen Elementary
- Afton Bayport Lakeland Lions Club
- Bayport Community Action League
- Bethlehem Lutheran, People's Congregational, & St. Charles Churches
- Boy & Girl Scouts
- Community Thread (senior center)
- Croixdale (senior living)
- SRI (charitable organization)



Bayport's Events



The BCAL

BAYPORT COMMUNITY ACTION LEAGUE

LOCAL VOLUNTEERS CELEBRATING LIFE IN BAYPORT, MN

- **March/April:** Easter Egg Hunt
- **May:** Bar Crawl
- **May:** Memorial Day Parade & Ceremony (Legion)
- **May/June:** City-wide Garage Sales
- **June:** Ice Cream Social & Summer Reading Kickoff
- **June - Oct:** Monday Farmers Market
- **Aug:** Safety Camp & Night to Unite (Police)
- **Sept:** Derby Days - Sept 15 & 16, 2023
- **Dec:** Lighting of the Green



Bayport's City Council

- Mayor + 4 members elected at large
- Meets first Monday of the month



Michele Hanson
Mayor (2023)
Councilmember (2010)



Connie Carlson
Councilmember
(2005)



John Dahl
Councilmember
(2019)



Ethan Gilmore
Councilmember
(2021)



Katie Hill
Councilmember
(2023)



Bayport's Staff



Matt Kline
City Administrator



Sara Taylor
Assistant City Administrator/
City Planner



Simon Wirth
Public Works
Director



Jill Smith
Library Director



Rachel Wallace & Cheryl Gruhlke
Office Support Specialists



Mary Goulette
Accounting Specialist



Bayport's Police Department

- Full-Time Chief & Sergeant
- 5 Full-Time Officers
- + new K9 (Maze)



Laura Eastman
Police Chief



Jay Jackson
Interim Police Chief



Bayport's Fire Department

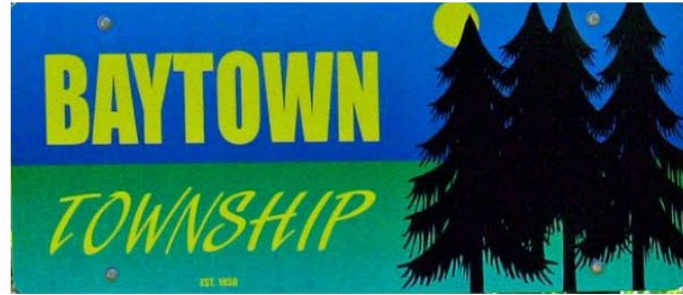
- ~25 Volunteer/Paid on-call members
- Serves Bayport, Oak Park Heights, Baytown Township and West Lakeland Township
- 8 plane crash calls in last 22 years
 - Last one ~5 years ago
 - Class A fire foam for plane & other petroleum fires; working on eliminating PFAs



Allen Eisinger
Fire Chief



Bayport's Hot Topics



Potential Annexation of Residential Property

Landowners' planned residential development with GreenHalo fell through and they are pursuing other options

Fire Service Contract with Partnering Communities

Midpoint of 15-year agreement; review shows revisions are needed to cover equipment costs, potential FT staffing, and budget shortfalls



Closing of Andersen Elementary

Too small; will move to Baytown if bond passes and community input shows lack of support for using part of Barker's Alps Park in Bayport





Airport User Spotlight

Lake Elmo Airport



ADVISORY COMMISSION

Jason



When 21D and St. Paul airports discontinued light sport aircraft rentals, Jason knew he would need his own airplane if he wanted to continue flying; and he felt the most economical way to get an airplane was to build it. He had no mechanical background, but he worked nights and weekends in his basement to built his airplane.

After 4 years, the result was a beautiful Sonex experimental-class light sport aircraft that he flies during nice-weather evenings, mostly around the Twin Cities, but he has flown as far as Idaho.

Jason grew up just north of Stillwater and now lives south of the airport in West Lakeland Township.

Jason always dreamt of flying as he was growing up. In 2012, he jumped into “Sport Pilot” training at Lake Elmo Airport (21D).

The Sport Pilot License is specifically designed for people that want to fly small, light planes (LSA)

With 1,100 flight hours in the plane, over 6 years, he is a fixture in the skies around Lake Elmo.

What he likes most about 21D? He appreciates having a small airport close to home with a good experimental aircraft community!

