



NOISE OVERSIGHT COMMITTEE

March 20, 2019

Audio recordings are made of this meeting

ITEM 1

REVIEW AND APPROVAL OF JANUARY 16TH MEETING MINUTES



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



ITEM 2

REVIEW OF MONTHLY OPERATIONS REPORTS



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



MSP OPERATIONS

JANUARY 2019

30,743

Operations

2,126

Nighttime Operations
(10:30 PM – 6:00 AM)

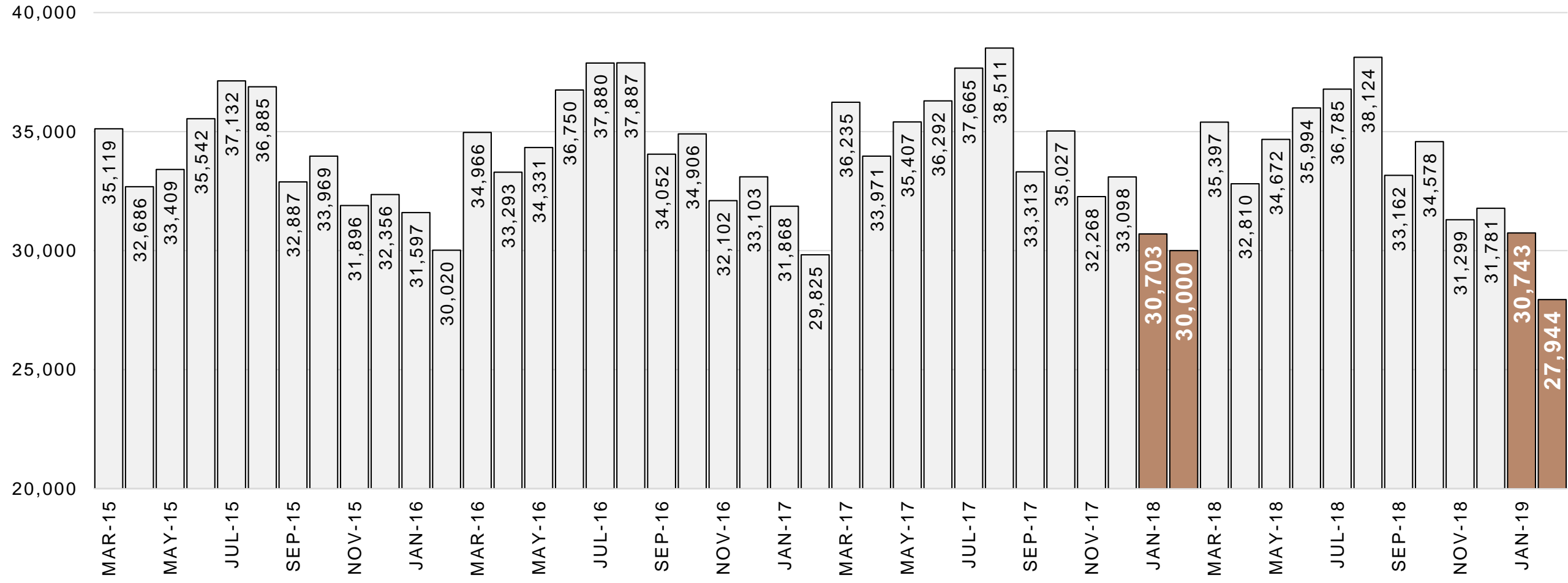
FEBRUARY 2019

27,944

Operations

2,276

Nighttime Operations
(10:30 PM – 6:00 AM)



MSP OPERATIONS

JANUARY 2019

30,743

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(10:30 PM – 6:00 AM)

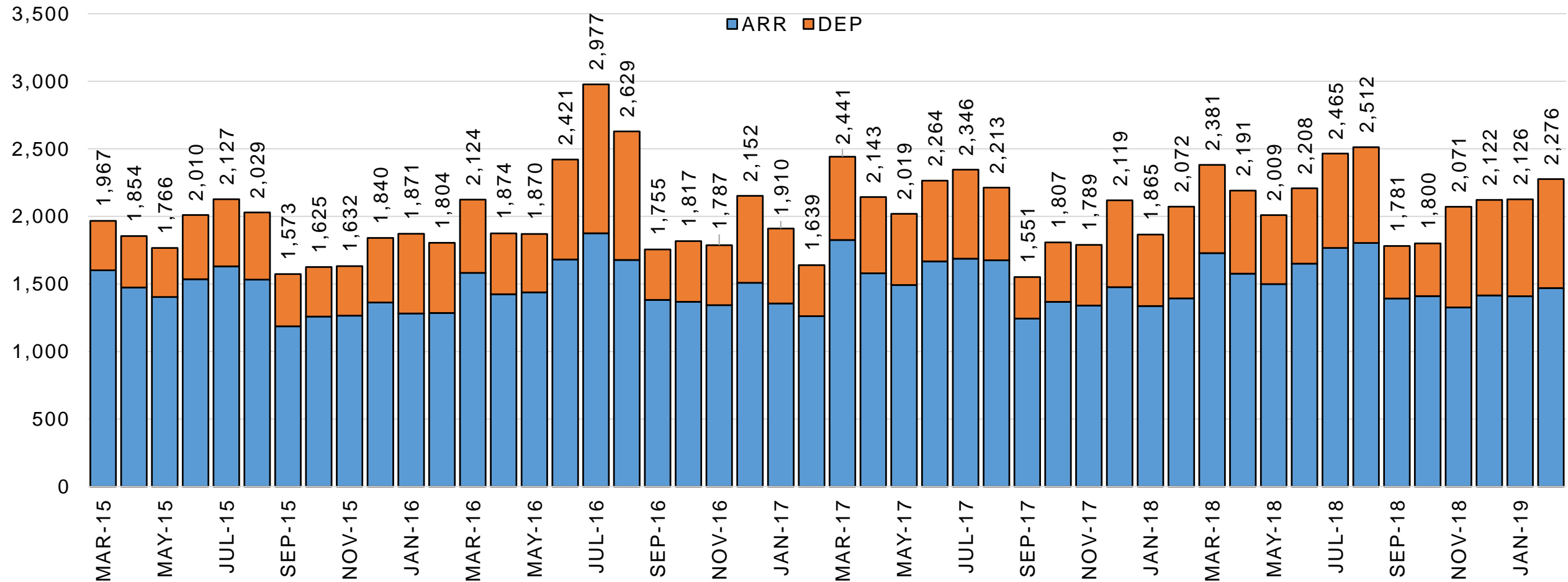
FEBRUARY 2019

27,944

Operations

2,276

Nighttime Operations
(10:30 PM – 6:00 AM)



