



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



NOC Committee Members

Jeff Hart	User Co-Chair, Scheduled Airline Representative (Delta Air Lines)
Dianne Miller	Community Co-Chair, City of Eagan Representative (City of Eagan)
Ryan Barette	Minnesota Business Aviation Association Representative
John Bergman	At-Large Community Representative (Apple Valley City Council)
Cheryl Jacobson	City of Mendota Heights Representative (City of Mendota Heights)
John Klinger	Chief Pilot Representative (Delta Air Lines)
Patrick Martin	City of Bloomington Representative (Bloomington City Council)
Alex Mason	At-Large Airport User Representative (Endeavor Air, Inc.)
Angie Moos	Cargo Carrier Representative (United Parcel Service)
Linea Palmisano	City of Minneapolis Representative (Minneapolis City Council)
Casey Potter	Charter/Scheduled Operator Representative (Sun Country Airlines)
Ben Whalen	City of Richfield Representative (Richfield City Council)

MEETING AGENDA

November 10, 2021 at 6:00 PM

Dianne Miller, City of Eagan, will be the acting Chairperson for the meeting

VIRTUAL MEETING FORMAT ONLY - The meeting is open to the public.

To participate, please join using the following options:

Microsoft Teams Link: [Click here to join the meeting](#)

By Phone: 612-405-6798, phone conference ID: 175 009 047#

1. Consent

1.1. Approval of September 15, 2021 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: September and October 2021

1.2.2. Review of Fall Listening Session

1.2.3. Review of Residential Noise Mitigation Program Implementation Status

2. Public Comment Period

3. Business

3.1. Review and Approval of the 2021 NOC Accomplishments, 2022 NOC Work Plan, 2022 NOC Meeting Dates

4. Information

4.1. Update on the MSP Long Term Plan and Associated Stakeholder Engagement

4.2. Update on Eagan Request to FAA

4.3. Meet the Fleet

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
Wednesday, September 15, 2021, at 1:30 PM
By MS Teams, and Teleconference Only



Call to Order

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, September 15, 2021, by teleconference only. **Chair Hart** called the meeting to order at 1:30 p.m. The following participated in the teleconference:

Representatives: R. Barrette, J. Bergman, B. Cloud, C. Jacobson, J. Hart, J. Klinger, P. Martin, A. Mows, L. Olson, C. Potter, B. Whalen

Staff: Y. Bizen, C. Boyd, R. Fuhrmann, P. Hogan, B. Juffer, J. Lewis, J. Lea, A. Kes, C. Leque, K. Martin, D. Nelson, N. Pesky, B. Ryks, M. Ross, M. Takamiya, J. Welbes

Others: P. Dmytrenko, L. Moore – Bloomington, H. Rand – Inver Grove Heights, B. Hoffman – Saint Louis Park, K. Gallatin – Saint Paul, S. Fortier – FAA, D. Langer – FAA, N. Rao – FAA, J. Ronken – FAA, A. Scipioni, J. Westenberg, A. Nemcek, and other members of the public

A quorum of four Community Representatives, and four Industry Representatives was established by roll call attendance:

Community Representatives: J. Bergman, C. Jacobson, P. Martin, L. Olson, B. Whalen

Industry Representatives: R. Barrette, B. Cloud, J. Hart, J. Klinger, C. Potter

1. Consent

1.1. Resolution Honoring Pam Dmytrenko

Brad Juffer, Technical Advisor to the NOC, introduced a resolution honoring Ms. Dmytrenko's 22 years of dedicated and highly collaborative service, representing the City of Richfield in the airport noise community, as an original member of the NOC since 2002.

Chair Hart thanked Ms. Dmytrenko for her years of service and for the fairness, compassion, and dedication that she consistently contributed throughout her time representing the City of Richfield and the NOC.

Members Olson, Bergman, Waylen also expressed their appreciation for Ms. Dmytrenko's years of service and wished her all the best in her future endeavors.

1.2. Review and Approval of July 21, 2021, Meeting Minutes

There were no questions or revisions to the July 21st meeting minutes.

1.3. Reports

1.3.1. Monthly Operations Reports: July and August 2021

Michele Ross, Assistant Technical Advisor to the NOC, provided July and August 2021 operations updates. (Presentation materials are available on MACnoise.com):

July

- Total Operations: 28,922
- Nighttime Operations: 1,741
- North/South/Mixed: 27/54/13 (%)
- RUS (Priority 1/2/3/4): 33/21/0/46 (%)
- RJ/Narrow/Wide: 46/51/3 (%)
- Complaints: 10,691
- Complaint locations: 323
- Top 10 Households: 52%
- Hours of events*: 338
- Number of events*: 73,543
- R17 procedure: 99.8%
- EMH Corridor procedure: 95.7 %
- Crossing procedure day: 34.5%
- Crossing procedure night: 49.4%
- RUS: 54.3 %

August

- Total Operations: 28,407
- Nighttime Operations: 1,789
- North/South/Mixed: 22/58/14(%)
- RUS (Priority 1/2/3/4): 34/21/0/45 (%)
- RJ/Narrow/Wide: 44/53/3(%)
- Complaints: 12,691
- Complaint locations: 303
- Top 10 Households: 53%
- Hours of events*: 353
- Number of events*: 73,978
- R17 procedure: 99.6%
- EMH Corridor procedure: 95.6%
- Crossing procedure day: 33.6%
- Crossing procedure night: 43.5%
- RUS: 54.8%

* Aircraft sound events above 65dB.