Meet the Fleet



Piper Archer
AV8





MEET *the*
FLEET

Piper Archer

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



Airport Manager Update



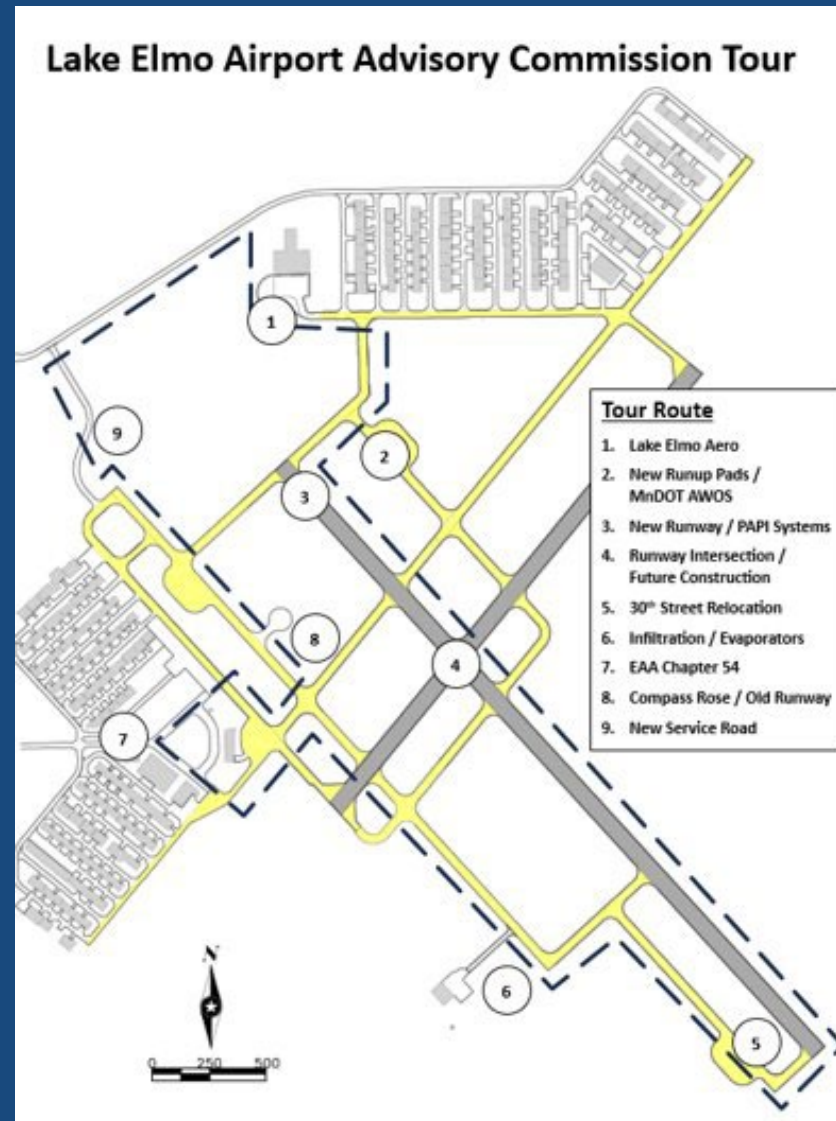
Lake Elmo Airport



ADVISORY COMMISSION

Airport Manager Update

- Safety and Security Update
- Airport Construction
- Airport Tour Overview



Update on Prior Community Discussion/Concerns



Evaporators



Sound Study Update

- Study Conducted:
August 2021
- Study Proposed:
