



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



NOC Committee Members

Dianne Miller	Community Co-Chair, City of Eagan Representative (City of Eagan)
Ryan Barette	Minnesota Business Aviation Association Representative
Paul Borgstrom	Chief Pilot Representative (Delta Air Lines)
Mary Brindle	At-Large Community Representative (Edina City Council)
Pam Dmytrenko	City of Richfield Representative (City of Richfield)
Chris Finlayson	At-Large Airport User Representative (Endeavor Air, Inc.)
Christine Koppen	Cargo Carrier Representative (United Parcel Service)
Todd Lawrence	Charter/Scheduled Operator Representative (Sun Country Airlines)
Patrick Martin	City of Bloomington Representative (Bloomington City Council)
Jay Miller	City of Mendota Heights Representative (Mendota Heights City Council)
Hank Moody	Scheduled Airline Representative (Delta Air Lines)
Linea Palmisano	City of Minneapolis Representative (Minneapolis City Council)

MEETING AGENDA

September 18, 2019 at 1:30 PM

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

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

***Note:** 1:00 to 1:30 PM – Committee Agenda Review Session

(NOC members, alternates, and at-large contacts only in the Coleman Conference Room)

1. 1:30 Review and Approval of July 17, 2019 Meeting Minutes
2. 1:30 Review of Monthly Operations Reports: July and August 2019
3. 1:40 Public Comment Period
4. 2:00 Guest Speaker: MAC/MSP Update (Brian Ryks, MAC Executive Director/CEO)
5. 2:25 Eagan City Council Request
6. 2:35 Converging Runway Operations Update
7. 2:55 Fort Snelling Upper Post Redevelopment
8. 3:10 MSP Long-Term Plan Forecast
9. 3:30 Airline Policies and Procedures
10. 3:40 Review of the Summer Listening Session
11. 3:40 2020 NOC Work Plan
12. 3:45 Announcements
13. 3:45 Adjourn

Public Comment Notice: A public comment period of no more than 20 minutes will be added to each agenda. Members of the public wishing to address the NOC during this period are allotted 3 minutes to speak. Please complete and submit a speaker card prior to the start of the meeting or have arrangements made with your NOC representative prior to the meeting date.



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, 17th of July 2019 at 1:30 PM

MAC General Office
Lindbergh Conference Room

Call to Order

A regularly scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 17th of July 2019, in the Lindbergh Conference Room at the MAC General Office building. Chair Miller called the meeting to order at 1:30 PM. The following were in attendance:

Representatives: J. Hart; D. Miller; P. Dmytrenko; C. Finlayson; M. Brindle; P. Martin; D. Sloan; A. Moos; J. Klinger; L. Palmisano;

Staff: D. Nelson; B. Juffer; A. Kolesar; J. Lewis; N. Pesky; N. Ralston; R. Fuhrman; B. Ryks; C. Leque

Others: M. Ross – Minneapolis; T. Mitchell – Eagan; B. Reynolds – FAA; R. MacPhersan – FAA; J. Klinger – Delta; T. Gladhill – Eagan; A. Gladhill – Eagan; M. Sands – FAA; S. Fortier – FAA; A. Nemcek – Rosemount; A. Scipioni – Edina; S. Henry – Egan; C. Chaves – Minneapolis;

1) **Nomination and Election of Co-Chairs**

Co-Chair Miller, Eagan, asked for nominations for the User Group Chair. Jeff Hart, Delta, was nominated and elected unanimously.

Co-Chair Hart, Delta, asked for nominations for the Community Group Chair. Dianne Miller, Eagan, was nominated and elected unanimously

2) **Review and Approval of May 15, 2019 Meeting Minutes**

Chair Miller, Eagan, asked for approval of the May 2019 NOC minutes. The motion was moved by **Representative Dmytrenko, Richfield**, and seconded by **Representative Klinger, Delta**. The motion passed unanimously, the minutes were approved.

3) **Review of Monthly Operations Reports: May and June 2019**

Brad Juffer, Technical Advisor, reviewed and presented the May and June 2019 operations report for MSP airport.

