



NOISE OVERSIGHT COMMITTEE

May 20, 2020

Audio recordings are made of this meeting

AGENDA

1. Consent

1.1. Approval of January 29, 2020 Meeting Minutes

1.2. Reports

1.2.1 Monthly Operations Reports: January and February 2020

1.2.2 Monthly Operations Reports: March and April 2020

1.2.3 MSP Complaint Data Assessment

2. Public Comment Period

3. Business

3.1 Egan Request to FAA

4. Information

4.1 2019 Actual Noise Contour Report and Residential Noise Mitigation Program Eligibility

4.2 Converging Runway Operations Update

4.3 MSP 2040 Long Term Plan Stakeholder Engagement Update

5. Announcements

6. Adjourn



NOISE OVERSIGHT COMMITTEE
MAY 20, 2020

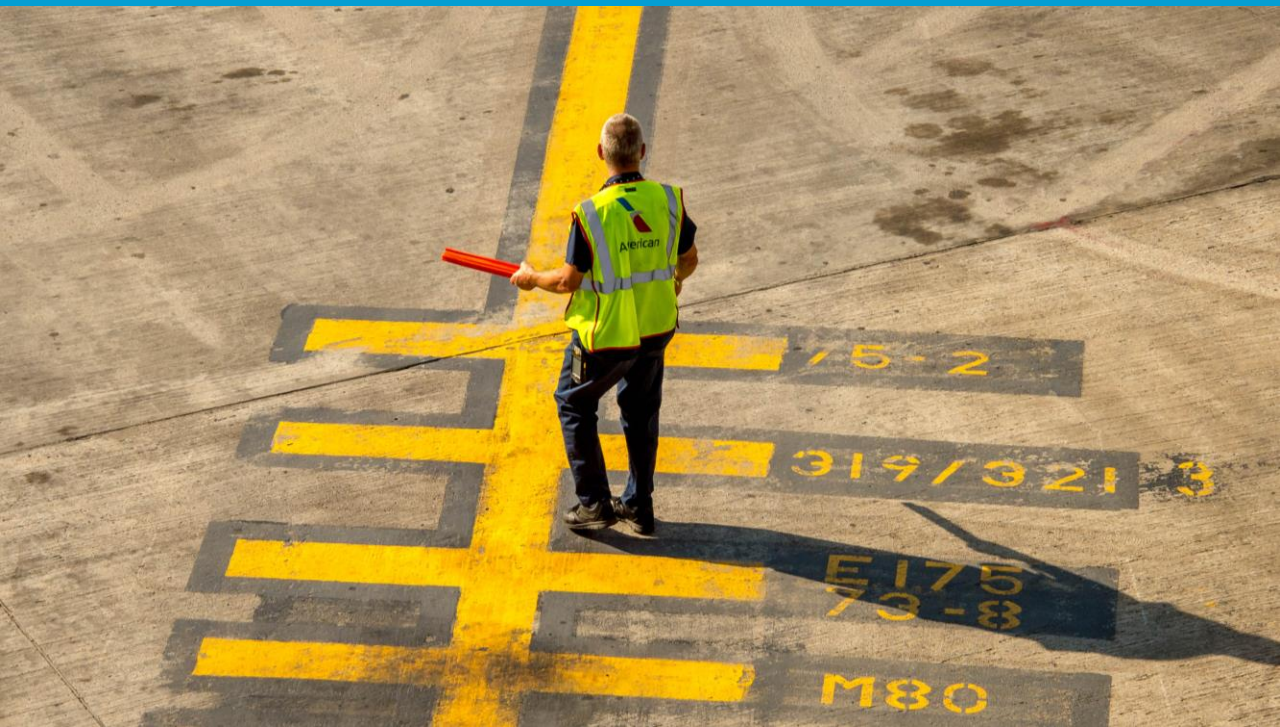
ITEM 3

3.1. EAGAN REQUEST TO FAA



NOISE OVERSIGHT COMMITTEE
MAY 20, 2020

Process to Date



Eagan Request Process to Date

Eagan ARC develops proposals and sends them to NOC for review and endorsement

