



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**
Wednesday, May 19, 2021 at 1:30 PM
By Teleconference Only



Call to Order

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, May 19, 2021, by teleconference only. Chair Miller called the meeting to order at 1:30 p.m. The following participated in the teleconference:

Representatives: M. Brindle, R. Barrette, P. Borgstrom, B. Cloud, P. Dmytrenko, J. Hart, C. Jacobson, D. Lowman, D. Miller, L. Olson, C. Potter

Staff: C. Boyd, R. Fuhrmann, P. Hogan, B. Juffer, J. Lewis, K. Martin, D. Nelson, N. Pesky, B. Peters, B. Ryks, M. Ross, M. Takamiya, J. Welbes

Others: Beslow – FAA, Gregg Davis - Delta, H. Rand – Inver Grove Heights, J. Bergman – Apple Valley, B. Hoffman – St. Louis Park, S. Fortier – FAA, K. Mara – FAA, R. MacPherson – FAA, R. Mogush, Lynne Moore - Bloomington, T. Postiglione – FAA, N. Rao – FAA, K. Regotti – FAA, J. Ronken – FAA, A. Scipioni, and other members of the public

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

Community Representatives: M. Brindle, P. Dmytrenko, C. Jacobson, D. Lowman, D. Miller, L. Olson

Industry Representatives: R. Barrette, P. Borgstrom, B. Cloud, J. Hart, Potter

1. Consent

1.1. Review and Approval of March 17, 2021 Meeting Minutes

There were no questions or revisions to the March 17th meeting minutes.

1.2. Reports

1.2.1. Monthly Operations Reports: March and April 2021

Michele Ross, Assistant Technical Advisor, provided March and April 2021 operations updates. (Presentation materials are available on macnoise.com):

MAR

- Total Operations: 23,461
- Nighttime Operations: 1,062
- North/South/Mixed: 38/54/2 (%)
- RUS (Priority 1/2/3/4): 44/7/0/49 (%)
- RJ/Narrow/Wide: 44.2/50.8/5 (%)
- Complaints: 14,404
- Complaint locations: 282
- Top 10 Households: 55%
- Hours of events*: 324
- Number of events*: 63,102
- R17 procedure: 99.3%
- EMH Corridor procedure: 94.8 %
- Crossing procedure day: 15.1%
- Crossing procedure night: 34.8%
- RUS: 50.6 %

APR

- Total Operations: 22,936
- Nighttime Operations: 1,099
- North/South/Mixed: 51/32/6 (%)
- RUS (Priority 1/2/3/4): 49/1/1/49 (%)
- RJ/Narrow/Wide: 43.4/51.3/5.3 (%)
- Complaints: 11,667
- Complaint locations: 247
- Top 10 Households: 54%
- Hours of events*: 321
- Number of events*: 62,246
- R17 procedure: 99.1%
- EMH Corridor procedure: 91.8%
- Crossing procedure day: 15.7%
- Crossing procedure night: 40%
- RUS: 51.7%

* Aircraft sound events above 65dB.

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

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

Ayes: Eleven

Barrette, Borgstrom, Brindle, Cloud, Dmytrenko, Hart, Jacobson, Lowman, Miller, Olson, Potter

Nays: None

Abstain: None

2. Public Comment Period

There were no questions or comments from the public.

3. Business

There were no business agenda items.

4. Information

4.1. Converging Runway Operations Update

Rebecca MacPherson, FAA Regional Administrator for the Great Lakes Region, provided an update. Converging Runway Operations (CRO) are used during periods of high operations (two morning pushes and one afternoon push) and favorable winds. Because of decreased operations as a result of the pandemic; CRO has not been used since March 2020. For the past nine months, the FAA has been considering expanding the Arrival/Departure Window (ADW), due to a small percentage of the fleet. It has been difficult to assess the impact of a shift in fleet mix on something that is not currently utilized. The FAA is modeling adjustments in the fleet mix and hopes to have a report out sometime this fall. The report will be sent for

additional analysis within the FAA and a final analysis will be done by the FAA safety team to determine if any suggested changes within the window would be an improvement on current safe standards. FAA procedures are constantly being reevaluated in an effort to improve safety and increase efficiency. The FAA will do the appropriate outreach once CRO resumes. Based on discussions last summer, internal to the FAA, if there is a change to the ADW it will still likely qualify as an environmental Categorical Exclusion (CATEX), but will need to be confirmed with noise modeling. Public outreach is not the norm, but the agency has committed to doing more outreach outside of the National Environmental Policy Act (NEPA) process. MacPherson stated her strong inclination to not tie the outreach to the NEPA analysis, as the FAA is not legally required to do so. She went on to say that in many respects it is a cleaner way to address the type of outreach that the FAA believes is appropriate and whether that is in person or via Zoom, or some combination of the two. FAA has found Zoom to be highly effective in reaching more community members, as people do not have to take time off during the day to attend a public meeting. Meetings are recorded so they can be watched when convenient. The Zoom format allows for more clear and consistent messaging. There is significant value to in person outreach and it is an appropriate thing to do, especially since the CRO has been at the airport for several years and the FAA has not done any active outreach on it. A decision by the FAA of whether to change the size of the ADW or keep it the same is not anticipated until early 2022.

