



MEETING AGENDA

February 26, 2024

3 p.m.

Baytown Township Hall

4020 McDonald Dr N, Stillwater, MN 55082

1. Welcome and Introductions
2. **Approval of Meeting Minutes for 11-27-2023 -Action**
3. Leadership Remarks and Airport Operations Authority
4. Noise Abatement Plan Discussion
5. Public Comment (3-min. per comment)
6. Member Comment
7. Noise Abatement Plan Implementation and Distribution
8. **Recommendation for Noise Abatement Plan -Action**
9. Review Meeting Schedule

-Next meeting dates: May 20 and August 26, 2024

Adjourn

Unless otherwise noted, agenda topics are presented as information only.

For assistance with meeting accommodations, please contact:

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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, November 27, 2023, 3:00 p.m.
Baytown Township Hall
4020 McDonald Drive North
Stillwater, MN 55082

The meeting started at 3:01 p.m. In attendance were:

Representatives: D. Chase, At-Large; B. Cornell, West Lakeland Township; D. Elder, Washington County; P. Evenson, EAA Chapter 54; T. Gladhill, Stillwater; M. Gunderson, EAA Chapter 54; M. Hanson, City of Bayport; J. Holtz, City of Lake Elmo; G. Kreisel, Washington County; M. McComber; Oak Park Heights; C. Mueller, At-Large; L. Peterson, At-Large; D. Selander, Lake Elmo Aero; J. Thomas, At-Large; L. Thron, Lake Elmo Aero; R. Weyrauch, Baytown Township

MAC Staff: R. Skoog, MAC Commissioner; C. Leque, Vice President - Management and Operations; 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; G. Adler, A. Clapp, S. Dardis, K. Johnson, L. Koeckeritz, N. Ruedy, E. Savvas, D. Theis, airport users; M. Appelt, M. Cahler, J. Conrad, D. Cornell, A. Cost, C. Hoover, S. Hutchinson, E. Johnson, L. Kaschmitter, M. Kaschmitter, B. Lupebw, P. Moore, V. Moore. J. Roznick, N. Schoenherder, V. Thalacker, members of the public

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

1. Welcome and Introductions

Mary McComber, Co-Chair, called the meeting to order at 3:01 pm. There was a total of 53 participants. She gave an overview of the objective of the commission.

2. Approval of Meeting Minutes for 8-28-2023

Chair McComber opened the discussion regarding approving the minutes from the August 28, 2023 commission meeting. There was no discussion.

**Representative Mueller moved and Representative Thomas seconded to:
Approve the Minutes from the August 28, 2023 meeting as presented.**

The motion passed by unanimous vote.

3. Public Comment Period

Chair McComber introduced the first public comment period and reminded attendees of the ground rules for public comment. This topic was tabled to follow the Noise Abatement Program Plan Recommendation agenda item.

4. MAC Leadership Comments

Chair McComber, introduced **Chad Leque, Vice President of Management and Operations at the Metropolitan Airports Commission (MAC)**. **Mr. Leque** explained his responsibilities at MAC and his background which included working in the Noise Office. He reviewed the responsibilities of the MAC here at the Lake Elmo Airport like maintenance and safety. He acknowledged that noise is a difficult topic.

Mr. Leque noted that the MAC is committed to being an active participant in the Noise Abatement Plan. He also noted that there has been a general resurgence in general aviation. There has been increased activity in flight training, schooling of mechanics at airports, and other uses. **Mr. Leque** committed to transparency on behalf of MAC.

5. Airport Manager Update

Philip Tiedeman, Manager – Lake Elmo Airport, gave an update on airport construction and winter operation plans. He also noted that he had a handout for the Eliminate Aviation Gasoline Lead Emissions (EAGLE) Initiative. For more information, please visit: <https://www.faa.gov/unleaded>

Mr. Tiedeman reviewed the process by which complaints are taken at the Metropolitan Airports Commission regarding aircraft. He stated there were 13,031 operations and 253 nighttime operations recorded for Lake Elmo Airport (21D) during the quarter. There were 4,291 noise complaints from sixteen locations and 80 nighttime complaints from nine nighttime locations in the second quarter of 2023. He also noted information about accessing MAC FlightTracker at www.macnoms.com.

Mr. Tiedeman explained that more details about complaints and operations are available at www.metroairports.org/community-connection/aircraft-noise.



6. Airport User Spotlight

Co-Chair Luke Peterson introduced airport users **Harry and Mary**. **Harry** is a long-time resident of Stillwater and is a process engineer with an aptitude for mechanical systems, and flying was a natural interest for him. **Harry** performed his pilot training at 21D and has piloted to every airport in Minnesota. **Harry** purchased a 1946 Bellanca Cruise Air, which received the Experimental Aircraft Association's (EAA's) 2023 Reserve Grand Champion – Silver Lindy award at the annual fly-in at Oshkosh, WI, and will be featured in the EAA's Vintage Airplane Magazine.