- August 2019

MAC Commission approves NOC recommendation and forwards proposals to FAA

- December 2019

NOC reviews proposal and recommends MAC forward four to FAA

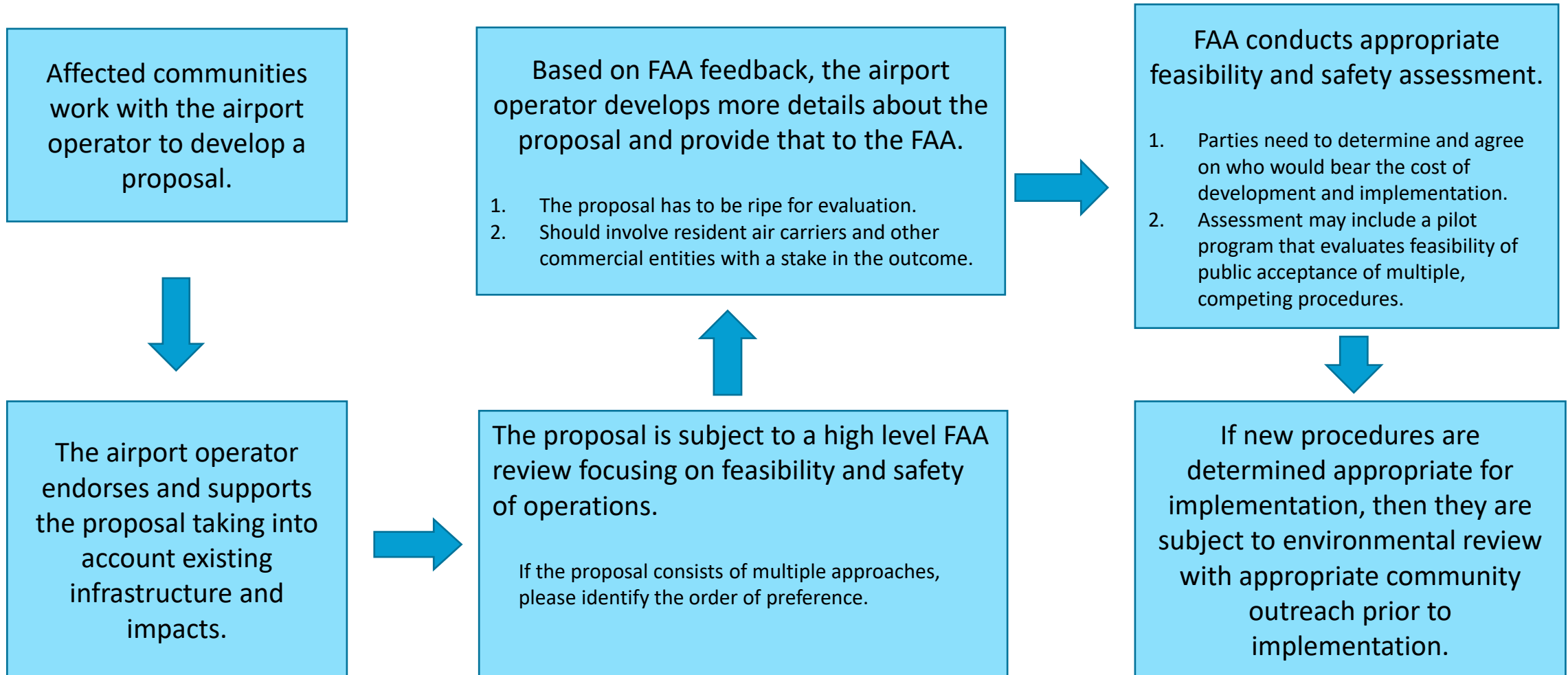
- November 2019

FAA completes high level feasibility review

- February 2020

FAA Departure Procedure Adjustment Process

Amending Instrument Departure Procedures Through Collaboration – A Process Approach



FAA Response

Request 1

- “During times with low arrival demand, MSP Tower finds it feasible and safe to move departures with an initial fix of COULT to runway 12L.”

Request 2

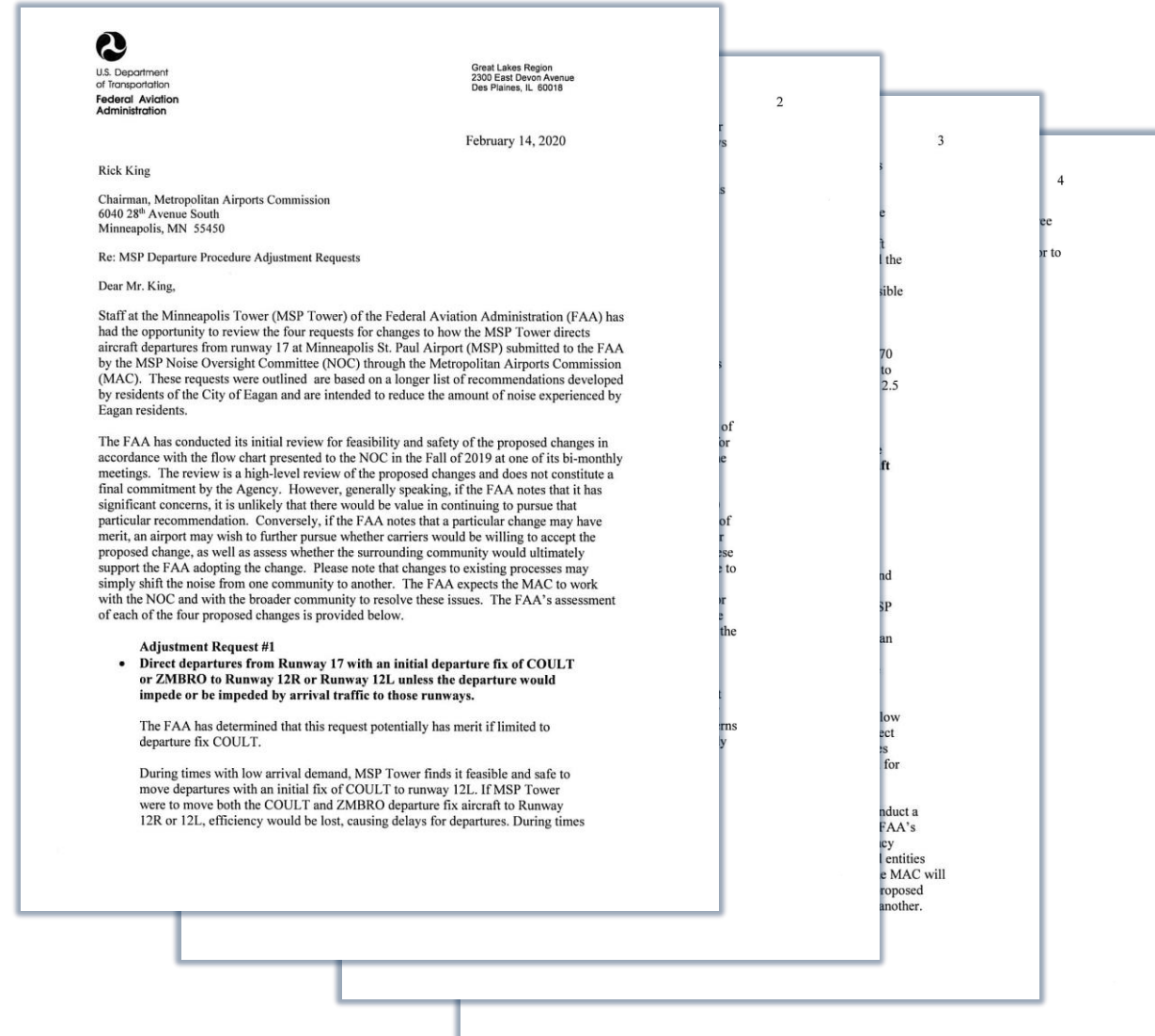
- “The FAA has determined that there is no value in further consideration of this request since it raises safety and efficiency concerns. Runway 17 departure headings are currently varied to the maximum extent possible.”