RUNWAY USE

JANUARY 2019

FEBRUARY 2019

NORTH FLOWS

SOUTH FLOWS

MIXED FLOWS

NORTH FLOWS

SOUTH FLOWS

MIXED FLOWS

44%

32%

18%

41%

45%

8%

North Flow – 574 Hours



South Flow – 512 Hours



Mixed Flow – 178 Hours



RUNWAY USE

JANUARY 2019

FEBRUARY 2019

NORTH FLOWS

SOUTH FLOWS

MIXED FLOWS

NORTH FLOWS

SOUTH FLOWS

MIXED FLOWS

44%

32%

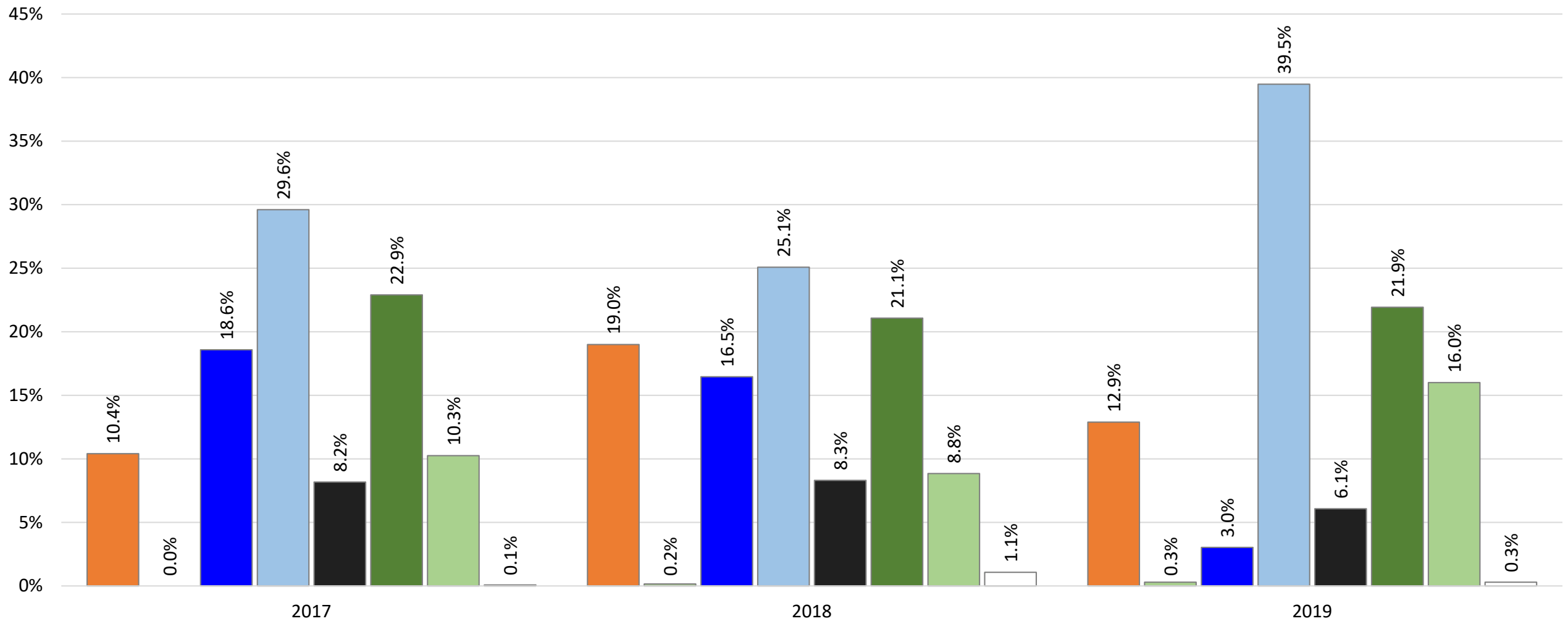
18%

41%

45%

8%

MA MB N N* O S S* U



RUNWAY USE

JANUARY 2019

FEBRUARY 2019

NORTH FLOWS

SOUTH FLOWS

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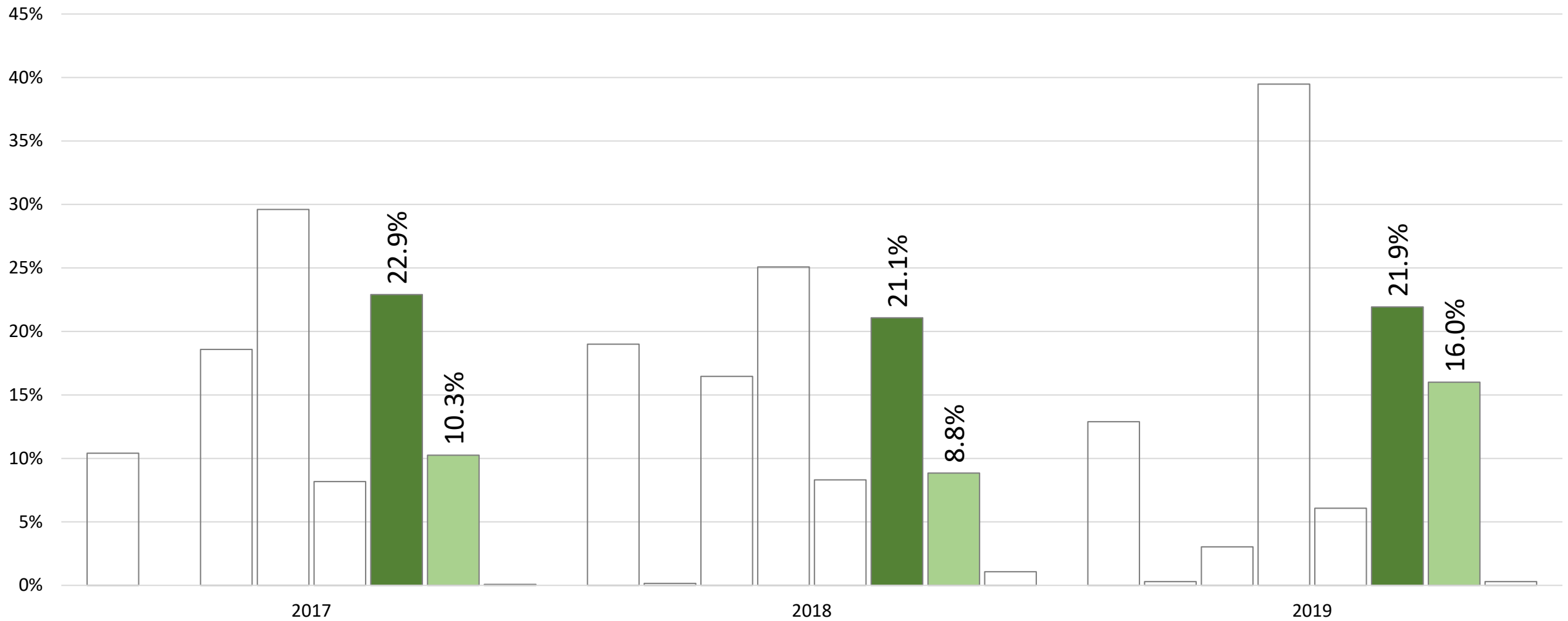
18%

41%

45%

8%

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RUNWAY USE

JANUARY 2019

FEBRUARY 2019

NORTH FLOWS

SOUTH FLOWS

MIXED FLOWS

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SOUTH FLOWS

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44%

32%

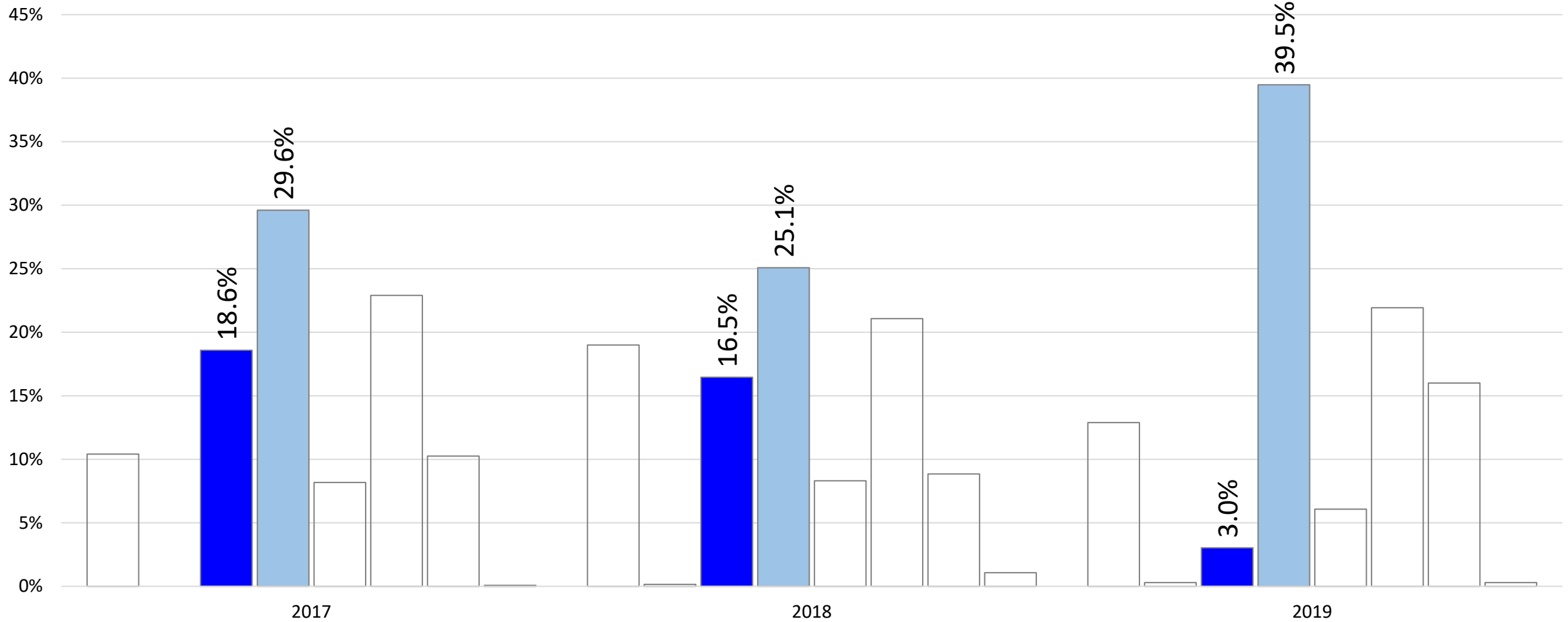
18%

41%

45%

8%

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JAN – FEB RUNWAY USE

58,687
OPERATIONS IN JAN – FEB

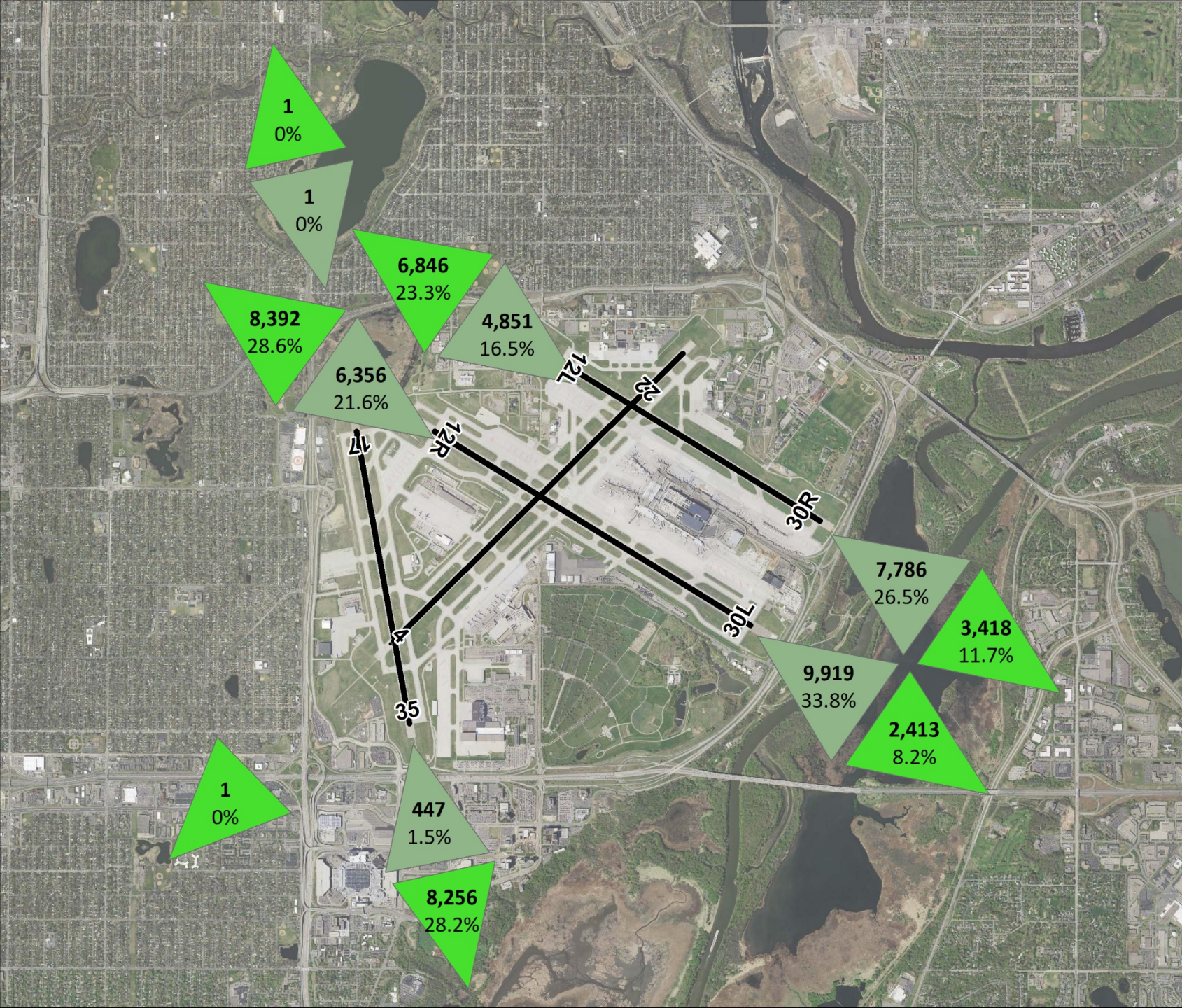
PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
40.1%	14.8%	0.0%	45.1%

29,360
ARRIVALS

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
60.3%	1.5%	0.0%	38.2%

29,327
DEPARTURES

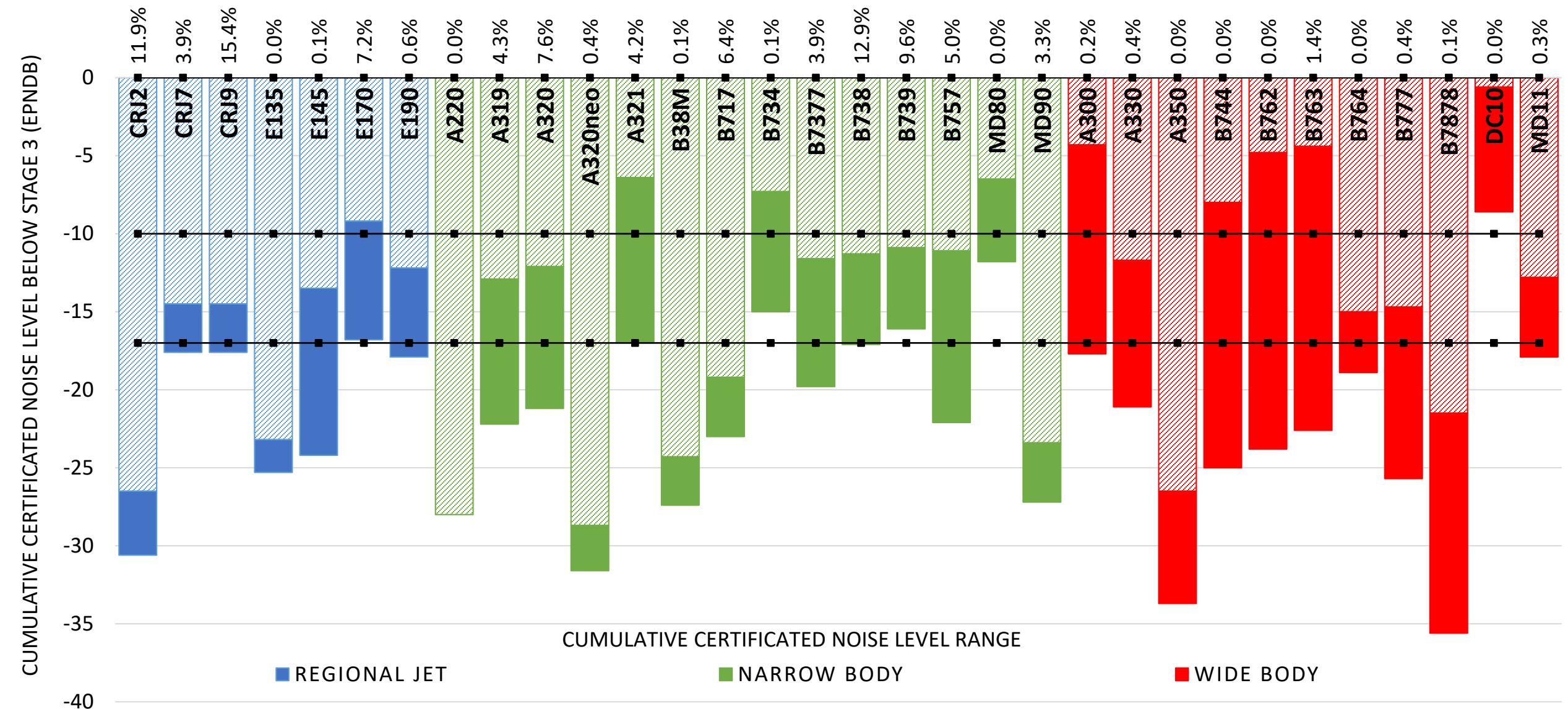
PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
19.9%	28.2%	0.0%	52.0%



