

MSP Fall 2024 Listening Session



October 23, 2024

Agenda

- 6:00 – Welcome
- 6:05 – Introductions
 - What is your name? Where do you live?
- 6:10 – MAC Presentation
 - What is the NOC?
 - Draft 2025 Work Plan
- 6:30 – Open Conversation: 2025 Work Plan
- 6:55 – Closing Feedback
 - Survey: How can we improve?





Noise Oversight Committee



Aircraft Noise Basics

- <https://metroairports.org/community-connection/aircraft-noise>



AIRCRAFT NOISE | METROPOLITAN AIRPORTS COMMISSION

Who makes the decisions?

AIRCRAFT NOISE | METROPOLITAN AIRPORTS COMMISSION

Collaboration at Work

Numerous organizations are involved in the efficient operation of the Metropolitan Airport (MSP). Some are part of the public transportation system, while others are part of the state government.

Role of the Federal Administration

The Federal Aviation Administration (FAA) is part of the U.S. Department of Transportation and is responsible for efficient movement of the National Air Transportation System. The FAA enforces federal regulations.

In addition to regulating aircraft operations following air traffic control procedures:

- **The MSP Air Traffic Control** controllers monitor and landings at the airport and the airspace up to five miles around the airport.
- **The MSP Terminal** ("MSP TRAC") handles aircraft between aircraft gates and feet above the ground.
- **Minneapolis Area** ("Minneapolis Area") represents the Minneapolis area.

The MAC is committed to regular, authentic and data-driven engagement with its airport neighbors. A key component of that commitment are advisory committees that convene to discuss aircraft noise topics for many of the MAC airports. The most active of these committees is the MSP Noise Oversight Committee.

MSP Noise Oversight Committee (NOC)

The NOC was created by a blue ribbon panel in 2002. It is the primary advisory board to the MAC board's Planning, Development and Environment Committee on topics related to aircraft noise at MSP.

The NOC is a balanced forum for the discussion and evaluation of noise impacts around MSP including the identification, study and analysis of aircraft noise issues. Membership includes six community representatives and six aviation industry representatives. As shown below, the most noise-impacted cities -- Bloomington, Eagan, Mendota Heights, Minneapolis and Richfield -- each has a representative. An At-Large Community member represents the cities of Apple Valley, Burnsville, Inver Grove Heights, St. Louis Park, St. Paul, Sunfish Lake and Edina. The aviation industry is equally represented by a scheduled air carrier, a cargo air carrier, a charter/scheduled operator, a chief pilot of an airline serving MSP, the Minnesota Business Aviation Association (MBAA) and an At-Large member.

NOC members serve two-year terms and are appointed by their respective community or airport industry group. Each representative is authorized to make decisions and recommendations on behalf of his or her city or organization -- a crucial element of the NOC's success.

NOC REPRESENTATIVE CITIES

A map of the Minneapolis-St. Paul metropolitan area is shown, with several cities highlighted in different colors to indicate their representation on the NOC. Minneapolis is highlighted in red, St. Paul in blue, and St. Louis Park in light blue. Other cities like Bloomington, Eagan, Mendota Heights, and Richfield are also mentioned in the text as having representatives.

Roles and Responsibilities



U.S. Congress

- Creates laws that govern aviation in the U.S.



Federal Aviation Administration

- Regulates airports
- Regulates airlines
- Operates Air Traffic Control (ATC) facilities



Airlines

- Transport people and products domestically and internationally
- Determine number of flights, aircraft types and flight times based on customer travel preferences



Metropolitan Airports Commission

- Owns and operates MSP and six reliever airports
- Provides a facility for airlines to conduct air commerce activities
- Does not determine where aircraft fly, runway use, or flight procedures

MSP NOC

- ✈ Established in 2002
- ✈ 6 Community Representatives
- ✈ 6 Airline Industry Representatives
- ✈ Balanced forum and advisory committee to the MAC Board



MSP NOC

✈️ Mission

- Identify, study, and analyze airport noise issues and solutions
- Provide policy recommendations or options to the MAC PD&E Committee and full Commission
- Monitor compliance with established noise policy at MSP
- Ensure the collection of information and dissemination to the public

✈️ Meetings

- Bimonthly
- Next: November 20, 2024, 1:30pm



NOC Work Plan Past Accomplishments

- ✈ Quarterly Listening Sessions
- ✈ Air National Guard Guest Speaker
- ✈ MSP Runway 17 Departure Operations Report
- ✈ Runway 12L and 12R Nighttime Arrival Operations Report
- ✈ Runway 30L and 30R Departure Operations Report





2025 Draft Work Plan

2025 DRAFT WORK PLAN

- Review Residential Noise Mitigation Program Implementation Status
- 2024 Annual Noise Contour Report and Mitigation Eligibility
- MSP Fleet Mix and Nighttime Operations Assessment
- MSP Annual Aircraft Noise Complaint Data Assessment
- Flight Track Analysis
- Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives
- Converging Runway Operations at MSP
- FAA's Noise Policy Review
- New RNAV Departure Procedure Development / VOR-MON
- Guest Speaker: Brian Ryks, MAC Executive Director / CEO
- Continue Review of Public Input

