

# Flying Cloud Airport Advisory Commission 2009 Report and 2010 Goals and Work Plan

## Charter

The Commission was chartered in 2006 by the City Council to “advise the City Council and the Metropolitan Airports Commission with regard to matters affecting the operation of Flying Cloud Airport.”

The City Council charged the Commission with the following roles and responsibilities:

- A. Advise the Council and the Metropolitan Airports Commission with regard to matters affecting the operation of the Flying Cloud Airport, including: the classification of the airport under federal and state law; rules and regulations of federal and state agencies governing the operation of the Airport; the ongoing monitoring and implementation of the Final Agreement Concerning Flying Cloud Airport and MAC Ordinance 51 between the City of Eden Prairie, Minnesota and Metropolitan Airports Commission, dated December 2002 (Final Agreement); other noise abatement methods to reduce the impact of aircraft noise on the community; and such other matters as the City Council may direct from time to time.
- B. Cooperate with the Metropolitan Airports Commission Staff in reviewing for the benefit of the Council matters affecting the use and control of the Flying Cloud Airport, including the Final Agreement, and shall make its recommendations to the Council and the Metropolitan Airports Commission upon request with regard to any proposal affecting the use or operation of Flying Cloud Airport.

## 2009 Accomplishments

The Commission’s approved **goals for 2009** were:

1. Continue our focus on providing **education and information** about Flying Cloud Airport to various public and private constituent groups
2. Continue to increase visibility of, and **communications** from, the Commission
3. Continue to **monitor the Final Agreement**.
4. Work with the City of Eden Prairie and MAC to **reduce nighttime noise**
5. Work with the City of Eden Prairie and MAC to **improve the appearance** of the airport

## Commentary

The Commission was very active 2009, as it held its normal six meetings, as well as four special events / meetings.

The first was a public meeting, held May 28<sup>th</sup> at the Hennepin Technical College, to discuss the status of the airport expansion. Over 150 residents attended to get the facts and to comment about the expansion.

The second was an extended meeting in July. The Commission toured the airport and the grounds, while under construction, met some of its business leaders, and toured the tower operation.

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The third was a public meeting with the Hennepin Village Homeowner's Associations boards hosted by the Commission, and presented by the MAC.

The fourth was a tour of the airport grounds in late October to see the south parallel runway in its completed state before winter.

The Commissioners take time to fully understand the range of issues facing the Airport from various angles. The Commission strongly believes in its mission. It is working to educate itself, on behalf of the City Council, to maximize its value to the City Council, Eden Prairie residents and MAC.