MSP OPERATIONS

2019 MSP CARRIER JET USAGE WITH CUMULATIVE CERTIFICATED NOISE LEVELS

Jan - Feb

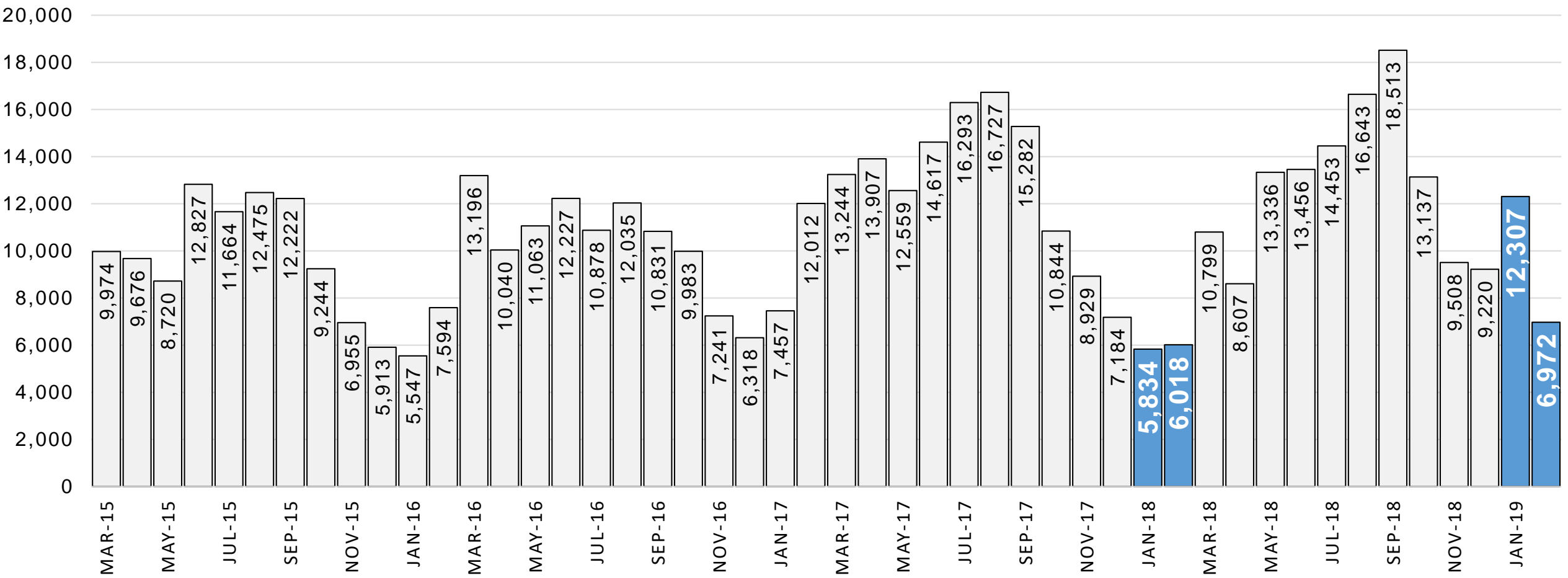


SOURCE: USAGE DATA: MACNOMS; NOISE CERTIFICATION DATA: EUROPEAN AVIATION SAFETY AGENCY

CUMULATIVE CERTIFICATED NOISE LEVELS REPRESENTED AS A RANGE TO ACCOUNT FOR MULTIPLE CERTIFICATION VARIABLES (WEIGHT, MODEL, ENGINE TYPE, AIRFRAME CONFIGURATION, ETC)

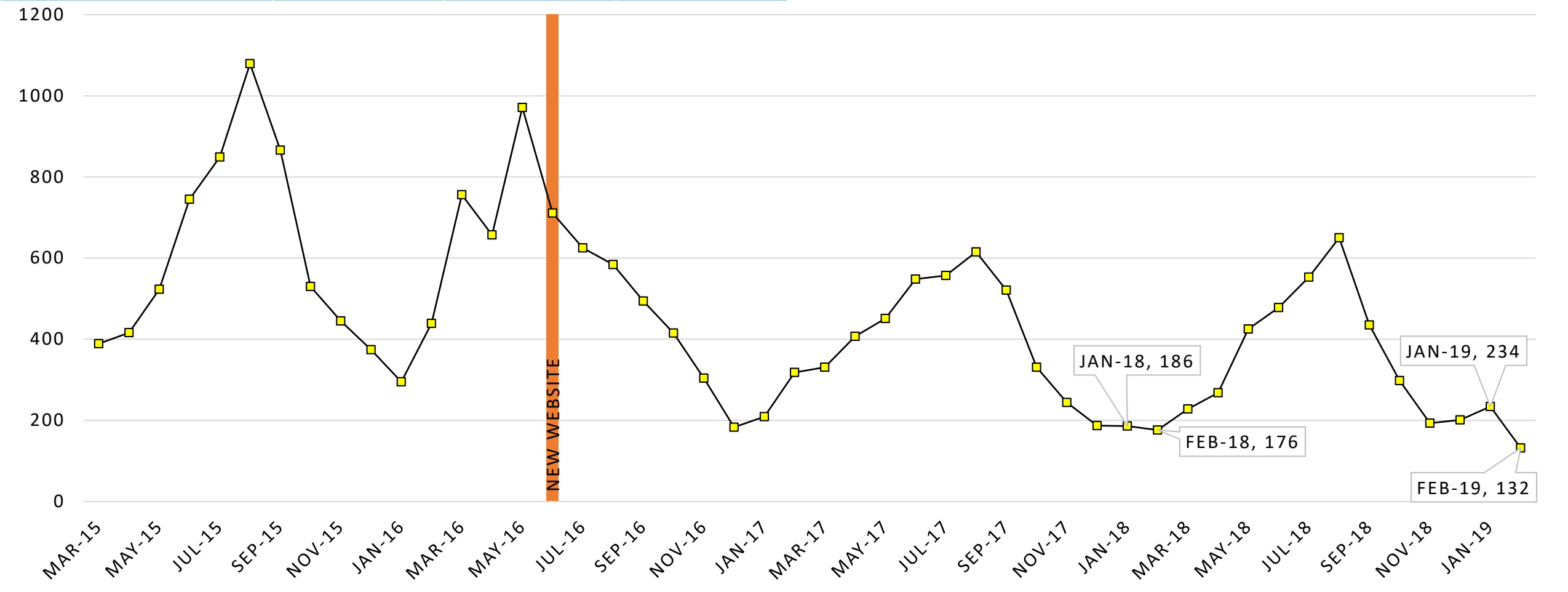
MSP COMPLAINTS

JANUARY 2019				FEBRUARY 2019			
COMPLAINTS	LOCATIONS			COMPLAINTS	LOCATIONS		
12,307	234			6,972	132		
Operations per Complaint	New Locations	Average	Median	Operations per Complaint	New Locations	Average	Median
2.5	14	53	5	4	2	53	3



MSP COMPLAINTS

JANUARY 2019				FEBRUARY 2019			
COMPLAINTS	LOCATIONS			COMPLAINTS	LOCATIONS		
12,307	234			6,972	132		
Operations per Complaint	New Locations	Average	Median	Operations per Complaint	New Locations	Average	Median
2.5	14	53	5	4	2	53	3





TOP 10 LOCATIONS

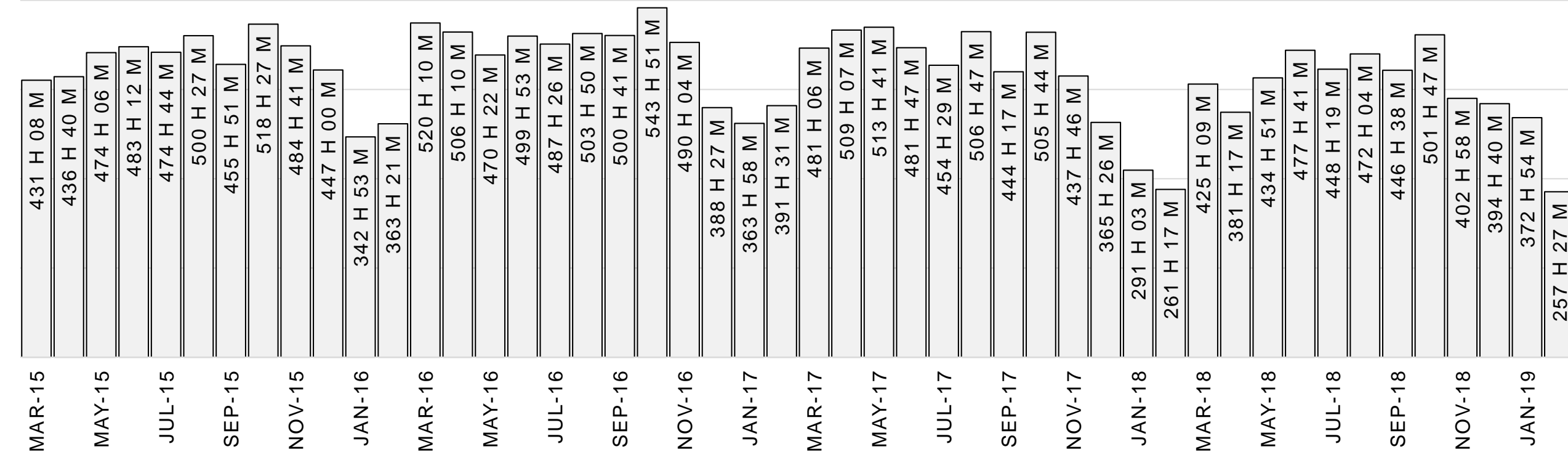
FILED
13,379
 (69.4%)
 COMPLAINTS DURING IN 2018

