



Minneapolis-St. Paul International Airport Noise Oversight Committee (NOC)



NOC Committee Members

Jeffrey Hart – Co-Chair (Delta Air Lines)
Dianne Miller – Co-Chair, City of Eagan Representative (City of Eagan)
Ryan Barette – Minnesota Business Aviation Association Representative
Pam Dmytrenko – City of Richfield Representative (City of Richfield)
Chris Finlayson – At-Large Airport User Representative (Endeavor Air, Inc.)
Brian Hoffman – At-Large Community Representative (City of St. Louis Park)
Paul Borgstrom – Chief Pilot Representative (Delta Air Lines)
Todd Lawrence – Charter/Scheduled Operator Representative (Sun Country Airlines)
Patrick Martin – City of Bloomington Representative (Bloomington City Council)
Jay Miller – City of Mendota Heights Representative (Mendota Heights City Council)
Angie Moos – Cargo Carrier Representative (United Parcel Service)
Loren Olson – City of Minneapolis Representative (City of Minneapolis)

MEETING AGENDA

March 20, 2019 at 1:30 PM

**MAC General Office Building
Lindbergh Conference Room
6040 28th Avenue South
Minneapolis, MN 55450**

(Dianne Miller, Eagan, will be the acting Chairperson for the meeting)

***Note:** 1:00 to 1:30 PM – Committee Agenda Review Session
(NOC members, alternates, and at-large contacts only in the Coleman Conference Room)

1. 1:30 Review and Approval of the January 16, 2019 Meeting Minutes
2. 1:35 Review of MSP Monthly Operations Reports: January and February 2019
3. 1:50 Public Comment Period
4. 2:10 2018 MSP Annual Noise Contour Report and Mitigation Program Eligibility
5. 2:40 MSP Airport Long-Term Plan and Stakeholder Engagement Update
6. 3:00 2019 NCAA Final Four Aircraft Activity Update
7. 3:10 Winter Listening Session Update
8. Announcements
9. Adjourn

Public Comment Notice: A public comment period of no more than 20 minutes will be added to each agenda. Members of the public wishing to address the NOC during this period are allotted three minutes to speak. Please complete and submit a speaker card prior to the start of the meeting or have arrangements made with your NOC representative prior to the meeting date.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Assistant Manager – Noise, Environment & Planning

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS:
JANUARY AND FEBRUARY 2019**

DATE: March 6, 2019

Each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website: <https://www.macenvironment.org/reports/>.

At the March 20, 2019 NOC meeting, MAC staff will provide a summary of this information for January and February 2019. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager – Noise, Environment & Planning

SUBJECT: **PUBLIC COMMENT PERIOD**

DATE: March 6, 2019

Members of the public are welcome to attend NOC meetings. During each meeting, a public comment period of no more than 20 minutes is added to each agenda. Individuals choosing to speak during the public comment period may do so by submitting a speaker card prior to the meeting start time or by contacting their NOC representative prior to the meeting date. Speaker cards will be made available at the sign-in table before each meeting. Submit completed speaker cards to the NOC Secretary or to any NOC member before the meeting begins.

Below are some rules of decorum for speaking at NOC meetings.

- Each speaker will have one opportunity to speak, and is allotted three (3) minutes. The public comment period is limited to 20 minutes.
- When called upon to speak, speak clearly into the microphone, state your name and address. If you are affiliated with any organization, please state your affiliation.
- Commenters shall address their comments to the NOC and not to the audience.
- Use of profanity, personal attacks, or threats of violence will not be tolerated.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: **2018 MSP ANNUAL NOISE CONTOUR REPORT AND
MITIGATION PROGRAM ELIGIBILITY**

DATE: March 6, 2019

In October 2007, the Metropolitan Airports Commission (MAC) and the cities of Minneapolis, Richfield and Eagan, received judicial approval of a Consent Decree that provided settlement of the noise mitigation lawsuits filed in 2005. Pursuant to the Consent Decree, the MAC is required, by March of each calendar year, to prepare an Annual Noise Contour Report that reflects an assessment of actual noise generated by aircraft operations at Minneapolis-St. Paul International Airport (MSP).