August 2024

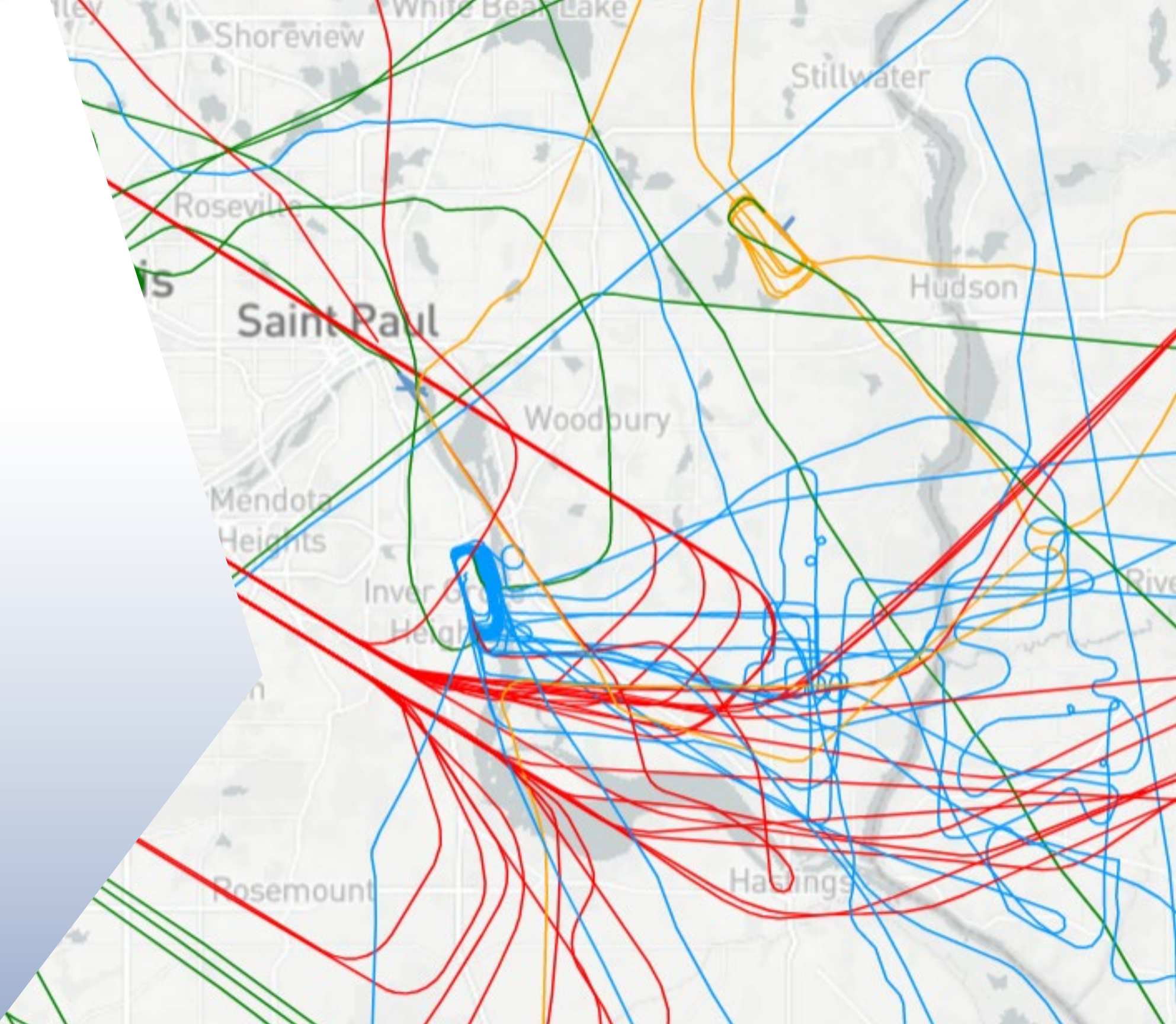


Aircraft Operations and Noise Complaints Overview

Q2 2023



MAC
FlightTracker:
macnoms.com



MAC Reliever Interactive Reports

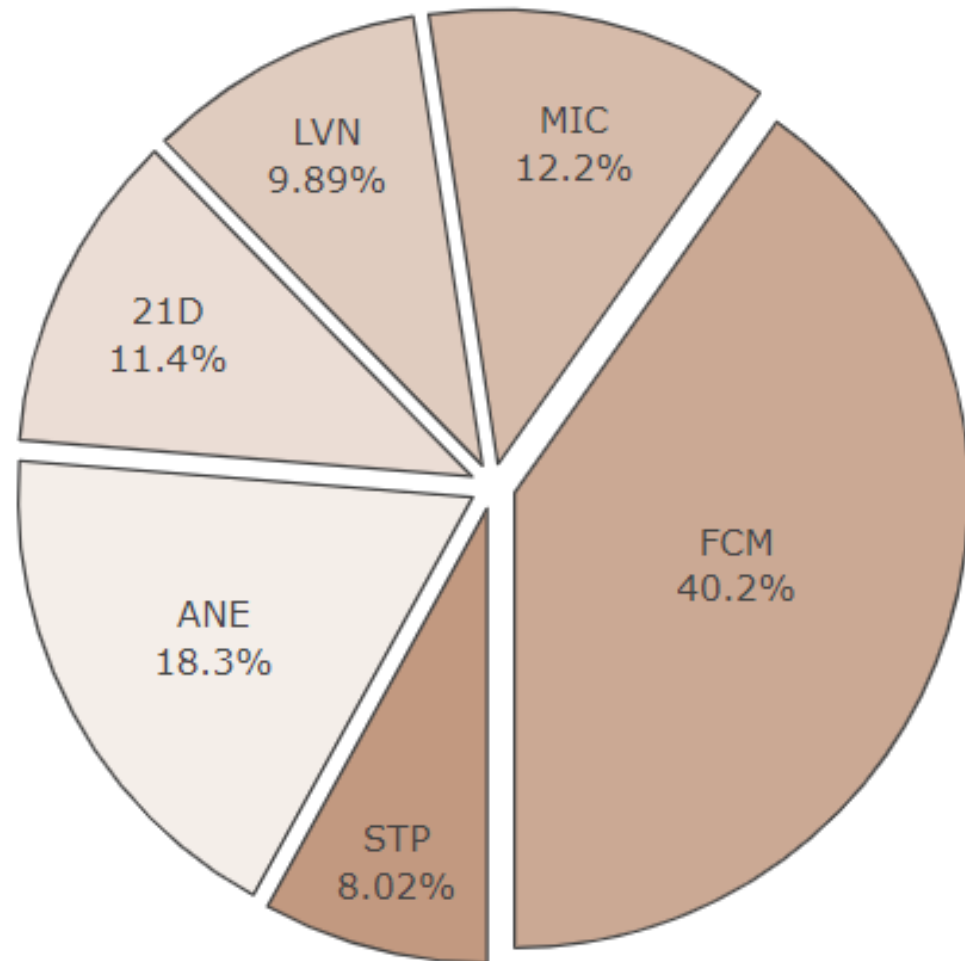


<https://customers.macnoms.com/reports/relievers.html>

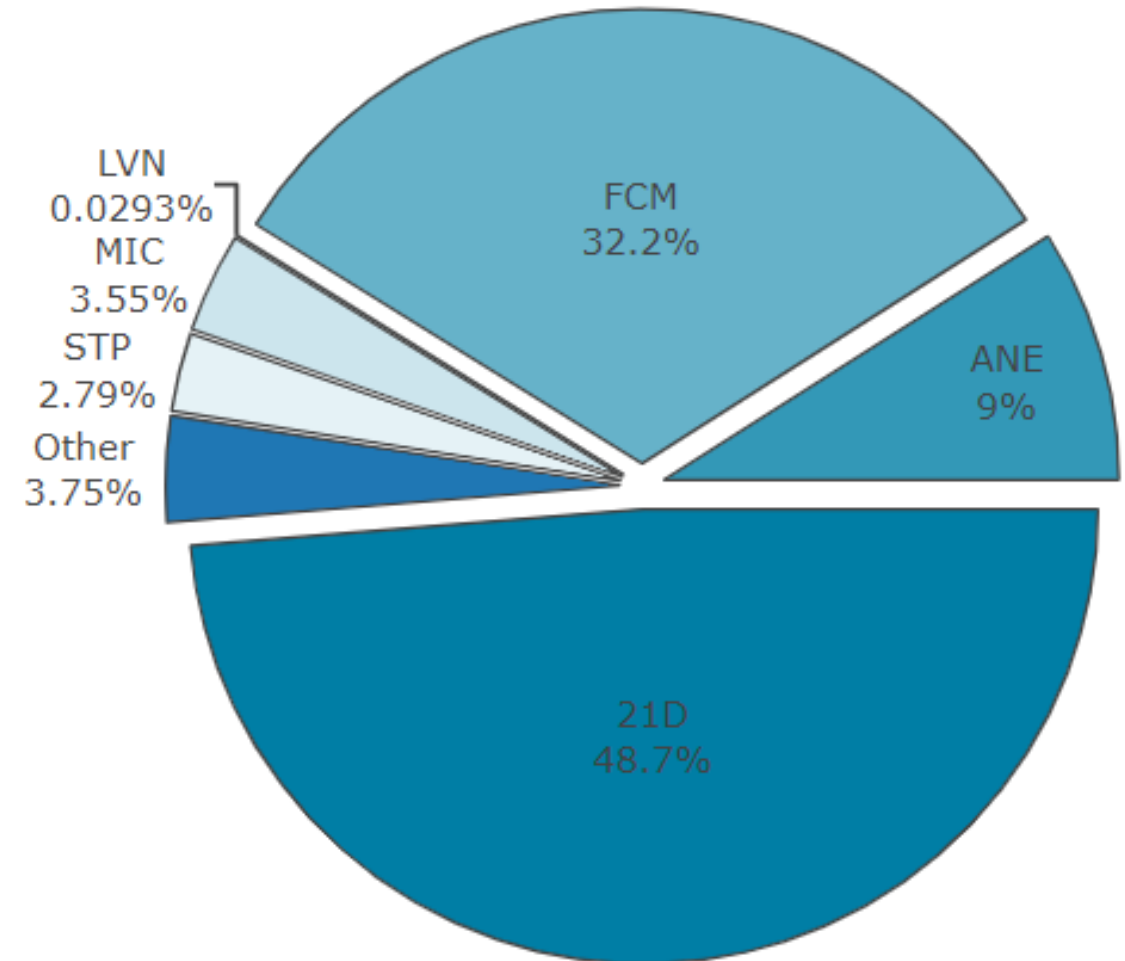


Aircraft Operations and Complaints Overview Q2 2023

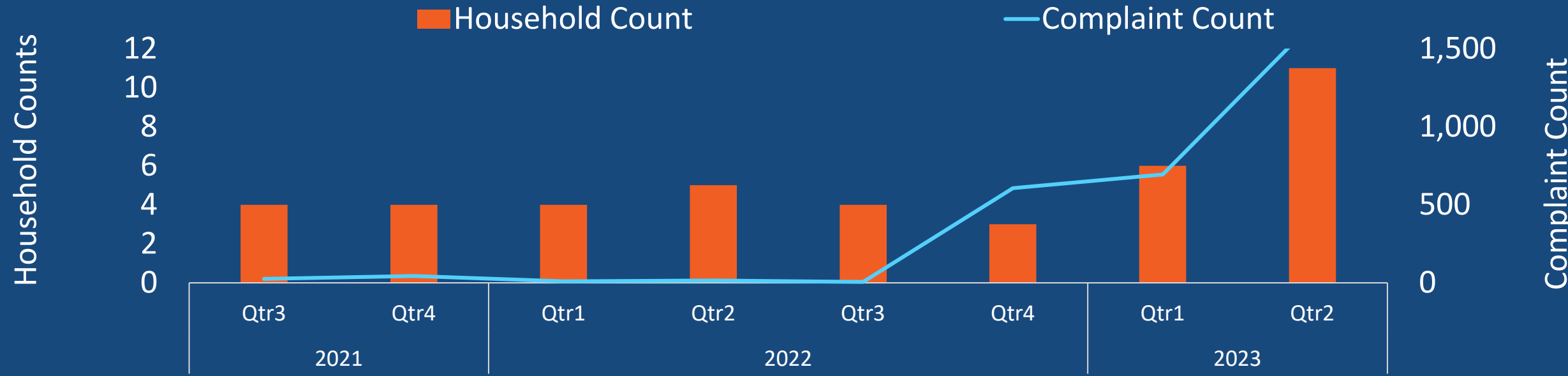
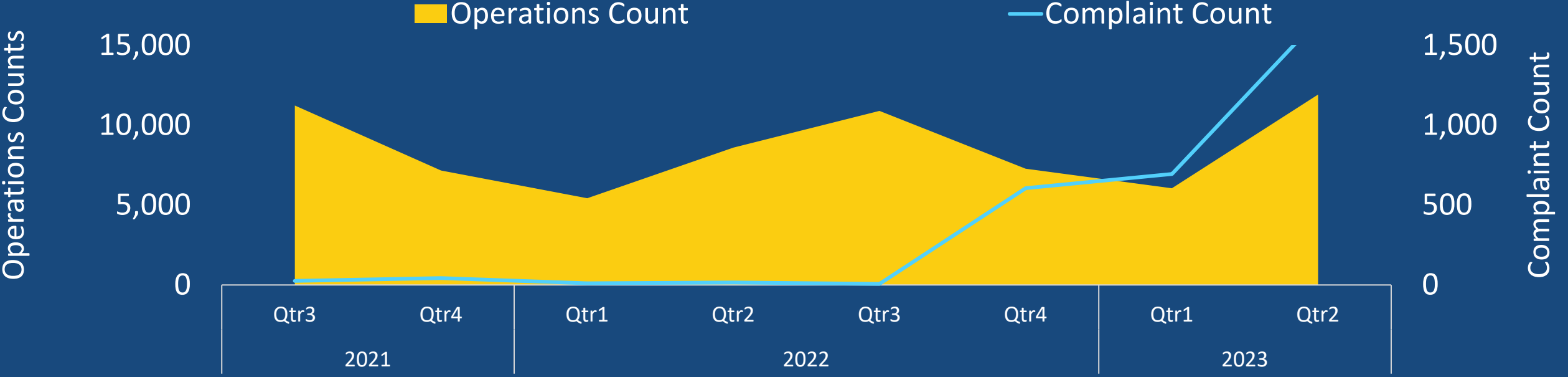
AIRCRAFT OPERATIONS