7 OF 10
 LOCATIONS WERE IN THE TOP 10
 FOR NOV – DEC DATA

173
 (67%)
 LOCATIONS FILED 10 OR LESS
 COMPLAINTS

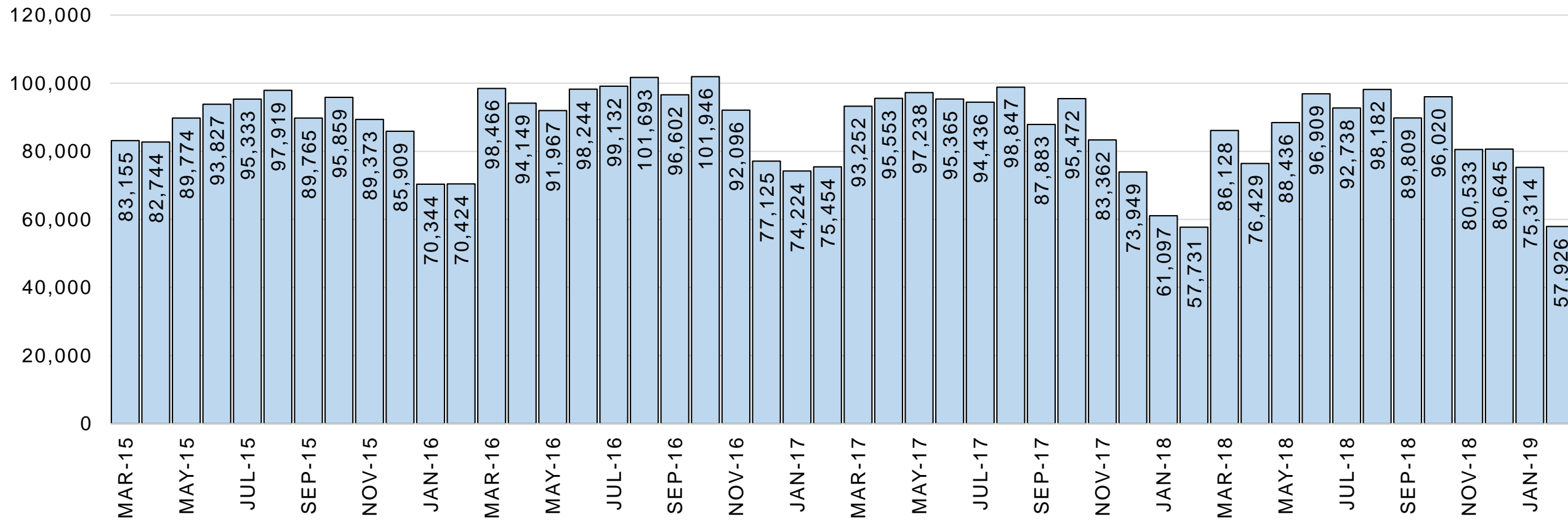
SOUND MONITORING

JANUARY 2019			FEBRUARY 2019		
Time Above	44 _s TA ⁶⁵ per operation	372 _h 54 _m TA ⁶⁵	Time Above	33 _s TA ⁶⁵ per operation	257 _h 27 _m TA ⁶⁵
Count Above	2.45 N ⁶⁵ per operation	75,314 N ⁶⁵	Count Above	2.07 N ⁶⁵ per operation	57,926 N ⁶⁵



SOUND MONITORING

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Count Above	2.45 N ⁶⁵ per operation	75,314 N ⁶⁵	Count Above	2.07 N ⁶⁵ per operation	57,926 N ⁶⁵



NOISE ABATEMENT

JANUARY 2019

FEBRUARY 2019

Runway 17 99.4%

Runway 17 99.5%

Corridor 95.9%

Corridor 93.0%

Cross Day 30.7%

Cross Day 27.0%

Cross Night 41.4%

Cross Night 40.0%

RUS

56.6%

Arrive – 67%

Depart – 46%

RUS

53.1%

Arrive – 56%

Depart – 50%

ITEM 3

PUBLIC COMMENT PERIOD



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



ITEM 3

PUBLIC COMMENT PERIOD

Speaking at a Meeting

- Please complete and submit a speaker card.
- Each speaker will have one opportunity to speak and is allotted three (3) 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.



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



ITEM 4

2018 MSP ANNUAL NOISE CONTOUR REPORT AND MITIGATION PROGRAM ELIGIBILITY



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



Report Overview

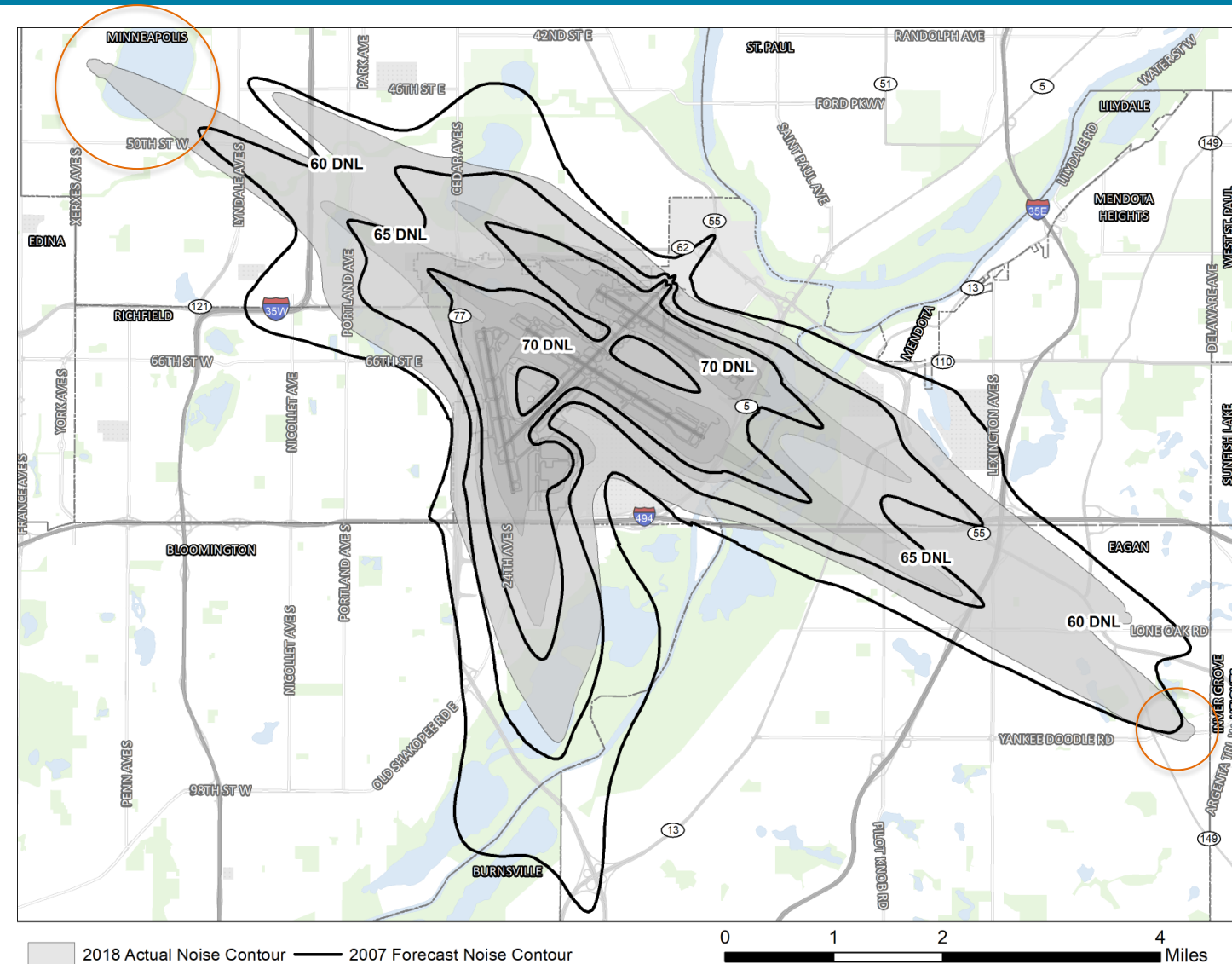
- The amended Consent Decree requires the MAC to prepare an annual noise contour analysis for MSP by March 1 of each year.
- The 2018 actual noise contour was developed in partnership with HNTB using the Aviation Environmental Design Tool (AEDT).
- On February 28, 2019, the MAC published the 12th Annual Noise Contour Report consistent with the requirements in the Consent Decree.



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



2018 vs 2007 Statistics

- 2018 total operations - 406,913*
 - A 30.1% reduction from 2007 forecast operations
- During 2018, 0.8 Hushkit Stage 3 jets operated every day on average
 - The 2007 forecast average is 274.9 Hushkit flights per day
- Nighttime operations in 2018 decreased by 3 average daily operations from the 2007 forecast number
- The 2018 actual noise contour is smaller than the 2007 forecast contour by 28% in the 60 DNL contour and 39% in the 65 DNL contour

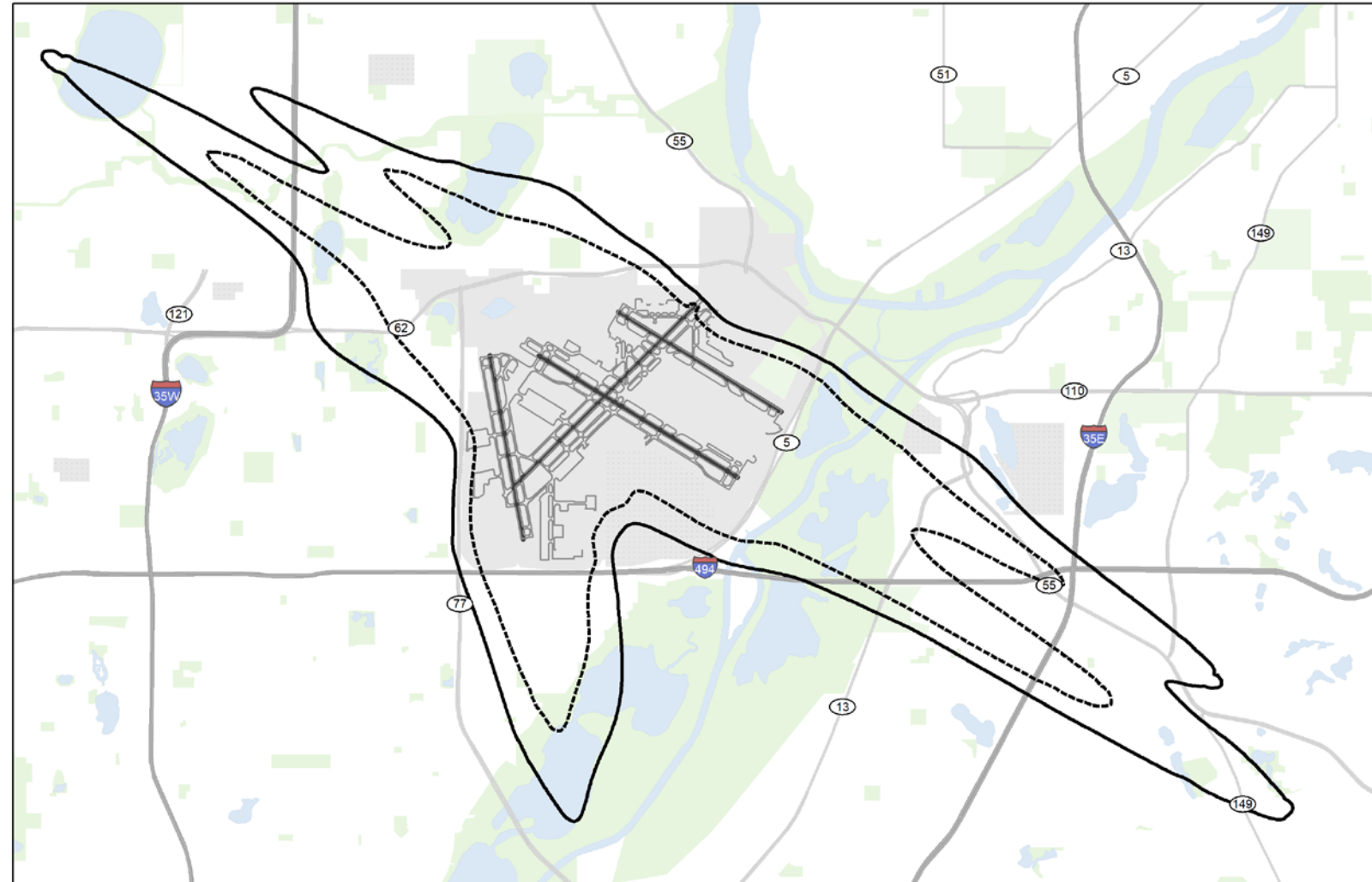
Two areas of the 2018 contour have extended beyond the 2007 forecast contour



*Based on airport operations counts documented by the FAA for MSP in 2018.