Request 3

- “The FAA has determined that there is no value in further consideration of this request since it raises safety and efficiency concerns. As discussed above, Runway 17 departure headings are currently varied to the maximum extent possible.”

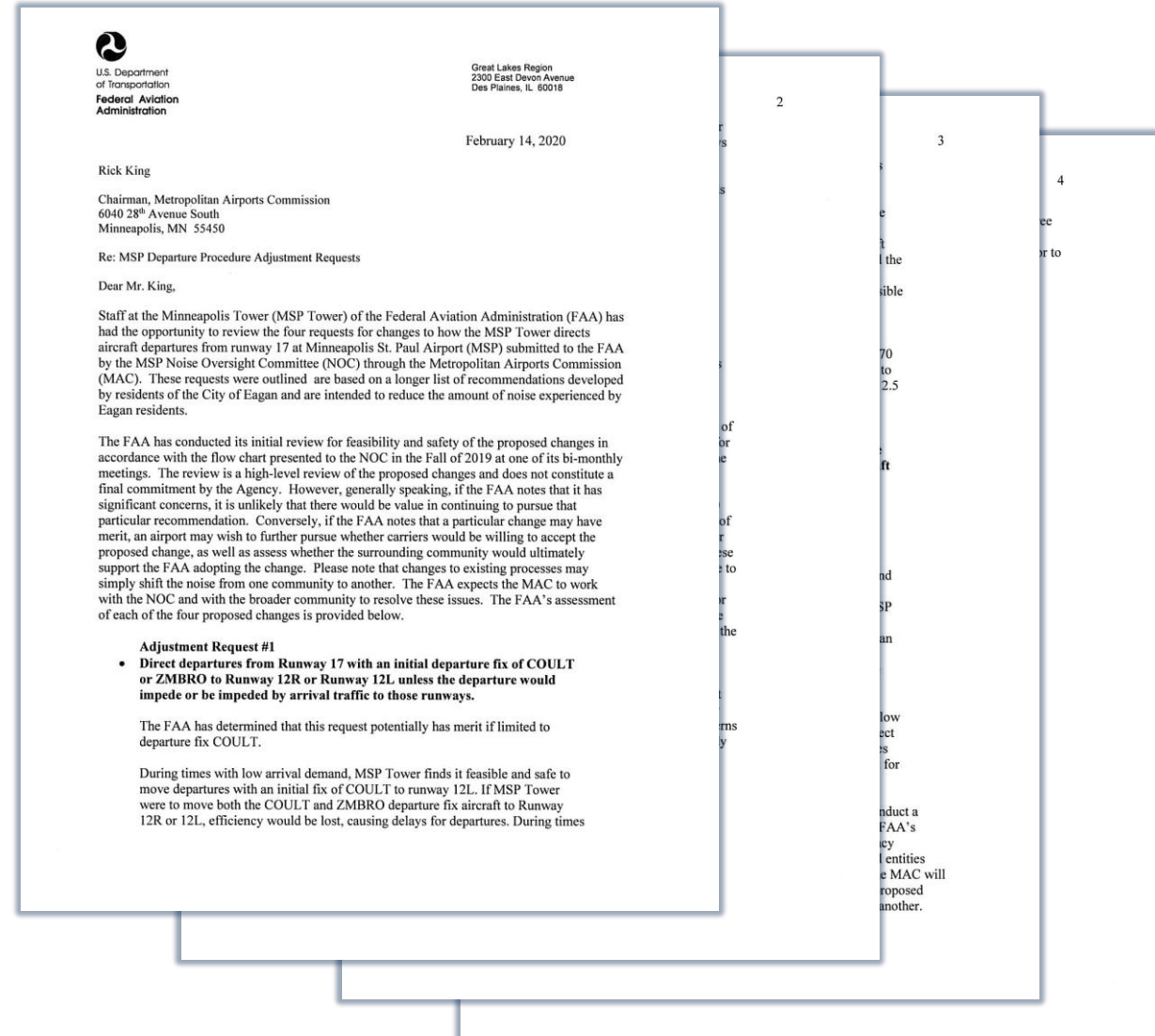
Request 4

- “The FAA has determined that this request potentially has merit if limited to night-time operations. It should be noted that MSP Air Traffic Control does not direct aircraft to follow landmarks or geographical features.”

