



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) |
| Grant Fitzer | Minnesota Business Aviation Association Representative |
| John Bergman | At-Large Community Representative (Apple Valley City Council) |
| Connor Arnold | At-Large Airport User Representative (Endeavor Air, Inc.) |
| Chris Swanson | 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 15, 2023 at 1:30 PM

IN-PERSON AND VIRTUAL MEETING FORMATS AVAILABLE

MAC General Office Building, Legends 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: 219 336 263#

Jeff Hart, Delta Air Lines, 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. Consent

1.1. Approval of September 20, 2023 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: September and October 2023

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 2023 NOC Accomplishments, 2024 NOC Work Plan, 2024 NOC Meeting Dates

4. Information

4.1. Reduced Thrust Modeling Update

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, September 20, 2023, at 1:30 PM

MAC General Offices

6040 28th Avenue South

Minneapolis, MN 55450



Call to Order

A regularly scheduled meeting of the Minneapolis, Saint Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, September 20, 2023, at the Metropolitan Airports Commission (MAC), General Offices, Legends conference room, a videoconference 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, C. Arnold, J. Bergman, G. Fitzner, C. Jacobson, J. Klinger, E. Koski, L. Moore, A. Moos, C. Potter, C. Swanson

Staff: J. Lewis, K. Martin, D. Nelson, N. Pesky, M. Ross, J. Sonju

Others: N. Rao – FAA, J. Ipsen – FAA, K. Archer – FAA, D. Drozdal – FAA, J. Ipsen – FAA, J. Marrs – FAA, N. Rao – FAA, K. Regotti – FAA, L. Reyes – FAA, A. Williams – FAA, J. Widing – Met Council, K. Gallatin – City of St Paul, D. O’Leary – Sunfish Lake, J. Risser – City of Edina, B. Raker - Eagan, G. Norling – Mendota Heights, S. Norling – Mendota Heights, N. Benson

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

Community Representatives: Alig, Bergman, Jacobson, Koski, Moore, Swanson

Industry Representatives: Arnold, Fitzner, Klinger, Moos, Potter

1. Consent

1.1. Approval of July 19, 2023, Meeting Minutes

There were no questions however there was one revision to the July meeting minutes, an error in the spelling of a Committee Member’s name. It will be corrected in the final minutes.

1.2. Reports

1.2.1. Monthly Operations Report: July, August 2023

Michele Ross, Technical Advisor, provided the following July / August operations updates prefacing 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 | August |
|---|---------------------------------------|
| • Total Operations: 29,317 | • Total Operations: 29,789 |
| • Nighttime Operations: 2,525 | • Nighttime Operations: 2,342 |
| • North/South/Mixed: 41/28/22 (%) | • North/South/Mixed: 32/51/10 (%) |
| • RUS (Priority 1/2/3/4):40/16/0/43 (%) | • RUS(Priority1/2/3/4): 35/18/0/47(%) |

- RJ/Narrow/Wide: 15/78/4 (%)
- Complaints: 11,519
- Complaint locations: 390
- Top 10 Households: 45%
- Hours of events*: 374
- Number of events*: 77,084
- R17 procedure: 99.0%
- EMH Corridor procedure: 94.3%
- Crossing procedure day: 36%
- Crossing procedure night: 44.2%
- RUS: 56.4%
- RJ/Narrow/Wide: 25/72/3 (%)
- Complaints: 12,956
- Complaint locations: 352
- Top 10 Households: 53%
- Hours of events*: 401
- Number of events*: 81,186
- R17 procedure: 99.4%
- EMH Corridor procedure: 92.2%
- Crossing procedure day: 31.8%
- Crossing procedure night: 30.2%
- RUS: 52.9%

* Aircraft sound events above 65dB.

Chair Jacobson asked for a motion to approve the consent agenda. **Member Bergman** made the motion and **Member Klinger** seconded it. The motion passed by unanimous vote.

2. Public Comment Period

There were no public comments.

3. Business

3.1. Establishment of RNAV Procedure Review Sub-Committee

Michele Ross, Technical Advisor, reminded the committee that the FAA is currently developing satellite-based area navigation, RNAV procedures, to replace the current ground-based procedures at MSP. The NOC has received four updates on this item since January of 2020, and the FAA provided will provide an update during this meeting. Throughout the project, NOC representatives have requested opportunities to learn more about the procedures and any potential changes to the noise environment around MSP and as such a Sub-Committee has been proposed to address these requests.

Per article nine of the NOC bylaws, the NOC may establish a Sub-Committee on an as needed basis as long as the Sub-Committee has a defined task along with a defined timeline to complete it. The tasks for the proposed RNAV procedure reviews committee were included with a draft charter and submitted as part of this meeting's agenda packet.

Proposed Sub-Committee tasks:

- Review proposed RNAV procedures for MSP.
- Review impacts of the proposed RNAV procedures for MSP.
- Review the FAA's engagement plan.