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

MSP 2018 CONTOUR COMPARED TO MSP 2017 CONTOUR



2018 MSP Contour

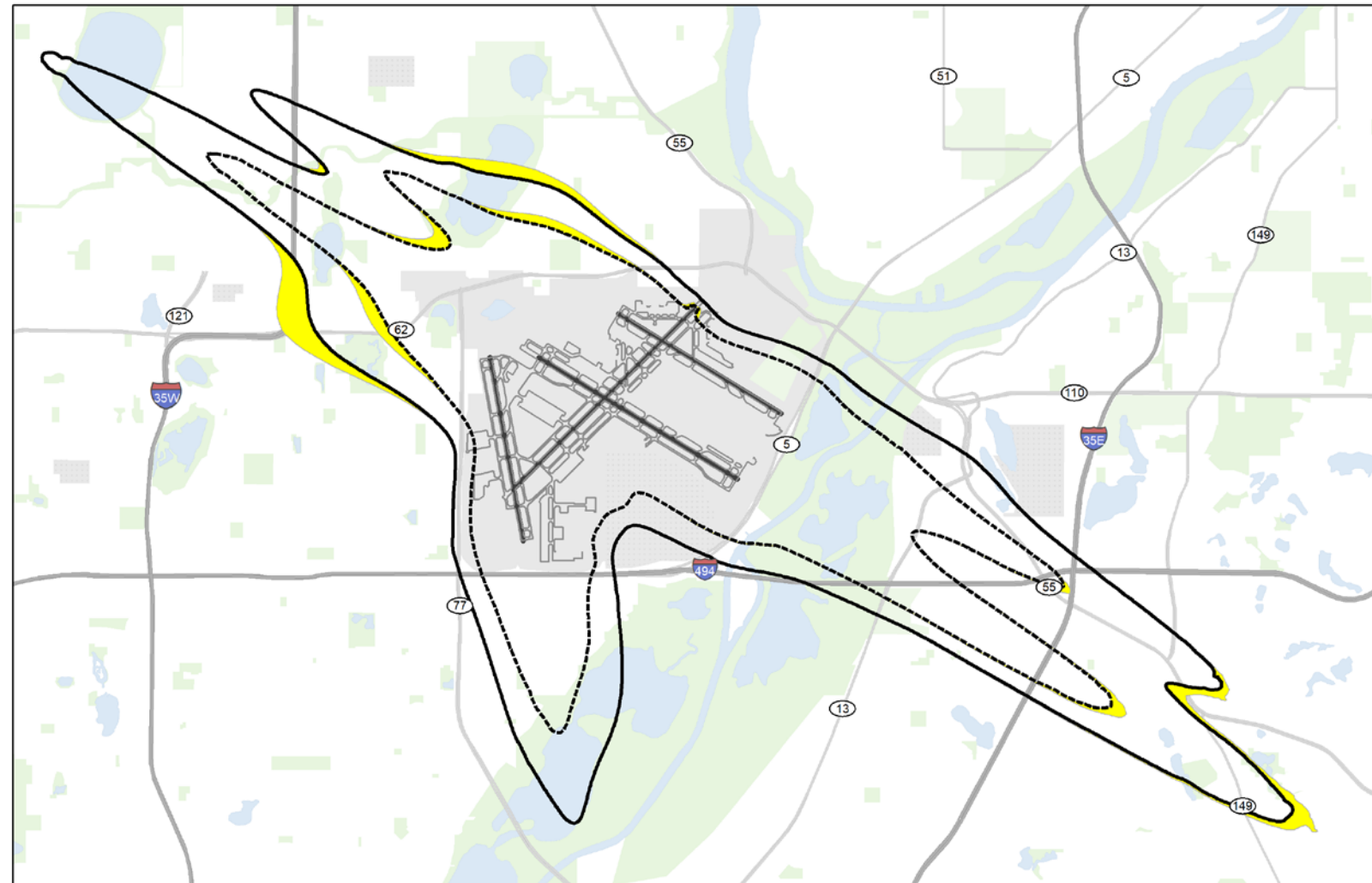
2018 60 DNL

2018 63 DNL



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

MSP 2018 CONTOUR COMPARED TO MSP 2017 CONTOUR



- 2018 had less North Flow operations compared to 2017.
- Reduced arrivals to Runways 30L and 30R reduced the contour size in Dakota County.
- Reduced departures from Runways 30L and 30R reduced the contour size in Minneapolis and Richfield.

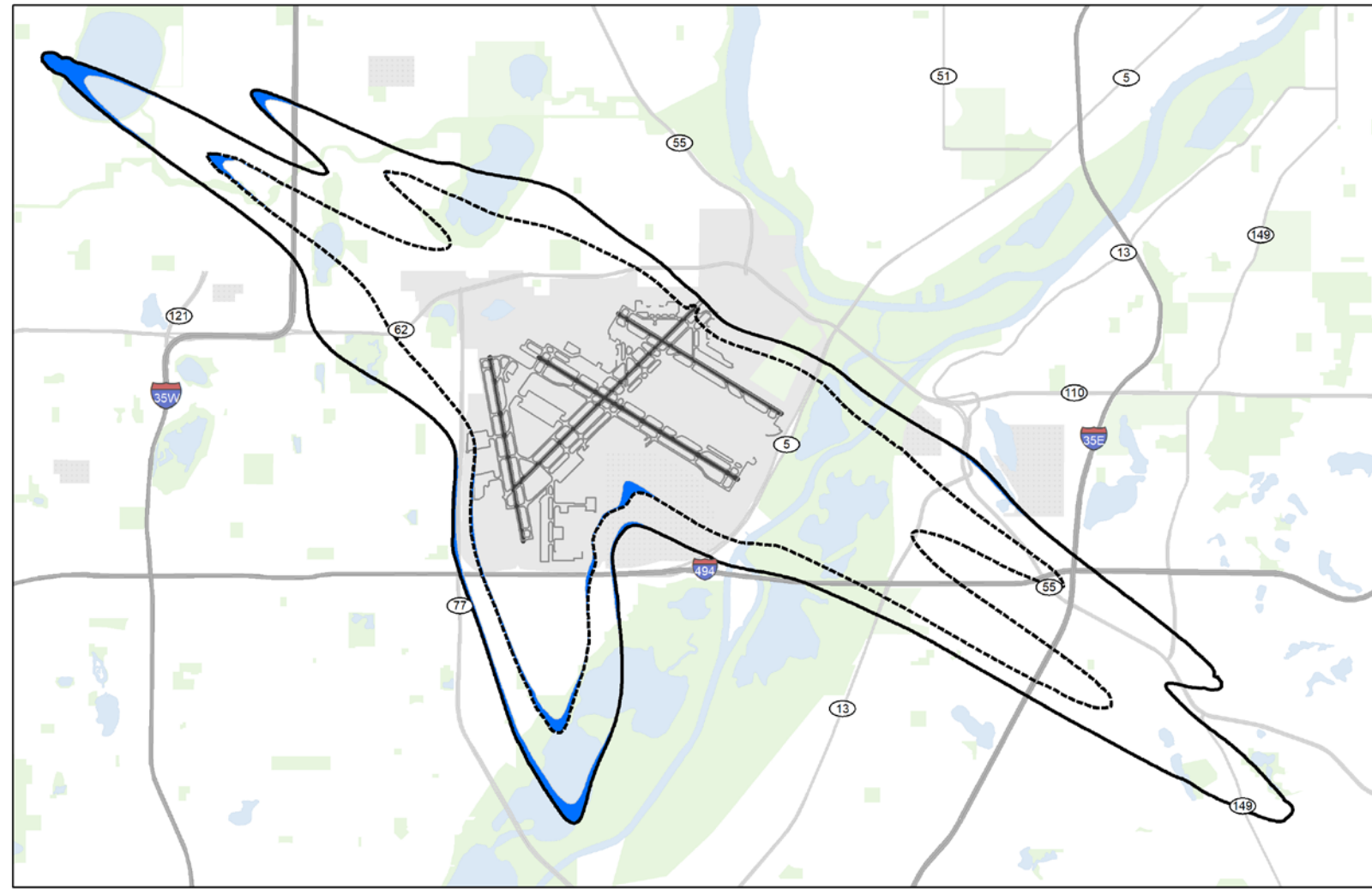
2018 MSP Contour

2018 60 DNL Areas Where the 2018 Contour is Smaller than the 2017 Contour
2018 63 DNL



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

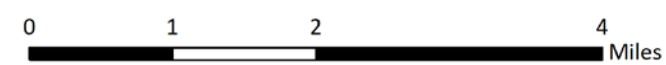
MSP 2018 CONTOUR COMPARED TO MSP 2017 CONTOUR



- 2018 had more South Flow operations compared to 2017.
- Increased arrivals to Runways 12L and 12R increased the size of the contour in Minneapolis.
- Increased departures from Runway 17 increased the size of the contour over the Minnesota River Valley

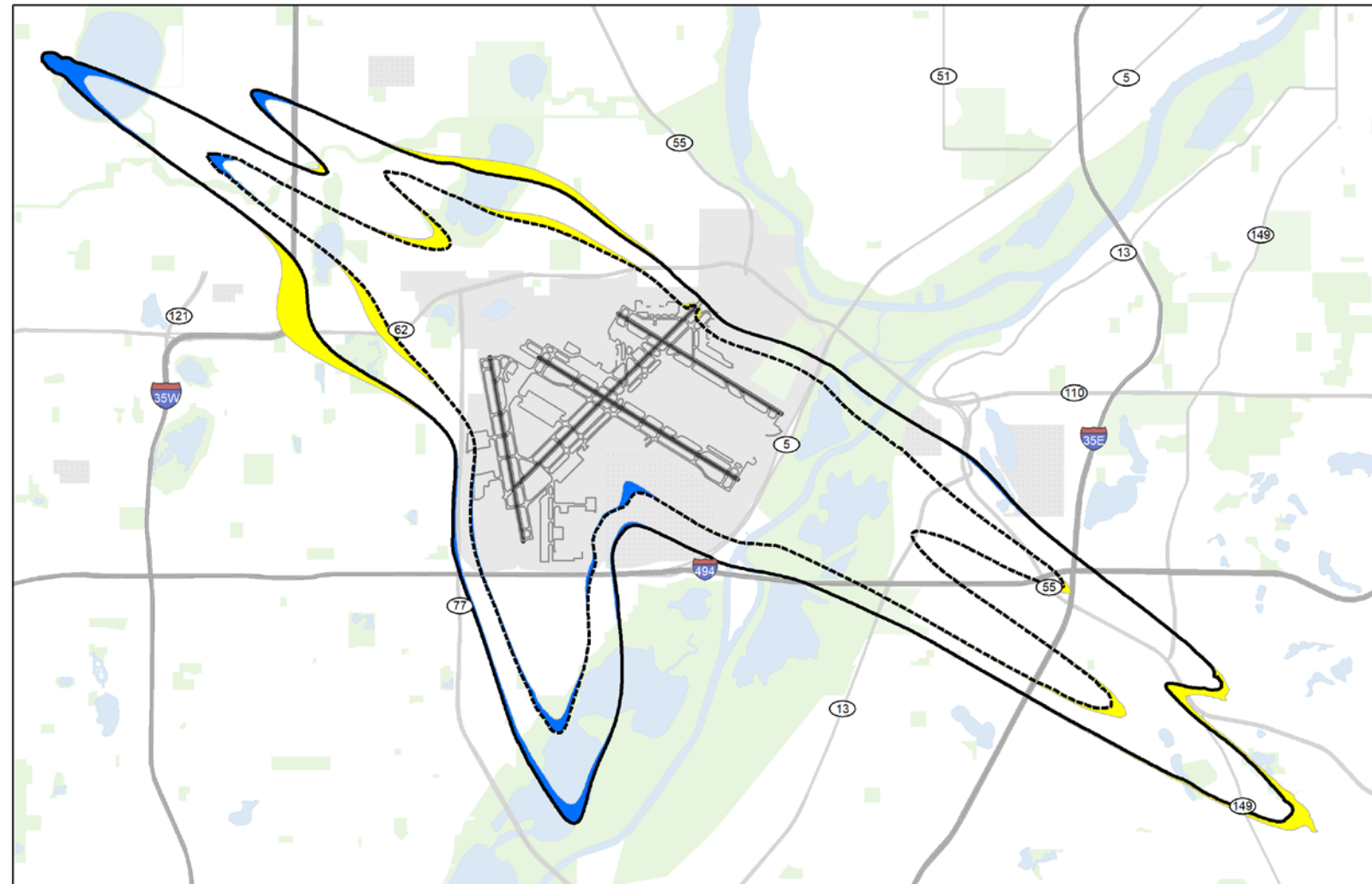
2018 MSP Contour

2018 60 DNL Areas Where the 2018 Contour is Bigger than the 2017 Contour
2018 63 DNL



