



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, 18th of September 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, 18th of September 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: D. Miller; B. Whalen; M. Brindle; L. Moore; L. Petschel; A. Moos; T. Cossalter; L. Palmisano; D. Lowman, L. Olson, P. Borgstrom, J. Malin,

Staff: D. Nelson; B. Juffer; A. Kolesar; J. Lewis; B. Rief; N. Ralston; R. Fuhrman; B. Ryks; C. Leqve; M. Ross

Others: J. Spensley – SMAAC; A. Gladhill – Eagan; P. Lostetter – Eagan; C. Carrino – Edina; R. Goldser – Eagan; C. Diaz – Rep. Angie Craig; S. Henry – Eagan; R. Owen – Met. Council; L. Grotz – Edina; T. Mitchell – Eagan; H. Leslie – Eagan; T. Gladhill – Eagan; H. Rand – Inver Grove Heights; M. Doll – Burnsville; S. Fortier – FAA; R. MacPherson – FAA; D. Hughes – Eagan; D. O’Leary – Sunfish Lake; C. Jacobson – Mendota Heights; B. Hoffman – St. Louis Park; F. Lorenz - Edina

1) Review and Approval of July 17, 2019 Meeting Minutes

Chair Miller, Eagan, asked for approval of the July 2019 NOC minutes. The motion was moved by **Representative Palmisano, Minneapolis**, and seconded by **Representative Moos, UPS**. The motion passed unanimously, the minutes were approved.

2) Review of Monthly Operations Reports: July and August 2019

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

July

- Total Operations: 37,132
- Nighttime Operations: 2,980
- North/South/Mixed: 27%/49%/17%
- Complaints: 16,082

August

- Total Operations: 37,757
- Nighttime Operations: 2,774
- North/South/Mixed: 35%/45%/14%
- Complaints: 19,592

- Complaint locations: 522
 - Hours of aircraft sound events: 476
 - R17 procedure: 99.6%
 - EMH procedure: 97.1%
 - Crossing procedure day: 33%
 - Crossing procedure night: 49%
 - RUS: 54.7%
- Complaint locations: 583
 - Hours of aircraft sound events: 506
 - R17 procedure: 99.8%
 - EMH procedure: 97.3%
 - Crossing procedure day: 34%
 - Crossing procedure night: 38%
 - RUS: 54.2%

3) Public Comment Period

Chair Miller, Eagan, introduced the public comment period protocol and announced there were six speakers who submitted comment cards.

Jim Spensley, South Metro Airport Action Council, submitted and commented on an email previously sent to the Noise Oversight Committee. **Spensley** made comments regarding the Long-Term Comprehensive Plan, categorical exemptions to environmental reviews, and process.

Ron Goldser, City of Eagan, submitted comments regarding aircraft elevation and turns when taking off and landing. **Goldser** referenced the Eagan City Council request to be later addressed at this meeting.

Paul Lostetter, City of Eagan, submitted comments regarding his strong support of the letter the city of Eagan submitted to the NOC. **Lostetter** also made comments regarding noise pollution and runway 17.

Steve Henry, City of Eagan, submitted comments regarding frequency of aircraft flights over his home. **Henry** made comments regarding the noise impacts on daily life and adjustments to flight patterns. **Henry** also voiced his support for the letter the Eagan City Council submitted to the NOC.

Ted Gladhill, City of Eagan, submitted comments regarding the creation of R17 and flight patterns as a result. **Gladhill** expressed concerns with noise pollution and its impact on the lives of city residents. **Gladhill** mentioned the letter the Eagan City Council submitted to the NOC.

David Hughes, City Eagan, purchased his home in 2009 and with CRO, the flight patterns repeatedly go over his home. **Hughes** strongly supports the letter submitted to the NOC.

4) Guest Speaker: MAC/MSP Update

Brian Ryks, MAC Executive Director and CEO, gave an overview of the MAC, when it was created as a public corporation, the legislative purpose, and its funding coming from rents and fees-not taxpayer dollars. A map of the seven-county metro area was shown with locations of the seven airports MAC owns and operates. **Ryks** went on to review the Board of Commission and introduce the new Chair as well as new commissioners.