The timeline for the Sub-Committee would remain in effect until the new procedures have been implemented at MSP, or until December 31st, 2025, whichever is later. The bylaws stipulate that the Sub-Committee must be comprised of equal and appropriate representation, the Sub-Committee membership has been proposed to include three User representatives to be comprised of the User Co-chair, the Chief Pilot representative, and a scheduled airline representative and these positions have been identified in terms of role, versus person, as it is anticipated that the timeframe will span multiple terms of NOC appointments. Similarly for Community Members, there would be three

Community Members represented on the Sub-Committee. The Community Co-chair and a representative from the cities of Minneapolis and Egan.

Questions /Comments: there were none.

Action Requested:

APPROVE THE FORMATION OF AN AREA NAVIGATION (RNAV) PROCEDURE REVIEW SUB-COMMITTEE IN A MANNER CONSISTENT WITH THE PROVISIONS OF THE NOC BYLAWS.

Chair Jacobson entertained a motion for the requested action. **Member Bergman** made the motion and **Member Alig** seconded it. The motion passed unanimously via a voice vote.

4. Information

4.1. FAA Update on Converging Runway Operations

James Ipsen, FAA Supervisory Traffic Management Coordinator, stated that the FAA has been testing converging runway operations (CRO) procedures that increase spacing with a new Arrival/ Departure Window (ADW). What initially started as a 90-day test, has been extended until March 3rd of 2024 due to a number of factors. The traffic volume was not sufficient to properly vet the procedures. In August 2023, MSP was in CRO 11% of the time, which equates to only 54 hours. Aircraft actually landing on the runway was less than 2% of the time or about 10 hours, each month, so there has not been enough time to appropriately test the new procedures. In addition, the fleet mix has been limited and there have been some weather-related variables as well. The FAA is also looking for more opportunities to train the workforce.

In August, MSP was in a northwest flow roughly 48% of the time and a southeast flow about 52% of the time. MSP used converging runways only 11% of the time, it was one of the least used configurations during this time. The airport operated in a Runways 30L, 30R and 17 configuration 12% of the time and in a Runways 30L and 30R 25% of the time. The airport operated in a Runways 12L, 12R, and 17 configuration the majority of the time at 46%.

Comparing runway use in July and August of this year to 2018 data (similar weather patterns compared to 2023 that year). MSP was in configuration arriving aircraft to Runways 30L, 30R and 35 in July and August roughly 10% of the time that was up a bit in 2018, 17% being the highest. The runway flows and configurations are pretty consistent with past performance. There was one outlier in July of 2023 MSP was in 30/17 or the mixed day for almost 30% of the time due to wind. There was a lot more southwest wind at MSP which pushed runway use into that configuration, but otherwise comparable to 2018.

Questions/ Comments:

Mr. Dan O’Leary brought forward a point of order regarding slide 23; a typo was noted regarding the March 2023 date - the correct date is March 2024.

4.2. FAA Update on MSP VOR Discontinuance and the MSP Performance Based Navigation (PBN) Area Navigation (RNAV) Procedure Design Update

Nitin Rao, FAA Community Engagement Officer, provided an update on the status of the MSP VOR, or Very High Frequency (VHF) Omnidirectional Range, discontinuance project, the

associated new procedures being developed. The FAA developed a working group consisting of FAA staff (including MSP Tower, TRACON, the Center at Farmington (ARTCC), as well as FAA's Operations Support Group in Dallas, for procedure design, and the Great Lakes Regional Administrator's Office), the local airport authority, as well as industry representatives. So, in the case of FAA, it includes local air traffic control. The MAC, as the airport authority, represented the community's interest. Citizen participation is welcome, and it's recommended that they go through their local NOC representative or the MAC to provide input. Lastly, industry expressed interest in improved safety.

There have been three in-person work group meetings; January of 2023, May of 2023, and August 2023. Preliminary design has been completed focusing on enhancing safety and efficiency, modernizing the National Airspace System (NAS), and leveraging existing noise abatement practices. In regard to reducing complexity, the proposed procedures will allow pilots to know the flight path they are taking, prior to departure from the gate. This will enable a more direct route while also reducing the potential for communication errors between pilots and the air traffic controllers as well as deconflicting the airspace.

The new Area Navigation (RNAV) preliminary procedures will leverage the existing noise abatement practices, noticeable especially for communities to the south. The preliminary design was completed in August of 2023. The goal, in conjunction with discontinuing the VOR, is to develop new procedures and incorporate community interest as much as possible while considering industry and FAA safety input. It is important to note that many MSP procedures are currently waived pending necessary criteria updates. The updates would have typically been done already based on current criteria needs, however the decision was made to complete the updates for criteria in conjunction with the VOR project in order to leverage both the VOR-MON initiative, which is a nationwide initiative to eliminate costly and redundant navigational aids, but also get the procedures up to current criteria within the FAA standards.