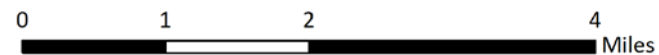
Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

MSP 2018 CONTOUR COMPARED TO MSP 2017 CONTOUR



2018 MSP Contour

- 2018 60 DNL
- 2018 63 DNL
- Areas Where the 2018 Contour is Bigger than the 2017 Contour
- Areas Where the 2018 Contour is Smaller than the 2017 Contour



- Decreased operations in 2018 reduced the overall size of the contour.
 - 60 dB DNL contour reduced from 11,460 acres in 2017 to 11,323 acres in 2018 (1.2%)
 - 63 dB DNL contour reduced from 4,469 acres in 2017 to 4,444 acres in 2018. (0.6%)



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

Overview of Mitigation Eligibility per the Amended Consent Decree

The home must meet the following 2 criteria:

- (a) The community in which the home is located has adopted local land use controls and building performance standards to ensure the practices are consistent with the noise mitigation provided by the MAC.
- (b) The home is located for 3 consecutive years in the actual 60 DNL noise contour and within a higher mitigation area when compared to the original program.

The current program will provide mitigation to eligible homes until 2024 based on actual noise exposure 5 dB DNL further into the community than the federal threshold of 65 dB DNL



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

Overview of Mitigation Eligibility per the Amended Consent Decree

The MAC will provide 2 different packages depending on exposure area:

- Eligible homes within the 63 dB DNL contour receive the Full 5dB Reduction Package, designed to reduce interior noise levels by an average of 5 decibels
- Eligible homes within the 60 db DNL contour receive the Partial Noise Reduction Package, which comes with two options:
 - Central air conditioning + \$5,580*+ of mitigation products and services; or
 - \$19,533*+ of noise mitigation products and services

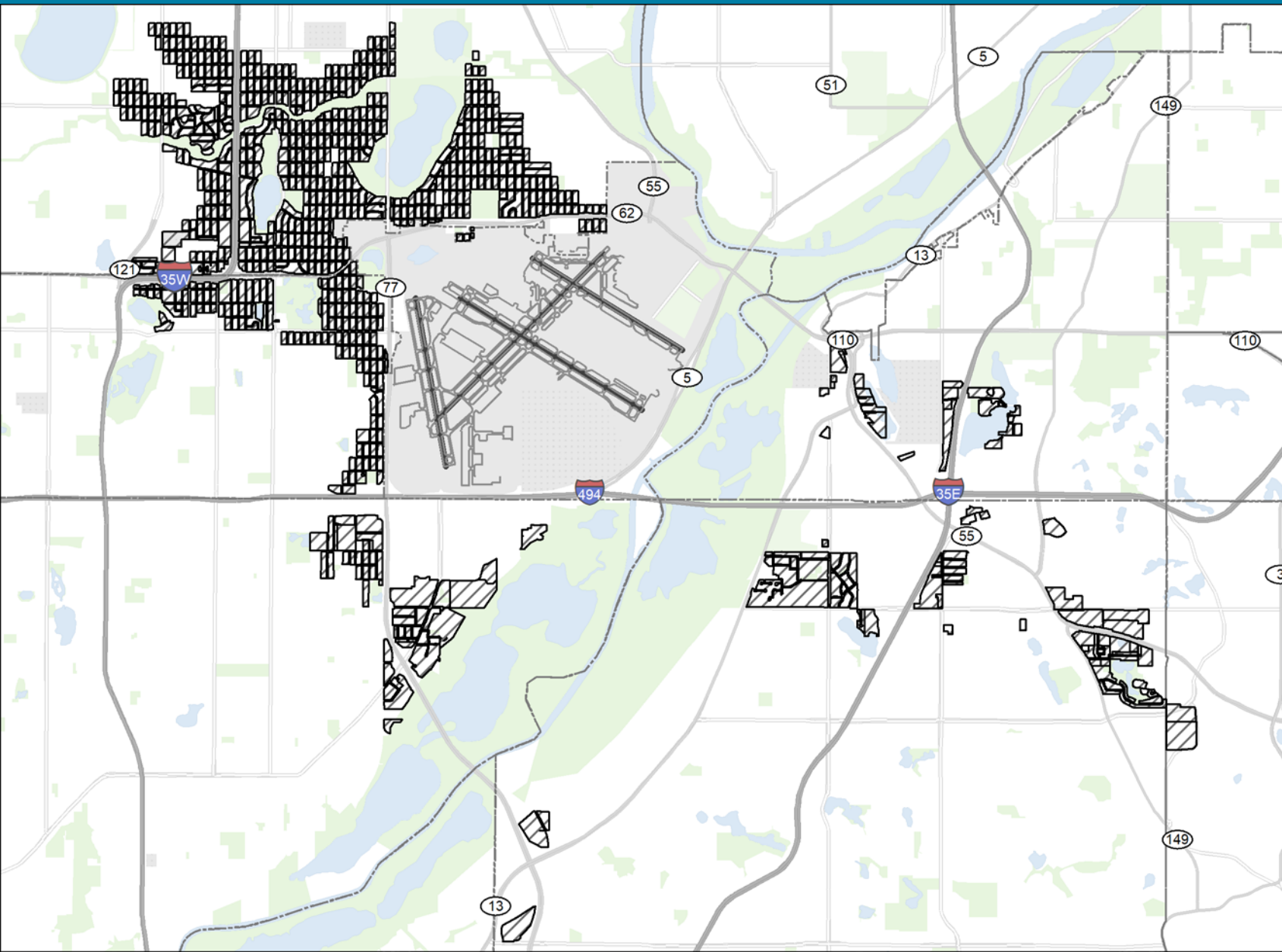
The MAC will provide mitigation to homes the year following eligibility determination.

The only residential properties that currently meet the mitigation eligibility criteria are located in the City of Minneapolis.



**Any reimbursement or mitigation improvements previously provided by the MAC will be deducted from the dollar amounts
+Dollar amounts are subject to change and will be adjusted according to the project year CPI.*

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



1992 – 2006

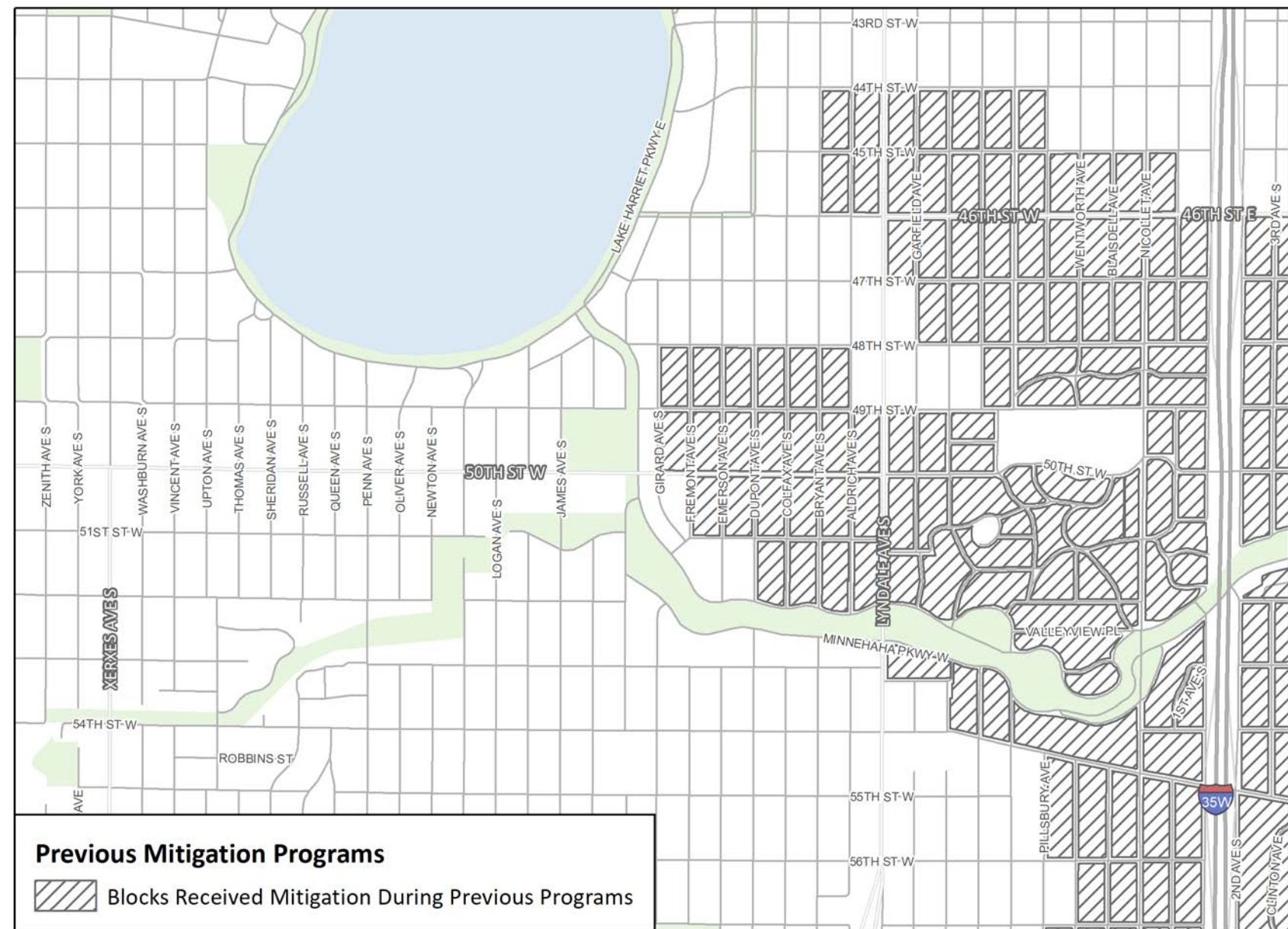
- *MSP Residential Noise Mitigation Program*
 - 7,800 single family homes
 - 1,327 multi family units
 - 19 schools