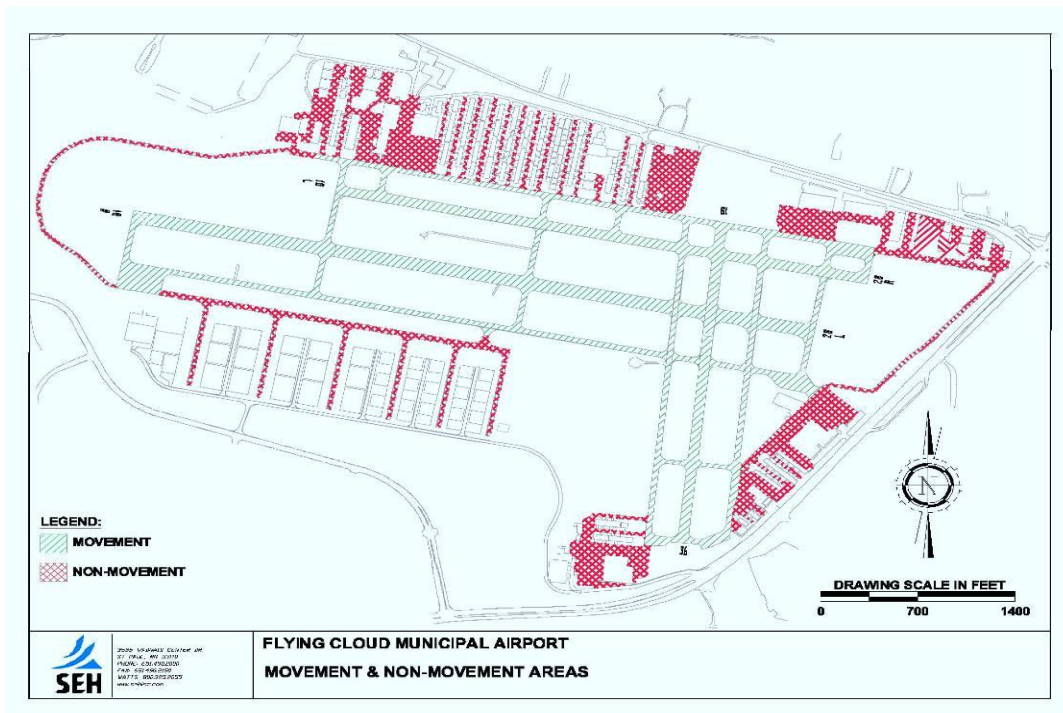
### **Education and Information**

Phase 2 of the runway expansion project, to extend 10R/28L to 5000 feet, began in the spring of 2009. Additionally, the Very High Frequency Omni-directional Range (VOR) was relocated across Flying Cloud Drive. Many taxiways and alleyways were rebuilt, creating a safer operating environment. Work the previous year completed the first phase of the plan, which extended runway 10L/28R to 3900 feet. The extensions of both runways will improve safety margins for current and future operators, and allow greater efficiency through increased fuel and passenger loads.



The photo above depicts the new runway extension of 10R to 5000 feet (left hand side of photo) and the new south hangar area (right hand side of photo). The hangars are expected to be built on the grass areas, on the right. The smaller paved areas dissecting the grassy areas are alleyways and taxiways.

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The figure above depicts the expansion.

In addition to the runway expansion project, the City Council continued to have a strong interest in two areas impacting the City. These were **airfield security** and **nighttime noise**.

The Commission was asked to update its **airfield security report** from 2008 during its 2010 work plan to assess security at the airport and suggest any necessary improvements. In addition to all the previously reported actions, MAC along with the FAA, have installed high security locks at all gates at FCM, which require special security codes to access the airfield.

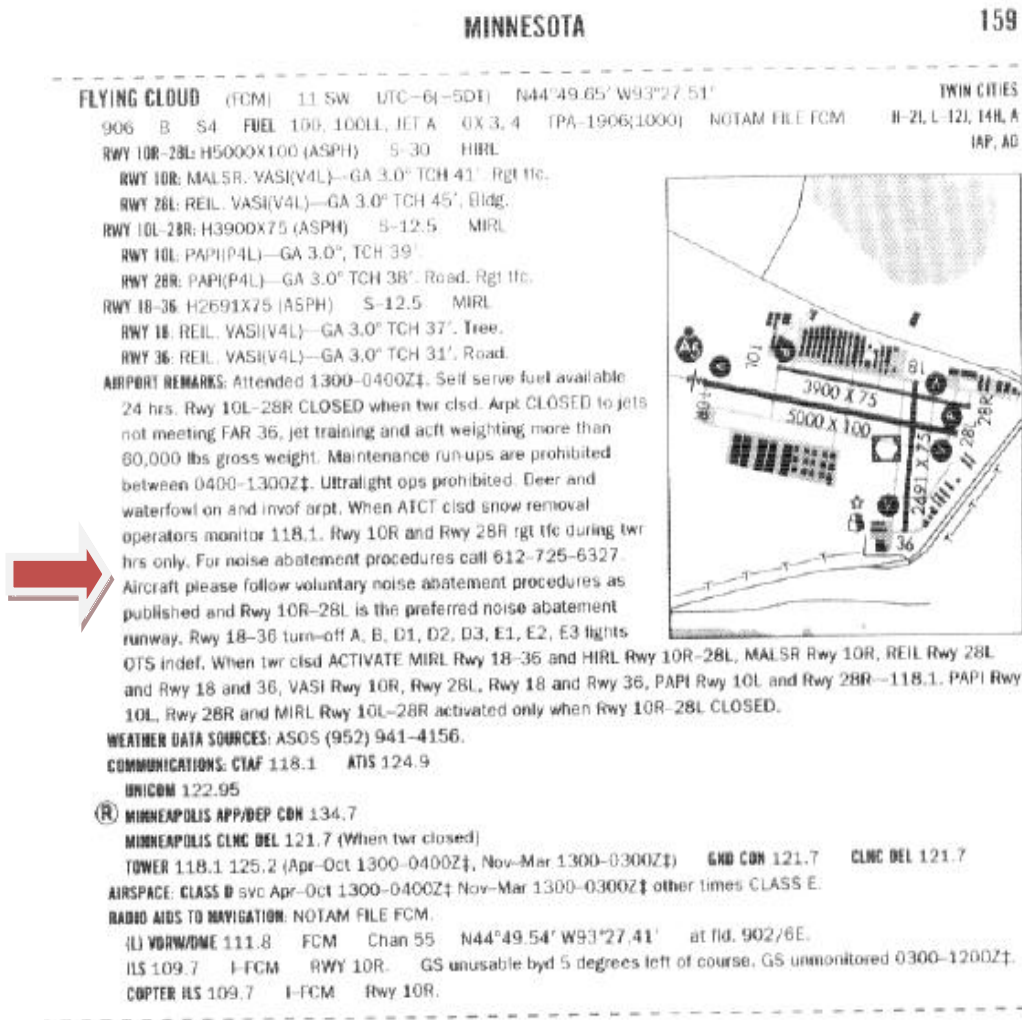
Mayor Young requested the Commission meet with the FAA and MAC to determine what could be done to reduce the impact of **nighttime noise** on Eden Prairie residents.