NOISE COMPLAINTS

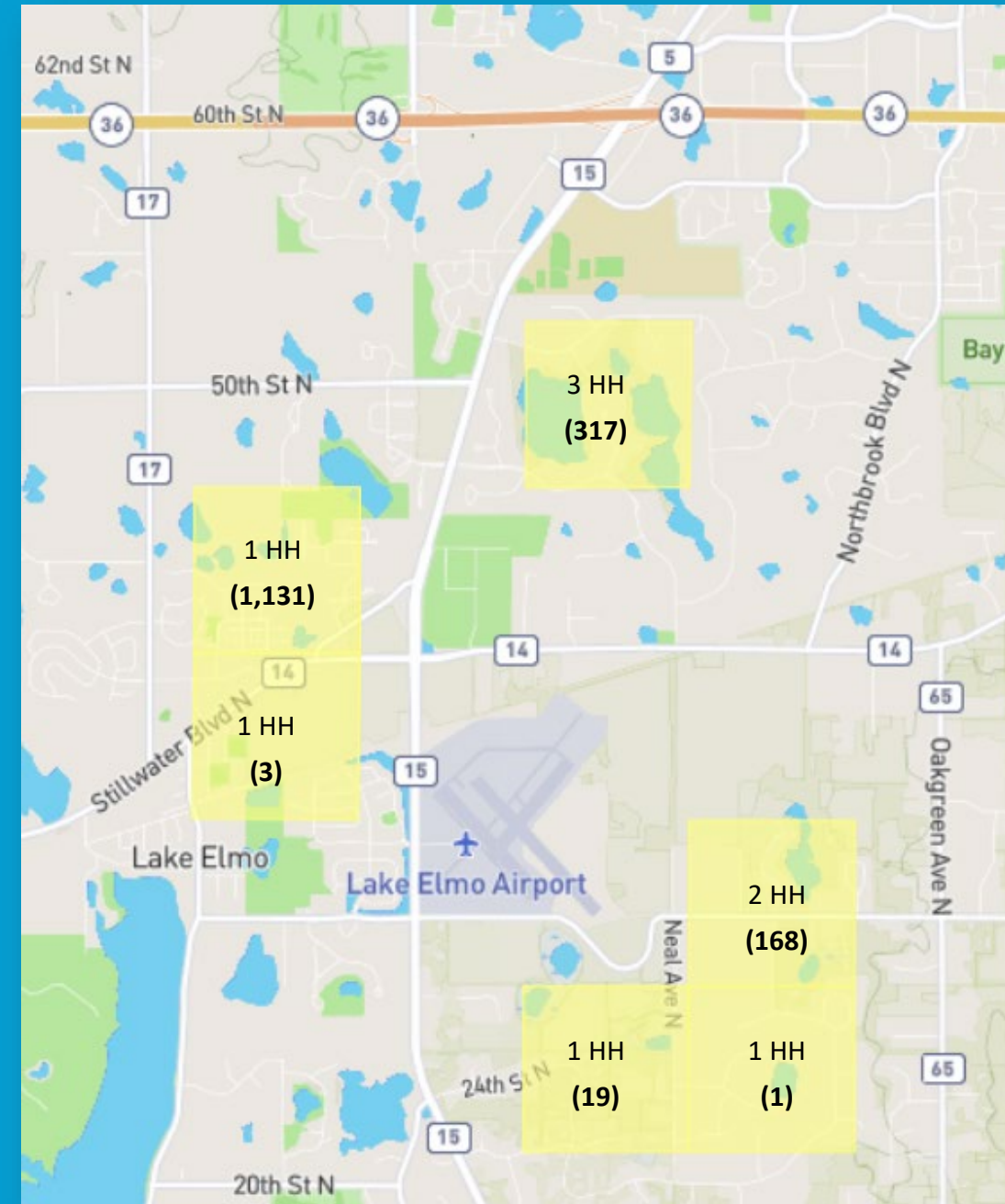
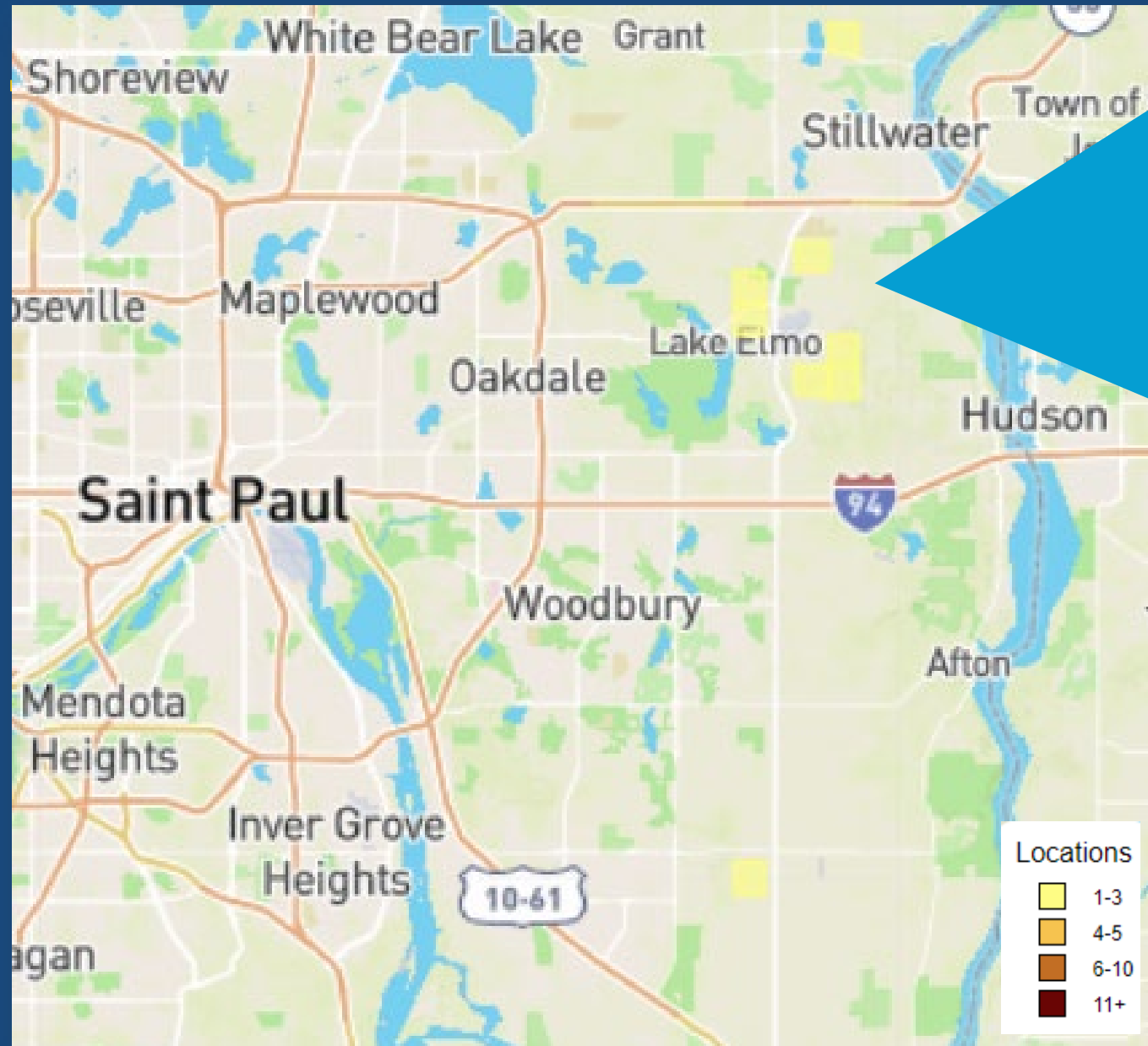