Chair Hart thanked Ms. Ross for her report, then asked the Committee if they had any questions. Hearing none, Chair Hart asked for a motion to approve the consent agenda.

Member Bergman moved, and **Member Martin seconded** approval of the Consent items listed above. The motion passed on the following roll call vote:

Ayes: Eleven - Barrette, Bergman, Cloud, Jacobson, Klinger, Hart, Martin, Mows, Olson, Potter, Whalen

Nays: None

Abstain: None

2. Public Comment Period

Janet Westenberg, of 5893 Portland Avenue in Minneapolis, commented that she moved to the area in March when air traffic was still greatly reduced due to the pandemic. She was not fully aware of the noise level when she purchased her home. Ms. Westenberg mentioned that there are days when airplane noise is so loud, and so often, that she is not able to hold a conversation outside of her home. Ms. Westenberg is familiar with flight tracker and can see when a plane will be taking off from MSP. She inquired if noise levels are predictable and if so, could a noise schedule be posted for the communities surrounding MSP to inform optimal timing for outdoor gatherings.

Chair Hart thanked Ms. Westenberg for her comments and mentioned that ordinarily he does not respond to public comments but wanted to share that flight arrivals and departures are based on wind direction, which is hard to predict daily. When the wind is from the north-northwest departures may occur over Ms. Westenberg's area. Wind from the south-southwest will facilitate arrivals over the same area. That is generally how traffic is slotted at MSP.

Member Olson remarked that the Committee does not typically respond to comments during the public comment period, however, as the City of Minneapolis representative, Member Olson thanked Ms. Westerberg for her comments, noting that the Committee hears her concerns, and thanked her for attending the meeting.

Chart Hart thanked Member Olson for her remarks and asked if anyone else would like to comment. Hearing none, Chair Hart moved the agenda forward to item 3.

3. Business

There were no business agenda items.

4. Information

4.1. Guest Speaker: MAC/MSP Update – MAC Executive Director/CEO, Brian Ryks

Mr. Ryks, thanked for the Committee for the opportunity to speak with them. He last spoke to the Committee in July 2020. Mr. Ryks recognized the recent appointments and reappointments to the committee and thanked the members for their commitment and their time given to the important matters that come before them regarding noise impacts for all neighboring communities. Mr. Ryks also recognized Jeffrey Hart and Diane Miller, for their re-election as committee chairs. He mentioned that both Chair Hart and Chair Miller have been longstanding members of the committee and their work and leadership is greatly appreciated. Mr. Ryks also thanked Pam Dmytrenko, for her many years of service as a member of the NOC. Ms. Dmytrenko was an original member of the committee formed in 2002. She served the City of Richfield through her roles on the Planning Commission and the Development Corporation and School Board. Mr. Ryks said the NOC Committee and the MAC appreciated all that she has done for her community and MSP.

Mr. Ryks presented the following information regarding the impact of COVID-19. Prior to 2020, MSP had ten straight years of passenger growth, reaching a record of 39.5 million passengers in 2019. In 2020 total passengers declined more than 62 percent due to COVID-19 pandemic impacts across the industry. Aircraft operations were steady over the last decade until 2020, when the pandemic caused operations to decline about 40 percent to roughly 245,000 landings and takeoffs. Due to the severe impacts on passenger numbers and operations, US airports are projected to lose \$40 billion over two years, through March 2022. MAC losses are projected to be \$215 - \$220 million in 2020. MAC's projected revenue decline is \$93 million in 2021. The MAC is forecasting 2022 revenues will remain nearly \$50 million below those of 2019.

To help offset losses that have been felt across the industry, airports have seen appropriations in three federal COVID-19 relief grant programs since the pandemic began. The CARES ACT of March 2020 and the Coronavirus Response and Relief Supplemental Act of December 2020 total \$158 million dollars for MSP and \$678,000 for other MAC airports. Through the third grant, the American Rescue Act of 2021, MSP will receive \$118 million. \$16.4 million are earmarked to assist concession partners. MAC reliever airports will receive more than \$620 thousand in assistance. This funding has been critical to the sustainability of MAC's airports, along with drastic budget cuts and a pause on hiring at the MAC in 2020. The MAC is being conservative with funds.

The MAC has provided relief to key partners during the pandemic. To position MSP for a strong recovery period it was important not only to protect the MAC's short term financial interests but also provide relief to the tenants who generate revenues for the MAC long term. The MAC provided approximately \$68 million in aid to the airlines through deferred fees or credit for rates and charges

and has provided \$35 million to date for concessionaires, auto rental and passenger service businesses, through waived fees and credits.