May	June
• Total Operations: 33,998	• Total Operations: 35,404
• Nighttime Operations: 2,377	• Nighttime Operations: 2,718
• North/South/Mixed: 27%/54%/12%	• North/South/Mixed: 28%/55%/12%
• Complaints: 17,745	• Complaints: 18,693
• Complaint locations: 311	• Complaint locations: 480
• Hours of aircraft sound events: 496	• Hours of aircraft sound events: 483
• R17 procedure: 99.8%	• R17 procedure 99.8%
• Crossing procedure day: 33%	• Crossing procedure day: 33%
• Crossing procedure night: 31%	• Crossing procedure night: 50%
• RUS: 54%	• RUS: 54%

4) Public Comment Period

T. Gladhill, Egan, reviewed the Runway 17 Departure Operations Report prior to the meeting and wanted to make a few comments on the report. Gladhill asked that the FAA work to better balance the need for efficiency with doing the right thing for the neighboring communities.

5) Converging Runway Operations (CRO)

Brad Juffer, Technical Advisor, reminded the group that at the May NOC meeting Rebecca MacPherson of the FAA gave a CRO briefing. It was requested that a writeup of the briefing be included in the July agenda packet. As a result of the briefing, the NOC requested Juffer draft a letter to the FAA that reemphasized the resolution passed in 2016 and that letter is also in the July packet. Juffer requested action:

APPROVE AND SEND THE ATTACHED LETTER TO THE FAA GREAT LAKES REGIONAL ADMINISTRATOR TO COMMUNICATE THE FULL REQUEST OF RESOLUTION #02-2016.

Chair Miller, Egan, mentioned that this item is connected to the R17 departure study and suspects the City of Egan will make requests for operational changes in response to the study. **Pam Dmytrenko, Richfield**, made the motion to pass the action request, it was seconded by **Patrick Martin, Bloomington**, and passed unanimously.

6) Runway 17 Departure Operations Report

Brad Juffer, Technical Advisor, stated that this report was added to the NOC work plan after two listening sessions when residents requested a more thorough review of R17. Being that the study was initiated by residents, MAC took the lead and incorporated resident and city feedback in the scope.

Juffer introduced the report objective and moved on to the scope which was broken in to 8 parts:

- Background
- Pre-CRO vs. Post-CRO Day
- Flight Frequency
- Departure Headings
- AEDT Noise Model Data

- Land Use
- R17 Departure Procedure Environmental Assessment
- Departure Altitude

Representative Brindle, Edina, mentioned an interest in comparing the flow on 30L/R to R17 flow. **Juffer** responded that this project could become a recommendation for the NOC 2020 workplan. **Co-Chair Hart, Delta**, mentioned that in the early stages of CRO, there seemed to be an east flow bias and asked Juffer if the data points to that still being the case in a wind neutral situation. **Juffer** responded that the FAA would be best to answer but with the information he had, there did not seem to be a data driven bias for the R17. Before CRO, FAA said they had a north flow bias because that flow allowed the greatest capacity. Now the bias is to utilize whatever runway is the safest and most efficient within the confines of weather and wind.

7) Egan Mobile Noise Monitoring Report

Brad Juffer, Technical Advisor, reminded the group that in 2018 there was a mobile monitoring request from the City of Egan. This request was approved by the NOC as part of the 2019 Work Plan and was completed in May 2019. As part of this study, the MAC evaluated sound data collected in Egan to determine if gaps exist in the MACNOMS site coverage area within the City of Egan. The group was also to determine if MACNOMS sites 25 and 37 properly captured aircraft sound levels given the ambient freeway noise generated by I-35.

Study details:

- May 2-15
- Two locations
 - Mueller Park Farm
 - Evergreen Park
- Equipment used is equal to that used at permanent sites
- Measurement and correlation parameters are same as those used at permanent sites

Once data was collected at the permanent sites and the mobile sites, the data was compared. It was discovered that 100% of the 300 aircraft recorded over the mobile site at Mueller Farm Park were also recorded by the related permanent site. 97.4% of operations recorded at the Evergreen Park mobile site were also recorded at the related permanent site. **Juffer** reported that based on data and process, the MAC is confident that the remote monitoring systems in question, are in fact picking up accurate information and sound.