Consent Decree Background

The first amendment to the 2007 Consent Decree was initiated in 2013 and establishes Residential Noise Mitigation Program eligibility based on annual assessments of actual MSP aircraft activity rather than projections. To be eligible, a home must be located within the actual 60 dB DNL noise contour and exposed to a higher noise mitigation eligibility area when compared the previous noise mitigation program area for three consecutive years. The first of the three years must occur by 2020. The Full 5-decibel Reduction Package is offered to single-family homes meeting these criteria inside the actual 63 dB DNL noise contour while the Partial Noise Reduction Package is offered to single-family homes in the actual 60-62 dB DNL noise contours. A uniform Multi-Family Noise Reduction Package is offered to multi-family units within the actual 60 dB DNL noise contour. Homes will be mitigated in the year following their eligibility determination. The 2013 actual noise contour marked the first year in assessing this new mitigation program.

A second amendment was made to the 2007 Consent Decree in 2017. This amendment allows the use of the Aviation Environmental Design Tool (AEDT) to develop the actual noise contours each year, beginning with the 2016 actual noise contour. In 2015, AEDT became the federally-approved computer model for determining and analyzing noise exposure and land use compatibility issues around airports in the United States. The second amendment also provided clarity on the Opt-Out Eligibility criteria. Specifically, single-family homes that previously opted out of the Partial Noise Reduction Package may participate in the Full 5-decibel Reduction Package, provided the home meets the eligibility requirements.

2018 MSP Annual Noise Contours

The 2018 MSP Annual Noise Contour Report evaluation concludes that there was an overall decrease in residential structures within the 60 dB DNL noise contours as compared to both the 2017 actual and 2007 forecast noise exposure contours. Most areas around MSP have been provided noise mitigation beyond the actual 60 dB DNL noise exposure levels experienced in 2018. Based on the 406,913¹ total operations at MSP in 2018, the actual 60 dB DNL contour is approximately 28 percent smaller than the 2007 forecast contour, and the 65 dB DNL contour is approximately 39 percent smaller than the 2007 forecast contour. The predominant reduction in the contours from the 2007 forecast to the 2018 actual noise contour scenario is driven largely by a reduction in total aircraft operations by 482 average daily operations, 274 fewer average daily flights in Hushkit Stage 3 aircraft, and a daily average of 3.0 fewer flights during the nighttime. However, there continues to be small areas where the 2018 MSP actual noise contours extend beyond the 2007 forecast noise contours establishing First-, Second-, and Third-year Candidate Eligibility under the terms of the amended Consent Decree. This expansion of noise impacts can largely be attributed to nighttime runway use variances between what was forecasted for 2007 and what occurred in 2018, particularly an increase of the nighttime arrival operations on Runways 12R and 30L.

First-Year Candidate Eligibility

There are 313 single-family homes that achieved the first-year of eligibility with the 2018 MSP actual noise contour. All 313 homes are in Minneapolis. Of these, 216 homes are in the Partial Noise Reduction Package. All 216 of these homes were previously outside the mitigation program area. The 2018 actual noise contour includes 97 single-family homes within the first-year of eligibility for the Full 5-decibel Reduction Package. Additionally, there are 525 multi-family units within the first year of eligibility. If these 313 single-family homes and 525 multi-family units remain in a higher noise impact area compared to the previous noise mitigation program for two more consecutive years, they will be eligible for mitigation in 2022.

Second-Year Candidate Eligibility

The 2018 MSP actual contour contracted near both the arrival and departure lobes of Runway 30L, resulting in some homes in Minneapolis, Eagan and Inver Grove Heights not reaching a second consecutive year of eligibility. Of the 63 homes that met the first year of candidate eligibility in the 2017 actual noise contour, 16 achieved a second consecutive year of candidate eligibility with the 2018 actual noise contour. All 16 single-family homes are located on one block in Eagan within the Partial Noise Reduction Package. The homes on this block were previously eligible for homeowner reimbursements. There are no multi-family units within the second year of eligibility. If these 16 single-family homes remain in a higher noise impact area compared to the

¹ Based on airport operations counts documented by the Federal Aviation Administration Opsnet for MSP in 2018

previous noise mitigation program by virtue of the 2019 actual noise contour, they will be eligible for mitigation in 2021.

Third-Year Candidate Eligibility

There were 243 homes that met the Second-Year Candidate Eligibility in the 2017 Annual Noise Contour Report analysis. All 243 of these homes are located within the third-year eligibility area and are eligible to participate in the mitigation program in 2020.