The FAA will be meeting with the MAC Executive Leadership on October 12th to go over the preliminary procedures. Procedure simulations will be shown regarding how aircraft are going to fly using satellite-based navigation versus how those aircraft fly today using ground-based navigational aids. Additionally, there will be a scheduled meeting with the newly formed NOC Sub-Committee, as soon as possible after October 12th. MAC executive leadership will be invited to join industry to talk about the new procedures. The environmental review process will begin in early 2024. The level of environmental review will be determined once the procedures are finalized around spring or summer. Public workshops are anticipated, the format of which is to be determined. The FAA has had a lot of success since COVID doing virtual workshops, with more attendance than for in-person workshops, so that is something that is being considered.

Questions/ Comments:

Chair Jacobson asked **Mr. Rao** if the waived procedures, and the need for them to be updated, equaled change? **Mr. Rao** replied that he was not an expert in the topic and would find the answer and report back to Chair Jacobson.

4.3. Review of Summer Listening Session

Michele Ross, Technical Advisor, provided an overview of the event, hosted by the City of Eagan at their City Hall on July 26th. There were five Eagan residents, four residents attended from Burnsville, one from Mendota Heights, along with two additional residents from unknown locations.

Topics discussed included the Runway Use System (RUS), a review of MSP Noise Abatement Procedures and departure thrust usage, and the impact of filing noise complaints as well as how to file them and how the information is used. Also discussed was south flow traffic and how that may have impacted Eagan and Burnsville residents.

Ms. Ross offered to take questions, but there were none.

4.4. Draft 2024 Work Plan

Michele Ross, Technical Advisor, shared that each September the NOC assembles a work plan for the following year. A 2024 preliminary draft NOC work plan has been included in today's meeting packet.

The NOC welcomes input and suggestions from members anytime between now and the November 15, NOC meeting. The Fall Listening Session, October 18, will include a brainstorming session with airport neighbors to solicit input on items they would like to see on the work plan. All recommendations will be brought to the November NOC meeting for approval. The work plan will then be presented at the PD&E Committee Meeting in December.

Questions/Comments:

Chair Jacobson asked what was the best way for a NOC member or a resident to propose a 2024 work plan item. **Ms. Ross** responded providing input at the current meeting or she suggested attending the October listening session or contacting the MAC's Community Relations Office.

5. Announcements

November NOC Meeting

Wednesday, November 15, 2023 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

Member Bergman mentioned that the National League of Cities Conference is in November.

NOC Fall Listening Session

Wednesday, October 18, 2023 @ 6:00 pm

Location: MAC General Offices + Teams

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff, and residents in attendance. The meeting was adjourned at 2:14 pm.

MEMORANDUM

ITEM 1.2.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: SEPTEMBER AND OCTOBER 2023**

DATE: November 1, 2023

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:

customers.macnoms.com/reports.

At the November NOC meeting, MAC staff will provide a summary of this information for September and October 2023. 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: Michele Ross, Manager, Community Relations
SUBJECT: REVIEW OF FALL LISTENING SESSION
DATE: November 1, 2023

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 18, 2023 at 6:00 P.M., MAC Community Relations staff conducted a Listening Session at MAC General Offices and via Teams. Attendees included one resident from Mendota Heights, one resident from Saint Paul, and one resident from Minneapolis. Also in attendance were NOC members John Klinger and John Bergman and staff from the FAA and the MAC.

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 2024. After the presentation, staff opened the floor to discussion. There were no suggestions for 2024 NOC Work Plan items; however, the Mendota Heights residents had multiple questions related to departures and use of headings from Runway 12L. Staff discussed the headings that use the runway, why those headings are utilized and illustrated flight operations using flight track data.

The next Listening Session is anticipated to be held at the MAC General Office on January 24, 2024 at 6 P.M. 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

ITEM 1.2.3

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: REVIEW OF RESIDENTIAL NOISE MITIGATION PROGRAM IMPLEMENTATION STATUS

DATE: November 1, 2023

The NOC 2023 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 \$513 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. 118 homes were completed in this program, 10 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, 16 homes declined to participate while 36 homes were moved to later programs.

The total cost for the 2018 Mitigation Program was \$7,294,999.

2019 Noise Mitigation

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 October 25 2023, 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 25, 2023, including the homes transitioned from previous programs, 252 homes have been completed, 8 homes are in the construction or pre-

construction phase and 36 homes have declined to participate. The total cost for the 2020 Mitigation Program to date is \$9,658,237.

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 25, 2023, 15 homes have been completed and 1 home has declined to participate. The total cost for the 2021 Mitigation Program to date is \$280,593.