21D Aircraft Noise Complaints and Operations Summary

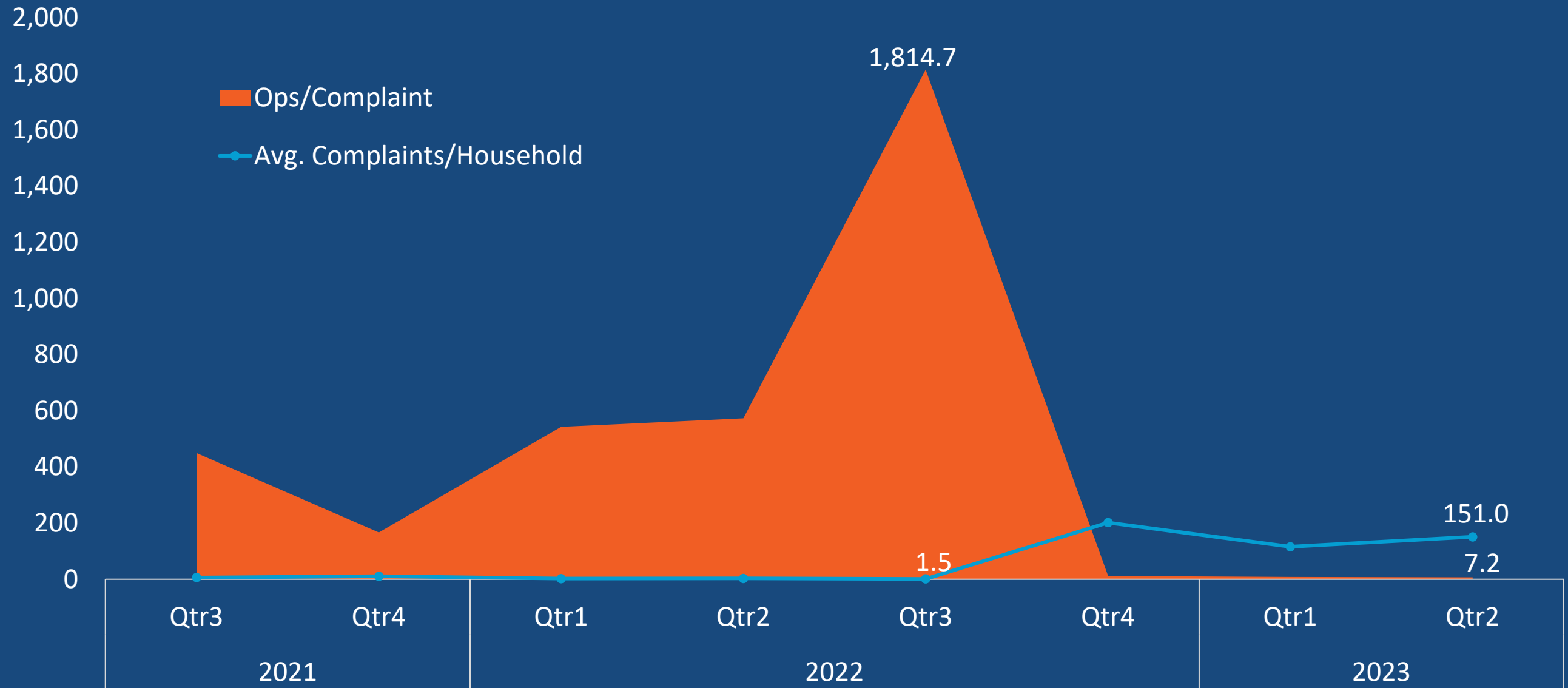


Complaint Locations

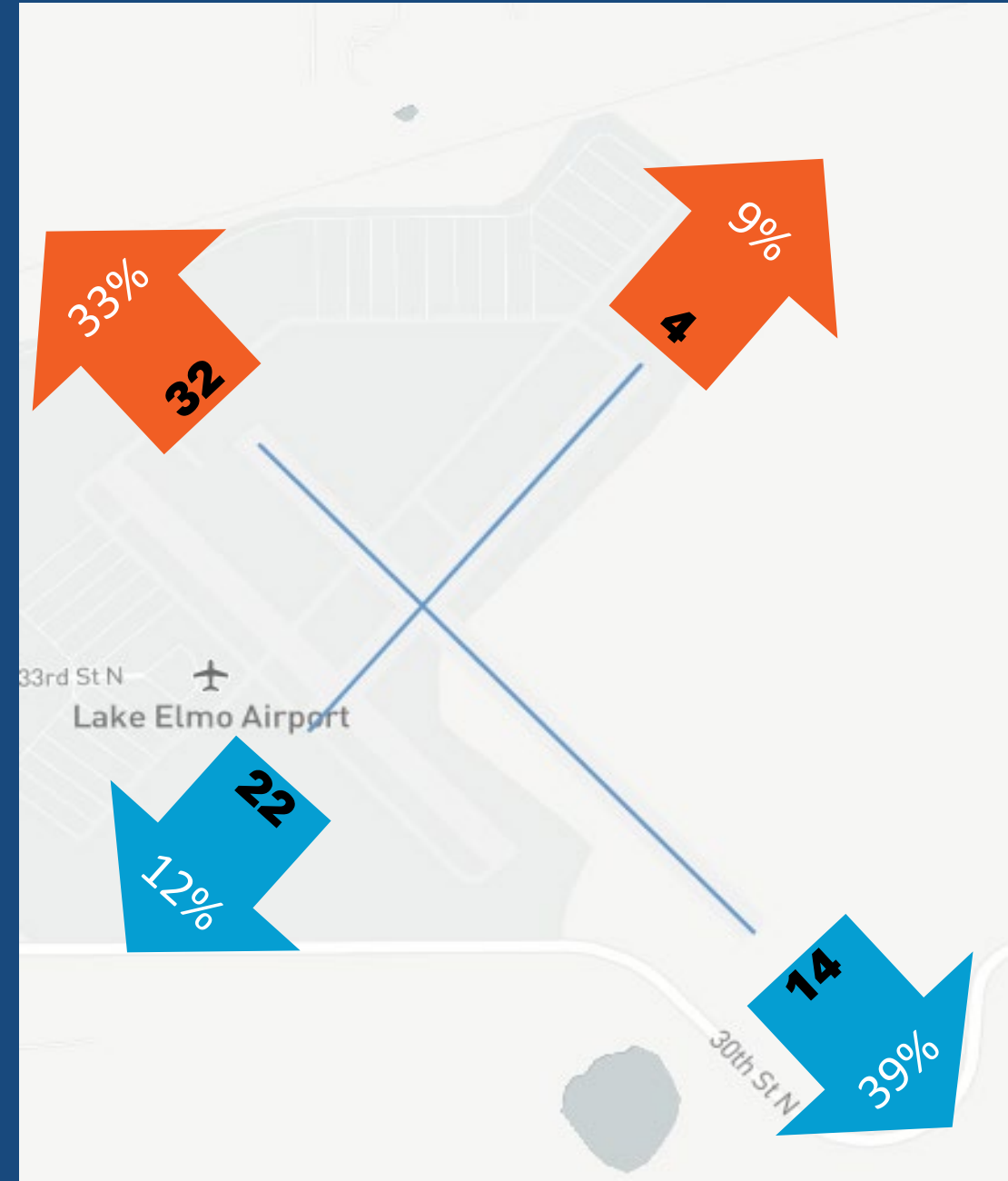
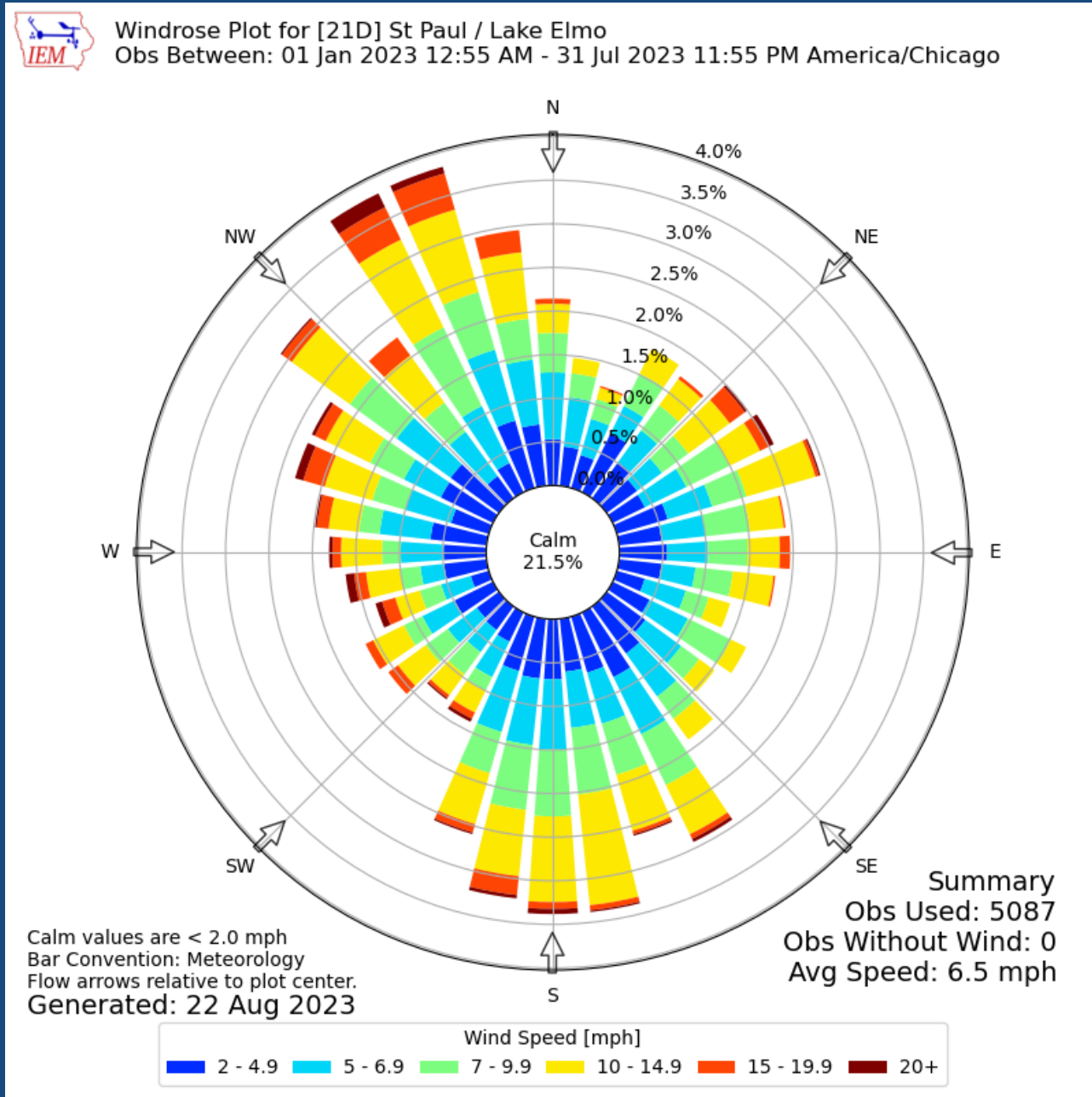
Q2 2023



Operations per Complaint & Average Complaints per Household Summary



Wind Summary and Runway Use: Jan. 1-July 31, 2023



21D Noise Abatement Plan Discussion



Current Noise Abatement Plan Content



Lake Elmo Airport | K21D | Pilot Guide

21D IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas When Possible

Pilot Information and Noise Abatement Plan (NAP)

A voluntary Noise Abatement Plan (NAP) for 21D is the result of cooperative efforts between airport users and pilots, surrounding communities, and the Metropolitan Airports Commission.