In 2021, MSP passenger enplanements have trended up each month through July, the latest airline data available. July was the busiest month since February 2020, down 25% of pre-pandemic levels, or 2.8 million total passengers through the first seven months of the year, the level of total passengers is about 43 percent down from 2019 levels. There was a significant spike of passenger traffic for Labor Day holiday weekend, with a couple of days reaching more than 90 percent of 2019 levels for the same time period. The full week average approached 80 percent of pre-pandemic levels. The recent spike or wave of COVID-19 cases across the US has resulted in a downward trend in passenger levels and throughput at checkpoints has declined the last five weeks.

The biggest impacts to flights at MSP occurred 18 months ago. Suspended routes totaled 105 and 91 routes remained. In July 2021, MSP reached a pandemic peak of 189 active routes with 426 average daily departures. This month, airlines are operating 186 routes – 175 domestic and 11 international and just 32 routes remain suspended. Airlines are scheduled to operate 399 average daily departures in September, compared to 288 a year ago.

This fall, a new airline will serve MSP. Allegiant will become the 18th passenger airline when it begins service on October 1st with service to Destin, Florida and then later to Asheville, North Carolina; Palm Beach, Florida; Punta Gorda, Florida, and Phoenix – Mesa, Arizona. Allegiant will be operating out of Terminal 2. Sun Country announced it will also begin serving several of those same routes this fall from MSP.

International recovery has been slower due to more stringent health safety regulations, but there are some positive changes for MSP. Notable restarts include Delta's Amsterdam service, which resumed in February. Then in May, Delta resumed Mexico City and Reykjavik, Iceland. In June, Delta resumed its Paris route from MSP. Air France also restarted Paris service. Also, restrictions to Canada have softened recently allowing for restarts this month of Delta to Winnipeg, and Air Canada to Toronto.

A few other operational updates: daily parking, which is a key revenue source for the MAC, has been trending up. In the last couple of months, it has approached about 75 percent of 2019 levels, with an average 10,000 to 11,000 vehicles in the ramps. That is still nearly a one-million-dollar shortfall in revenue for August alone. The MAC has a long way to go to fully recover revenues.

On the concession side, September began by reaching a milestone of 75 percent of all venues now operating at MSP. This is up from about 25 percent at the lowest point a couple of months into the pandemic in 2020. About 20 percent of MSP venues are fully operational. The MAC concession team has been working with all of food, beverage, retail, and specialty service partners to open venues that support airline activity and demand by concourse or other location.

The full recovery of operations and passengers is still dependent on health and safety protocols that were first put into place soon after the pandemic hit. Those health and safety measures are part of the Travel Confidently MSP program. This robust cleaning program includes electrostatic spraying and more frequent Terminal wide cleaning, particularly of the security checkpoints and other high touch areas such as restrooms, handrails and elevator call buttons. Social distancing signs, floor decals and seat blockers promote social distancing throughout both Terminals. There are more than

250 hand sanitizing stations throughout MSP's Terminals. Acrylic Shields are in-place in areas where passengers and airport employees interact to provide an additional layer of protection. The MAC began mandating face mask coverings in July 2020. This past summer, the MAC pulled back its local ordinance on face coverings due to a more unified federal regulation that was enacted in early 2021. The federal regulation, enforced by the TSA, requires the wearing of face masks inside all airports, on aircraft and other forms of public transportation. The enforcement of the federal mask regulations was recently extended through January 2022.

In January, MSP received two Health and Safety Facility Accreditations: GBAC Star, and the Airport Health Accreditation Programs for minimizing the spread of COVID-19 and combating future health threats. These awards require the highest standards of facility cleanliness, safety, and operational measures. Consistent global standards build consumer confidence in airport health safety to help support a sustained recovery of air travel.

Testing and vaccines are leading the way to a more sustainable recovery. About ten months ago, the Minnesota Department of Health opened a public COVID-19 PCR Saliva testing site. It's open to residents and travelers and it can handle as many as 1,500 tests per day. In early March, an MSP COVID-19 Rapid testing site opened in Terminal 1. The Wandertest service is available for all passengers for a fee of \$99 to \$199. Wandertest offers antigen testing, AAT testing, and PCR testing. It is located pre-security, Terminal 1, on level three, of the Gold ramp. In June, the State opened two public vaccination sites at MSP. The Terminal 1 location is in the airport mall for ticketed passengers and airport employees. The Terminal 2 site is open in the pre-security area on the ground level between ticketing and the escalators. It does not require an airline ticket to visit. The State vaccinations site will be open through this month or longer. People can obtain more information and make appointments through the Minnesota Vaccine Connector website (vaccineconnector.mn.gov).

A more touchless journey is also giving travelers confidence when they fly. Pre-booked parking is an online reservation system for Terminal 1 with online advanced payment and a guaranteed parking space. Customers receive a confirmation email with a QR code to enter and exit the parking ramps. Simplified arrival was introduced at MSP in January. It streamlines the process of re-entering the country. MSP ASAP is a one-stop online ordering platform for food pickup or delivery with a robot, or droid, making deliveries - customers pick up their order from its cargo bin. You can find the ordering portal at ASAP.MSPairport.com.