The 2020, 2021, and 2022 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 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: November 1, 2023

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.
- No response from the NOC is provided during the comment period.
- 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: Michele Ross, Manager, Community Relations

SUBJECT: **REVIEW AND APPROVAL OF THE 2023 NOC ACCOMPLISHMENTS, 2024 NOC WORK PLAN, AND 2024 NOC MEETING DATES**

DATE: November 1, 2023

At the September 20, 2023 NOC meeting, members reviewed a proposed 2024 Work Plan Draft. The Draft 2024 NOC Work Plan is attached. The NOC’s Fall Listening Session was held on October 18, 2023 to solicit ideas for what citizens also would like the NOC to consider in 2024; however, no additional Work Plan items were offered from Listening Session attendees.

The pages following include the Draft 2023 NOC Accomplishments, the Draft 2024 NOC Work Plan and the Draft 2024 NOC Meeting Dates.

Following NOC approval, the 2024 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-Chairs on December 4, 2023 at 10:30 AM.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2023 MSP NOC ACCOMPLISHMENTS, 2024 MSP NOC WORK PLAN AND 2024 NOC MEETING DATES.



MSP NOISE OVERSIGHT COMMITTEE 2023 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 [2022 MSP Complaint Data Assessment](#).
5. Pursuant to the Second Amendment to the Consent Decree, reviewed the [MSP 2022 Annual Noise Contour Report](#) published February 2023. The report noted that based on the 310,235 total operations at MSP in 2022, the actual 60 dB DNL contour is 42% smaller than the 2007 forecast contour, and the 65 dB DNL contour is 52% smaller.
6. Received an update MAC's Director of Air Service Development and representatives from Delta and Sun Country about airline schedules and impact to airport operations resulting from the COVID-19 pandemic.
7. Received a briefing from the FAA on their Neighborhood Environmental Survey and FAA's Noise Policy Review efforts.
8. Received an overview from the FAA regarding current MSP procedures and airspace.
9. Received three updates from the FAA on the VOR Minimum Operational Network project and development of Area Navigation (RNAV) Procedures .
10. Received updates from the FAA regarding Converging Runway Operations (CRO) at MSP.
11. Received updates on airfield construction activity.
12. Received updates on on-going outreach activities including the [Meet the Fleet](#) series.
13. Reviewed aviation-related research initiatives from FAA Center of Excellence/ASCENT, TRB, and other researchers.
14. Heard from MAC Executive Director/CEO, Brian Ryks on updates on the organization, recent accolades, trends in passengers and operations, and future development at MSP.
15. Elected a Community Co-Chair and a User Co-Chair.
16. Celebrated the 20-year anniversary since the NOC first met in 2002.
17. Reviewed status of the MSP Residential Noise Mitigation Program Implementation.
18. Received an update on the MSP Long Term Plan and associated Stakeholder Engagement Program.



MSP NOISE OVERSIGHT COMMITTEE 2024 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) 2023 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) Runways 30L and 30R Departure Analysis

Description: Based on requests received from Minneapolis residents, conduct an analysis of departure activity and altitudes from Runways 30L and 30R, similar and as an update to the 2020 MSP Runways 30L and 30R Departure Operations Report.

e) 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

f) 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.

g) MSP Construction Updates

Description: Upcoming MSP airfield construction projects may impact typical runway use. In 2024, MAC will provide an update about construction MSP construction activity.

h) 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 2024.

i) 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. The FAA will provide updates on this topic in 2024.

j) VOR-MON Program and RNAV Procedure Development

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, development of new procedures for MSP, the proposed timeline for these activities, and the potential impact to airport operations at MSP. The FAA will provide updates on this topic in 2024.

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



MSP NOISE OVERSIGHT COMMITTEE 2024 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 2024 NOC meeting dates:

- *January 17, 1:30 PM*
- *March 13, 1:30 PM*
- *May 15, 1:30 PM*
- *July 17, 1:30 PM*
- *September 18, 1:30 PM*
- *November 20, 1:30 PM*

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 Legends Conference Room at the MAC General Office building, unless otherwise noted.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Manager, Community Relations

SUBJECT: **REDUCED THRUST MODELING UPDATE**

DATE: November 1, 2023

Noise modeling for MSP has historically utilized custom noise model inputs in the form of custom Noise Abatement Departure Procedure (NADP) profiles for selected aircraft. The current set of aircraft with custom NADP profiles that are utilized for the annual MSP noise contour were developed in 2011, 2014, and 2018, based on aircraft in the fleet that accounted for some of the most frequent and loudest aircraft at MSP.

In order to represent current airlines' utilization of reduced thrust and NADP profiles, as well as the current MSP fleet, the MAC is working with airlines to develop a series of custom NADP profiles that are anticipated to be used in the development of the 2023 Annual Noise Contour.

At the November NOC Meeting, MAC staff will provide an overview and update on the status of this project.