8) MSP Airport Long-Term Plan and Stakeholder Engagement

Dana Nelson, Director-Stakeholder Engagement, reviewed the first stakeholder advisory panel meeting which is part of a series to gather input for the MSP long term plan.

Discussion topics included:

- Curbside, roadways, public transit
- Passenger amenities and services
- Airport security
- Air cargo activities
- General comments and questions

Nelson presented a full timeline to the group and the first meeting took place in the second quarter of 2019. The second panel meeting will occur during the 3rd quarter of 2019, in conjunction with the aviation activity forecasts but before the facility requirements analysis.

9) Announcements

Co-chair Hart, Delta, announced that Delta started flying the new A220 in Minneapolis-the quietest aircraft currently in production.

Summer Listening Session will be in the City of Edina.

Wednesday, July 24, 2019 at 7PM

South Metro Public Safety Training Center

7525 Braemar Blvd, Edina MN 55439

10) Adjourn

A motion to adjourn was requested by **Chair Miller, Eagan**, moved by **Co-Chair Hart, Delta**, and seconded by **Representative Sloan, Mendota Heights**. The meeting adjourned at 2:47 pm.

The next meeting of the NOC is scheduled for **Wednesday, 18 September 2019 at 1:30 PM**

Respectfully Submitted,

Amie Kolesar, Recording Secretary

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: JULY AND AUGUST 2019**

DATE: September 4, 2019

Each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website:

<https://www.macenvironment.org/reports/>.

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

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: September 4, 2019

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

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

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

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **GUEST SPEAKER: MAC/MSP UPDATE (BRIAN RYKS, MAC EXECUTIVE DIRECTOR/CEO)**

DATE: September 4, 2019

At the September 18, 2019 NOC meeting, MAC Executive Director / CEO, Brian Ryks, will provide the NOC a MAC / MSP update.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **EAGAN CITY COUNCIL REQUEST**

DATE: September 4, 2019

At the July 2019 NOC meeting, MAC Staff presented the Runway 17 Departure Operations Report to the NOC. Among other things, the report highlighted an increase in the number of departures using Runway 17 as a result of Converging Runway Operations (CRO) measures implemented by the Federal Aviation Administration (FAA) in 2015.

In response to the study, the Eagan Airport Relations Commission conducted a work session to suggest recommended actions the NOC and MAC should consider sending to the FAA for evaluation in order to reduce the number of departures from MSP that fly over residential portions of Eagan. At their regularly scheduled meeting on September 3rd, the Eagan City Council took action to send the attached letter to the NOC for the Committee's consideration.

At the September NOC meeting, MAC Staff will provide an overview of the elements contained in the letter from the City of Eagan.

COMMITTEE ACTION REQUESTED

DIRECT MAC STAFF TO REVIEW PROPOSALS CONTAINED IN THE LETTER FROM THE CITY OF EAGAN AND REPORT BACK TO THE NOISE OVERSIGHT COMMITTEE AT THE NOVEMBER MEETING



September 3, 2019

Metropolitan Airports Committee
Attn: Noise Oversight Committee (NOC)
6040 S. 28th Avenue
Minneapolis, MN 55450

Dear Members of the Noise Oversight Committee:

As you are well aware, the noise environment in the City of Eagan has changed dramatically since the implementation of Converging Runway Operations (CRO) at MSP Airport in 2015. The airport more routinely operates in a south flow, resulting in thousands of additional flights over residential areas of Eagan.

Over the past several months, the Eagan Airport Relations Commission (ARC), a volunteer advisory commission to the City Council, has been working in partnership with Metropolitan Airports Commission (MAC) staff to review the outcomes of the NOC-initiated Runway 17 Departure Study. The study clearly demonstrated the increased noise impact to Eagan since CRO went into effect. In response to the data and with input from MAC staff and Eagan residents, the ARC has developed a series of requests and inquiries of the FAA pertaining to operational changes at MSP Airport. The ARC is mindful of not moving noise from one community or neighborhood to another, and thus the suggestions attempt to keep planes over more compatible land uses and within the City of Eagan, when appropriate.

