



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



NOC Committee Members

Jeff Hart	User Co-Chair, Scheduled Airline Representative (Delta Air Lines)
Cheryl Jacobson	Community Co-Chair, City of Mendota Heights Representative
Sarah Alig	City of Eagan Representative (City of Eagan)
Ryan Barette	Minnesota Business Aviation Association Representative
John Bergman	At-Large Community Representative (Apple Valley City Council)
Cameron Haven	At-Large Airport User Representative (Endeavor Air, Inc.)
Nellie Jerome	City of Richfield Representative (City of Richfield)
John Klinger	Chief Pilot Representative (Delta Air Lines)
Emily Koski	City of Minneapolis Representative (Minneapolis City Council)
Patrick Martin	City of Bloomington Representative (Bloomington City Council)
Angie Moos	Cargo Carrier Representative (United Parcel Service)
Casey Potter	Charter/Scheduled Operator Representative (Sun Country Airlines)

MEETING AGENDA

November 16, 2022 at 1:30 PM

IN-PERSON AND VIRTUAL MEETING FORMATS AVAILABLE

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

Microsoft Teams Link: [Click here to join the meeting](#) or **By Phone:** 612-405-6798, ID: 453 135 00#

Cheryl Jacobson, Mendota Heights, will be the acting Chairperson for the meeting

1. Public Presentations

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

2. Consent

2.1. Approval of July 20, 2022 and September 21, 2022 Meeting Minutes

2.2. Reports

2.2.1. Monthly Operations Reports: September and October 2022

2.2.2. Review of Fall Listening Session

2.2.3. Review of Residential Noise Mitigation Program Implementation Status

3. Public Comment Period

4. Business

4.1. Review and Approval of the 2022 NOC Accomplishments, 2023 NOC Work Plan, 2023 NOC Meeting Dates

5. Information

5.1. 2023 Construction Preview

6. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
Wednesday, July 20, 2022, at 1:30 PM
MAC General Offices
6040 28th Avenue South
Minneapolis, MN 55450



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, July 20, 2022, at the MAC, General Offices, Lindbergh conference room. Chair Jacobson called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, R. Barette, M. Brindle, C. Jacobson, N. Jerome, J. Hart, P. Martin, A. Moos, L. Olson, C. Potter, B. Wall

Staff: B. Juffer, J. Lewis, M. Ross, D. Nelson, N. Pesky, K. Verdeja

Others: R. Bantth – MBAA, S. Hofer – Minneapolis, N. Jerome – Richfield, K. Gallatin – St. Paul, B. Hoffman – St. Louis Park, E. Lorbach – FAA, J. Ipsen – FAA, D. Paulsen – MN Air National Guard

A quorum of four Community and four Industry Representatives was established.

Community Representatives: Alig, Brindle, Jacobson, Jerome, Martin, Olson

Industry Representatives: Barrette, Hart, Moos, Potter, Wall

1. Consent

1.1. Approval of May 18, 2022, Meeting Minutes

There were no questions or revisions to the May 18, 2022, meeting minutes

1.2. Reports

1.2.1. Monthly Operations Reports: May and June 2022

Michele Ross, Assistant Technical Advisor, provided the following May and June 2022 operations updates. She prefaced that 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>

MAY

- Total Operations: 25,966
- Nighttime Operations: 1,753
- North/South/Mixed: 35/53/5 (%)
- RUS (Priority 1/2/3/4): 35/17/1/48 (%)
- RJ/Narrow/Wide: 38.4/58.2/3.4 (%)
- Complaints: 8,899
- Complaint locations: 264

JUNE

- Total Operations: 26,548
- Nighttime Operations: 1,821
- North/South/Mixed: 36/42/14 (%)
- RUS (Priority 1/2/3/4): 39/16/0/45 (%)
- RJ/Narrow/Wide: 35.0/61.6/3.4 (%)
- Complaints: 9,332
- Complaint locations: 305

- Top 10 Households: 54%
 - Hours of events*: 393
 - Number of events*: 77,216
 - R17 procedure: 99.5%
 - EMH Corridor procedure: 88.8 %
 - Crossing procedure day: 30.3%
 - Crossing procedure night: 31.7%
 - RUS: 51.6%
- Top 10 Households: 52%
 - Hours of events*: 367
 - Number of events*: 74,634
 - R17 procedure: 99.5%
 - EMH Corridor procedure: 95.2%
 - Crossing procedure day: 32.4%
 - Crossing procedure night: 38.8%
 - RUS: 54.4%

* Aircraft sound events above 65dB.