Open Conversation



Announcements

- NOC Meeting
 - November 15
 - 1:30 pm MAC General Offices and via Teams
- Noise News – sign up to get latest information

More information:

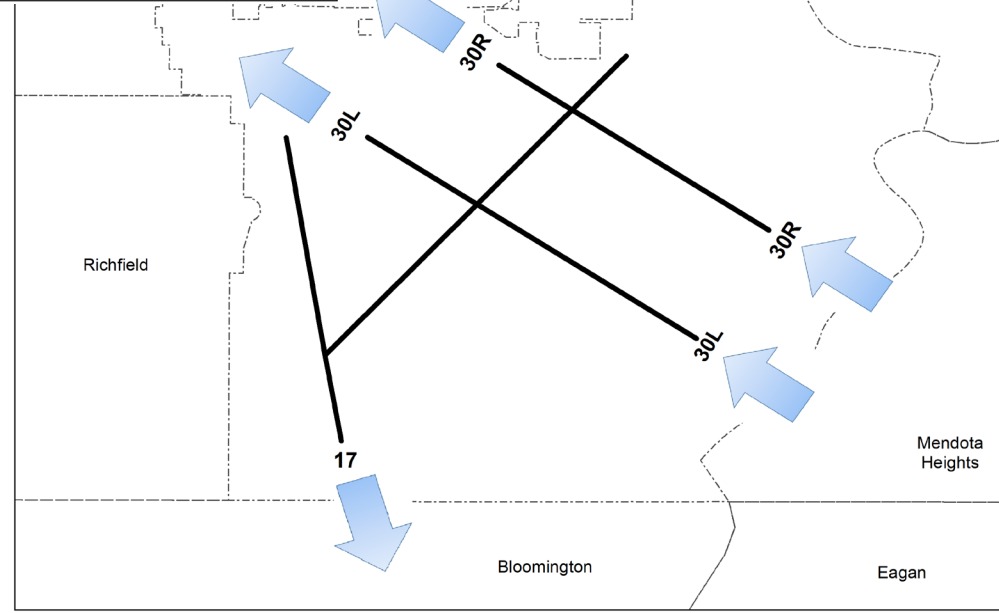
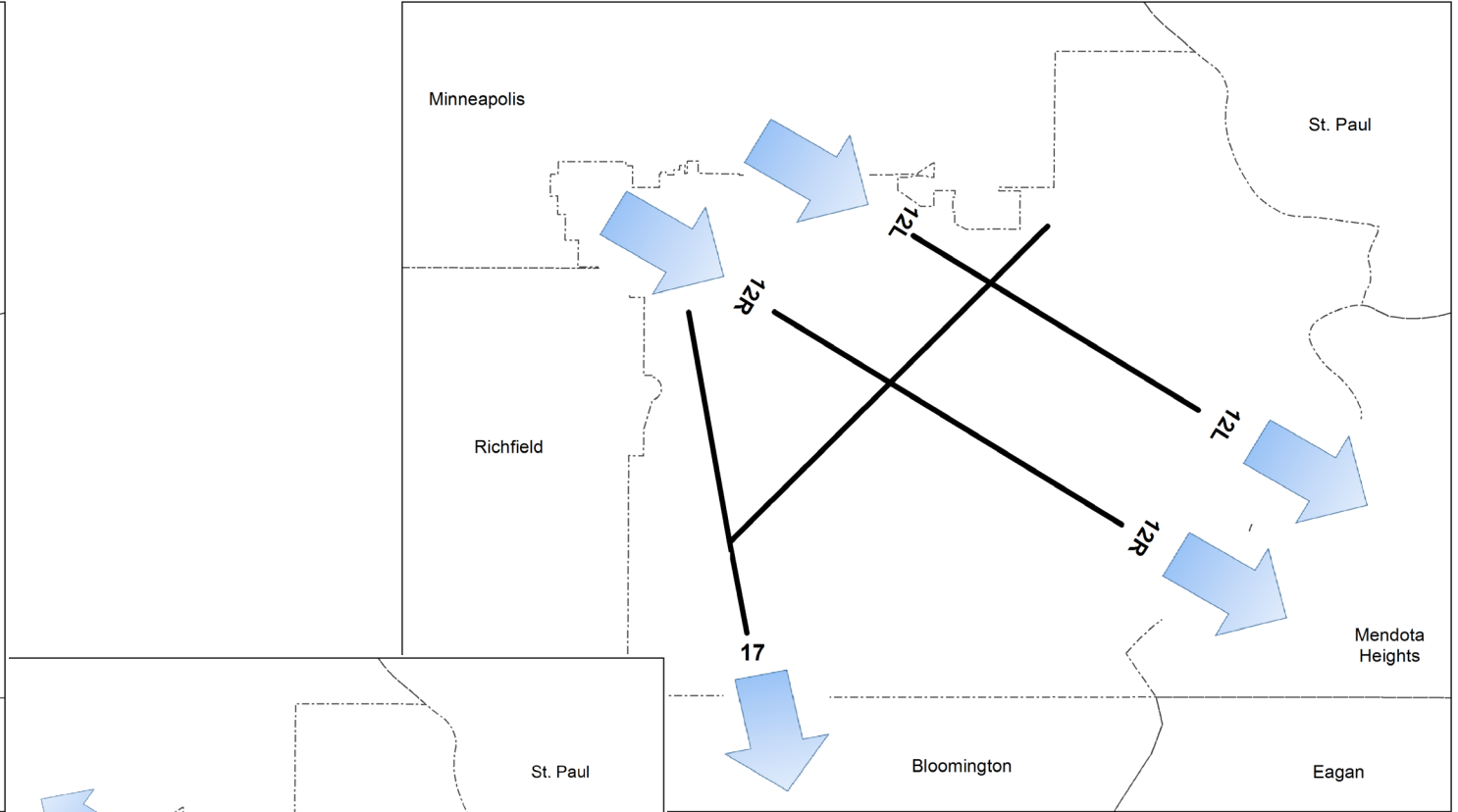
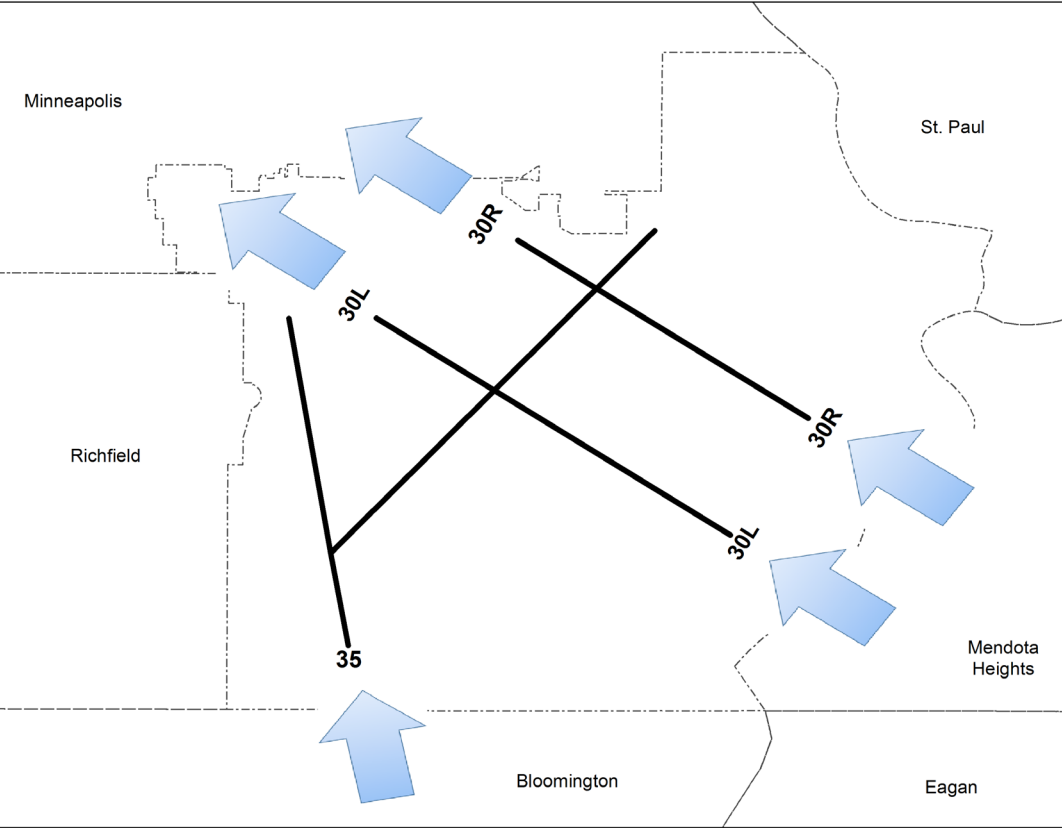
metroairports.org/community-connection/aircraft-noise



Please let us know how we are doing

- Please take our survey:
- What did you enjoy about this meeting?
- What suggestions do you have to improve?





Federal Policy that Impacts Airports

Aviation Safety and Noise Abatement Act, 1979

- FAA establishes system to measure noise and mitigation criteria
- Airports required to use metric (DNL) and threshold (65 dB) in determining land uses compatible to aircraft noise

Airport Noise and Capacity Act, 1990

- Mandates phase-out of loud (“Stage 2”) jet operations over 75,000 pounds
- Establishes requirements regarding airport noise and access restrictions
- Prevents airports from instituting noise curfews without going through a rigorous FAA approval process