The MAC is building on a strong record of success when it comes to air service and is also investing heavily in technology and infrastructure to respond to customer demand and elevated passenger experience. The MAC is re-imagining success in a post pandemic aviation industry. Two major projects that were completed at MSP, in 2020, vastly improved passenger experience at Terminal 1. Due to reduced road traffic as a result of the pandemic, a project to rebuild the inbound roadway into Terminal 1, using concrete instead of asphalt was expedited. That project was coordinated along with the State's Highway 5 improvement project that was completed last year. The other project is the completion of the Silver Ramp, which gave MSP future parking capacity for when traffic rebounds. All car rental facilities as well as most ground transportation services for Terminal 1 were relocated, including the metro transit bus system. Currently, the focus continues on Terminal 1 operational improvements to improve the flow of passengers and visitors between checkpoints and all levels. The Terminal has been expanded fifteen feet toward the roadways, which is allowing more room for social distancing in the ticketing and baggage claim areas. In the past year, a new

core of elevators and escalators was opened in the center of the Terminal that moves people more efficiently between all levels. On the arrival levels, four new baggage carousels have been put in place and existing carousels will continue to be replaced. New restrooms, seating and improved lighting are also elevating the arrival experience in the baggage claim area of Terminal 1.

The G concourse expansion project is roughly the area of G-17 to G-22, near the G- C connector skyway bridge. The gate area is being extended over the ramp and the new interior will feature a rotunda. Space is being added for a future Delta Skyclub. This project will also create a much more expansive walking corridor, more comfortable and spacious gate seating, new restrooms, and improve concession spaces. the project will be completed in early 2022. The Delta Skyclub will be completed at a later date.

The MAC is committed to sustainability and enhancing its economic viability, operational effectiveness, the environment, it's social responsibility within the Twin Cities, and as a neighbor to many communities. Through investments in the capital improvement program, (CIP), projects and in daily operations, we are advancing toward our 2030 sustainability goals in the areas of Emissions, Water, Waste and Employee Engagement. The MAC has formed working groups that are developing road maps for reaching the Emissions, Water and Waste goals. These goals help shape future strategic planning and decision making. The biannual sustainability survey was just completed-which helps to identify employee's overall awareness of, and participation in the MAC's sustainability efforts.

The [MAC's Residential Noise Mitigation Program](#) is also very important to this region. The relief provided to homeowners has been critical in making a positive impact in communities through our original program, and the subsequent versions stemming from the 2007 Consent Decree Program and amended again in 2013. The MAC program has mitigated noise in more than 7,800 homes, 1,300 multifamily units and 19 schools. Mr. Ryks thanked the Committee for partnering with the MAC in the past and he mentioned looking forward to working with the cities in the weeks ahead to help extend this very valuable program.

A commitment to excellence is important to the MAC. Our vision is to provide people's best airport experience. The MAC is continually working with airport partners: airlines, concessionaires, the TSA, and others to continue providing a consistently excellent experience for travelers going forward. Based on customer feedback through the ASQ program, MSP was named the best airport in North America in its size category of 25 to 40 million passengers per year for 4 straight years between 2016 - 2019. This year, Mijksenaar (Mike-Sen-Ar), a prominent international architectural and wayfinding design firm, released its North America Digital Airport Index for 2021. MSP was ranked #1 out of the top 50 airports. The index considers several factors: connectivity, social service and automation, website, interactive maps, digital wayfinding, commerce, social media, and data. Mr. Ryks mentioned that recent investments in systems, both for travelers and across our organization to improve operations, are really paying off. Just a couple of weeks ago, MSP was honored by the Air Transport Research Society, (ATRS). MSP was named as the most efficient airport in North America in its class, 25 - 40 million passengers. MSP was one of 12 airports recognized globally in the annual benchmarking awards. This validates the MAC's long-standing commitment to safe and efficient airports. Our budget goals focus on the efficiency, maintaining healthy operating reserves, debt coverage and keeping airline fees in the low third of large hub airports. MSP has won this award four times in the last five years. Since the award process requires in-person passenger interviews,

MSP did not pursue the award for 2020, to keep passenger safe from close contact with an interviewer.

Operational efficiency supports efforts to grow air service for the region and provide travelers with the best airport experience. MSP is the largest economic generator in the region, creating jobs and economic output while playing a key role in attracting, and retaining, businesses. \$15.9 billion total economic output, 86 thousand jobs in 2016, based on a study by Intervistas Consulting Inc. Based on arrivals through MSP, visitor spending is \$2.5 billion.

Currently, there are a lot of opportunities to work and volunteer at MSP. Tenants, concessionaires, airlines, car rental companies and aviation related businesses have hundreds of jobs to fill to build back services and operations as the airport recovers from the impacts of the pandemic. MSP Airport Foundation is also looking to grow its team of volunteers, many who helped welcome our passengers and provide traveler assistance every day. Visit MSPairport.com/employment to find out more about all of the career and volunteer opportunities at MSP.

Mr. Ryks wrapped up his presentation with a slide of the beautiful, newly completed, interactive sculpture in Terminal 1, titled the Aurora by artist Jenn Lewin.

Chair Hart thanked Chief Executive Officer Ryks and said that he always looked forward to Mr. Ryks annual presentation and hearing about all of the happenings at the MAC. Chair Hart then opened the floor for questions.

Questions:

Member Bergman thanked Mr. Ryks for his presentation and commented that [Holman's Table](#), a restaurant at Holman's Field, St. Paul Airport is wonderful from the food to the presentation and the staff. He remarked that it would be great to have this service available at other reliever airports.