Questions / Comments: **Ms. Ross** responded to an inquiry from **Co-Chair Hart** if there was a way that the moving bar chart aircraft type data presented could be translated into noise information. **Ms. Ross** mentioned the NOC has a noise contour map and staff can look into options for certification levels for aircraft types.

Member Brindle noted that a newspaper article included a discussion of Delta spending more money on larger aircraft and wondered how many of them are anticipated to be at MSP and the resulting noise implications. **Co-Chair Hart** responded the new aircraft anticipated are 737 Max and they are a quieter than the aircraft they are replacing.

1.2.2. Status of Aviation Noise, Environment and Health-Related Research Initiative

Brad Juffer, Technical Advisor, introduced this topic referring to the 2022 NOC Work Plan saying that MAC staff have reviewed aviation-related research initiatives pertaining to aircraft noise, technology, human health, and environmental topics and information regarding initiatives were provided in the agenda packet. There was no presentation on the topic though **Ms. Lewis** was available to answer any questions. There were no questions.

Chair Jacobson asked for a motion to approve the consent agenda.

Member Martin moved, and **Member Brindle seconded** approval of the Consent items listed above.

The motion passed by unanimous vote.

2. Public Comment Period

There were no public comments.

3. Business

3.1. Hybrid Meeting Approval

Brad Juffer, Technical Advisor, explained the process that took place to arrive at staff's recommendation to host future NOC meetings in a hybrid format which would allow for greater participation from NOC members, alternates, stakeholders, and the public.

There were no questions.

Co-Chair Hart moved, and **Representative Brindle** seconded:

Approve future NOC meetings be conducted with hybrid meeting option for committee members and public to participate.

The motion passed by unanimous vote.

3.2. November 16, 2022, NOC Meeting Time

Brad Juffer, Technical Advisor, gave a brief history of why the NOC chose to conduct one evening meeting, per year, in November of each year since 2019, as an attempt to increase community participation. Mr. Juffer went on to share that since community participation did not increase, in subsequent years, staff recommends and is seeking approval to return the November meeting time to 1:30 p.m. starting with the November 16, 2022, NOC meeting.

Co-Chair Hart moved, and Member Moos seconded:

Approve the November 16, 2022, NOC meeting start time of 1:30 p.m.

The motion passed by unanimous vote.

4. Information

4.1. Guest Speaker: 133rd Airlift Wing, MN Air National Guard, Lt. Col. Denny Paulsen, Director of Operations for the Minnesota Air National Guard

Brad Juffer, Technical Advisor, introduced **Lt. Col. Denny Paulsen** who gave a brief background of the 133rd Airlift Wing at MSP which included their 100 plus year history, both Federal and State mission, type, and number of aircraft as well as the future of the C-130 fleet.

Lt. Col. Paulsen mentioned that the 109th squadron has eight C-130 aircraft (as does the 934th). They are required to train 24/7 to be ready at moment's notice. When possible, the surrounding communities are provided with notifications of increased noise activity outlining the expectation and duration of noise generating activity at the base. He went on to say that in an effort to reduce engine noise, the C-130 propellers are being replaced with quieter, more efficient units. He also shared that the C-130 warm up time is typically longer than commercial airliners due to mission preparations and communications protocol.

Chair Jacobson thanked **Lt. Col Paulsen** for the helpful notification that went out to Eagan residents about increased flight activity in June which was shared on the city's social media page.

Mr. Kevin Gallatin – St. Paul, asked how long the C-130 engines typically run prior to take off and how many aircraft are usually involved in a mission. **Lt. Col. Paulsen** remarked that engine run time is typically 10 to 15 minutes, prior to takeoff, depending on mission complexity. A typical mission involves one or two aircraft though about once a month they will involve four aircraft but that is a rarer occurrence. He also mentioned that the 934th squadron has a similar training frequency, and they will occasionally work together staggering takeoffs within 30 minutes to a one-hour timeframe.