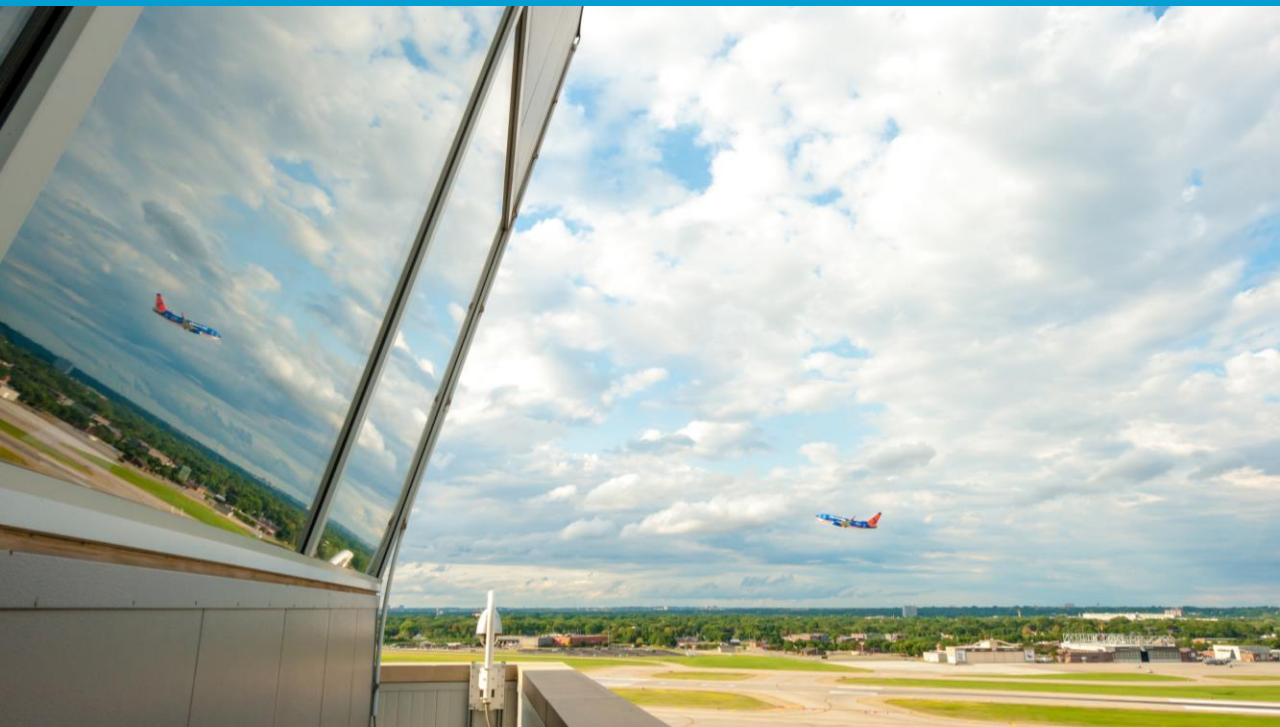


FAA Response

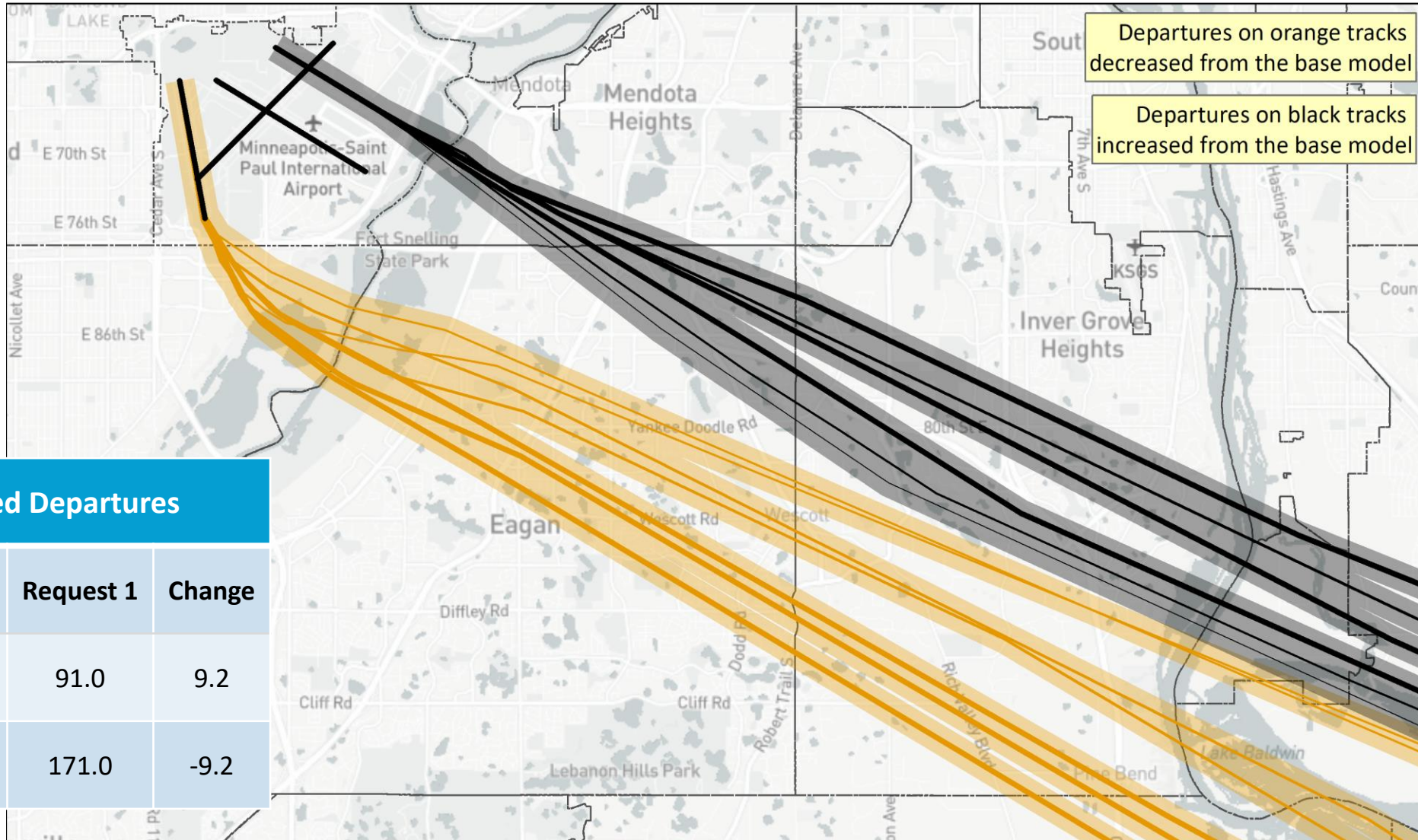
- “...the Agency recommends the MAC collaborate with its resident air carriers and other commercial entities with a stake in the outcome.”
- “...the FAA anticipates that the MAC will work with the NOC to make sure there will be broad community acceptance of the proposed changes since