The City of Eagan respectfully asks the NOC to consider and forward the following recommendations and inquiries to the MAC Commission of the whole. Pending NOC and MAC review, the City asks that the request be forwarded to the FAA for their consideration. The requests are being made at this time to coincide with the recent commitment of the FAA to conduct environmental analysis of the impacts of CRO. The City of Eagan is grateful for the FAA's renewed presence and communication efforts with the NOC. As such, the City of Eagan requests that the FAA respond both in writing and engage in a dialogue with the NOC when responding to the City's requests.

Operational Requests and Inquiries of the FAA

Issue #1: Use of Runway 17 for departures has increased dramatically since the implementation of CRO, including more frequent use of the south flow configuration. The Runway Use System (RUS) calls for Runway 12R and 12L as the first priority for departures. However, Runway 17 is the most frequently used runway for southerly departures in contradiction to the RUS.

Requests/Inquiries:

- Consider the feasibility to direct departures from MSP with initial fixes of COULT or ZMBRO to use Runway 12R instead of Runway 17.
- Vary the use of Runway 17 departure headings to limit the frequency of overflights in neighborhoods

Issue #2: More frequent use of the 120, 140, and 155-degree departure headings off Runway 17 has caused a significant increase in the noise burden over residential areas of Eagan.

Requests/Inquiries:

- Implement an eastbound turn restriction off Runway 17 similar to the westbound 2.5-mile river departure procedure.
- Review the feasibility of a new southerly fix located approximately 6.6 miles at the intersection of 35E and Cedar Avenue to which all or a portion of Runway 17 departures could be directed to prior to making their eastbound turn.
- Better fan aircraft by increasing the use of the 180-degree heading to more equitably distribute operations currently using the 120, 140, and 155-degree headings.
- Could all Runway 17 departures use the 2.5-mile river departure procedure to gain altitude before making a westerly turn to their destination?

Issue #3: Westbound departures on Runway 12R are making sweeping, westerly turns over predominantly residential areas.

Requests/Inquiries:

- Move Runway 12R and 12L westbound departures to Runway 17 to take advantage of the 2.5-mile river departure procedure. In particular, consider this change during the nighttime given this practice already occurs during the daytime.
 - Or, as an alternative, could westbound departures from Runway 12R turn immediately after departure and follow the river valley to the southwest without impacting residents living in northern Eagan?
- Could departures in the corridor be required to reach a certain altitude (e.g. 5000 feet) before initiating their westbound turn?

As the FAA reviews the above requests and inquires, we ask that they consider not only whether these changes could be made 24-hours a day, but also look at opportunities for improvements during certain times of the day when demand allows (i.e. daytime-only, nighttime-only, low demand periods, etc.).

On behalf of the City of Eagan, we thank the NOC, along with the MAC and FAA in advance, for considering the City's requests and inquiries. We appreciate the spirit of collaboration. Eagan greatly values from being a neighbor to MSP Airport and we are hopeful that the suggested modifications will be seriously considered by the FAA to reduce the noise burden on our community.

Sincerely,

A handwritten signature in black ink that reads "Mike Maguire". The signature is written in a cursive, slightly slanted style.

Mike Maguire
Mayor

cc: U.S. Congresswoman Angie Craig
U.S. Senator Amy Klobuchar
U.S. Senator Tina Smith
Eagan Airport Relations Commission
Brad Juffer, MAC Manager of Community Relations

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **CONVERGING RUNWAY OPERATIONS**

DATE: September 4, 2019

At the September 18, 2019 NOC Meeting, FAA Regional Administrator, Rebecca MacPherson will provide an update on the agency's recent activities regards Converging Runway Operations (CRO) at MSP.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: FORT SNELLING UPPER POST REDEVELOPMENT

DATE: September 4, 2019

The Minnesota Department of Natural Resources (DNR) is proposing to lease the Upper Post in Fort Snelling State Park for 99 years to Fort Snelling Leased Housing Associates I, LLLP, an affiliate of Dominion Development & Acquisition, LLC, for rehabilitation into rental housing. Up to 215 housing units would be constructed within the existing footprints of 26 historic buildings.