2007 – 2013

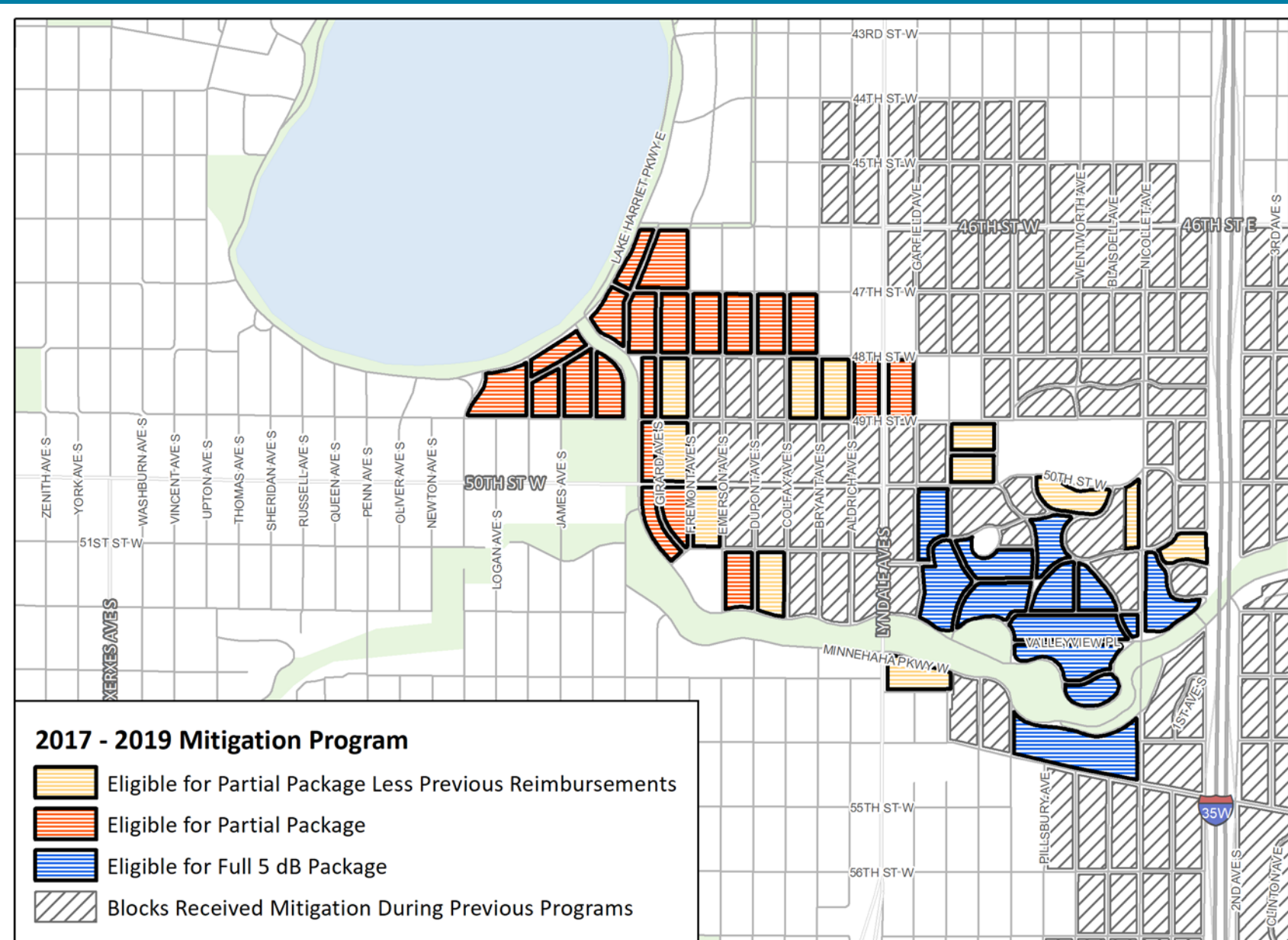
- *Original Consent Decree*
 - 404 single family homes received full mitigation package
 - 5,055 single family homes received partial mitigation package
 - 1,773 single family homes participated in reimbursement program
 - 1,976 multi-family units