some of the changes may simply move noise from one community to another.”



Request 1



EAGAN REQUEST 1: AEDT MODEL TRACKS



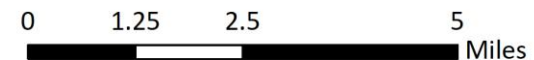
Departures on orange tracks decreased from the base model

Departures on black tracks increased from the base model

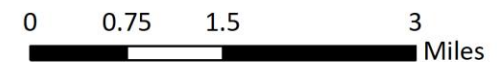
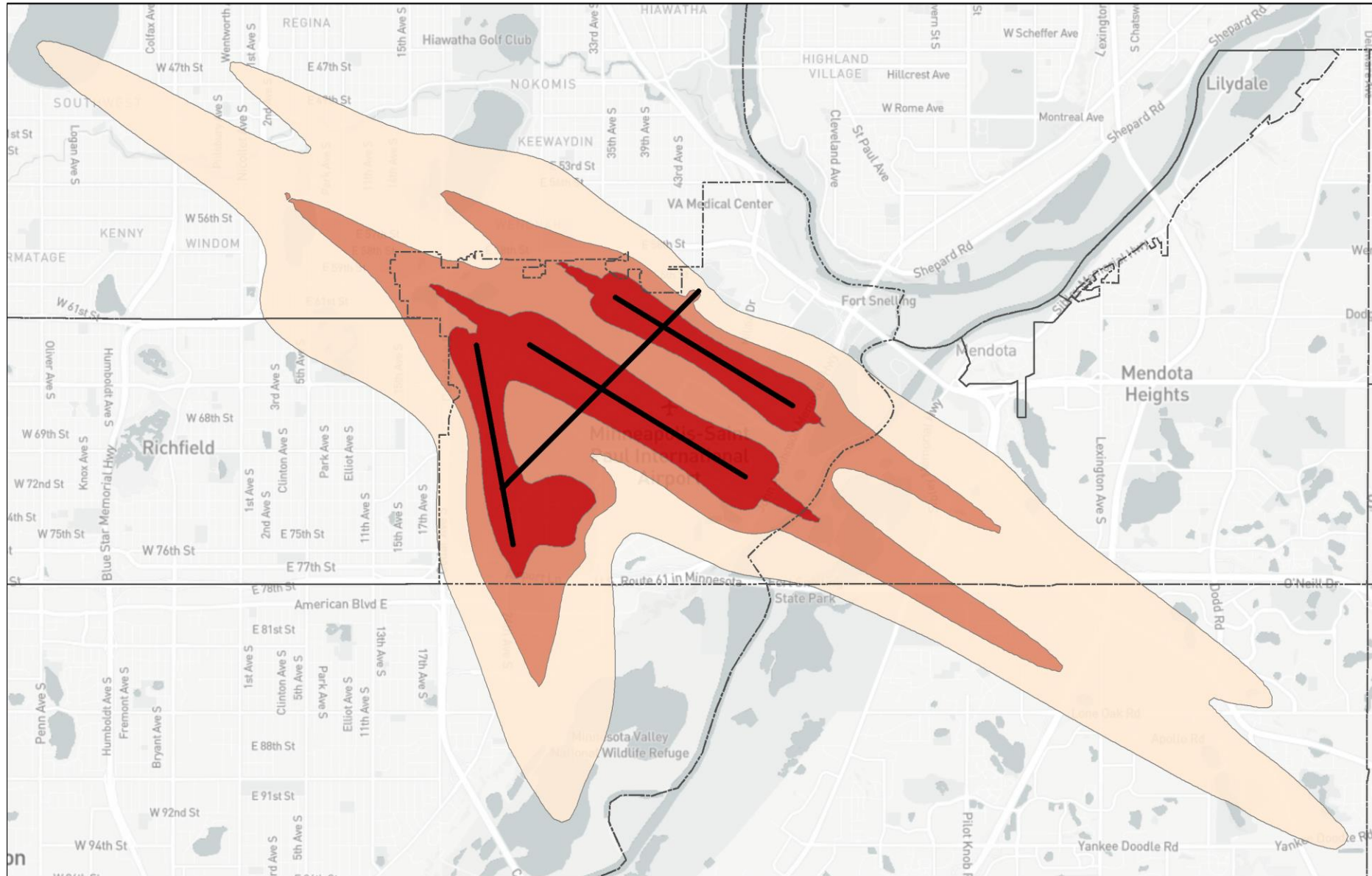
Modeled Departures