Member Olsen asked about other military aircraft that use MSP and which runways are typically used. **Lt. Col. Paulsen** replied that other military aircraft using MSP may be stopping here as a matter of convenience for gas or another reason. In terms of runway utilization, the squadron

will generally use the parallel runways due to base proximity but depending on flight destination they follow ATC direction.

4.1. Meet the Fleet - Brad Juffer, Technical Advisor,

Brad Juffer, Technical Advisor, noted that the third Meet the Fleet video, released in November 2021, featuring NOC member Casey Potter with a Boeing 737-800 was submitted by the MAC to be considered for a Telly Award, which showcase the best work created within television and across video, for all screens. Telly Award winners represent work from some of the most respected advertising agencies, television stations, production companies and publishers from around the world." Past Telly Award winners include HBO, ESPN, Microsoft, MLB, The History Channel, Time Warner, BET, Bloomberg and many more. Over 12,000 entries were received from all 50 states and across 5 continents.

Mr. Juffer was pleased to announce that the B737-800 Meet the Fleet video was awarded a Silver Telly in the Non-Broadcast General-Information category and a Bronze Telly in the Non-Broadcast General-Travel & Tourism Category. **Mr. Juffer** gave a special thanks to Member Potter and Sun Country and to Michele Ross, Abby Kes, and Kari Jo Skogquist, from the MAC, for their work.

Mr. Juffer introduced the newest Meet the Fleet episode, featuring the Lockheed Martin C-130 aircraft featuring **Lt. Col. Paulsen**.

Video link:

<https://metroairports.org/meet-fleet>

5. Announcements – Chair Jacobson reminded the members of the summer listening session:

Summer Listening Session

Wednesday, July 27, 2022 @ 6:00 pm

Location: Eagan City Hall

3830 Pilot Knob Road, Eagan MN 55122

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:25 pm



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, September 21, 2022, at 1:30 PM

MAC General Offices
6040 28th Avenue South
Minneapolis, MN 55450



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 21, 2022, at the Metropolitan Airports Commission (MAC), General Offices, Lindbergh conference room, a teleconference option was also provided. Chair Jacobson called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, J. Bergman, S. Calvert, C. Jacobson, L. Moore, C. Potter, A. Moos; Members R. Barrette and L. Olson participated via Teams

Staff: B. Juffer, J. Lewis, D. Nelson, N. Pesky, M. Ross, K. Verdeja, M. Takamiya, J. Kedrowski

Others: R. Agnew – City of Mendota Heights, C. Diaz – Office of Representative Angie Craig, S. Doyle - FAA, B. Hoffman – St. Louis Park, J. Ipsen – FAA, D. Langer – FAA, N. Rao - FAA, R. Pederson, City of Burnsville, H. Wulf – FAA, G. Norling – Mendota Heights, J. McKoskey

A quorum requires four community representatives, and four industry representatives to be established by roll call attendance. A quorum was noted as established at the start of the meeting, but it was determined following the meeting that **a quorum was not established** as there were only three user industry representatives in attendance due to the technical difficulties for participants utilizing Teams.

Community Representatives: Alig, Bergman, Jacobson, Moore, Olson (Teams)

Industry Representatives: Calvert, Moos, Potter, Barrette (Teams)

1. Consent

1.1. Approval of July 20, 2022, Meeting Minutes

There were no questions or revisions to the July 20, 2022, meeting minutes

1.2. Reports

1.2.1. Monthly Operations Reports: July and August 2022

Michele Ross, Technical Advisor, provided the following July and August 2022 operations updates. She prefaced that 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>

July

- Total Operations: 27,648
- Nighttime Operations: 1,873
- North/South/Mixed: 32/50/12 (%)
- RUS (Priority 1/2/3/4): 37/17/1/46 (%)
- RJ/Narrow/Wide: 34.4/62.4/3.2 (%)
- Complaints: 8,522
- Complaint locations: 308
- Top 10 Households: 52%
- Hours of events*: 358
- Number of events*: 74,021
- R17 procedure: 99.6%
- EMH Corridor procedure: 93.3%
- Crossing procedure day: 36.5%
- Crossing procedure night: 29.2%
- RUS: 53.6%

August

- Total Operations: 27,957
- Nighttime Operations: 1,834
- North/South/Mixed: 33/49/11 (%)
- RUS (Priority 1/2/3/4): 34/19/0/46 (%)
- RJ/Narrow/Wide: 34.8/61.8/3.4 (%)
- Complaints: 12,570
- Complaint locations: 364
- Top 10 Households: 49%
- Hours of events*: 384
- Number of events*: 78,431
- R17 procedure: 99.5%
- EMH Corridor procedure: 95.4%
- Crossing procedure day: 34.8%
- Crossing procedure night: 44.1%
- RUS: 53.5%

* Aircraft sound events above 65dB.