Of the 243 homes that meet the Third-year Candidate Eligibility, a total of 164 single-family homes are eligible for the Partial Noise Reduction Package. Of these homes, 140 previously were located outside the eligibility area and 24 were previously eligible for homeowner reimbursements. These single-family homes are entered into the 2020 mitigation program to receive one of two mitigation options, as detailed in Section 9.5(b) of the first amendment to the 2007 Consent Decree. The remaining 79 single-family homes are eligible for the Full 5-decibel Reduction Package. Four of the homeowners of these 79 homes previously opted out of the Partial Noise Reduction Package. There are no multi-family units that meet the criteria for Third-year Candidate Eligibility.

Homeowners of eligible properties will be notified by the MAC in writing by mid-2019. In cases where homes have received previous reimbursement from the MAC, the value of those improvements will be deducted from the efforts required to increase the home mitigation relative to the actual noise level, per the amended Consent Decree. In cases where homes received previous improvements from the MAC, those efforts will not be duplicated in the design of future mitigation activity. The blocks meeting the First-, Second-, and Third-Year Candidate Eligibility by virtue of the 2018 MSP actual noise contours are shown in Figures 1 and 2.

Red blocks are those that were previously outside any previous mitigation area and are inside the Partial Mitigation Package area.

Orange blocks are those that were previously inside the mitigation reimbursement area and are now inside the Partial Mitigation Package area. Any previous reimbursements paid are deducted from the dollar allocation for the Partial Mitigation Package.

Blue blocks are those that were previously eligible for the Partial Mitigation Package and are now inside the Full 5-decibel Mitigation Package area. The value of previous mitigation provided to the home would be deducted from the Full 5-decibel Package.

Figure 1: 2018 MSP Noise Contours with Mitigation Program Eligibility – Minneapolis