RWY	2019	Request 1	Change
12L	81.8	91.0	9.2
17	180.2	171.0	-9.2

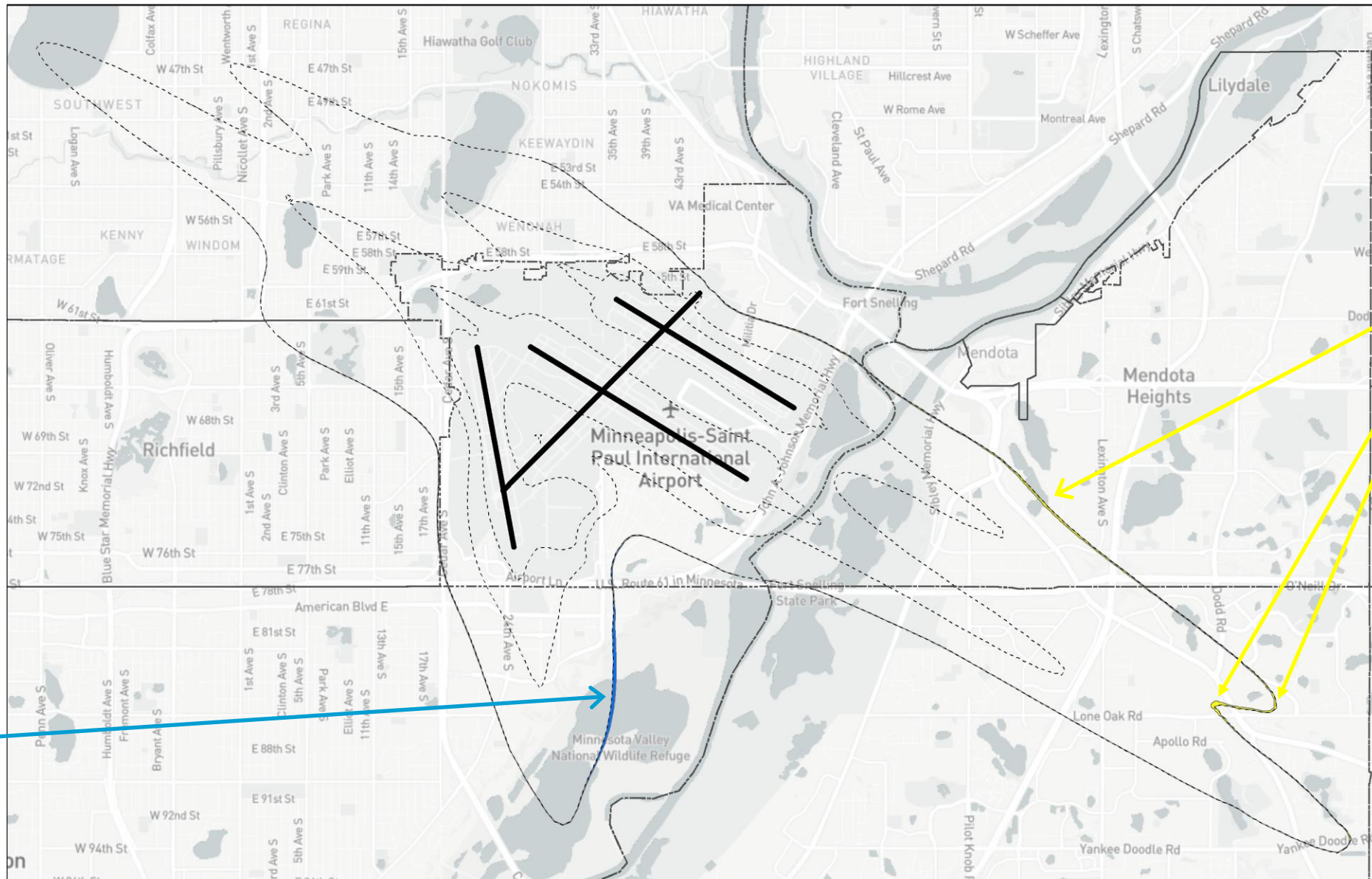
Average Daily Departures Average Daily Departures