Mr. Ryks thanked Member Bergman for his comment and concurred that it is an outstanding restaurant with fantastic food. He also went on to thank Mr. Juffer, Ms. Ross, and Ms. Dana Nelson for the fantastic work they do. He said that they are extremely responsive and have developed great relationships with the entire community.

Chair Hart asked if there was any discussion of changing the vaccine offered at the airport site to one of the MRNA types. Mr. Roy Fuhrmann answered that the Johnson & Johnson vaccine choice is coordinated by the State. One of the reasons for using the J & J vaccine is that it is a one injection dose, which is logistically easier for the vast majority of airport employees. Member Bergman concurred and voiced his support for keeping the J & J vaccine.

4.2. Draft 2022 NOC Work Plan

Brad Juffer, Technical Advisor to the NOC, presented the initial 2022 draft work plan for NOC consideration. The draft is comprised of elements from the previous year's work along with items that the Committee should consider, review and/or take action, on in the upcoming years. These are grouped into three categories: Residential Noise Mitigation Program, Community Relations, and other specific efforts. Public input is continually reviewed as well.

A couple of the notable items that are reviewed annually are the 2021 Noise Contour Report and the MSP annual aircraft noise complaint data assessment. The complaint report was added two

years ago, as an ad hoc report, but is something that was kept in the annual work plan because of the valuable information that it provides to the NOC. Another item, 2E, is an update on Converging Runway Operations at MSP as that is still something that the FAA is working through. Another item, 2G, is an update on the FAA 's Neighborhood Environmental Survey. The FAA continues to review comments that they have received on that document, they will keep the NOC informed of any updates that come from the agency.

It is anticipated that there will be additional elements to add to it before this plan is finalized prior to 2022. That process includes public outreach in the form of the Fall listening session, 6pm, October 27th, along with any input received from committee members between now and November. The process is finalized by the NOC at the November meeting and then the work plan will be presented to the MAC's PD & E committee on December 6th for acceptance and final approval.

Questions:

There were no questions from the Committee.

4.3. Meet the Fleet

Brad Juffer, Technical Advisor to the NOC, noted that the first Meet the Fleet video, produced by the MAC, was presented to this committee in July. The intent was to give viewers a behind the scenes perspective of some of the aircraft that operate at MSP and to provide salient facts and figures them. This is the second video in the series which highlights the Airbus A220. Mr. Juffer thanked Delta Airlines, and NOC member Paul Borgstrom for his willingness to star in the video and provide background information from his perspective.

Mr. Juffer played the video for the Committee. The [Meet the Fleet](#) video is posted on the [MACNoise.com](#) website. It was also posted to [YouTube](#) under the MSP airport section.

Questions:

Chair Hart commented that the video that was really well done. He thanked Member Borgstrom and Mr. Juffer for sharing it with the committee and remarked that Delta now has 50 of the A-220 aircraft in its fleet, the last one was delivered May 29 of this year, so it is getting to be a sizable fleet.

4.4. Review of Summer Listening Session

Michele Ross, Assistant Technical Advisor to the NOC, and Assistant Manager for Community Relations for the MAC, provided May and June 2021 operations updates.

MAC Community Relations staff conducted a virtual Summer Listening Session, July 28th. Attendees included three residents from Minneapolis, FAA staff, NOC representatives Paul Borgstrom, Cheryl Jacobson, Linea Palmisano, and Loren Olson, and four MAC staff. Four residents from Egan also submitted online comments. Staff provided a brief NOC update, regarding the Residential Mitigation Program, construction projects, and premiered the [Meet the Fleet](#) video series. During the open conversation that occurred following the presentation, Minneapolis residents asked clarifying questions regarding the future of the mitigation program, program eligibility parameters and independent mitigation best practices. Online comments from Egan residents were related to the return of air traffic to Runway 17. Each online comment received an emailed response.

Questions: There were no questions regarding the listening session.

5. Announcements:

Fall Listening Session

Wednesday, October 27, 2021 @ 6pm

Location TBA

November NOC Meeting

Wednesday, November 10, 2021 @ 6pm

Location TBA

6. Adjourn

Chair Hart thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:56 pm.

MEMORANDUM

ITEM 1.2.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: SEPTEMBER AND OCTOBER 2021**

DATE: October 27, 2021

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://customers.macnoms.com/reports>.

At the November NOC meeting, MAC staff will provide a summary of this information for September and October 2021. To view these summary reports prior to the meeting, visit the "Archive" section at the link above.

MEMORANDUM

ITEM 1.2.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **REVIEW OF FALL LISTENING SESSION**

DATE: October 27, 2021

One of the elements of the framework for the MSP Noise Oversight Committee (NOC) includes convening a quarterly meeting with the public. This report reviews the recently held Fall Listening Session.

The primary goal of Listening Session meetings is to ensure residents' concerns are heard and considered as part of the ongoing effort by the MAC and the NOC to address noise and other topics around MSP.

The Fall Listening Session will be held on October 27, 2021 at 6:00 P.M. This meeting is an opportunity for community members to provide feedback and input on the 2022 NOC Work Plan. At the November NOC meeting, MAC staff will provide a summary of the input and questions received from residents during this meeting.