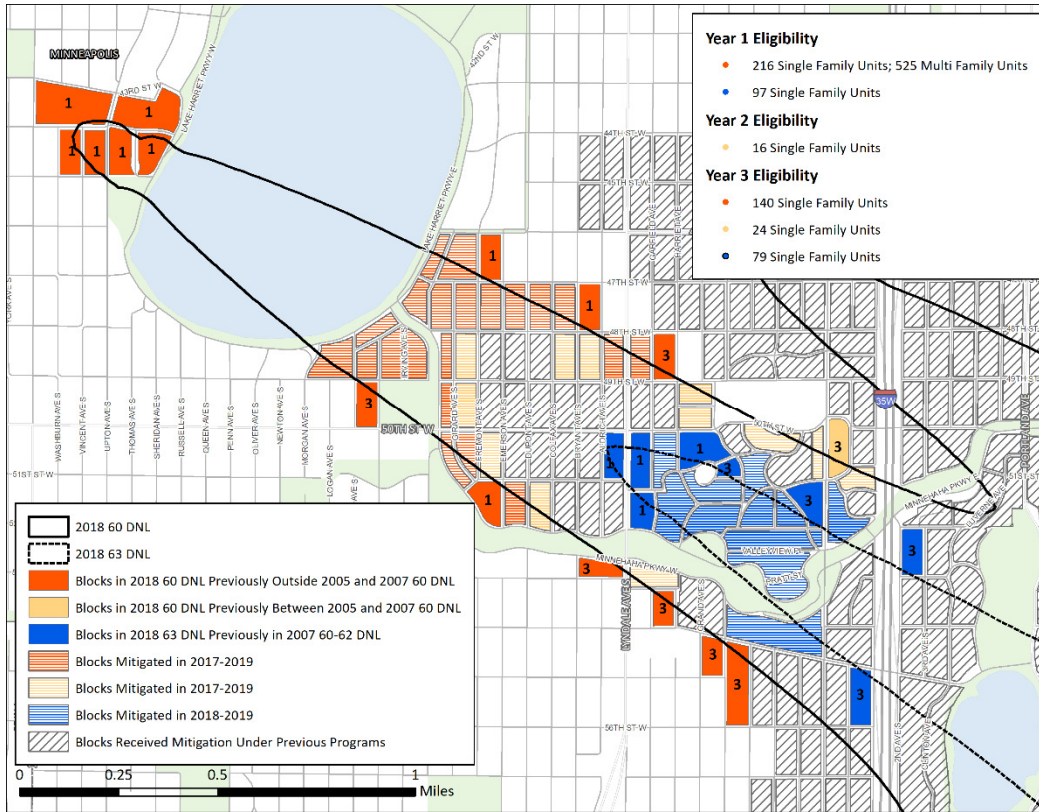
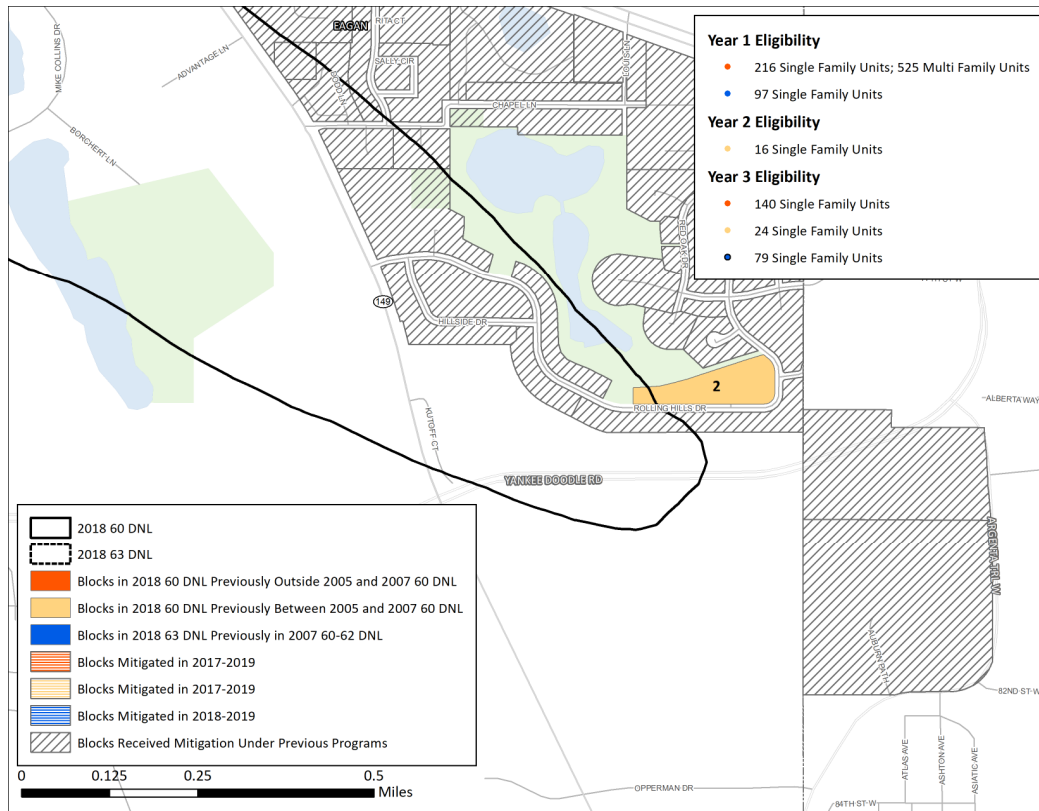


Figure 2: 2018 MSP Noise Contours with Mitigation Program Eligibility – Eagan



2017 Mitigation Program

In 2017 the MAC began the project to provide mitigation to 138 single-family homes that became eligible by virtue of the 2015 actual noise contour. As of February 4, 2019, 116 homes have been completed, 1 home is in the construction or pre-construction phase, 15 homes declined to participate while 6 homes were moved to the 2019 program as a result of homeowner action. Two multi-family structures were also eligible to participate in the Multi-Family Mitigation Program in 2017; one property is completed, and one property declined to participate.

The total cost for the 2017 Mitigation Program to date is \$2,409,317.

2018 Mitigation Program

In 2017 the MAC began the project to provide mitigation to 283 single-family homes that became eligible by virtue of the 2016 actual noise contour. As of February 4, 2019, 167 homes have been completed, 65 homes are in the construction or pre-construction phase, 27 homes declined to participate while 24 homes were moved to the 2019 program. The 2018 Mitigation Program does not include any multi-family properties.

The total cost for the 2018 Mitigation Program to date is \$4,847,480.

2019 Mitigation Program

In 2018 the MAC began the project to provide mitigation to 429 single-family homes that became eligible by virtue of the 2017 actual noise contour. As of February 4, 2019, including the carry-over homes from the 2017 and 2018 programs, 10 homes have been completed, 410 homes are

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: **MSP AIRPORT LONG-TERM PLAN AND STAKEHOLDER ENGAGEMENT UPDATE**

DATE: March 6, 2019

The MAC is responsible for long-term planning for each of its airports. The MSP Airport Long-Term Plan (“the Plan”) is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations.