MSP 2019 ANNUAL DNL CONTOUR






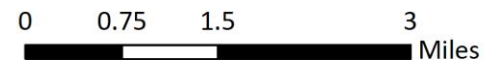
EAGAN REQUEST 1: CHANGE IN 60 DB DNL CONTOUR



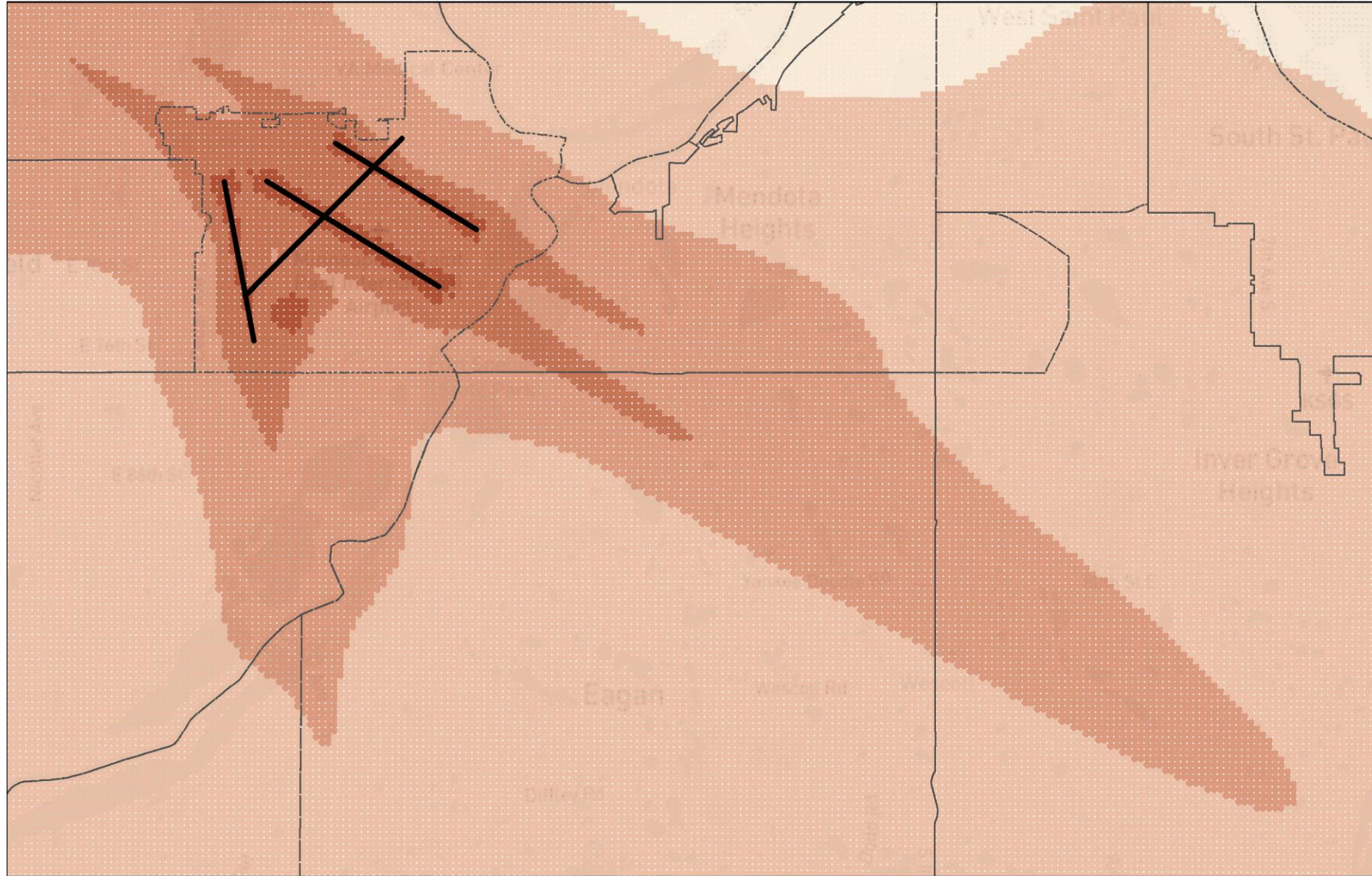
Areas where the 60 dB DNL contracted

Areas where the 60 dB DNL expanded

-  Request 1 - 60, 65, 70 dB DNL
-  Request 1 - Areas where the 60 dB DNL contracted
-  Request 1 - Areas where the 60 dB DNL expanded