The DNR has prepared an Environmental Assessment Worksheet (EAW). This EAW was made available for public comment in the August 26, 2019 EQB Monitor. The comment period for this EAW is open until September 25, 2019 at 4:30 PM. More information on the EAW can be found here: <https://www.dnr.state.mn.us/input/environmentalreview/upperpost/index.html>

The excerpts from the EAW below summarize the project

Project Description

The units would be rented to individuals and families that meet state requirements for moderate income housing (incomes up to 60% of area median), with a preference for military veterans and their families. New construction to support the housing units would include a commons area with outdoor swimming pool, sidewalks, landscaping, parking facilities, new streets, stormwater infiltration basins, utility improvements, and reconstruction of existing streets and driveways.

Land Use

Fort Snelling is an Unorganized Territory within Hennepin County, and is not included on municipal zoning maps. Fort Snelling State Park includes the Upper Post parcel which is designated as a National Historic Landmark.

The Project Area is within the boundaries of the Fort Snelling Historic District, which is listed in the National Register of Historic Places (NRHP) and is also designated as a National Historic Landmark (NHL).

Noise

The Project Area is bound to the south and west by the MSP International Airport, and MN Highway 5 to the east. These existing features generate high noise levels on parts of the Project Area. The Metropolitan Airports Commission (MAC) 2016 Annual Noise Contour Report indicates that the redevelopment area ranges from 60 to over 70 DNL (day-night average sound level). Approximately 20 units among

four of the southern-most buildings are located within the modeled 70-75 DNL noise contour and the MPCA noise area classification (NAC) 2: two Officer's Row houses (Buildings 160, 161); half of one of the barracks (Building 103); and the bakery (Building 112). The Federal Aviation Administration (FAA) suggests that noise levels above 65 DNL are not recommended for residential use; however, the FAA indicates that it may be permitted with suitable mitigation. The Minnesota Pollution Control Agency also has Noise Area Classification guidelines that indicate the noise levels for a portion of the site closest to the Airport and Highway 5 will require mitigation. The Metropolitan Council has adopted guidelines based on the FAA standard, which also indicate that noise levels between 70-75 DNL are not generally compatible with residential use, but allow it, with suitable mitigation, if residential use is already present in the area.

Due to the proposed Project being a residential use, the developer (Dominium) retained Veneklasen Associates (VA), a nationally recognized noise consultant, to undertake area ambient noise monitoring and recommend mitigation measures for the proposed Project. In development of its mitigation recommendations, VA considered the MPCA Noise Area Classification (NAC) guidelines - Minn. Rules. Section 7030.040, the Federal Aviation Administration, Part 150, Appendix A guidelines, and the recently adopted Regional 2040 Transportation Policy Plan (TPP) - Appendix L: Aviation Land Use Compatibility Guidelines.

The MN DNR will require suitable noise mitigation under its Lease with Dominium and this will be a specific focus of attention during MN DNR's site plan and individual building review for the project to ensure suitable mitigation is implemented. Upon completion, MN DNR will require testing to confirm the required levels of noise mitigation are attained in all units. If any units do not meet the noise levels required, additional attenuation will be required. Costs of noise mitigation will be a project cost and neither MnDOT nor the MAC will be looked to for contribution.