NOTE: FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE THAT ARE THE EXCLUSIVE AUTHORITY OF THE FAA

Preferred Runway Use

Runway 32 is the calm wind runway. Communicate runway use intentions on UNICOM/CTAF.

Nighttime Measures

1. Pilots are asked to avoid operating during nighttime hours (2200 – 0700 local) if possible.
2. Training flights are discouraged between the hours of 2400 - 0700 local.
3. Intersection takeoffs are discouraged at all times, and prohibited from 2200-0700 local.
4. Any aircraft not meeting 14 CFR Part 36 is prohibited between 2200 - 0700 local.

Traffic Pattern Procedures

The following procedures shall be adhered to while operating in the 21D traffic pattern:

1. The traffic pattern altitude at 21D shall be 1933 msl.
2. Multiple training events by turbojet aircraft in the traffic pattern are prohibited.
3. Keep traffic pattern as close to runways as possible.
4. When departing the traffic pattern, choose a path that avoids overflying residential areas if possible. Follow preferred departure routes if possible (green arrows in map).

FIELD ELEVATION: 933

TPA: 1933 (1000)

RUNWAY INFORMATION

RWY 14-32 2850' x 75'

- RWY 14: REIL Left t/c. Road.
- RWY 32: REIL PAPI - 3.0° (on right). Left t/c. Road, trees.

RWY 4-22 2497' x 75'

- No lights
- RWY 4: Left t/c. Trees.
- RWY 22: Left t/c.

COMMUNICATIONS

CTAF: 122.8 **UNICOM:** 122.8

WX AWOS-3 120.075

WX AWOS PHONE (651) 779-5949

MINNEAPOLIS APP/DEP: 121.2

CLEARANCE DELIVERY: 118.625

For more information:
612-725-6327
metroairports.org/our-airports
Revision Date: June 2022



DEPARTURE PROCEDURES

- Intersection takeoffs at the airport are discouraged at all times.
- Departing aircraft should climb to 500 feet agl before initiating a turn. Avoid overflying noise sensitive residential areas if possible.
- Gain as much altitude as possible before overflying residential areas.
- Follow NBAA Noise Abatement Departure Procedures recommended below.

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



Note: No computerized flight data is provided for this airport. Pilots are responsible for obtaining current information on airport status, including runway closures, construction, and other information that may affect flight operations. Pilots are also responsible for obtaining current information on the status of the airport, including runway closures, construction, and other information that may affect flight operations.

HELICOPTER PROCEDURES

1. Helicopter training in the traffic pattern area is prohibited from 2200 - 0800 local.
2. Avoid flow of fixed wing aircraft.
3. Avoid low-level training and repetitive activity over residential areas whenever possible.

ARRIVAL PROCEDURES

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI/WASI if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below.

NBAA Approach-and-Landing Procedure (VFR and IFR)



MAINTENANCE RUN-UPS

To minimize the amount of noise projected toward adjacent residential areas:

1. Engine tests and maintenance run-ups should be performed in the designated areas only (see blue areas on map). Exceptions must be approved by the airport manager.
2. Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time.
3. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.



Pilot Information & Noise Abatement Plan

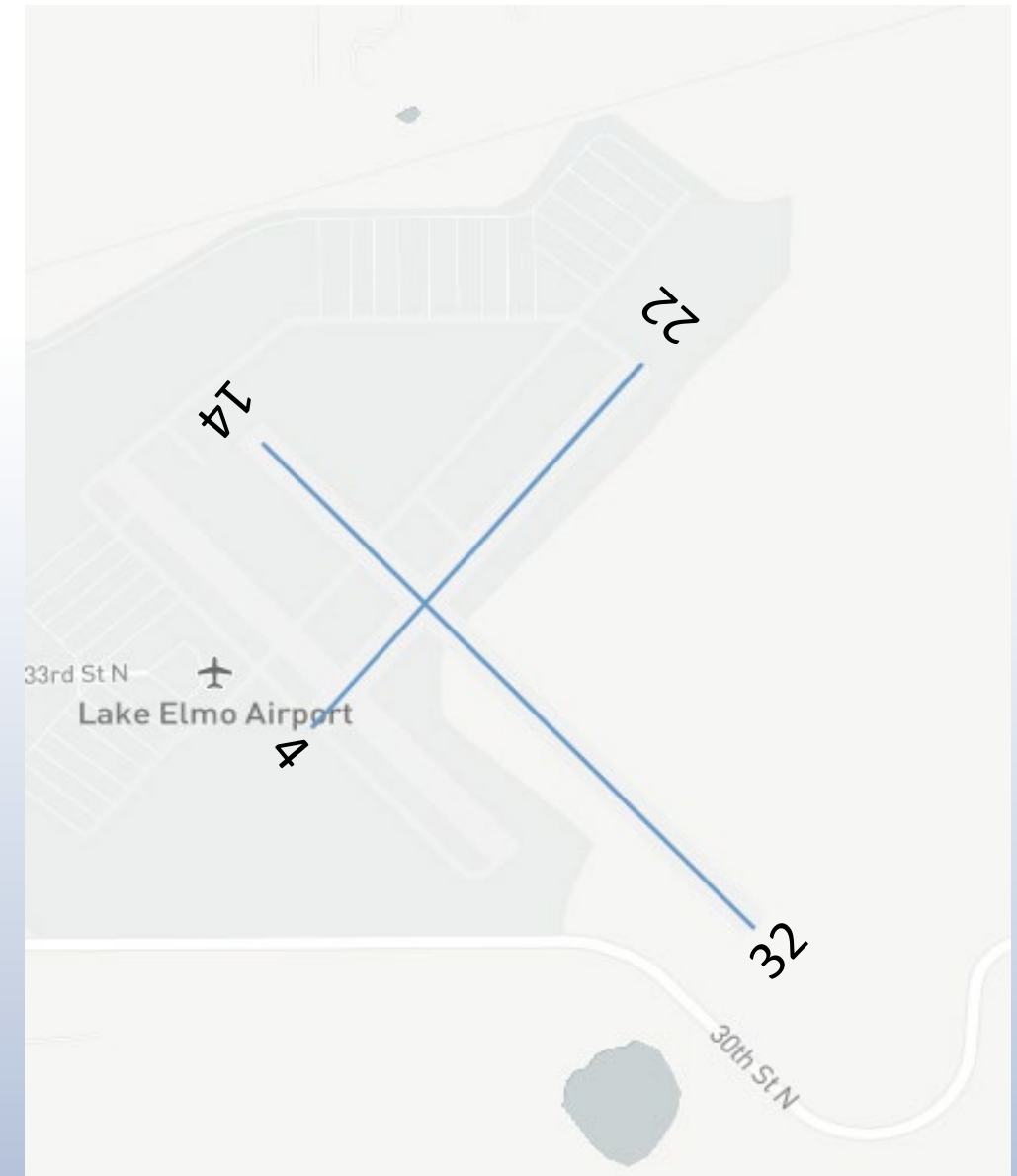
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Preferred Runway Use