Questions / Comments: There were no questions or comments

Chair Jacobson asked for a motion to approve the consent agenda.

Member Potter moved, and **Member Moore seconded** approval of the Consent items listed above.

Although a vote was taken, a quorum was not established.

2. Public Comment Period

There were no public comments.

3. Business

There were no business items.

4. Information

4.1. Update on Eagan's request to the FAA

Brad Juffer, Assistant Director, Terminal Operations and Facilities, gave an overview of the eight requests submitted in 2019 by the citizens of Eagan, in collaboration with the city's Airport Relations Commission, that were intended to reduce the number of departures that overflowed the central residential area of the city.

After an initial overview of the procedures, the NOC endorsed four of the original eight recommendations and recommended the MAC forward them to the Federal Aviation Administration (FAA). After review, the FAA found that two of the four recommendations were feasible and requested further development and review from MAC. MAC Staff conducted a thorough noise exposure review of the impact of these requests on the surrounding communities. The NOC voted unanimously in May 2020 to send one procedure back to the MAC Board and FAA for a safety and feasibility review. The FAA determined that the procedure could not be adequately tested due to lower air traffic levels caused by the

pandemic but would test when traffic levels returned to a more normal level. The FAA began that test and review in January 2022.

Mr. Juffer introduced **Sean Doyle, Deputy Regional Administrator, FAA Great Lakes Division**, who gave an overview of the FAA outcomes and best practices.

Mr. Juffer then gave an overview of the MACNOMS analysis conducted following the FAA emphasis on runway use best practices. MAC Staff determined that the use of proportional use of Runways 12L, 12R and 17 for COULT departures had shifted following the FAA emphasizing the RUS to controllers. The analysis revealed that more departures are being directed to Runways 12L or 12R in 2022 compared to 2017, 2018, and 2019. Additionally, more departures are being directed to Runways 12L and 12R during periods of low airport demand.

Member Alig commented on the wonderful collaborative solution regarding the FAA's update.

Mr. Doyle and his colleague, **James Ipsen, Airport Tower Operations**, responded to Chair Jacobson's inquiry regarding how the new practice will be used by the FAA going forward.

4.2. Update on the FAA's Neighborhood Environmental Survey

Sean Doyle, Deputy Regional Administrator, FAA Great Lakes Division, introduced the Leadership Team for the FAA Great Lakes Regional Offices. **Mr. Doyle** then gave an overview of Aviation Noise and Community Exposure. He explained recent efforts to modernize the national air transportation system has required changes in aircraft operational patterns.

FAA is reviewing how the state of aviation has evolved. Components such as airframe noise, engine noise, and other factors that contribute to aircraft noise have evolved over time as technology has evolved. Individual aircraft are dramatically quieter than they were in the 1970s however there are more operations compared to that time. **Mr. Doyle** noted that while DNL levels are decreasing, the number of operations increased for many residents living around US airports and resulted in an increase in complaints. Difficulty in identifying what is the appropriate science-based policy to address concerns.

Mr. Doyle clarified that the 1970's Schutlz Curve did not set the FAA's noise policy but was one of the foundational elements. The Neighborhood Environmental Survey (NES) was an update in a sense but was completed using modern survey techniques, modern modeling methods and overall, with more statistical rigor that was available in the 1970s. The NES identified more annoyance at lower noise levels most likely attributable to the increase in the frequency of operations.

Mr. Doyle reviewed the Aircraft Noise Annoyance Results. He also discussed Noise Research and Development, ASCENT projects, and Aircraft Noise Health and Economic Impacts Research. He continued by explaining "Unconventional Mitigation Measures" which included broadband sounds to mitigate sleep disruption to aircraft noise, and trees as a measure to mitigate noise and pollution.