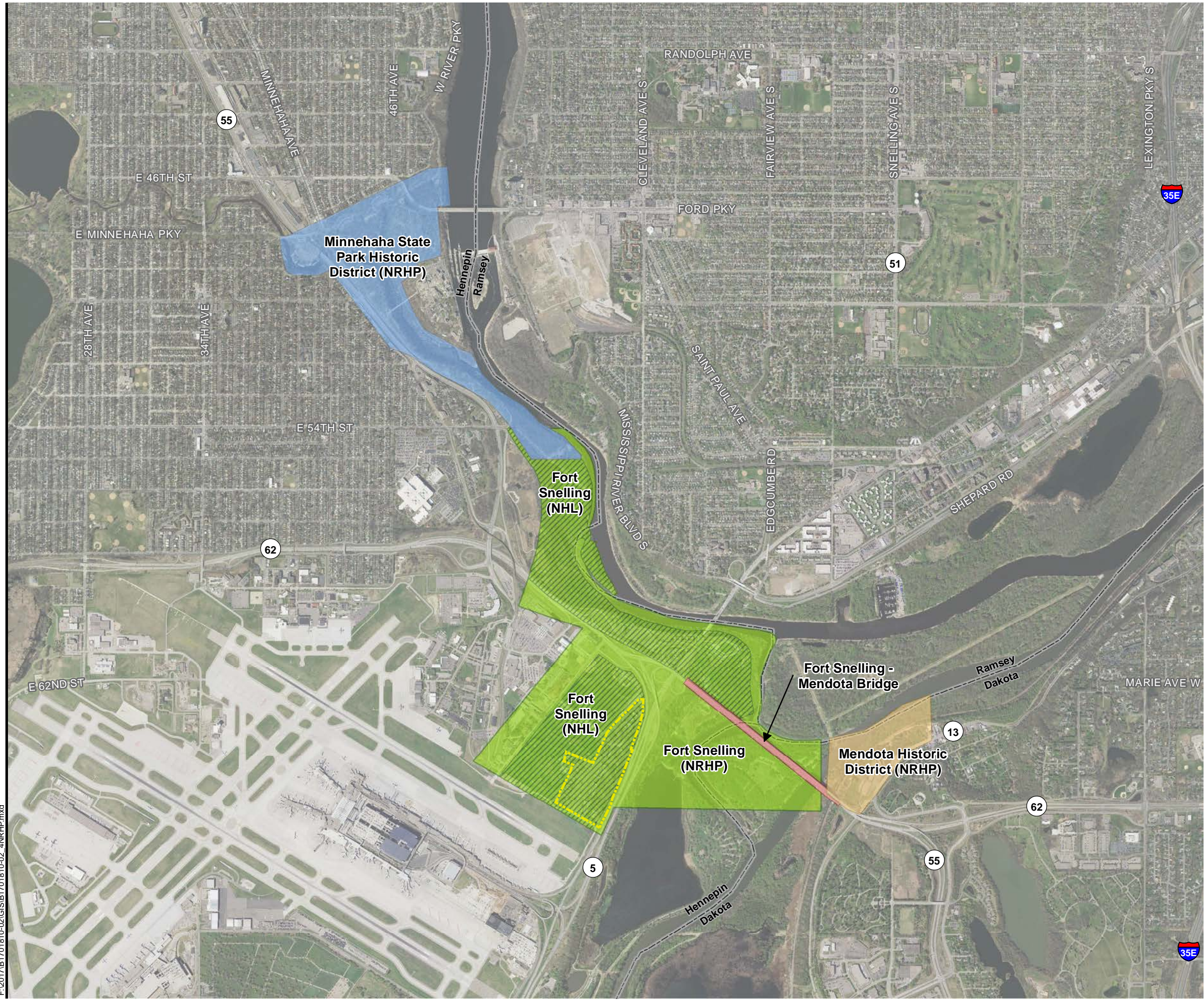
The developer and MN DNR agree to enter into a Memorandum of Agreement with the MAC to not seek noise mitigation funding from the MAC.

Dominium has agreed to implement VA's recommended construction techniques as needed and appropriate for each building to mitigate exterior noise inside the buildings. These techniques include:

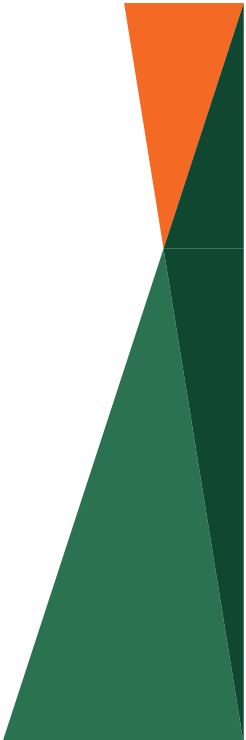
- Restoring existing single-glazed windows to an air-tight condition.
- Addition of new storm windows and double glazing as needed.
- Air-tight construction of all windows, exterior walls and roofs (roofs would be non-vented).
- Repair or additions of plaster to wood/masonry interior walls, creation of sound channels and filling void spaces with sound insulation.
- Closed cell spray foam insulation would be used to fill void spaces in wooden roof trusses or partitions (attics).

- Gypsum board ceilings and sound channels added in roof trusses.
- Separation of floors between different units would include plaster repair to existing ceilings or damaged ceilings would be replaced and sound batt insulation placed in trusses.
- New dropped ceilings would be installed to conceal utilities (pipes, electrical etc.), meet fire code and may assist in noise reduction.
- All buildings would have central air conditioning for occupied interiors paces.