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



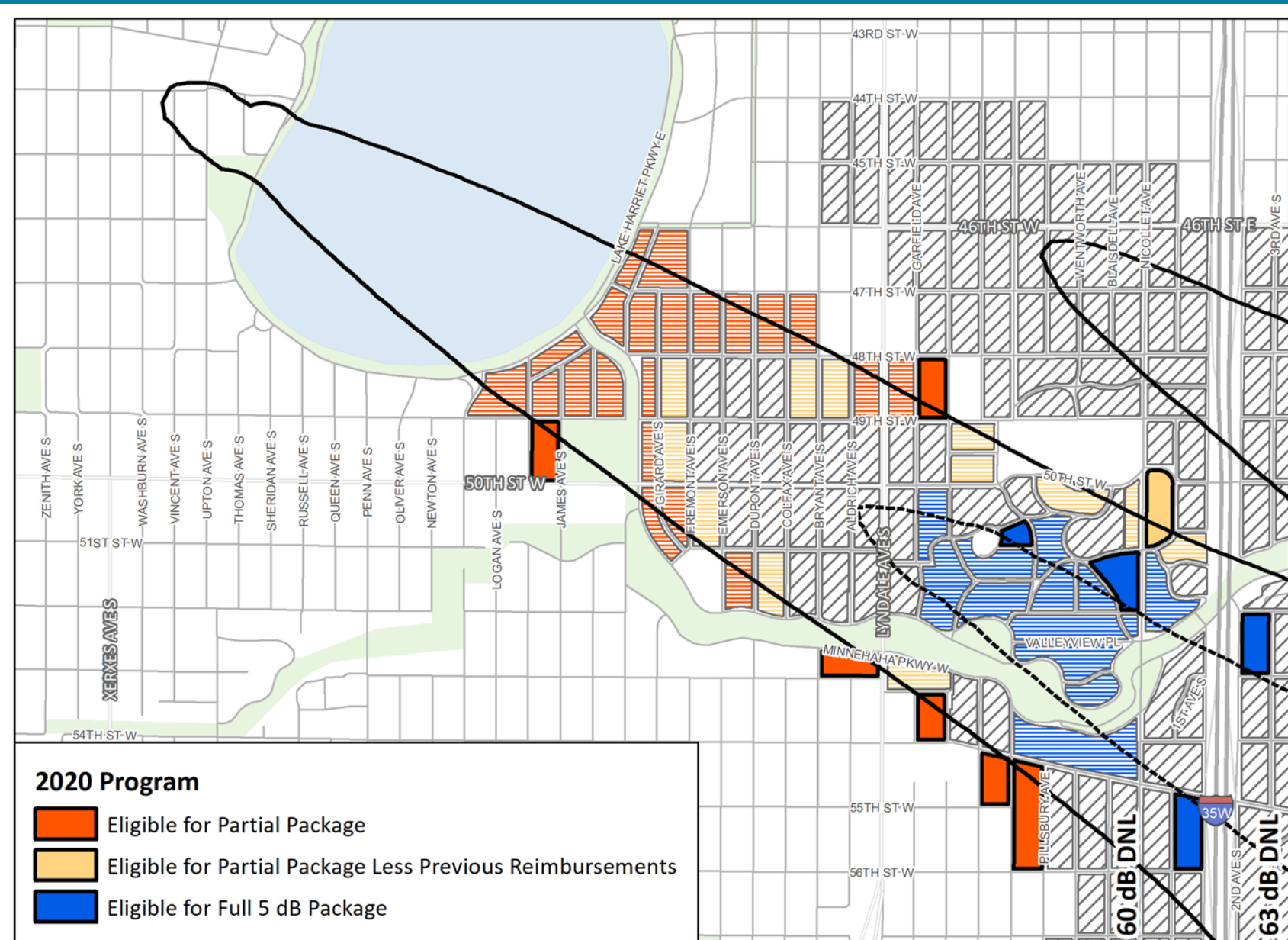
230
Single-Family Homes

322
Single-Family Homes

88
Multi-Family Units

298
Single-Family Homes

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity

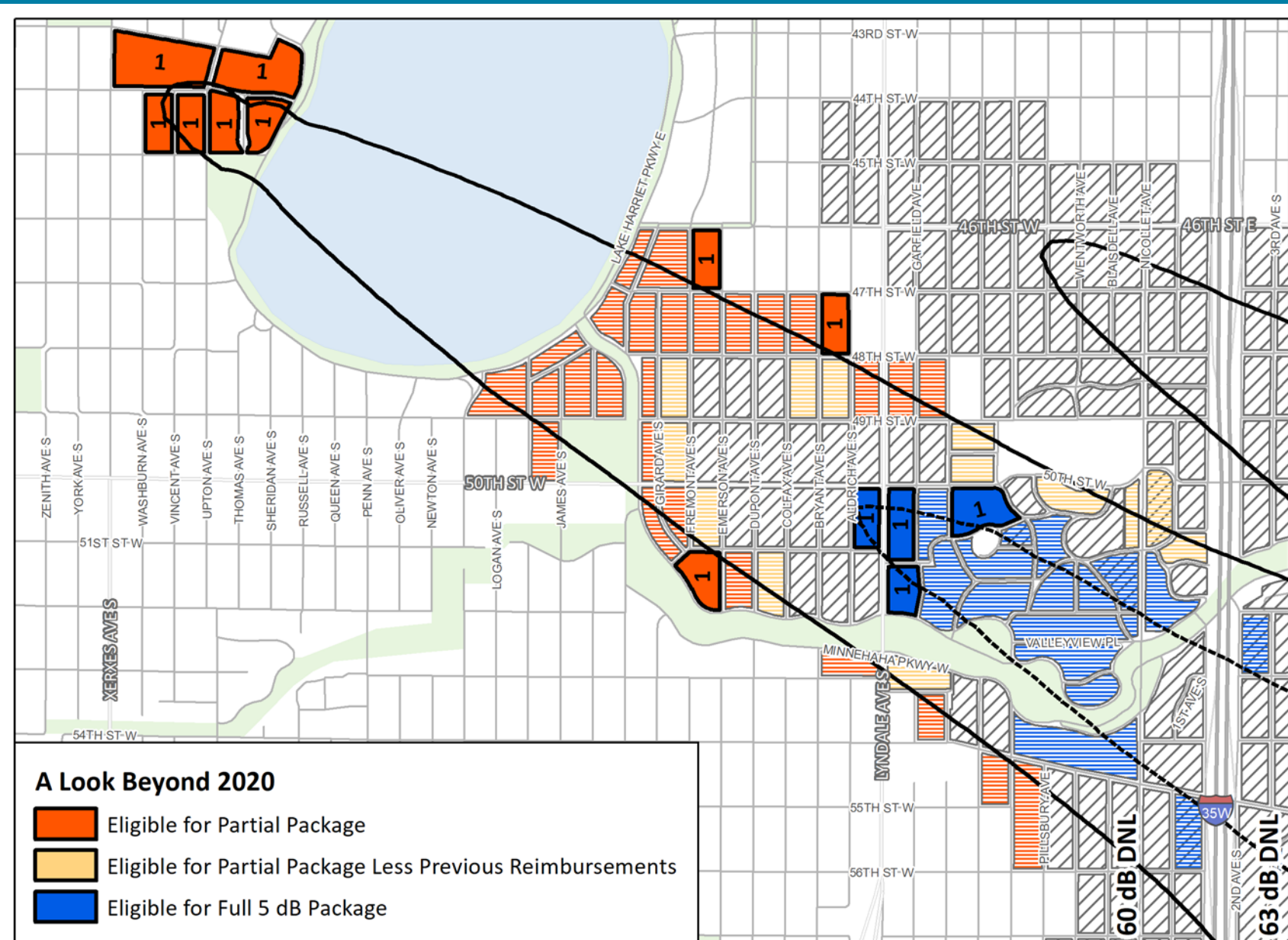


24
Single-Family Homes

140
Single-Family Homes

79
Single-Family Homes

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



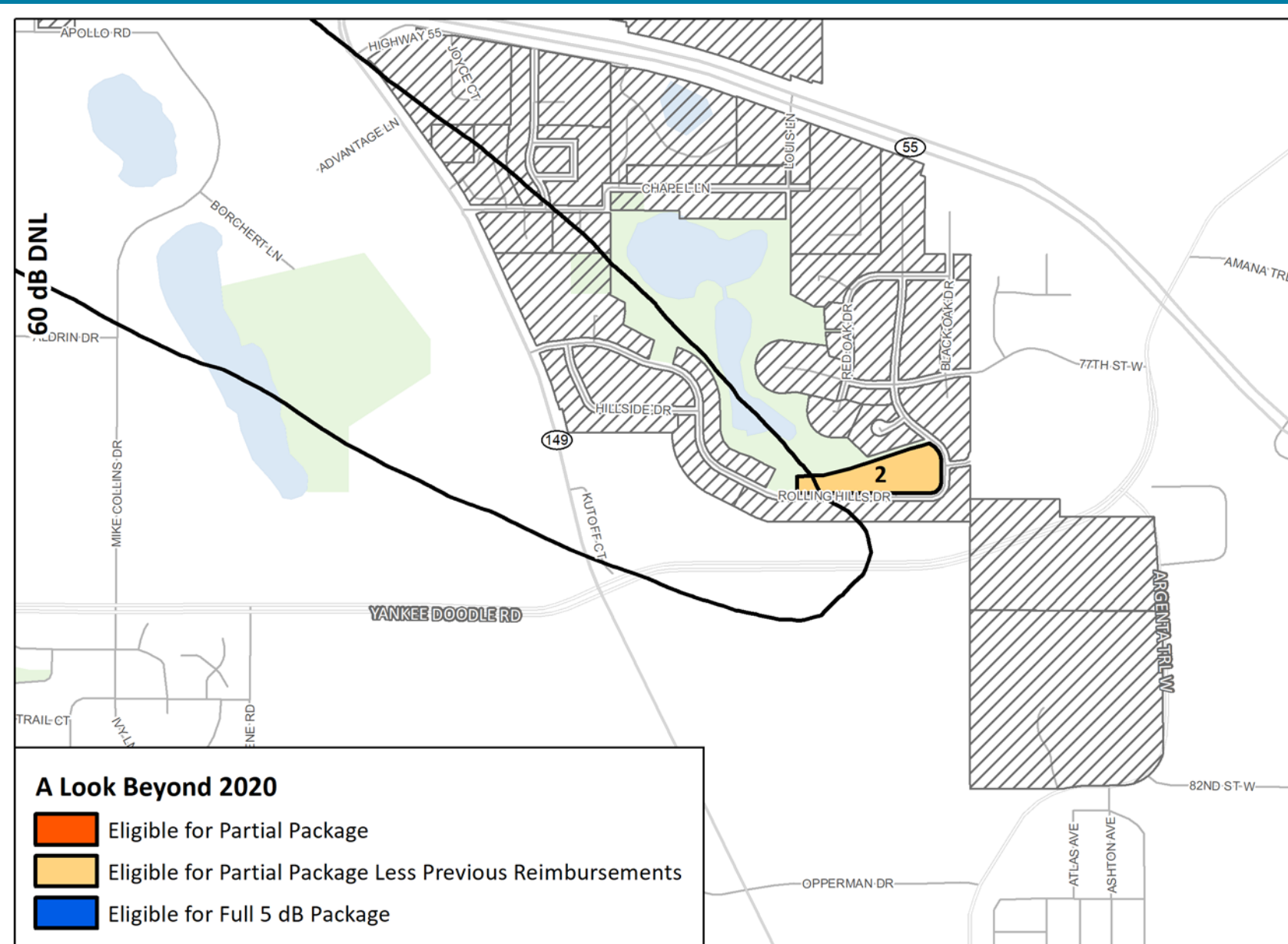
0
Single-Family Homes

216
Single-Family Homes

525
Multi-Family Units

97
Single-Family Homes

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



16
Single-Family Homes

0
Single-Family Homes

0
Single-Family Homes

Item 4: 2018 Annual Noise Contour Report and Mitigation Activity



The MAC will contact eligible homeowners. At this time, there is nothing for the homeowners to do to initiate the 2020 mitigation process.

Materials regarding the Residential Noise Mitigation Program are available at <http://www.macnoise.com/noise-mitigation-program>



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



Item 5 MSP Airport Long-Term Plan (“Plan”) and Stakeholder Engagement Update

NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



Plan Overview



The Plan is:

A forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations.

It will focus on evaluating when facility improvements are needed to accommodate projected demand in a manner that is safe, efficient, orderly and cost-effective and that maintains and enhances customer service.

The Plan does not:

Authorize construction or improvements to facilities, nor does it serve as a basis for determining eligibility for noise mitigation programs.

Rather it helps the MAC better understand and plan for future facility needs.

Plan Goals



1. Plan for future facilities that will meet projected passenger activity levels in a manner that maintains and enhances customer service, while facilitating a seamless experience.
2. Produce a development plan that positions the MAC to
 - meet future demand levels,
 - enhance financial strength,
 - leverage environmental stewardship, and
 - infuse sustainable thinking.
3. Conduct the planning process in a manner that includes meaningful stakeholder engagement processes.

Planning Process

Baseline Existing Facilities

- Inventory and document existing facilities and aviation activity levels to establish baseline conditions

Forecasts

- Forecast MSP aviation activity levels (passengers, cargo, and aircraft operations) for the milestone years between 2020 and 2040

Gap Analysis

- Determine any facility deficiency gaps between the baseline condition and desired future conditions based on forecasted activity levels

Development Concepts

- Develop and evaluate alternative means to remedy facility deficiencies identified through the process

Proposed Development

- Determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board

Environmental Considerations

- Prepare an overview of environmental factors that should be taken into consideration when implementing the plan

Stakeholder Engagement Program

Stakeholder Advisory Panel

Project Milestone Events

Project Website

E-News Monthly Project Updates

Project Newsletters

Print Notifications for Public Events

Updates at NOC and MAC's PD&E Committee

Additional Public Presentations Upon Request



Stakeholder Advisory Panel



An advisory panel of key stakeholder groups serving several functions:

- Represent a broad range of stakeholder groups;
- Receive information about the plan and then convey it to their constituencies;
- Provide input as the voice of their key stakeholders on various aspects of the plan;
- Ensure public concerns and aspirations are considered.

Initial Timeline



Activity	Stakeholder Engagement	Expected Start	Expected Finish
Baseline Existing Facilities <i>Current Conditions of MSP Facilities</i>	<ul style="list-style-type: none"> Panel Meeting NOC and PD&E Update Public Event 	1 st Quarter 2019	2 nd Quarter 2019
Forecasts <i>Prediction of aircraft and passenger activities in 2040</i>	<ul style="list-style-type: none"> Panel Meeting PD&E Update 	1 st Quarter 2019	3 rd Quarter 2019
Gap Analysis <i>Estimation of terminal, landside and airfield needs to meet forecast demands</i>	<ul style="list-style-type: none"> Panel Meeting NOC and PD&E Update Public Event 	3 rd Quarter 2019	4 th Quarter 2019
Development Concepts <i>Review of alternative ways to meet forecast needs</i>	<ul style="list-style-type: none"> Panel Meeting 	4 th Quarter 2019	1 st Quarter 2020
Proposed Development <i>Identify the best alternative, funding plan and forecast timelines</i>	<ul style="list-style-type: none"> Panel Meeting NOC and PD&E Update 	1 st Quarter 2020	2 nd Quarter 2020
Environmental Considerations <i>Overview of environmental factors</i>	<ul style="list-style-type: none"> Public Event 		
Public Comment Period	<ul style="list-style-type: none"> Public Event 	3 rd Quarter 2020	3 rd Quarter 2020
MAC Board Approval		4 th Quarter 2020	4 th Quarter 2020
Metropolitan Council Review		4 th Quarter 2020	4 th Quarter 2020

Subject to change. Changes to the timeline will be shared with our stakeholders.

ITEM 6

2019 NCAA FINAL FOUR AIRCRAFT ACTIVITY UPDATE



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



Item 6: 2019 NCAA Final Four Aircraft Activity Update



The MAC anticipates arrivals will peak in the hours leading up to the Semifinal games on...



and departures will peak after the National Championship game...



and into the following day...



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



Item 6: 2019 NCAA Final Four Aircraft Activity Update



MSP Final Four Community FACT SHEET

You may have heard...

The 2019 NCAA Final Four is coming to Minnesota. The event is expected to draw thousands of people to the Twin Cities. For many, their first stop is the Minneapolis-St. Paul International Airport (MSP). MSP is preparing to meet the needs associated with this event to ensure a high level of service for our passengers, while being mindful of neighboring communities. There are a few things we wanted to share so you know what to expect during this busy time.



What you can expect...

- More flight activity at MSP is expected between Wednesday, April 3 and Tuesday, April 9 (the National Semifinal games will be Saturday, April 6 and the National Championship is Monday, April 8).
- During the week leading up to Saturday's Semifinal games and the day after the National Championship, MSP expects to have 100 more private flights.
- Corporate jets and turboprop aircraft, like the ones pictured, will be used more than normal during all hours of the day and night, including the early morning hours and later into the evening.
- Charter flights with team booster clubs, friends and family will bring in an additional 10-15 flights during the event.
- Low-flying helicopters conducting security surveillance may be seen from the ground and high-rise buildings in and around Minneapolis at the end of March and throughout the first week of April.

Post on macnoise.com

Distribute at January and March NOC meetings

Email to NOC members



MAC GA Final Four Community FACT SHEET

You may have heard...

The 2019 NCAA Final Four is coming to Minnesota. The event is expected to draw thousands of people to the area and the Metropolitan Airports Commission (MAC) is preparing its airport facilities to accommodate those traveling by air.

Many event-goers traveling to and from the Twin Cities will use commercial airline services at Minneapolis-St. Paul International Airport (MSP); many others will use non-commercial aviation services, like those that operate at the MAC's general aviation airports.



Those airports include:

- STP: St. Paul Downtown Airport in St. Paul
- ANE: Anoka County-Blaine Airport in Blaine
- FCM: Flying Cloud Airport in Eden Prairie
- MIC: Crystal Airport in Crystal
- LVN: Airlake Airport in Lakeville
- 21D: Lake Elmo Airport in Lake Elmo

The MAC is preparing to meet the increase in demand while ensuring a high level of service and being mindful of neighboring communities.

What you can expect...

- During the week leading up to the National Championship game and one day after (April 1-9, 2019), MAC expects to have more aircraft taking off and landing than usual at each of its airports.
- We anticipate the highest volume of flights to occur from Wednesday, April 3rd through Tuesday, April 9th.



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



ITEM 7

WINTER LISTENING SESSION UPDATE



NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019



Item 7: Winter Listening Session Update

4 residents from Eagan attended the Winter Listening Session

The meeting was also attended by representatives from MAC Staff, NOC Co-Chair Jeff Hart, NOC Members Gordy Goss, Chris Finlayson and Paul Borgstrom

MAC staff opened with an introduction and presentation. Slides are available at:

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

The open floor conversation focused entirely on Runway 17 departures. Specifically:

- Runway 17 departure increases related to Converging Runway Operations (CRO)
- Wind directions that favor Runway 17 operations
- Differences between Runway 17 departure tracks during different airport configurations
- Runway 17 nighttime departures
- Elements of the federal Environmental Impact Statement related to initial construction of Runway 17-35
- Elements of the Environmental Assessment related to the Runway 17 Noise Abatement Departure Procedure
- Advantages and disadvantages of Area Navigation Standard Instrument Departure (RNAV SID) procedures
- Eligibility for the MAC's Noise Mitigation Program
- Future NOC Work Plan item to evaluate the use of Runway 17



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**



ITEM 8

ANNOUNCEMENTS

Spring Listening Session

Wednesday, April 24, 2019 @ 7:00 PM

Mendota Heights City Hall

1101 Victoria Curve, Mendota Heights, MN

March NOC Meeting

Wednesday, May 15, 2019 @ 1:30 PM

MAC General Offices

Lindbergh Conference Room



**NOISE OVERSIGHT COMMITTEE
MARCH 20, 2019**