Finally, **Mr. Doyle** reviewed the status of the FAA Noise Policy Review. This included a reevaluation of the FAA's primary noise metric and significance threshold and planning for regular external communication and engagement with stakeholders.

4.3 Draft 2023 Work Plan

Michele Ross, Technical Advisor, presented the Draft 2023 Work Plan for initial review. **Ms. Ross** reviewed the three main items: Residential Noise Mitigation Program, MSP Community Relations Specific Efforts and Continuing Review of Public Input.

4.4. Review of Summer Listening Session

Michele Ross, Technical Advisor, gave an overview of the Summer Listening Session which was held on July 27, 2022. She thanked the City of Eagan for hosting the meeting at their City Hall. She reviewed the meeting attendees and the topics that were discussed.

5. Announcements

Chair Jacobson congratulated **Brad Juffer** on his new role at the Metropolitan Airports Commission. **Mr. Juffer** was promoted to Assistant Director, Terminal Operations and Facilities. **Chair Jacobson** thanked **Mr. Juffer** for his seven years of service to the NOC.

Dana Nelson, Director of Stakeholder Engagement, announced that **Michele Ross** has accepted the position of Manager of Community Relations.

Fall Listening Session

Wednesday, October 26, 2022 at 6:00 pm
Location: MAC General Offices and Teams

November NOC Meeting

Wednesday, November 16, 2022 at 1:30 pm
Location: MAC General Offices and Teams

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:31 pm.

MEMORANDUM

ITEM 1.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **GUEST SPEAKER: MAC/MSP UPDATE – MAC EXECUTIVE DIRECTOR/CEO
BRIAN RYKS**

DATE: November 2, 2022

At the November NOC meeting, MAC Executive Director / CEO, Brian Ryks, will provide a MAC/MSP update to the NOC.

MEMORANDUM

ITEM 2.2.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: SEPTEMBER AND OCTOBER 2022**

DATE: November 2, 2022

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 2022. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

MEMORANDUM

ITEM 2.2.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: REVIEW OF FALL LISTENING SESSION

DATE: November 2, 2022

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.

On October 26, 2022 at 6:00 P.M., MAC Community Relations staff conducted a Listening Session at MAC General Offices and via Teams. The Listening Session was included on the metroairports.org website and a news article and email were distributed.

Attendees included one resident from Mendota Heights. Also in attendance were FAA and MAC staff, MAC Commissioner Yodit Bizen, and NOC representatives Emily Koski, Loren Olsen, John Klinger, and Kevin Gallatin.

During the fall listening session, MAC staff typically request work plan item suggestions for the coming year. Staff provided a brief overview of past work plans and the draft work plan for 2023. After the presentation, staff opened the floor to discussion. The resident from Mendota Heights requested more information about the airport and was encouraged to sign up for the newsletter, review the resources available on our website, continue to attend engagement events, and contact staff as needed.

The next Listening Session is scheduled to be held at MAC General Offices, on January 25, 2023 at 6 P.M. in the Lindbergh Conference Room. Additional information will be made available on the [Listening Session](#) website.

At the November meeting, staff will be available to answer questions on this item.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **REVIEW OF RESIDENTIAL NOISE MITIGATION PROGRAM IMPLEMENTATION STATUS**

DATE: November 2, 2022

The NOC 2022 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 2032.

Amended Noise Mitigation Program

Under the provisions of the First, Second, and Third 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. The third amendment extends the program to 2032.

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 20, 2022, 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 20, 2022, including the homes transitioned from previous programs, 247 homes have been completed, 14 homes are in the construction or pre-construction phase and 35 homes have declined to participate. The total cost for the 2020 Mitigation Program to date is \$8,968,961.

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 20, 2022, 12 homes have been completed, 3 homes are in the construction phase and 1 home has declined to participate. The total cost for the 2021 Mitigation Program to date is \$218,433.

The 2020 and 2021 actual noise contours did not qualify any additional homes for mitigation. The MAC will continue to implement the mitigation program for homes that remain eligible from previous years analyses.

At the November meeting, staff will be available to answer questions on this item.