Meetings were held with FAA officials and MAC officials to discuss options. The following was determined.

- FAA cannot make the curfew mandatory but offered to cooperate and support actions that could reduce noise.
- City to ask the FAA to have MSP air traffic control approach/departure (TRACON) to give turbo props a southbound heading, like they do for jets departing under Instrument Flight Rules (IFR), when departing Flying Cloud.
- MAC to ask the FAA to have the Flying Cloud tower include a noise abatement and voluntary restriction notice to its outgoing Automated Terminal Information Service (ATIS) message.

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- MAC was successful having language regarding the voluntary nighttime curfew and noise abatement procedures added to the Airport Facility Directory.



The chart above is a copy from the Airport Facility Directory used by pilots to provide information about their destination airports. The Commission, with the assistance of MAC, directed the publishers to add the noise abatement language for FCM, indicated at the red arrow.



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### Noise Abatement Plan

The voluntary Noise Abatement Plan (NAP) for FCM has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible.

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

#### FCM IS A NOISE SENSITIVE AIRPORT

##### Avoid Noise Sensitive Residential Areas

Noise sensitive areas surround FCM, and pilots are asked to operate with consideration for the residents located in those areas. Please avoid flying low and follow the established noise abatement procedures to help ensure a peaceful environment for everyone.

##### Voluntary Nighttime Restriction In Effect

1. Voluntarily refrain from flying between 2200 to 0700 local time.
2. If an operation must occur, follow the preferred noise sensitive departure and arrival procedures.
3. No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local time. *Note: Operations between 2200 and 2400 local may need to be conducted for the purposes of meeting nighttime flight currency requirements.*
4. Intersection takeoffs at FCM are discouraged at all times.

##### Preferred Runway Use

The following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

Piston Engines or Turbo Prop Aircraft  
Arrivals: 10R, 10L, 28L, 28R, 36, 18  
Departures: 10R, 10L, 28L, 28R, 18, 36

Jet Aircraft  
Arrivals/Departures: 10R, 28L



### AIRPORT DIAGRAM

EDEN PRATER, MINNESOTA  
FLYING CLOUD AIRPORT (FCM)

#### ORDINANCE 97

MAC Ordinance No. 97 prohibits aircraft maintenance run-ups at FCM between the hours of 2200 and 0700 local time and restricts the use of the airport to only aircraft weighing less than 60,000 pounds certified max gross takeoff weight, dual wheel.

