



## MSP NOISE OVERSIGHT COMMITTEE

### DRAFT MEETING MINUTES

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

MAC General Offices

6040 28<sup>th</sup> Avenue South

Minneapolis, MN 55450



#### **Call to Order**

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, September 21, 2022, at the Metropolitan Airports Commission (MAC), General Offices, Lindbergh conference room, a teleconference option was also provided. Chair Jacobson called the meeting to order at 1:30 p.m. The following participated in the meeting:

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

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

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

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

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

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

#### **1. Consent**

##### **1.1. Approval of July 20, 2022, Meeting Minutes**

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

##### **1.2. Reports**

###### **1.2.1. Monthly Operations Reports: July and August 2022**

**Michele Ross, Technical Advisor**, provided the following July and August 2022 operations updates. She prefaced that each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website:

<https://customers.macnoms.com/reports>

**July**

**August**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Total Operations: 27,648</li> <li>• Nighttime Operations: 1,873</li> <li>• North/South/Mixed: 32/50/12 (%)</li> <li>• RUS (Priority 1/2/3/4): 37/17/1/46 (%)</li> <li>• RJ/Narrow/Wide: 34.4/62.4/3.2 (%)</li> <li>• Complaints: 8,522</li> <li>• Complaint locations: 308</li> <li>• Top 10 Households: 52%</li> <li>• Hours of events*: 358</li> <li>• Number of events*: 74,021</li> <li>• R17 procedure: 99.6%</li> <li>• EMH Corridor procedure: 93.3%</li> <li>• Crossing procedure day: 36.5%</li> <li>• Crossing procedure night: 29.2%</li> <li>• RUS: 53.6%</li> </ul> | <ul style="list-style-type: none"> <li>• Total Operations: 27,957</li> <li>• Nighttime Operations: 1,834</li> <li>• North/South/Mixed: 33/49/11 (%)</li> <li>• RUS (Priority 1/2/3/4): 34/19/0/46 (%)</li> <li>• RJ/Narrow/Wide: 34.8/61.8/3.4 (%)</li> <li>• Complaints: 12,570</li> <li>• Complaint locations: 364</li> <li>• Top 10 Households: 49%</li> <li>• Hours of events*: 384</li> <li>• Number of events*: 78,431</li> <li>• R17 procedure: 99.5%</li> <li>• EMH Corridor procedure: 95.4%</li> <li>• Crossing procedure day: 34.8%</li> <li>• Crossing procedure night: 44.1%</li> <li>• RUS: 53.5%</li> </ul> |
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\* Aircraft sound events above 65dB.

**Questions / Comments:** There were no questions or comments

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

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

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

## 2. Public Comment Period

There were no public comments.

## 3. Business

There were no business items.

## 4. Information

### 4.1. Update on Eagan's request to the FAA

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

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

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

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

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

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

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

#### **4.2. Update on the FAA's Neighborhood Environmental Survey**

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

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

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

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

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

#### **4.3 Draft 2023 Work Plan**

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

#### **4.4. Review of Summer Listening Session**

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

### **5. Announcements**

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

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

#### **Fall Listening Session**

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

#### **November NOC Meeting**

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

### **6. Adjourn**

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