The next Listening Session will be held on January 26, 2022. Further details will be made available on the [MAC](#) website.

MEMORANDUM

ITEM 1.2.3

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: REVIEW OF RESIDENTIAL NOISE MITIGATION PROGRAM IMPLEMENTATION STATUS

DATE: October 27, 2021

The NOC 2021 Work Plan includes a review of the residential noise mitigation program implementation.

For nearly three decades, the MAC has administered one of the most aggressive noise mitigation programs in the world for communities surrounding Minneapolis-St. Paul International Airport (MSP). Since 1992, the MAC has spent over \$500 million on noise mitigation programs. This includes insulating more than 15,000 single-family homes, 3,300 multi-family units, 18 schools and acquiring over 400 residential properties affected by MSP aircraft activity. The MAC is committed to continue mitigating homes impacted by MSP activity based on an amended Consent Decree until the year 2024.

Amended Noise Mitigation Program

Under the provisions of the First and Second Amendments to the Consent Decree, filed by the MAC, the cities of Minneapolis, Richfield, Eagan, and the Minneapolis Public Housing Authority, properties must meet certain criteria to be considered eligible for participation in the MAC noise mitigation program.

First, as stated in the Amendment:

“The community in which the home is located has adopted local land use controls and building performance standards applicable to the home for which mitigation is sought that prohibit new residential construction, unless the construction materials and practices are consistent with the local land use controls and heightened building performance standards for homes within the 60 DNL Contour within the community in which the home is located.”

Second, as stated in the Amendment:

“The home is located, for a period of three consecutive years, with the first of the three years beginning no later than calendar year 2020 (i) in the actual 60-64 DNL noise contour prepared by the MAC under Section 8.1(d) of this Consent Decree and (ii) within a higher

noise impact mitigation area when compared to the Single-Family home's status under the noise mitigation programs for Single-Family homes provided in Sections 5.1 through 5.3 of this Consent Decree or when compared to the Multi-Family home's status under the noise mitigation programs for Multi-Family homes provided in Section 5.4 of this Consent Decree. The noise contour boundary will be based on the block intersect methodology. The MAC will offer noise mitigation under Section IX of this Consent Decree to owners of eligible Single-Family homes and Multi-Family homes in the year following the MAC's determination that a Single-Family or Multi-Family home is eligible for noise mitigation under this Section.”

In cases where homes have received previous reimbursements or mitigation from the MAC, those improvements will be deducted from the efforts required to increase the homes' mitigation relative to the actual noise level, per the amended Consent Decree. A second amendment was made to the Consent Decree in 2017. This amendment allows the use of the Aviation Environmental Design Tool (AEDT) to run 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 United States airports. 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.

2017 Noise Mitigation

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. 117 homes were completed in this program, 9 homes declined to participate, and 12 homes were moved to later programs.

Two multi-family structures were eligible to participate in the Multi-Family Mitigation Program in 2017; one property was completed, and one property declined to participate.

The total cost for the 2017 Mitigation Program was \$2,442,685.

2018 Noise Mitigation

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. 230 homes were completed in this program, 17 homes declined to participate while 36 homes were moved to later programs.

The total cost for the 2018 Mitigation Program was \$7,292,905.

2019 Noise Mitigation

In 2018, the MAC began the project to provide mitigation to 426 single-family homes that became eligible by virtue of the 2017 actual noise contour. As of October 14, 2021, 371

homes have been completed and 55 homes have declined to participate. The total cost for the 2019 Mitigation Program to date is \$13,333,018.

2020 Noise Mitigation Program

In 2019, the MAC began the project to provide mitigation to 243 single-family homes that became eligible by virtue of the 2018 actual noise contour. As of October 14, 2021, including the homes transitioned from previous programs, 219 homes have been completed, 45 homes are in the construction or pre-construction phase and 31 homes have declined to participate. The total cost for the 2020 Mitigation Program to date is \$7,395,628.

2021 Noise Mitigation Program

In 2020, the MAC began the project to provide mitigation to 16 single-family homes that became eligible by virtue of the 2019 actual noise contour. As of October 14, 2021, 4 homes have been completed, 10 homes are in the construction or pre-construction phase and 2 homes have declined to participate. The total cost for the 2021 Mitigation Program to date is \$70,804.

At the November 10, 2021 NOC meeting, staff will be available to answer questions regarding the 2017 – 2021 Residential Noise Mitigation Programs.

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: October 27, 2021

Members of the public are welcome to listen to the NOC meeting. During the meeting, a public comment period of no more than 20 minutes is included on the agenda. Individuals who wish to speak during the public comment period may do so by following the directions of the chairperson.

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.
- The chairperson will open the public comment period by asking for participants who wish to speak to indicate their desire following the direction of the chairperson. When called upon to speak by the chairperson, the meeting organizer will unmute your line. Speak clearly into your phone and 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.
- Interruptions from the audience, such as speaking out of turn, shouting, and other disruptive behavior are not permitted.
- If special assistance is needed to make a public comment, please contact the NOC Secretary at least two days prior to the meeting by sending an email to: nocsecretary@mspmac.org.