Runway 32 is the calm wind runway.
Communicate runway use intentions on
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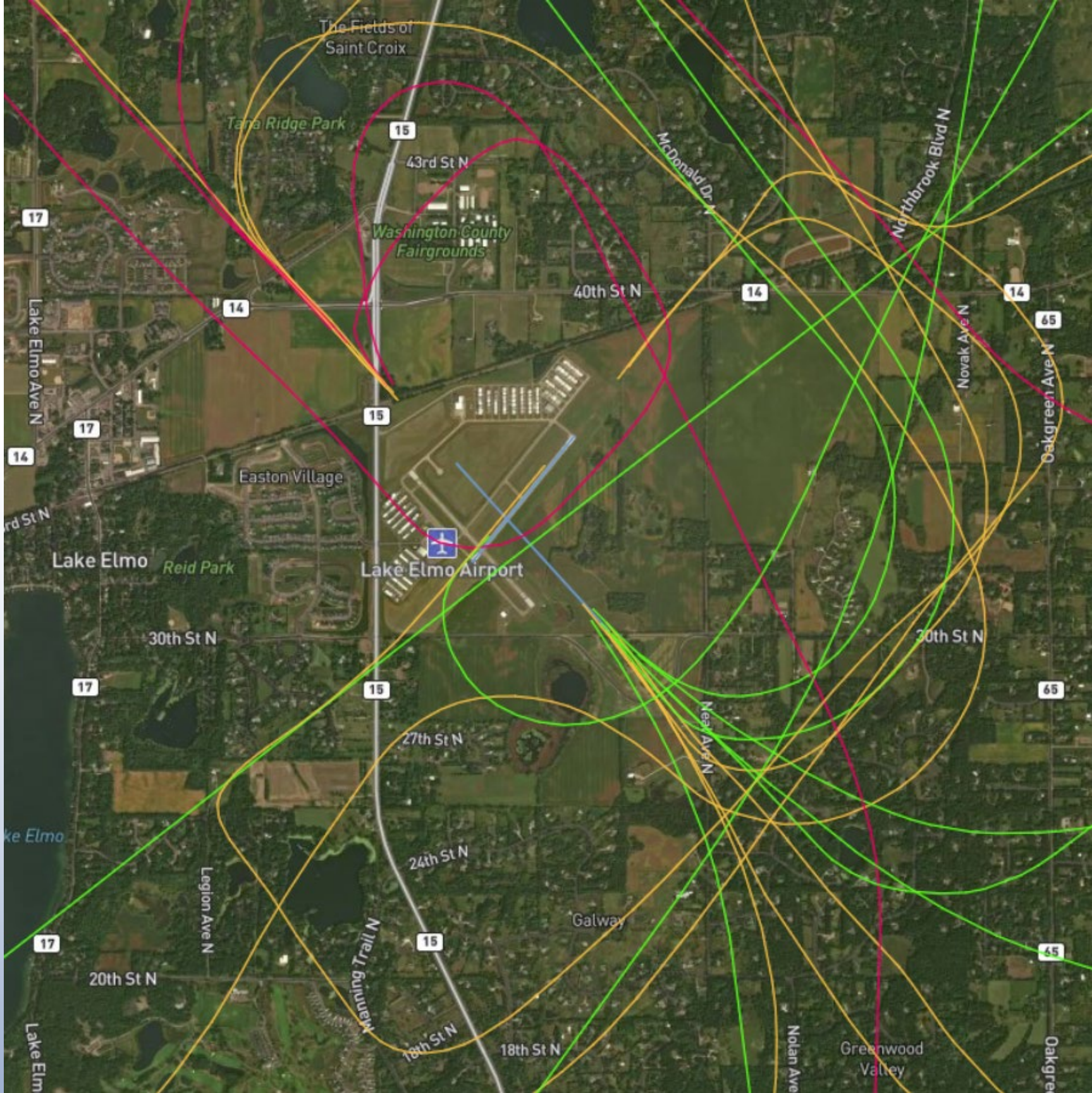
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3. Keep traffic pattern as close to runways as possible.
4. When departing the traffic pattern, choose a path that avoids overflying residential areas if possible. Follow preferred departure routes if possible (green arrows in map). (Next Slide)



Traffic Patterns



Traffic Patterns: Left vs Right



Nighttime Measures

1. Pilots are asked to avoid operating during nighttime hours (2200-0700 local) if possible.
2. Training flights are discouraged between the hours of 2400 - 0700 local.
3. Intersection takeoffs are discouraged at all times and prohibited from 2200 - 0700 local.
4. Any aircraft not meeting 14 CFR Part 36 is prohibited between 2200 - 0700 local.



Airport Data

- Field Elevation: 933
 - TPA (Traffic Pattern Altitude): 1933 (1000 agl)
 - Runway Information:
 - RWY 14-32 3,500' x 75'
 - RWY 14: REIL. PAPI – 3.5° (on left) Left traffic
 - RWY 32: REIL. PAPI – 3.5° (on left) Left traffic
-
- RWY 4-22 2,496' x 75'
 - RWY 4: Left traffic
 - RWY 22: Left traffic
- CTAF/UNICOM: 122.8
 - MSP APP/DEP: 121.2
 - Clearance Delivery: 118.625
 - WX AWOS-3: 120.075
 - WX AWOS Phone: 651-779-5949

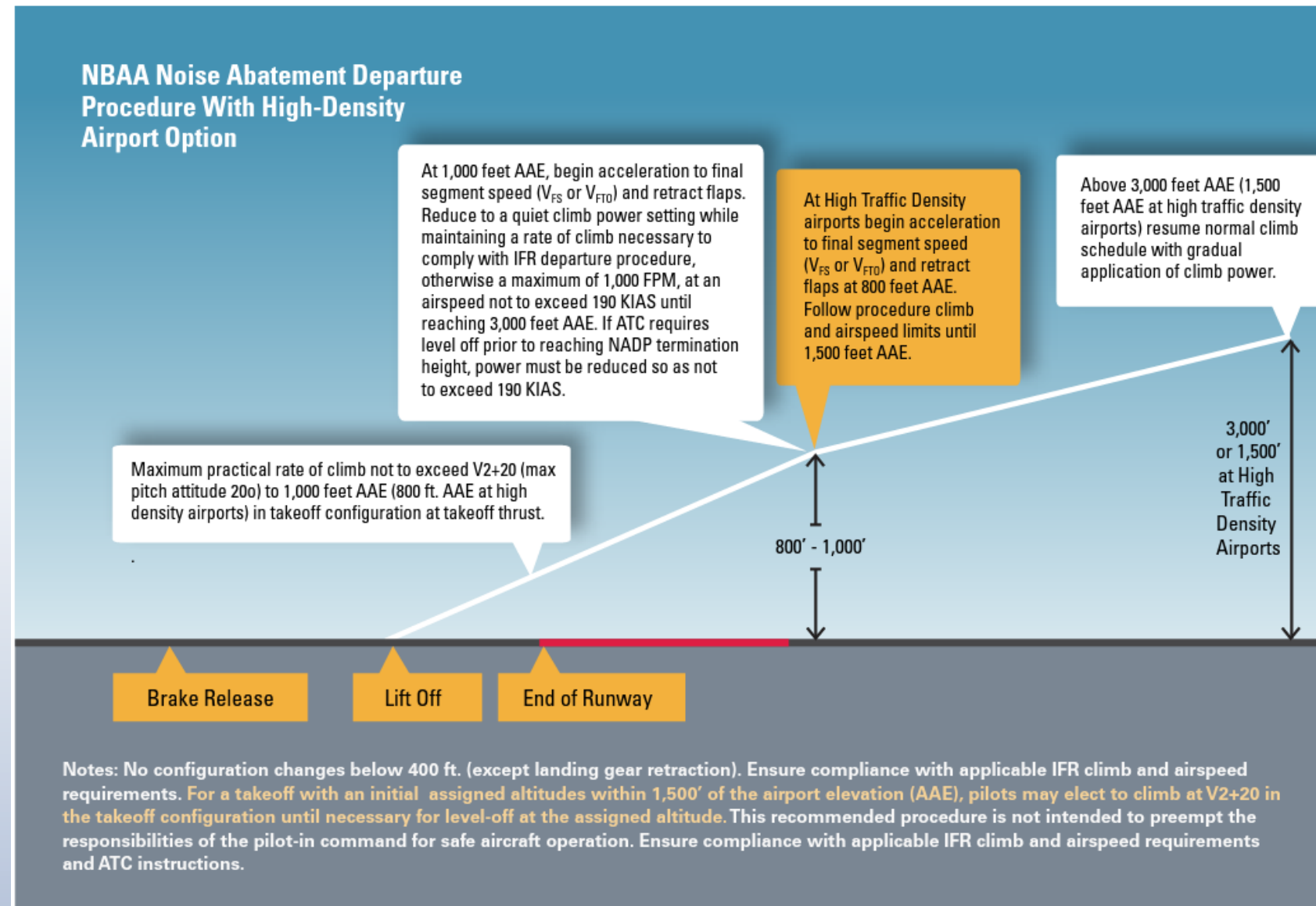


Departure Procedures

- Intersection takeoffs at the airport are discouraged at all times.
- Departing aircraft should climb to 500 feet AGL before initiating a turn. Avoid overflying noise sensitive residential areas if possible.
- Gain as much altitude as possible before overlying residential areas.
- Follow the recommended NBAA Noise Abatement Departure Procedures: (Next Slide)