4.2. MSP Air Service Updates

Brad Juffer, Technical Advisor, introduced this topic. This is the second installment of this NOC 2021 workplan item. This topic was also on the January agenda and covered at that meeting. It was noted that the NOC normally does not spend a whole lot of time looking at future airline schedules as it is usually focused on what has previously happened at the airport over the past two months. At the January meeting our presenters focused on the travel schedule that was expected for Spring break, they provided some quantitative data on daily departures and some context on what, at the time, had been a volatile airline schedule. Juffer introduced Brian Peters, Director of Air Service Development, MAC, Gregg Davis, Delta Network Planning, Casey Potter, Sun Country Airlines, to address the NOC.

Brian Peters, Director of Air Service Development, provided the following information: MSP had 299 average daily departures in January and has trended consistently upward with about 339 in March and 346 daily departures currently. This is forecasted to increase to 404 in June and 432 in July. August daily departures are expected to be in the 430 range, with a slight drop in September as is the normal trend. There may be some variability in flight numbers due to air service continuing to recover from the pandemic. Looking at the peaks in May, there are at about 375-380 daily departures which typically occur on Thursday, Fridays, Sundays, Mondays. In June, the peak days will increase to about 430 and in July peak days are expected to increase to 460.

Delta will resume service to Reykjavik the first week of June. Air France will resume service to Paris (CDG), the second week of June. Icelandair will return service to Reykjavik. Service for all other international, Seoul and Tokyo are scheduled to resume later in the summer but may be subject to change.

Gregg Davis, Delta Network Planning, provided information about Delta's average daily departures for the last three years. Delta anticipates recovery to continue into the Fall, it is expected that September and October schedules will increase a bit higher than what is shown in August. Delta is in a tactical mode and nothing has been firmly decided past July. Delta service to Paris will resume the seventh of July. Several domestic markets will start back up in June and a handful more in July. During the pandemic Delta's flight bank structure was compressed in MSP. Starting in June, with the summer schedule, the bank structure, in MSP, will be back to normal, resuming the 0700, 1100 and 2200 departure banks.

The impact on passenger throughput after the practice of blocking middle seats was discontinued May 1 as shown in the presentation materials. There is still some variability, but passenger levels have increased about 15-20% from before the seat block removal date. There has been a steady increase through May, and it is expected to continue to grow throughout the summer.

When the seat caps came off, Delta's effective load factor dropped down into the 70% range immediately from a trending range of 75-83%. By the beginning of this week, range returned to 80% for the full cabin. With more activity, passenger counts can increase without adding additional flights.

Casey Potter, Sun Country Airlines, spoke about Sun Country's daily departures out of MSP. He mentioned that 2021 numbers are just barely below 2019 numbers and are consistent with airport operations as a whole. Daily departures are steadily ticking up to 2019 numbers entering July with thirty average daily departures. Looking past summer there are several new routes added outside of the MSP market. Potter is hopeful that daily departures will be closer to 2019 levels heading into Fall.

There were no questions, so Chair Miller moved to item 4.3.

4.3. Meet the Fleet

Brad Juffer, Technical Advisor, spoke about the MAC Community Relations office continuing to branch out and explore new touchpoints with its neighbors. Our work from home posture has required us to be creative and this is one of those efforts to bring our neighbors into our airport. To introduce our Meet the Fleet video series our original plan was to play the first video in the series however, it is not available yet. So here is an introduction of what is included. The videos will star many of our NOC pilots; they will talk about their passion for flying and show us around their own personal flying office. The videos will give views of an

inside and outside close up of some of the aircrafts used on a daily basis at MSP it will provide interesting facts and figures about these aircraft discuss some of their distinguishing features and also allow our community to have a sight of planes at the airport that they may not otherwise get to see. The first video coming soon will feature the Endeavor Air CRJ-900, which is the most flown aircraft at MSP, it will star Chris Finlayson. Included on the docket after the CRJ-900 will be NOC and Delta's own Paul Borgstrom, he will provide some information on MSP newest aircraft the Airbus A220, more videos of other aircraft will be rolled out as they become available in the Summer and Fall of 2021. As mentioned there will be inside and outside looks at each aircraft along with interesting facts and figures. Please watch the website for these upcoming videos and more details.

4.4. Review of Spring Listening Session

Michele Ross, Assistant Technical Advisor, provided an update on the April 28, 2021 Spring Listening session.

In attendance were three residents for Minneapolis, one from St. Bonifacius, FAA Staff, NOC representatives, including Chair Hart, Linnea Palmisano, Chris Finlayson, and three MAC staff.

A brief air service update was provided, along with some operations information, and an update on construction projects. A lot of the information previously provided at the March NOC meeting was shared at this listening session. After the short presentation, there was time for an open conversation. There was a resident interested in learning more about the Sound Mitigation program, staff spoke with the resident about the program after the meeting concluded. The session was brief as not too many people attended. It is a great opportunity to invite people to participate virtually, though not everyone wants to do a virtual meeting at 6pm. Future meetings will most likely provide a hybrid option for those who wish to participate virtually. That will be an ongoing process as the next phase of listening sessions are coordinated.

Questions: There were no questions regarding the listening session.

5. Announcements

Summer Listening Session

Wednesday, July 28, 2021 @ 6pm

Location TBA

July NOC Meeting

Wednesday, July 21, 2021 @ 1:30pm

Location TBA

6. Adjourn

Chair Miller thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:13 pm.