This is an informational item only. At the September meeting, MAC General Counsel, Cameron Boyd, will brief the NOC about the project.



-  Fort Snelling (NHL)
-  Fort Snelling (NRHP)
-  Fort Snelling - Mendota Bridge
-  Mendota Historic District
-  Minnehaha State Park Historic District
-  Project Area Boundary



Drawing Information

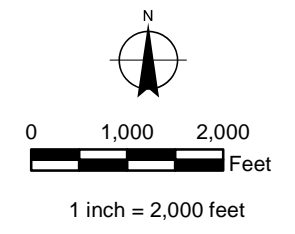
Project No:
B1701810.02
Drawing No:
B1701810-02_4NRHP
Drawn By: CMF
Date Drawn: 11/06/2018
Checked By: BR
Last Modified: 4/23/2019

Project Information

Upper Post Flats
6409 Taylor Avenue
Saint Paul, Minnesota


Historic
Boundaries
Map

Figure 4

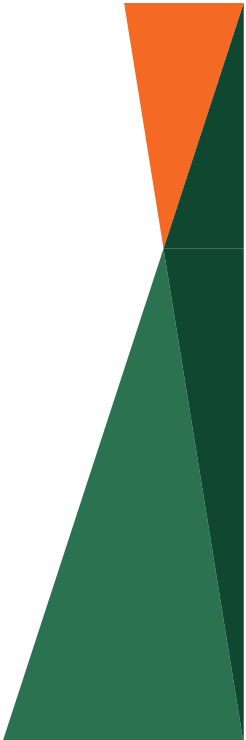


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 Project Area Boundary
151 Building Location and Identification Number

**BRAUN
INTERTEC**
 The Science You Build On.
 11001 Hampshire Avenue S
 Minneapolis, MN 55438
 952.995.2000
 braunintertec.com



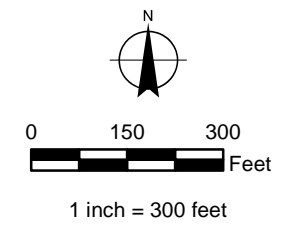
Drawing Information

Project No:
B1701810.02
 Drawing No:
B1701810-02_5ExstConds
 Drawn By: CMF
 Date Drawn: 12/10/2018
 Checked By: BR
 Last Modified: 4/23/2019

Project Information

Upper Post Flats
 6409 Taylor Avenue
 Saint Paul, Minnesota

**Project Area:
Existing
Conditions**



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Figure 5

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **MSP LONG-TERM PLAN FORECAST**

DATE: September 4, 2019

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

The MAC initiated development of the Plan early in 2019. The first element in the production of the Plan is to produce aviation activity forecasts for MSP. These forecasts serve as the backbone for assessing MSP facility needs. The forecasts contemplate the future passenger demand and operational levels expected to occur between 2018 and 2040.

At the September NOC meeting, Neil Ralston, MAC Airport Planner, will provide an update on the Long-Term Plan and the aviation activity forecasts.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: AIRLINE POLICIES AND PROCEDURES

DATE: September 4, 2019

Several variables impact the flight of an aircraft. Environmental factors, such as wind, weather and temperature, will influence the performance of an aircraft. Operator decisions, for example aircraft type, load, destination and routing, will vary the flight track and climb rate of a departure. Procedural factors, including air traffic instruction and airline standard operating procedures, has the potential to alter where and how aircraft fly.

The MAC has received comments at recent community meetings that aircraft have been lower on departure in recent months and years. It has been suggested that this is the result of airline decisions to change standard procedures in climb rates.

Additionally, it has been suggested that pilots can request any flight path they wish when departing from MSP. While contextually accurate, this condition rarely occurs at international airports.

To allow for insight into these two topics, MAC staff made a request to Delta Chief Pilot and NOC Member, Paul Borgstrom and Sun Country Chief Pilot and NOC Member, Jonathan Malin to attend the September NOC meeting and offer their companies' standard operating procedures and personal expertise on these topics.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **REVIEW OF THE SUMMER LISTENING SESSION**

DATE: September 4, 2019

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 Summer Listening Session.