MEMORANDUM

ITEM 3

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: November 2, 2022

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. Comments can be made in-person or virtually for those participating using Microsoft Teams.
- 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 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **REVIEW AND APPROVAL OF THE 2022 NOC ACCOMPLISHMENTS, 2023 NOC WORK PLAN, AND 2023 NOC MEETING DATES**

DATE: November 2, 2022

At the September 21, 2022 NOC meeting, members reviewed a proposed 2023 Work Plan Draft. The Draft 2023 NOC Work Plan is attached. The NOC's Fall Listening Session was held on October 26, 2022 to solicit ideas for what citizens also would like the NOC to consider in 2023; however, no additional Work Plan items were offered from Listening Session attendees.

The pages following include the Draft 2022 NOC Accomplishments, the Draft 2023 NOC Work Plan and the Draft 2023 NOC Meeting Dates.

Following NOC approval, the 2023 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-Chairs on December 5, 2022 at 10:30 AM.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2022 MSP NOC ACCOMPLISHMENTS, 2023 MSP NOC WORK PLAN AND 2023 NOC MEETING DATES



MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2022 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.
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 [2021 MSP Complaint Data Assessment](#).
5. Pursuant to the Second Amendment to the Consent Decree, reviewed the [MSP 2021 Annual Noise Contour Report](#) published February 2022. The report noted that based on the 303,844 total operations at MSP in 2021, the actual 60 dB DNL contour is 45% smaller than the 2007 forecast contour, and the 65 dB DNL contour is 54% 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 an overview of the new metroairports.org website.
8. Received a briefing from FAA on their Neighborhood Environmental Survey and FAA's Noise Policy Review efforts.
9. Received an update from FAA on the VOR Minimum Operational Network Project.
10. Received updates on airfield construction activity.
11. Received updates on on-going outreach activities including the [Meet the Fleet](#) series.
12. Reviewed aviation-related research initiatives from FAA Center of Excellence/ASCENT, TRB, and other researchers.
13. 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.
14. Heard from Lt. Col. Denny Paulsen with the 133rd Airlift Wing of the MN Air National Guard on activity and operations.
15. Supported continuation of the MSP noise mitigation program through a Third Amendment to the Consent Decree and heard from MAC Commission Chair, Rick King, commending the NOC for its support to extend this program through 2032.
16. Elected a Community Co-Chair.
17. Reviewed status of the MSP Residential Noise Mitigation Program Implementation.

18. Passed a resolution honoring Dianne Miller for her service to the MSP Airport noise community.
19. Received an update on the MSP Long Term Plan and associated Stakeholder Engagement Program.



MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2023 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) 2022 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 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. Reducing aircraft noise at the source is the largest factor of noise reduction. Over the past several years the numbers of noisy aircraft in the fleet at MSP has been declining. This annual assessment will review actual and scheduled nighttime operations at MSP as well as examine the current aircraft fleet mix.

- 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) 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.

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

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

g) MSP Construction Updates

Description: Upcoming MSP airfield construction projects may impact typical runway use. In 2023, MAC will provide an update about construction MSP construction activity.

h) 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 in 2023.

i) Update on the FAA's Noise Policy Review

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.

j) Update on FAA's VOR-MON Program

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 2023 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 2023 NOC meeting dates:

- *January 18, 1:30 PM*
- *March 15, 1:30 PM*
- *May 17, 1:30 PM*
- *July 19, 1:30 PM*
- *September 20, 1:30 PM*
- *November 15, 1:30 PM*

MEMORANDUM

ITEM 5.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **2023 CONSTRUCTION UPDATE**

DATE: November 2, 2022

Proposed construction projects on the airfield at MSP in 2023 could impact typical runway use.

In 2023, work will begin on the airfield runway safety areas on one of the parallel runways. A runway safety area is the area adjacent to a runway that is prepared and suitable for reducing the risk of damage to airplanes in the event of an aircraft excursion from the runway. The safety area must be maintained so that it is clear of debris, drained and graded and able to support aircraft, snow removal equipment and aircraft rescue and firefighting operations. The specifications for a runway safety area exist to ensure proper drainage and prevent ponding water adjacent to the runway. This project will ensure runway safety areas are consistent with FAA specifications.

This work is expected to be completed in two six-week periods. To ensure the safety of the construction crews and aircraft, the runway will be closed during the project.

At the November NOC meeting, MAC staff will provide the Committee with an update on this item.