The Plan will focus on evaluating when facility improvements are needed to accommodate projected demand in manner that is safe, efficient, orderly and cost-effective and that maintains and enhances customer service.

The Plan does not authorize construction or improvements to facilities. Nor does it serve as the basis for determining eligibility for noise mitigation programs. Rather, it helps the MAC better understand and plan for future facility needs.

A robust community and stakeholder engagement program – including creation of a Stakeholder Advisory Panel – will accompany various phases of the planning process, providing ample opportunities for public information, input and discussion.

An overview of the Plan, timeline and make-up of the Stakeholder Advisory Panel will be shared at the March 20, 2019 NOC meeting.

MEMORANDUM

ITEM 6

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager – Noise, Environment & Planning

SUBJECT: **2019 NCAA FINAL FOUR AIRCRAFT ACTIVITY UPDATE**

DATE: March 6, 2019

The 2019 NCAA Final Four is coming to Minnesota during the first week of April at US Bank Stadium. Increased passenger and aircraft activity levels are expected at MSP and the MAC's general aviation reliever airports between April 3 and April 8, 2019.

MAC staff wants to communicate to area residents that flight activity associated with this event is expected to increase at MSP and three primary reliever airports owned by the MAC. Staff created the following fact sheets to assist in communicating what to expect:

[2019 NCAA Final Four MSP Fact Sheet](#)

[2019 NCAA Final Four General Aviation Fact Sheet](#)

These fact sheets are available on the macnoise.com website, were shared with the NOC and attendees at the Winter Listening Session. Additionally, they will be sent to reliever airport advisory commissions and councils, as well as the cities that surround these airports. As the event draws closer, a news article will be posted on macnoise.com containing links to these fact sheets. NOC members are encouraged to share this information to interested members of the public.

At the March 20, 2019 NOC meeting, MAC staff will respond to questions pertaining to the Final Four communication plan.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Assistant Manager – Noise, Environment & Planning

SUBJECT: **WINTER LISTENING SESSION UPDATE**

DATE: March 6, 2019

One of the elements of the framework for the NOC includes convening a quarterly meeting with the public. The primary goal of Listening Sessions is to ensure residents' concerns are heard and considered as part of the ongoing effort by the MAC and the NOC to address aircraft noise and other topics related to MSP.

On January 23, 2019 at 7:00 PM, the Winter Listening Session was held at the MAC General Offices. Four residents attended the meeting, all of whom were from Eagan. Also in attendance were MAC staff, NOC Co-Chair – Jeff Hart, NOC Member and Delta Chief Pilot – Gordy Goss, NOC Member and Endeavor Chief Pilot – Chris Finlayson and Delta Chief Pilot – Paul Borgstrom.

MAC staff opened the meeting and asked each of the audience members to introduce themselves and where they were from. Staff then provided a brief update of NOC activities and MSP highlights in 2018. Staff detailed a portion of the elements of the Stakeholder Engagement Plan for the MSP Airport Long-Term Plan, before updating the group on some of the recent airline service announcements. The presentation concluded with one of the Noise Basics Videos available from the macnoise.com website.

The presentation slides are available on the Listening Session page on our website: <http://www.macnoise.com/our-neighbors/msp-quarterly-listening-sessions>

After the presentation, staff opened the floor for open discussion. Due the community attendees all residing in Eagan, the entire open floor discussion focused on MSP Runway 17 departure information. The topics raised during the conversation included:

- Runway 17 departure increases related to Converging Runway Operations (CRO)
- Wind directions that favor Runway 17 operations
- Differences between Runway 17 departure tracks during different airport configurations
- Runway 17 nighttime departures
- Elements of the federal Environmental Impact Statement related to initial construction of Runway 17-35
- Elements of the Environmental Assessment related to the Runway 17 Noise Abatement Departure Procedure

- Advantages and disadvantages of Area Navigation Standard Instrument Departure (RNAV SID) procedures
- Eligibility for the MAC's Noise Mitigation Program
- Future 2019 NOC Work Plan item to evaluate the use of Runway 17

The next Listening Session will be on April 24, 2019 at 7:00 PM. This Listening Session is being hosted by the cities of Mendota Heights and Sunfish Lake at the Mendota Heights City Hall, located at 1101 Victoria Curve, Mendota Heights, MN 55118.