1. Exemptions to the above restrictions do exist in the case of emergency, U.S. Government Aircraft or unscheduled maintenance run-ups that are required to meet a departure time the next morning.
2. MAC Ordinance No. 97 carries punitive action in the form of a misdemeanor punishable in accordance with Minnesota Statutes, Section 609.03.

[macnoise.com](http://macnoise.com)



### KFCM Pilot Guide

#### AIRPORT INFORMATION

Field Elevation: 906  
TPA: 1906 (1000)

#### RUNWAY INFORMATION

**RWY 18 - 36**      2691 x 75  
Asphalt, runway weight maximum 60,000 lbs

RWY 18: REIL VASI - 3.0° (4-box, on left). Left t/c. T/c.  
RWY 36: REIL VASI - 3.0° (4-box, on left). Left t/c. Road, fence.

**RWY 28R - 10L**      3900 x 75  
Asphalt, runway weight maximum 60,000 lbs

RWY 28R: Right t/c. Road.  
RWY 10L: Left t/c. No Obstructions.

**RWY 28L - 10R**      5000 x 100  
Asphalt, runway weight maximum 60,000 lbs

RWY 28L: VASI - 3.0° (4-box, on left). Left t/c. Bldg.  
RWY 10R: MALSR VASI 3.0° (4-box, on left). Right t/c. No obstructions.

#### COMMUNICATIONS

CTAF: 118.1  
UNICOM: 122.95  
ATIS: 124.9  
WX SOURCES: ASOS PHONE (952) 941-4156  
EMERGENCY: 121.5, 243.0

FCM GROUND: 121.7  
APR-OCT: 0700-2200 (CDE), NOV-MAR: 0700-2100 (CST)

FCM TOWER: 118.1, 125.2  
APR-OCT: 0700-2200 (CDE), NOV-MAR: 0700-2100 (CST)

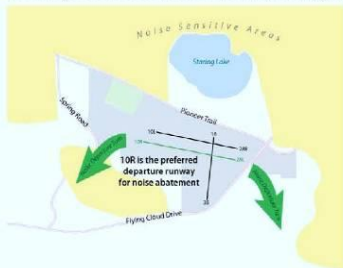
MINNEAPOLIS APP/DEP: 134.7  
MINNEAPOLIS APP provides CLR DEL on 121.7 when FCM ATCT Closed.

The Commission undertook a new project, in conjunction with MAC, to better inform regular and transient pilots about the airport and its voluntary noise abatement policy. The two page document that resulted (page one above and page two below) is the product of research conducted at other US airports by the Commission. It found and secured similar guides at other airports and suggested the idea for FCM to MAC. These pilot guides, created in size and shape to fit into a pilot's notebook, have been given to the FBOs, aircraft owners, instructors, and all visitors to the Airport. They are downloadable from the web site.

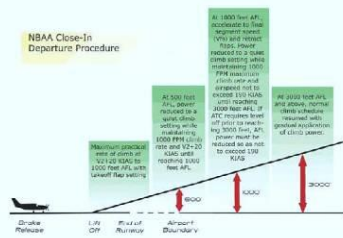
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## Departure Procedures

Unless otherwise directed by air traffic control, departing aircraft on Runways 10R or 28L shall turn to a southerly heading after

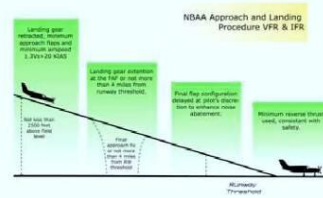


crossing the departure end of the runway and attaining an altitude of 500 feet agl. Whenever possible avoid the noise sensitive residential areas. The southbound turn procedure applies to all operations when the tower is closed.



## Arrival Procedures

Unless otherwise directed by air traffic control, use the National Business Aviation Association approach and landing procedure depicted below.



An airplane approaching to land on a runway served by a visual approach slope indicator or precision approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.