The primary goal of the 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 July 24, 2019 at 7:00 P.M., the Summer Listening Session was hosted by the City of Edina at the South Metro Public Safety Training Facility. A total of 19 residents from Edina and one resident from Richfield attended the meeting. Also in attendance were MAC District C Commissioner, Katie Clark Sieben; Edina City Manager, Scott Neal; NOC member and Edina Councilmember, Mary Brindle; NOC Member, Loren Olson; FAA staff; and MAC staff.

MAC staff opened the meeting and asked each of the audience members to introduce themselves and where they were from. Staff then provided a brief update of new NOC membership, June MSP flight paths, the decline of air traffic over the City of Edina and new Airbus A220 aircraft at MSP. The presentation slides are available on the Listening Session page on our website:

<http://www.macnoise.com/our-neighbors/msp-quarterly-listening-sessions>

After the presentation, staff opened the floor to discussion. The focus of the meeting was primarily related to departures from Runway 30L over the City of Edina. The topics raised during the conversation included:

- Nighttime departures and the FAA's runway decision making process during low demand hours.
- The Day-Night Average Sound Level (DNL) metric and how noise is measured in the community.
- The MSP Long Term Plan, the capacity of the airfield and environmental analysis expected to be included in the Plan.
- Area Navigation (RNAV) departure procedures.
- Delta fleet plan and reduction of MD-80 aircraft at MSP.
- Frequency of aircraft departures near the same neighborhoods.
- The MAC's system of Remote Monitoring Towers (RMT) in the communities around MSP.

The next Listening Session will be on October 23, 2019 at 7:00 P.M. This Listening Session will be held at the MAC General Offices. Further details will be made available on the www.macnoise.com website.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **DRAFT 2020 NOC WORK PLAN**

DATE: September 4, 2019

Each September, the NOC membership reviews the proposed draft Work Plan for the coming year. The final draft is presented as a NOC agenda item at the November meeting and is then presented to the MAC Planning, Development and Environment Committee by the NOC Co-chairs. The preliminary list of 2020 Work Plan topics are provided below:

DRAFT 2020 MSP 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 Noise Program Specific Efforts

a) 2019 Actual Noise Contour Report and First Amendment to 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 actual annual Noise Exposure Map for the previous year. The 2019 noise contours will be used to establish an address list of the single and multifamily parcels that have met one, two and three years of candidate eligibility under the First Amendment to the Consent Decree, as applicable. To be fully eligible, a candidate home must be located for a period of three consecutive years (the first of the three years cannot be later than calendar year 2020) in the actual 60-64 DNL noise contour and within a higher noise impact area when compared to the home's status under the noise mitigation program prior to the amendment.

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) 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

d) 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 the progress of their long-term mitigation plan, expectations for runway use and airport throughput in 2020.

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

Description: The MAC is currently preparing the 2040 Long-Term Plan. Throughout 2020, the MAC will provide regular updates to the NOC on the progress of the LTP and associated stakeholder engagement.

f) Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods

Description: Beginning in 2015, the FAA conducted surveys of residents around select U.S. airports to assess annoyance levels from aviation noise. 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.

g) Runway 30L and 30R Departure Study

Description: Similar to the Runway 17 Departure Operations Report, MAC Staff will compile a report to the NOC that will identify operational necessities of Runway 30L and 30R, highlight trends in the use of the runways and identify changes that have occurred in the past five year.

h) Runway 12L and 12R Nighttime Balancing

Description: Residents at the July 2019 Listening Session in the City of Edina requested the MAC evaluate the possibility of more closely balancing arrival activity. This item will analyze the impact of the request.

3. Continue to Review Input Received from the Public Input Meetings as Possible Agenda Items

This is an information item, no NOC action is requested at this time. The October Listening Session will be held to solicit Work Plan ideas from the public. MAC staff will report the results to the NOC at it's November meeting.

The final 2020 Work Plan will be placed on the NOC Agenda for November 20, 2019, with a request to recommend approval of the final 2020 NOC Work Plan to be presented by the NOC Co-Chairs to the MAC Planning Development and Environment Committee on December 2, 2019.