MEMORANDUM

ITEM 3.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **REVIEW AND APPROVAL OF THE 2021 NOC ACCOMPLISHMENTS, 2022 NOC WORK PLAN, 2022 NOC MEETING DATES**

DATE: October 27, 2021

At the September 15, 2021 NOC meeting, members reviewed a proposed 2022 Work Plan Draft. The Draft 2022 NOC Work Plan is attached. Additionally, the NOC's Fall Listening Session will be held on October 27, 2021 to solicit ideas for what citizens also would like the NOC to consider in 2022.

The pages following include the Draft 2021 NOC Accomplishments, the Draft 2022 NOC Work Plan and the Draft 2022 NOC Meeting Dates.

Following NOC approval, the 2022 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-Chairs on December 6, 2021 at 10:30 AM.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2021 MSP NOC ACCOMPLISHMENTS, 2022 MSP NOC WORK PLAN AND 2022 NOC MEETING DATES



MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2021 NOC ACCOMPLISHMENTS



1. Received ongoing review of MSP monthly operations reports which include aircraft noise complaints, operations, runway use, noise events, and compliance with noise abatement procedures.
2. Evaluated citizen input received during quarterly Listening Sessions as possible discussion topics at future NOC meetings. Ideas collected during the Fall Listening Session were documented from citizens who expressed what they would like the NOC to consider specifically for its 2022 Work Plan.
3. Completed a [Fleet Mix and Nighttime Operations Assessment](#) which, in addition to evaluating fleet mix and nighttime operations, included certificated noise levels for aircraft operating at MSP and aircraft altitude trends.
4. Completed the [2020 MSP Complaint Data Assessment](#).
5. Pursuant to the Second Amendment to the Consent Decree, reviewed the [MSP 2020 Annual Noise Contour Report](#) published February 2021. The report noted that based on the 244,877 total operations at MSP in 2020, the actual 60 dB DNL contour is 58% smaller than the 2007 forecast contour, and the 65 dB DNL contour is 66% smaller.
6. Received updates from Delta Air Lines, Sun Country Airlines and the MAC's Director of Air Service Development about airline schedules and impact to airport operations resulting from the COVID-19 pandemic.
7. Received a briefing from FAA on their Neighborhood Environmental Survey, prepared and submitted a comment letter on the Federal Docket which was subsequently endorsed by the MAC Commission.
8. Received updates on airfield construction activity.
9. Received a briefing from FAA on Converging Runway Operations (CRO).
10. Received updates on on-going outreach activities including the [Meet the Fleet](#) series.
11. Reviewed aviation-related research initiatives from FAA Center of Excellence/ASCENT, TRB, and other researchers.
12. Heard from the MAC Executive Director and CEO, Brian Ryks on updates on the organization, recent accolades, trends in passengers and operations, and future development at MSP.
13. Completed the [Minnetonka Mobile Sound Study Report](#).
14. Reviewed status of the MSP Residential Noise Mitigation Program Implementation.
15. Supported continuation of the MSP noise mitigation program in a manner consistent with the provisions of the Consent Decree and requested MAC staff explore continuing the program with the parties to the Consent Decree.

16. Passed a resolution honoring Pam Dmytrenko for her service to the MSP Airport noise community.
17. Received an update on the MSP Long Term Plan and associated Stakeholder Engagement Program.



MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2022 NOC WORK PLAN



1. Residential Noise Mitigation Program

- a) Review Residential Noise Mitigation Program Implementation Status

Description: Staff from MAC Airport Development will update the NOC on the current Mitigation Program.

2. MSP Community Relations Specific Efforts

- a) 2021 Actual Noise Contour Report and the Consent Decree Noise Mitigation Program Eligibility

Description: Each year in March, under the terms and conditions of the amended 2007 Consent Decree, MAC publishes an Annual Contour Report for the previous year. Staff will provide an update on the Contour Report and mitigation efforts underway in support of the Amended Consent Decree program.

- b) MSP Fleet Mix and Nighttime Operations Assessment

Description: MSP is federally obligated to stay open 24 hours per day. Recognizing the impacts of nighttime operations, the NOC regularly assesses nighttime trends in airport operations. This is an annual assessment reviewing actual and scheduled nighttime operations at MSP.

- c) MSP Annual Aircraft Noise Complaint Data Assessment

Description: Complaints are one of the tools the MAC uses to communicate with the community about aircraft activity and report to the NOC about concerns received from airport neighbors. This annual assessment reviews MSP complaints and households filing complaints.

- d) Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives

Description: This is an annual report on the status of scientific, engineering, and medical research literature prepared by universities, governmental organizations, and transportation boards located within the United States.