## Traffic Pattern Procedures

1. Traffic pattern altitude shall be 1,000 feet agl.
2. Multiple training events by jet aircraft are prohibited.
3. Extended legs in the pattern are not permitted unless required by ATC.
4. Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 28L/10R. Avoid overflying noise sensitive areas if possible.

## Maintenance Run-ups

1. Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time. Emergency exceptions may apply (Ordinance 97).
2. Between 1700 and 2200 local time, all engine tests and run-ups in excess of five minutes shall be coordinated with air traffic control to be conducted in one of the green designated areas (see airport diagram), and parked with a heading between 360 to 030 degrees whenever practical.
3. Run-ups must be coordinated with air traffic control approval and with consideration of the runway(s) in use for arrivals and departures.

## Helicopter Procedures

1. All helicopter training is prohibited at FCM from 2200 to 0800 local time.
2. Multiple helicopter approaches to a hard surface shall be restricted to the approach end of Runway 28L when Runway 18/36 is in use; and to the approach end of Runway 36 when the parallel runways are active.
3. When the Tower is active, ATC shall determine traffic pattern procedures with consideration for the noise sensitive areas.
4. Helicopter operators are asked to avoid low-level training and repetitive activity over residential areas whenever possible.

## Stage 2 Aircraft Operations Restrictions

The MAC has implemented a voluntary restriction on Stage 2 aircraft operations. If the total number of Stage 2 aircraft operations at FCM exceeds seventy-five (75) within any rolling 12-month period, the MAC will initiate the process to implement a mandatory ban on Stage 2 aircraft at FCM.

For more information contact: (612) 725-6327  
www.macnoise.com/FCM  
Printed 9/30/09

MAC and the Commission conducted a one on one meeting with the Top 10 operators to discuss ideas about limiting nighttime noise. Below are several suggestions resulting from the meetings:

- Conduct noise abatement training during ground school and flight lessons
- Send noise abatement procedures and training reminders out to area flight instructors
- Send noise abatement flyers in airport hangar owner's lease billings every so often
- Post noise abatement signs at the end of the approach and departure runways
- Include noise abatement message on ATIS/AWOS
- Encourage charter companies to cover noise abatement information in their itineraries.
- Set up personal visits to fixed based operations and flight schools.
- Make sure the transient pilots are getting this information
- Conduct nighttime currency requirements at additional airports to the south

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**May 2009 Public Meeting on Airport Expansion Plan Implementation**

The Commission continues to have a public comment section as a standard part of its meeting agenda. Several residents attend the meetings, and a few choose to speak.

Guest speakers at our meetings included:

- FAA Manager Glen Orcutt
- MAC Wildlife Manager John Ostrom
- FCM Tower Chief Warren McVey
- Zero Expansion leader Vicki Pellar Price

MAC Capital Improvement Plans (CIP) for 2009-2015:

- Completion of the 1,100' extension to runway 10R/28L is scheduled for 2010.
- The south hangar area projects are listed for 2010 and beyond.
- A slight relocation of runway 18/36 is listed.

The Commission continues to monitor developments of these projects and inform the Council as warranted. We continue to be an information conduit for the Council and citizens.

The Commission reviewed and commented on the City's Comprehensive Guide Plan. Overall airport operations held flat year over year. The sluggish economy hit general aviation, including the corporate sector.

There were two airplane crashes in 2009 for the first time in many years.

- On August 12, 2009, a Beech E18S collided with the terrain, following a loss of control while circling the Flying Cloud Airport, which resulted in two fatalities.