Ryks presented the MAC strategic plan as well as the focus areas and how it connects to the mission and vision of the MAC. This leads directly into the goal of the “one-journey” experience and the elements of that model. Currently, parking is full on multiple days of the week and there will be a new parking and reservation process with a soft open in October 2019. The new silver parking ramp will open in March 2020. There are changes occurring to the front of house and at concessions that work with data driven elements to enhance the customer experience. Delta is implementing facial recognition technology to ease and quicken the boarding process and is an optional service.

Ryks reviewed MSP passenger levels, in 2018 there were over 38 million passengers served. In conjunction with that, aircraft operations are decreasing, in 2018 there were just over 407,000 operations; this number is comparable to numbers of the 1990s. Eleven airlines have been added since 01/2017 and that led to 45 additional routes.

Ryks went on to discuss sustainability measures and highlighted that to date, the MAC has invested nearly \$500 million in mitigating more than 15,000 homes. The MAC and MSP are making efforts to reduce their carbon footprint and has achieved level 2 accreditation through the Airport Carbon Accreditation program.

MSP reimagined has led to the development of a hotel on site with a skyway directly leading to T1. Ticketing and baggage claim areas of T1 are being remodeled, 80 new restaurants and shops will be introduced. Major improvements are occurring at concourse G, including new restrooms, a Delta Sky Club, and a sky lit rotunda.

Ryks reviewed the economic impacts of MSP airport and mentioned several awards MSP received for excellence, one being voted best airport in North America for three years in a row, 2016-2018.

5) Eagan City Council Request

Brad Juffer, Technical Advisor, reviewed the request from the Eagan City Council. The Eagan Airport Relations Commission has monitored runway use changes as a result of CRO, specifically MSP departure activity from Runway 17 and Runway 12R. As a result the city requested the NOC add an evaluation of Runway 17 Departure activity to the 2019 work plan.

The request is broken in to 3 main concerns and includes possible adjustments to address each concern:

1. Use of Runway 17 has increased as South Flow is utilized at a higher rate now than in pre-CRO times. Additionally, the RUS would prioritize departures on 12R/12L above Runway 17.
 - 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
2. More frequent use of 120/144/155° caused an increase in noise in residential Eagan.
 - 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
 - Runway 17 departures use the 2.5-mile river departure procedure to gain altitude before making an easterly turn to their destination

3. Departures on Runway 12R that are traveling to westbound destinations overfly Eagan after departing the corridor.
 - 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.
 - 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?

At this point Juffer invited Rebecca MacPherson, FAA, to present to the NOC regarding FAA framework for this type of request.

Rebecca MacPherson, FAA, introduced a process approach called “Amending Instrument Departure Procedures Through Collaboration”. In a series of six steps, MacPherson explained the process for a community to create a proposal with the airport operator, obtain endorsement, and potentially determine new procedures with the FAA after an appropriate feasibility and safety assessment. The full process is in the meeting presentation notes.

Representative Olson, Minneapolis noted that the process will take a long time and said NOC has successfully collaborated with the FAA in the past without these steps. Regardless of that, **Olson** expressed support for evaluating proposals that could reduce noise for Eagan residents.

Juffer introduced the 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

Representative Petschel, Mendota Heights, made the requested action, and offered a reminder that procedure changes have occurred in the past because of resident input and the NOC.

Representative Lowman, City of Bloomington, asked if this was a new process. **MacPherson** responded that it’s not new but maybe publicizing the process has not been effective. **Lowman** asked how many requests the FAA receives annually like this one and **MacPherson** responded that data was tracked locally. **Lowman** followed up with what have they learned from going through this process and **MacPherson** stated that early analysis of proposals is crucial. She then referenced a 2014 proposal at O’Hare that was rejected after approval due to carriers reporting flight patterns in the new proposal to be illegal.

With a motion and a second, the request was passed unanimously.