7. Noise Abatement Plan Recommendations

Philip Tiedeman, Manager – Lake Elmo Airport, reviewed the timeline and process for the Noise Abatement Plan (NAP). Input was requested from neighbors, airport tenants, and other stakeholders to day. Metropolitan Airports Commission (MAC) staff evaluated the input received and created a draft NAP for review and discussion during today's Lake Elmo Airport Advisory Commission (LEAAC) meeting. A draft NAP was included in the meeting packet. Comments received about the draft NAP will be considered by MAC staff in production of the final NAP which is to be presented during the February 2024 LEEAC meeting.

Mr. Tiedeman explained how the airport and communications details were updated. He also noted that there is a voluntary NAP for 21D which was the result of cooperative efforts between airport users and pilots, surrounding communities, the Lake Elmo Airport Advisory Commission, and the Metropolitan Airports Commission. He also noted that 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 then reviewed the noise abatement takeoff and approach, the preferred runway use, traffic pattern procedures, maintenance run-ups, helicopter procedures, and nighttime operations. He also reviewed the next steps for the NAP update. He noted additional comments will be received through December 31, 2023. Any additional change made to the NAP will be shared during the LEEAC meeting in February 2024, the final NAP will be produced and used to create an updated Pilot Guide. The updated NAP and Pilot Guide will be published on the MAC website, and he reviewed the distribution and communication of the updated NAP and Pilot Guide.

Ms. Lewis and **Ms. Ross** asked for additional comments to be emailed to:

Philip.Tiedeman@mspmac.org

MicheleRoss@mspmac.org

Jennifer.Lewis@mspmac.org



8. Public Comment Period (tabled at agenda item 3.)

Chair McComber reintroduced the public comment period and reminded attendees of the ground rules for public comment.

Mick Kaschmitter, a member of the public, was the first to speak. He inquired if the airport had a set schedule for the MAC staff. **Mr. Tiedeman** responded to the inquiry.

Mary Vierling, a member of the public, noted that she would prefer that the Noise Abatement Plan not wait until February for discussion and approval. **Ms. Vierling** also noted that the increase in traffic has been outside the original plan. She also had a question about safety zones A, B & C. She noted there are homes that are within some of those zones.

Lance Koeckeritz, a pilot at 21D, noted that when the airport first opened, there were many more operations than there are today. He also explained some of the differences between aircraft noise on takeoff.

Mitch Zahler, a member of the public, mentioned that the airport had been there for 70 years.

Mary Cashmere, a member of the public, commented on her feelings regarding aircraft flying over her house,

John Conrad, the hanger owner, asked if there was a process for disseminating the number of complaints received in a quarter. Abuse of process.

Greg Adler member of the public and a pilot, noted that we are 17,000 pilots short in the country. He noted that flight schools at small airports are the best place for students to get their training.

Neil Schoenherder, a member of the public and a pilot, noted that there are differences in the way the members of the public react to noise.

9. Member Comment Period

Chair McComber introduced the member comment period.

Representative Cornell explained the presentation that he made at the previous LEAAC meeting in the second quarter. He offered to show the presentation to anyone that is interested.

Representative Weyrauch asked about the policing of the Noise Abatement Program and the violations. He also asked if this NAP information would be taught as part of the training curriculum for flying at 21D. Lastly, he asked how transient pilots are notified.



Representative Evenson asked that the stop and go and the touch and go be defined better in the documents.

Representative Gunderson asked if MAC staff were surprised that there were such upset members of the public after the long-term planning that took place for the changes to the airport.

Representative Holtz commented that he hoped that everyone was true in their reasoning for being at the meeting. He also commented that other airports have far more dense populations surrounding their airports, and there are many fewer noise complaints. He asked if there was some knowledge that could be gleaned from the flight patterns at other airports.

Representative Thomas thanked everyone for their candid comments. He also noted that we need to work together to make logical changes to make the most people comfortable with the outcome.

Representative Hanson asked if there is something that could make the sound less. She also wanted more clarification on the policing of the plan. She also wanted clarification on the preferred runway usage. Lastly, she asked for clarification on the definition of nighttime operations.

Representative Mueller explained that he understands the frustration toward the level of changes. He wanted to see if there is a way to clarify that the complaints are being submitted by actual people and not robotic submissions. He also asked if there was a plan regarding propeller usage.

Representative Kriesel noted that this plan will take a lot of cooperation from the public, the pilots and other users of the airport in order for the noise abatement program to work.

Co-Chair Peterson thanked everyone for their responses and thought it was important for everyone to have an open discussion to help build camaraderie and a sense of community. He encouraged open dialogue and noted that there needs to be a strong communication plan to get the new noise abatement plan out to the public and to the users of the airport.

Chair McComber wanted to address safety and the number of noise complaints. She was thankful to hear from pilots so she could understand the process better and explain it to her constituents. She also encouraged people to submit comments to the website.

Representative Cornell clarified that you need to register in order to make a noise complaint. Also, he noted that the long-term comprehensive plan was not easily found.

Co-Chair Peterson asked for clarification on the process to approve the Noise Abatement Plan. **Michele Ross, Manager – Community Relations**, noted that the pilot guide could be available as soon as early May 2024. **Ms. Ross** also responded to a question regarding the length of the comment periods.