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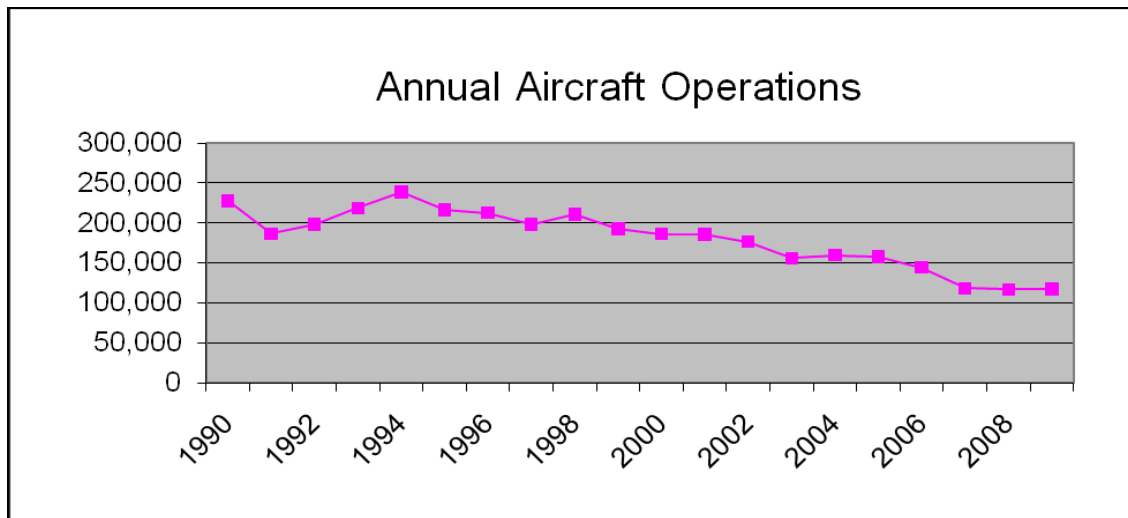
- On October 5, 2009, a twin-engine Temco D-16-A sustained substantial damage when it impacted trees and terrain in north central Eden Prairie, after a loss of power to one engine. The pilot, the sole occupant, was seriously injured.

The Commission reviewed **MAC's environmental compliance** at the airport. MAC does not own or maintain any wells on the airport property. There are no environmental monitoring wells on the airport property.

This year MAC extended sanitary sewer and water lines along the north boundary of the airport to serve tenants and businesses on Pioneer Trail. Sewer and water is already available along Flying Cloud Drive. As part of this infrastructure, airport businesses and hangar tenants that have wells are required to properly abandon them and their septic systems, and connect to sanitary sewer and water within two years. Many of the owners are electing to connect immediately as part of new hangar construction. The new south building area will be served with sewer and water in 2010.

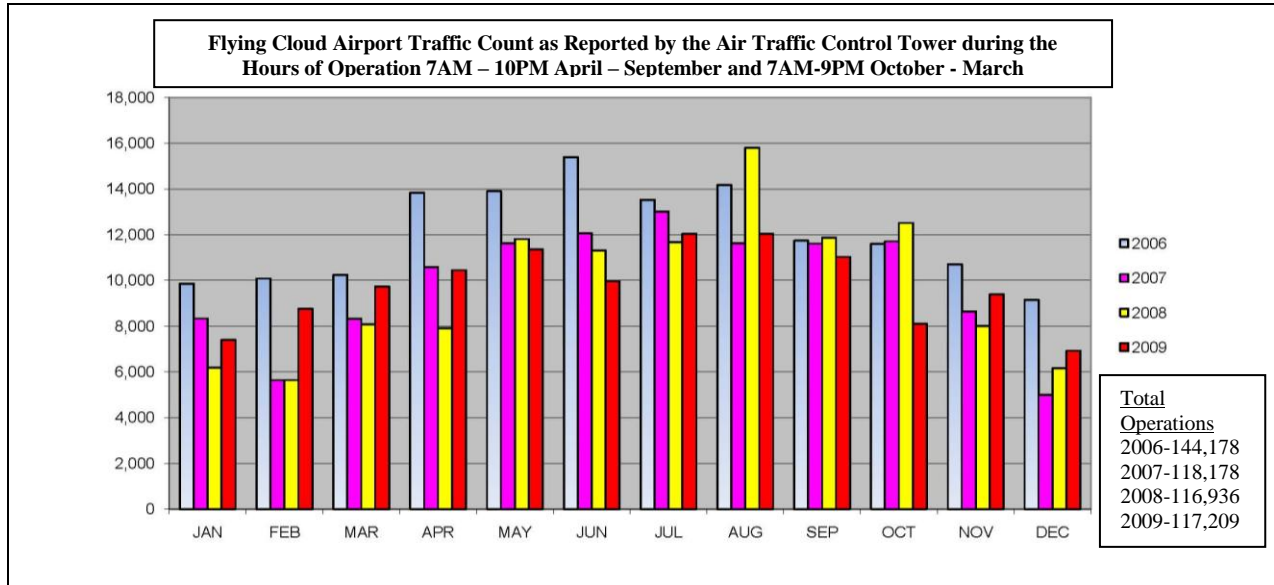
MAC's Spill Prevention, Control and Countermeasure (SPCC) Plan, in place since 1991, is Professional Engineer compliant. The Plan was updated in 2009.