6) Converging Runway Operations

Brad Juffer, Technical Advisor, reminded the group that at the last meeting, the NOC directed a letter to FAA for an update on the 2016 resolution to evaluate CRO. The FAA responded and made the letter available, it’s also available on the MACnoise website. Juffer introduced Rebecca MacPherson, FAA, and she provided an update.

MacPherson stated that a few days prior to this meeting she received a copy of the draft screening report. This report indicated which level of environmental review was appropriate and determined that since the changes in operations occurred throughout the airport. As a result of CRO based on a preliminary noise screen, the expected level of environmental review would be a categorical exclusion (CATEX). Categorical exclusions do not require community input, however the FAA decided to use a CATEX draft that will be subject to public input in mid-November.

Juffer clarified the items that the FAA wasn't including in the draft CATEX will be components of the on-going efforts related to the MAC Long-Term Comprehensive plan.

Representative Olson asked if the draft screening report would be available to the NOC for review and MacPherson stated it would be. **Olson** then asked if the 1.5 decibel increase was the standard being applied to evaluate impacts per NEPA and MacPherson responded that increases and decreases were evaluated.

7) Fort Snelling Upper Post Redevelopment

Dana Nelson, Director-Stakeholder Engagement, stated there is a site owned by the MN DNR and for 50 years it has been a local and national historic landmark. In 2018 redevelopment of the area was defined as a strategic priority and financial pathways were created for a project to proceed. The DNR negotiated a 99-year lease with Dominion to produce up to 215 units of moderate income housing with a preference to military veterans. About 20 proposed units are in the 70-75 DNL noise level and MAC is involved to share concerns about aircraft noise impacts. The MAC will be submitting comment on the DNR prepared EAW which may be found here:

<https://www.dnr.state.mn.us/input/environmentalreview/upperpost/index.html>

8) MSP Long-Term Plan Forecast

Neil Ralston, Airport Planner, reviewed the aviation activity forecast process and included the objective, goals, and insight into forecast development. The forecast uses 2018 as a baseline and the forecast extends to 2040, utilizing both high and low scenarios.

Ralston reviewed enplaned passenger forecast and the ways to accommodate new passenger growth. He then discussed other forecast elements: cargo, military activity, and MSP general aviation-this all leads to total operations forecasts.

Ralston reviewed the current fleet mix and the number of seats on the aircraft included in the operations calculations. Utilizing that data, he was able to project a future fleet mix with average seat capacity.

9) ~~Airline Policies and Procedures~~ (delayed until November meeting)

10) Review of the Summer Listening Session

Brad Juffer, Technical Advisor, reviewed that the Summer Listening Session was in the City of Edina on Wednesday, July 24, 2019. 20 residents were in attendance as well as representatives from MAC Staff, FAA Staff, NOC Members Mary Brindle and Loren Olson, Edina City Manager Scott Neal, and MAC Commissioner Katie Clark Sieben. Items at the meeting focused on Runway 30L departures. As a result of resident feedback at this meeting, **Juffer** requested to add an evaluation of parallel runway use at night to the 2020 NOC work plan.

Representative Petschel, Mendota Heights, made the motion and it was seconded by **Representative Lowman, City of Bloomington**, and it was passed unanimously.

11) 2020 NOC Work Plan

Brad Juffer, Technical Advisor, stated this item was informational only and is available for review in the agenda packet.

Juffer mentioned the Fall Listening Session is scheduled for October and intended to solicit potential items to add to the 2020 work plan as it's a working session with neighbors.

12) Announcements

Fall listening Session

Wednesday, October 23, 2019

Mac General Office-Lindbergh Conference Room

Experience MSP Fair & Forum

Wednesday, October 2, 2019 4-8pm

Mall of America Executive Center

Level 4-East

13) Adjourn

A motion to adjourn was requested by **Chair Miller, Eagan**, moved by **Representative, Petschel, Mendota Heights** and seconded by **Representative Olson, Minneapolis**. The meeting adjourned at 3:57 pm.

The next meeting of the NOC is scheduled for **Wednesday, 20th of November 2019 at 6:30 PM**.

Please note the time, this is a **NIGHT meeting.

Respectfully Submitted,

Amie Kolesar, Recording Secretary