NBAA-Recommended Noise Abatement Departure Procedure with High-Density Airport Option

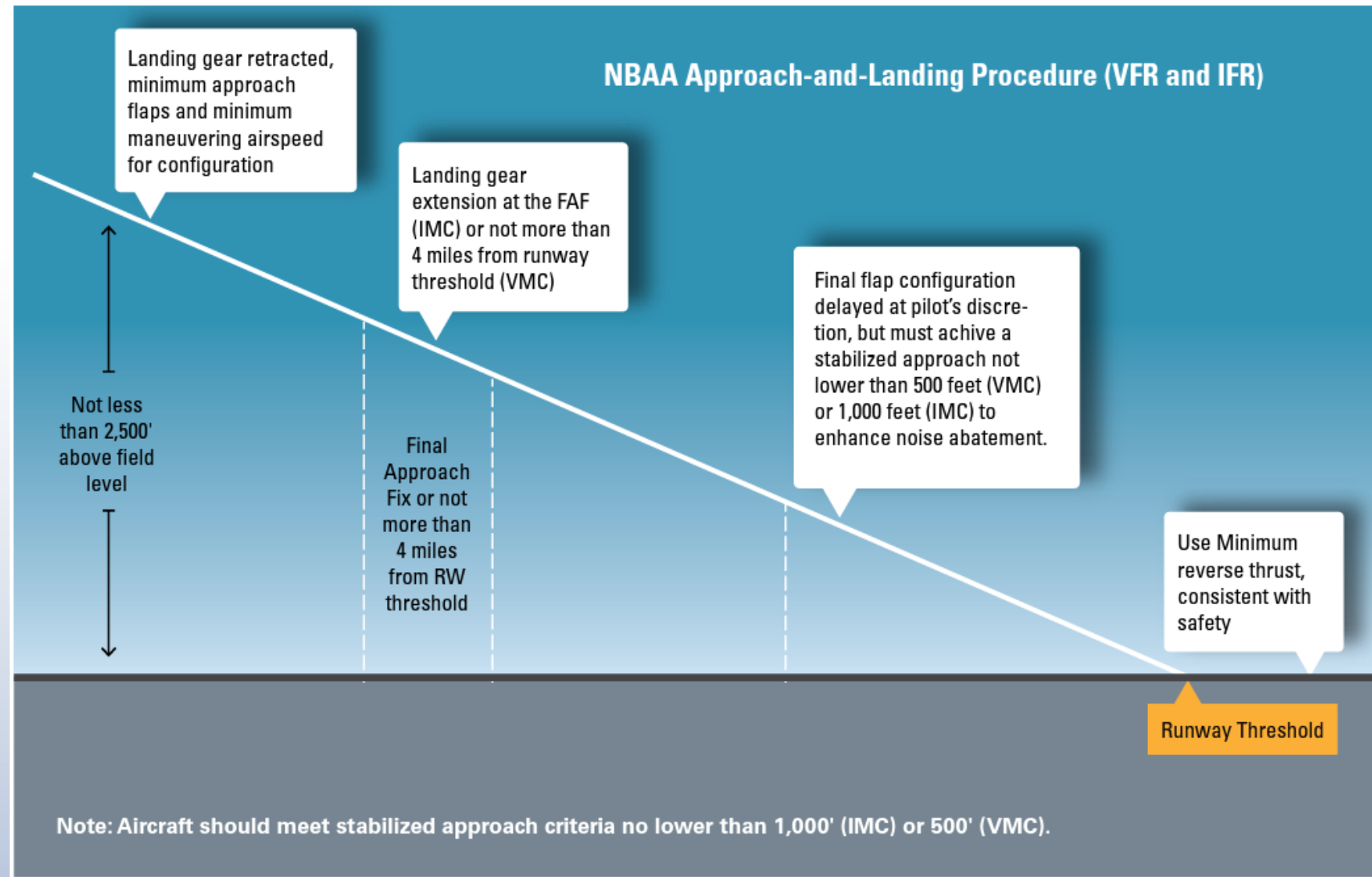


Arrival Procedures

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI, if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below: (Next Slide)



NBAA-Recommended Approach and Landing Procedure (VFR & IFR)



Helicopter Procedures

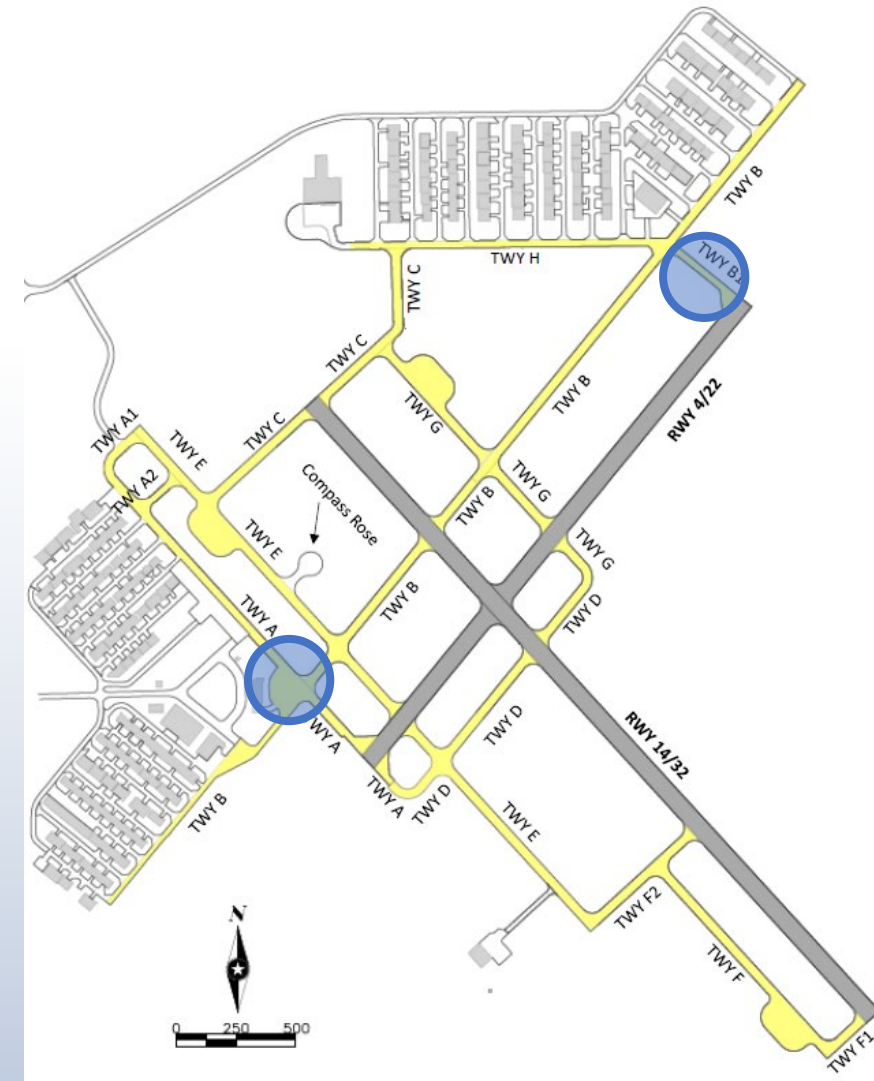
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Maintenance Run-Ups

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3. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.





Additional comments may be emailed:

Michele.Ross@mspm.org

Philip.Tiedeman@mspm.org

Jennifer.Lewis@mspm.org



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



Member Comment



**Next Meeting:
November 27, 2023**



What is General Aviation: Award Winner!





Thank you!



21D Aircraft Noise Complaints and Operations Summary

AIRCRAFT TYPE	OPERATIONS	%	COMPLAINTS	%
JET	0	0.0 %	12	0.7 %
HELICOPTER	36	0.3 %	14	0.8 %
NOT-CORRELATED	0	0.0 %	1	0.1 %
PISTON	11,509	96.6 %	1,565	94.2 %
TURBO-PROP	16	0.1 %	8	0.5 %
UNKNOWN	359	3.0 %	61	3.7 %