Although the MAC does not meet the regulatory threshold that requires a SPCC plan, MAC determined it was appropriate and prudent to have one in place.





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## Communications

Commissioner Greg McKewan continued to work with the City Communications Department to make the **City's Airport web site** more effective as a tool to improve resident access to key data about the airfield. Many pages and data were added, as was a full video of the Public meeting held in May. The impact has been great, as more information is available to residents. The most popular items viewed by residents are the flight tracks and the Commission's meeting schedule. Over 9,700 hits have been made to the airport section of the City's web site in 2009. This is a 47% increase over 2008. Please visit the site at [Flying Cloud Airport](http://Flying Cloud Airport).

We conducted our **fourth annual one on one meeting with businesses** based at the airport in the spring. This included discussions on noise abatement ideas. This year's visits included Airovation, ASI, Thunderbird Aviation, Elliott Aviation, Hummingbird Aviation, Modern Avionics, and Inflight Pilot Training. The event included a tour of the tower and a drive around the perimeter. In July and October the Commission conducted additional **airport tours** to monitor the progress of the construction projects.

The Commission welcomed **two new student members**, Sam Clark and Tanay Mehta. We thank our outgoing student members, Michael Dennis and J.P. Maslyn, and wish them well at school.

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The 2009 MAC FCM Operator of the Year Award was presented to **Ben McQuillan**, owner of **Inflight Pilot Training** at the Commission's January 2010 meeting by the FCAAC Chair.



McQuillan was selected for the proactive way in which he introduces the noise abatement procedures to his student pilots and his discussions with the students on flying friendly. He goes above and beyond the basic requirements for pilot training. He also offers a free weekly seminar, another effort and means to get the noise abatement mitigation out to users of the airport.

The City Council approved the City's participation in the **Flying Cloud Joint Airport Zoning Board (JAZB)**. The JAZB is made up of two appointments each from the cities of Eden Prairie, Bloomington, Shakopee and Chanhassen, two from the MAC, and a chair named by the appointed members. The City named Council Members Aho and Duckstad. FCAAC Chair King was named Chair of the JAZB. The JAZB is created under Minnesota Statutes. It serves to review and limit "airport hazards" that endanger lives, property and airport utility, and prevent hazards, with consideration given to avoiding the disruption of existing land uses, based on social and financial costs. The JAZB meets each month. The Commission obtains regular briefings about JAZB meetings.



Diagram of the runway safety areas the JAZB is evaluating

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## Monitoring the Final Agreement – Reduce Nighttime Noise

There has been an increase in noise reporting during the voluntary restriction period (10pm – 7am). The Commission believes its educational efforts have resulted in greater public awareness of the noise reporting procedures. The people are using the procedures. Also, the convenience of the internet makes it easy to log a report. The Commission plans to continue its work in 2010 to reduce nighttime noise.

Since the inception of Ordinance 97, we have seen a decrease in the number of complaints in regard to nighttime maintenance run-ups. This is partly because of our continuing education efforts, and the decrease in traffic.

Lifelink III moved its operation from FCM in July 2009. As a result, there was an immediate reduction of reported helicopter noise.

Helicopter and other medical flights were among the largest violators. These violators were reduced somewhat by the introduction of alternative arrival and departure paths. All reported incidents were reviewed to the fullest extent.

All noise complaints sent by residents to MAC via telephone or the internet are recorded and researched thoroughly. MAC reacted appropriately to the complaints. The Commission reviews MAC's Noise Complaint Report at each meeting.