10. Set Future LEAAC Meeting Schedule

Chair McComber led a discussion regarding the upcoming meetings for the 2024 calendar year. The next LEAAC Meetings are now scheduled for February 26, May 20, August 26, and November 25, 2024, at a location to be determined later.

The meeting was adjourned at 4:35 p.m.

DRAFT



Reliever Airports: NOISE ABATEMENT PLAN

Lake Elmo Airport (21D)

INTRODUCTION

The Metropolitan Airports Commission (MAC) acquired land for Lake Elmo Airport in 1949 and added additional acreage in 1966 to create the present-day airport. Flight operations at the airport began in 1951. As the area around the airport developed over time, it continues to be important to take measures for maintaining positive relationships with neighbors. This Noise Abatement Plan (Plan) has been prepared in recognition of the need to make the environment around the airport and the surrounding community as neighborly as possible and reduce impacts of aircraft activity and noise experienced by people in areas surrounding the airport.

The Federal Aviation Administration (FAA) prohibits restriction of flight paths to and from airports, restricted hours of operation, and discriminatory access to airports. Only airports with restrictions in place prior to a 1990s congressional act are allowed to retain restrictions. Therefore, this Plan for Lake Elmo Airport can only be voluntary.

The MAC is prohibited by federal law from levying fines, restricting hours of operation, or restricting access to the airport for the purpose of noise abatement. The MAC must rely solely on the notification, education, and compliance of aircraft operators. Noise abatement measures are dictated by safety considerations as well as federal law.

The voluntary measures in this Plan were developed through a cooperative effort between airport users, airport businesses, local communities, City officials, FAA representatives, the Lake Elmo Airport Advisory Commission, and the MAC.

None of the voluntary measures below are intended to conflict with FAA regulations or any safety requirements. As such, the airport is open for use by aircraft operators 24-hours per day; however, pilots are asked to consider operating with the noise abatement measures below in mind. A Fly Neighborly Guide consolidates the voluntary measures contained in this Plan 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 Lake Elmo 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. When winds are calm, Runway 32 is the preferred runway.
- B. In most circumstances winds, weather or traffic density will dictate runway use. When wind, weather, or traffic density allows, pilots are asked to prioritize runways and flight paths as follows, particularly during nighttime hours: Runway 32, 14, 22, 4
- C. Precision approach path indicators (PAPI) on Runways 14 and 32 use a 3.5-degree glide slope for several reasons, including obstacle clearance, noise abatement, etc. 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. 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

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

2. TRAFFIC PATTERN

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 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.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical.

¹ AGL is above ground level.

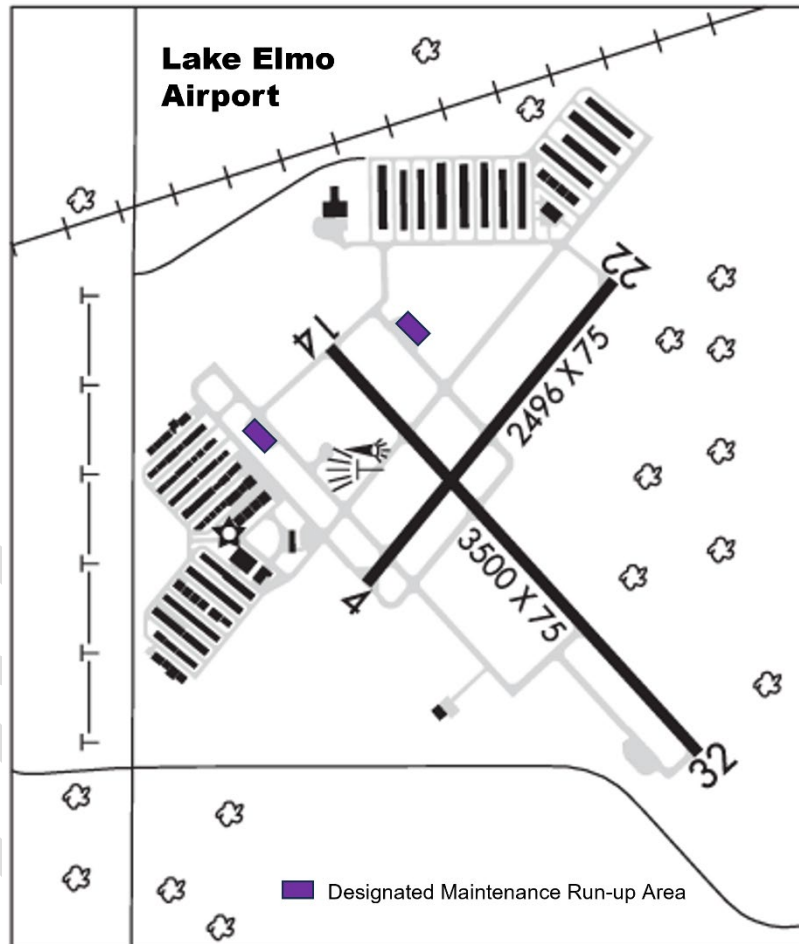
² MSL is mean sea level.

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 NEIGHORLY GUIDE

A Fly Neighborly Guide consolidates the information in this Plan 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.