PARTNER – Partnership for AiR Transportation Noise and Emissions Reduction

TRB – Transportation Research Board, which manages Airports Cooperative Research Program (ACRP)

FICAN – Federal Interagency Committee on Aviation Noise

e) Update on Converging Runway Operations at MSP

Description: The FAA began applying new CRO mitigation strategies for both parallel runways in March 2016. The FAA will provide updates on this topic throughout 2022.

f) Update on the MSP Long Term Plan Update and Associated Stakeholder Engagement

Description: The MAC is currently preparing the 2040 Long-Term Plan. Throughout 2022, the MAC will provide regular updates to the NOC on the progress of the LTP and associated stakeholder engagement.

g) Update on the FAA's Neighborhood Environmental Survey

Description: In 2021, the FAA released a summary of the research programs it sponsors on civil aircraft noise that could potentially inform future aircraft noise policy. The agency is assessing the survey results to determine if changes to the federal noise measurement methods and/or compatible land use considerations are warranted. The NOC will receive updates on this process as developments are made.

h) Update on Eagan Request to FAA

Description: In September 2019, the City of Eagan requested NOC endorse numerous proposed flight procedure changes to the MAC Board and FAA. These changes were intended to reduce aircraft departure overflights in the City of Eagan. Throughout 2020, the NOC, MAC and FAA reviewed the procedure adjustments, moving one forward for FAA feasibility and safety assessment. In September 2020, the FAA communicated to the MAC and the NOC that the agency may be able to implement the request, but this effort was temporarily paused because the lower flight traffic levels during the COVID-19 pandemic did not offer the FAA an opportunity to test the procedure request. The NOC will receive updates on this process as developments are made.

i) Guest Speaker: Brian Ryks, MAC Executive Director / CEO

Description: NOC will receive an update on the MAC organization, recent accolades, trends in passengers and operations, and future development at MSP in addition to other pertinent topics.

j) MSP Air Service Updates

Description: The COVID-19 pandemic has substantially impacted activity at MSP. Passenger levels and associated aircraft takeoffs and landings have been depressed below normal levels since late March 2020. In 2022, MSP airline representatives and MAC will provide an update about future airline schedules.

k) VOR-MON

Description: In 2020, the FAA presented to the NOC information about the nationwide VOR Minimum Operational Network (MON) program. The FAA will be invited to provide an update on the status of the regional VOR network set for decommissioning, the proposed timeline for these activities, and the potential impact to airport operations at MSP.

3. Continue to Review Input Received from the NOC Listening Sessions as Possible Agenda and Work Plan Items



MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2022 NOC MEETING DATES



NOC meetings are held six times each year typically on the third Wednesday of January, March, May, July, September, and November (odd-numbered calendar months). Staff recommends the following 2022 NOC meeting dates:

- *January 19, 1:30 PM*
- *March 16, 1:30 PM*
- *May 18, 1:30 PM*
- *July 20, 1:30 PM*
- *September 21, 1:30 PM*
- *November 16, TBD*

The agenda packet for each meeting will be distributed and published two weeks prior to each meeting. An agenda review session will be arranged prior to NOC Meeting for all appointed NOC members and alternates. Each NOC meeting is scheduled to be held in the Lindbergh Conference Room at the MAC General Office building, unless otherwise noted.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **UPDATE ON THE MSP LONG-TERM PLAN AND ASSOCIATED STAKEHOLDER ENGAGEMENT**

DATE: October 27, 2021

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.

Ms. Lydia Werner, MAC Airport Planner, will provide a status update of the MSP Long-Term Plan and associated engagement activities will be shared at the November 10, 2021 NOC meeting.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **UPDATE ON EAGAN REQUEST TO FAA**

DATE: October 27, 2021

In September 2019, the Eagan City Council sent a letter to the NOC requesting endorsement of the recommendations developed by the Eagan Airport Relations Commission to modify specific procedures to reduce the number of departures from MSP that fly over residential portions of Eagan.

The NOC considered the letter and the specific requests in November 2019 and forwarded its endorsement of four requests to the MAC Commission for review. In December 2019, the MAC Commission unanimously approved forwarding the proposals to the Federal Aviation Administration (FAA).

The FAA conducted a high-level safety and feasibility review of these proposals and determined two had merit and warranted further consideration.

The NOC reviewed the two proposals in May 2020, which included comprehensive noise modeling and analysis to determine the potential impact of the changes. After review, the NOC concluded that one amended proposal should continue through the process and forwarded the request to the MAC Commission. In June 2020, the MAC reviewed and unanimously supported sending the amended proposal to the FAA to conduct the next step in the process: a feasibility and safety assessment.

The FAA responded to the MAC Commission's June 2020 letter and participated in the September 2020 NOC meeting. The FAA tentatively determined that the suggested procedure was feasible but was unable to do a more detailed feasibility and safety analysis due to current traffic levels at the airport.

At the November 10, 2021 NOC meeting, FAA will provide an update on this item.

MEMORANDUM

ITEM 4.3

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: MEET THE FLEET

DATE: October 27, 2021

In 2021, MAC staff launched an exciting video series to bring our airports to our neighbors. In partnership with our talented NOC pilots, Meet the Fleet will give viewers a behind-the-scenes view of different aircraft types that frequently use MSP. The videos feature commentary from pilots sharing interesting facts about specific aircraft, identifying characteristics, common routes flown and up-close footage of the fleet.

At the November 10, 2021 NOC meeting, staff will share the third [Meet the Fleet](#) video. This iteration of the series highlights the Boeing 737-800.

MAC staff would like to personally thank Sun Country Airlines and Chief Pilot, Casey Potter for participating in this video and lending their equipment and expertise to this effort.