**Over 150 residents attended the Public Meeting**

MAC agreed, at its own cost, to add Flying Cloud Airport to its **Multilateration Project**. This will improve the quality of flight track data; ensure better data integrity, availability, and reliability, and create timely, accurate reporting. The project was to be done only at MSP. Through the good relationship between the Commission and MAC, the latter agreed to extend it to FCM. The project is part of the ANOMS or Airport Noise and Operations Monitoring System. It is currently undergoing acceptance testing and should be completed in the 1<sup>st</sup> quarter of 2010.

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## Improve Appearance of Airport

Significant new hangar construction has begun on the north side of the field. Old, rusty and deteriorated row hangars are beginning to be replaced with modern individual hangar facilities, served with sanitary sewer, water, and natural gas heating. This construction is expected to continue. In addition, some of the oldest hangars on the east side of the field have been eliminated, and a new south side hangar area has been graded, paved, and is ready for new corporate hangars with sanitary services.

The City and Commission also hosted a meeting between MAC and the Hennepin Village Homeowners Associations' Boards to discuss the expansion plans and landscaping. The meeting resulted in MAC committed to adding more landscaping along the south side of the airport and improving south-side gateway improvements.



## Goals for 2010

The Commission proposes similar 2009 goals for 2010. We will continue our focus on providing **education and information** about Flying Cloud Airport to various constituent groups, as well as continue to increase visibility of, and **communications** from, the Commission. While continuing to **monitor the Final Agreement**, we plan to work to **reduce nighttime noise**. We will also work with the city and MAC **to improve the appearance** of the airport.

In addition, MAC will begin testing a representative sample of homes located east of the Flying Cloud Airport, shown in Exhibit 5 of the Final Agreement, in accordance with a methodology agreed upon by MAC and Eden Prairie in the Final Agreement, to determine the existing exterior to interior noise reduction level. In the event that any residence has an exterior to interior noise attenuation of less than 20 dBA, MAC will consult with the City to determine the nature and extent of sound insulation to be provided for eligible residences.

## Staff Support

The Commission received excellent cooperation and support from the City Staff, especially its liaison, Scott Kipp. His exceptional knowledge and advice has greatly benefited the Commission. The Commission would also like to thank Carol Pelzel, our recorder, for her tireless work on its behalf. Her consistent accuracy and attention to detail has been recognized and appreciated.



## **Flying Cloud Airport Advisory Commission 2009 Report and 2010 Goals and Work Plan**

Thanks are also extended to the MAC and its regularly attending staff (Joe Harris, Scott Skramstad, Chad Leque, Bridget Rief), all of whom have been extremely supportive of us, as we conducted our business.

During the year Joe Harris, the airport manager and MAC's representative to the Commission was rotated to an expanded role at another airport. We owe Joe a great debt of thanks for his cooperative attitude, and his tireless efforts to make the airport a good neighbor.

Jeff Nawrocki is the new airport manager and MAC representative. Jeff is a great resource of knowledge and quick results for the Commission. He also works with the airport businesses and provides the annual Commission tour of the airport.

Finally, thanks go out to MAC's Scott Skramstad for his committed diligence in the evaluation and thorough analysis of the noise reporting duties. Scott has been promoted to other responsibilities. MAC's Jennifer Lewis has already mastered the noise reporting duties without missing a beat.

Overall, MAC's responsiveness to our requests for flight maps and special graphics has added immeasurably to the Commission's, and publics, understanding of flight operations and to the Commission's ability to fulfill its mission for the City Council.

The Commission anticipates a busy and highly productive 2010.

Respectfully submitted,

### ***Flying Cloud Airport Advisory Commission***



**Front Row, left to right:** Sam Clark (Student Rep), Scott Kipp (Staff Liaison), Judy Gentry, Kurt Schendel, Mark Michelson **Back Row, left to right:** Rick King (Chair), Jeff Larsen (Vice Chair), Greg McKewan, Jeff Nawrocki, Tanay Mehta (Student Rep).