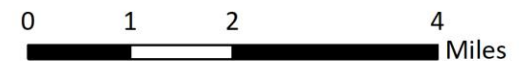
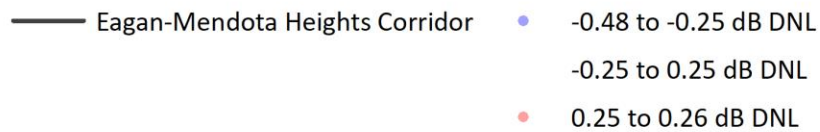
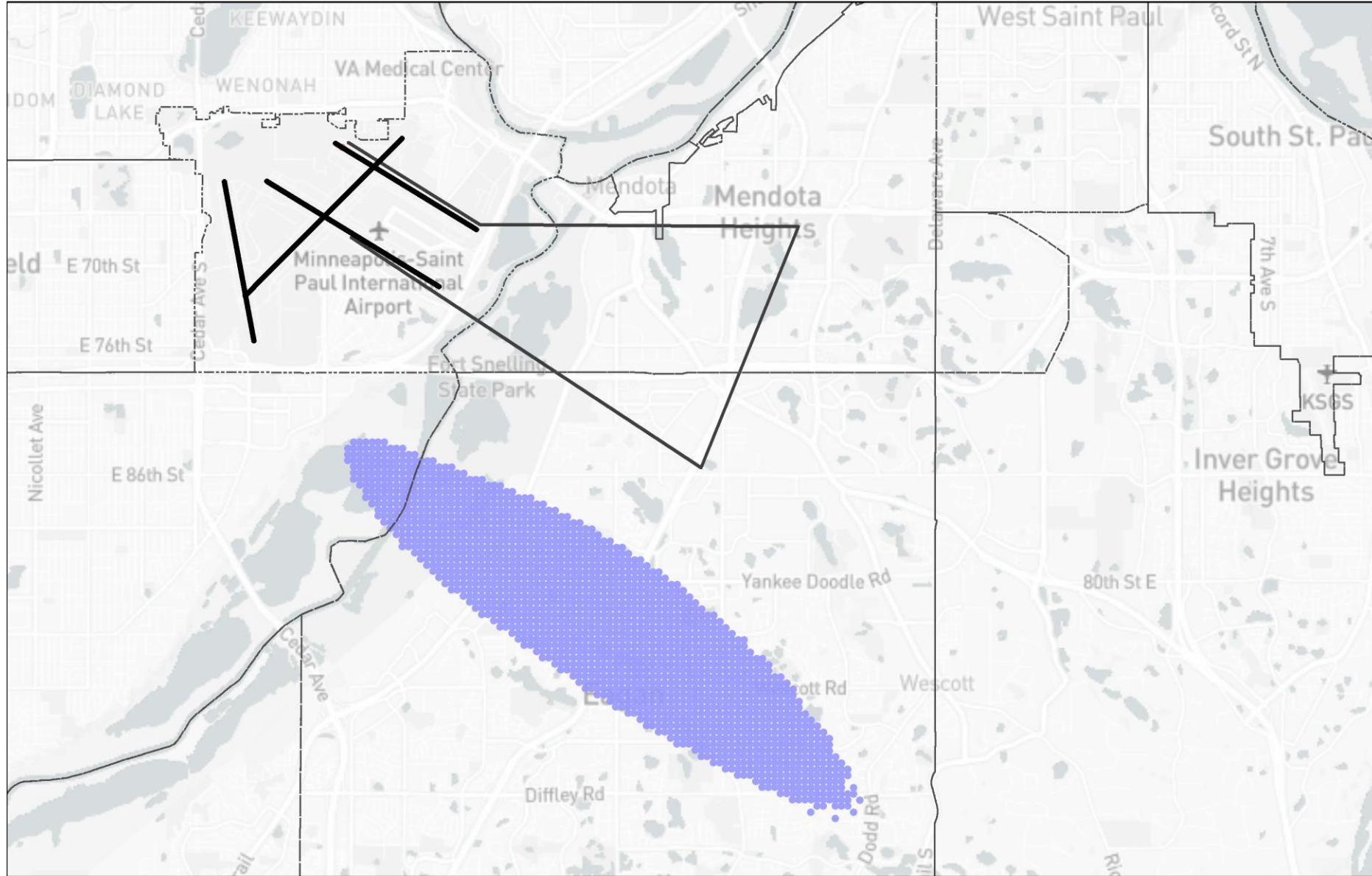
EAGAN REQUEST 1: DAY NIGHT AVERAGE SOUND LEVEL (DNL)



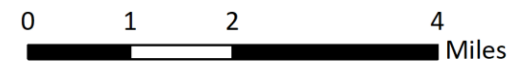
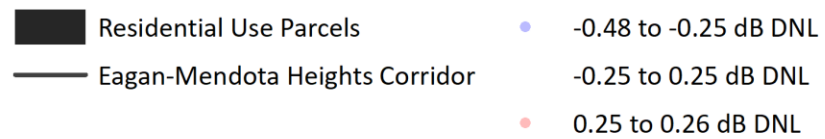
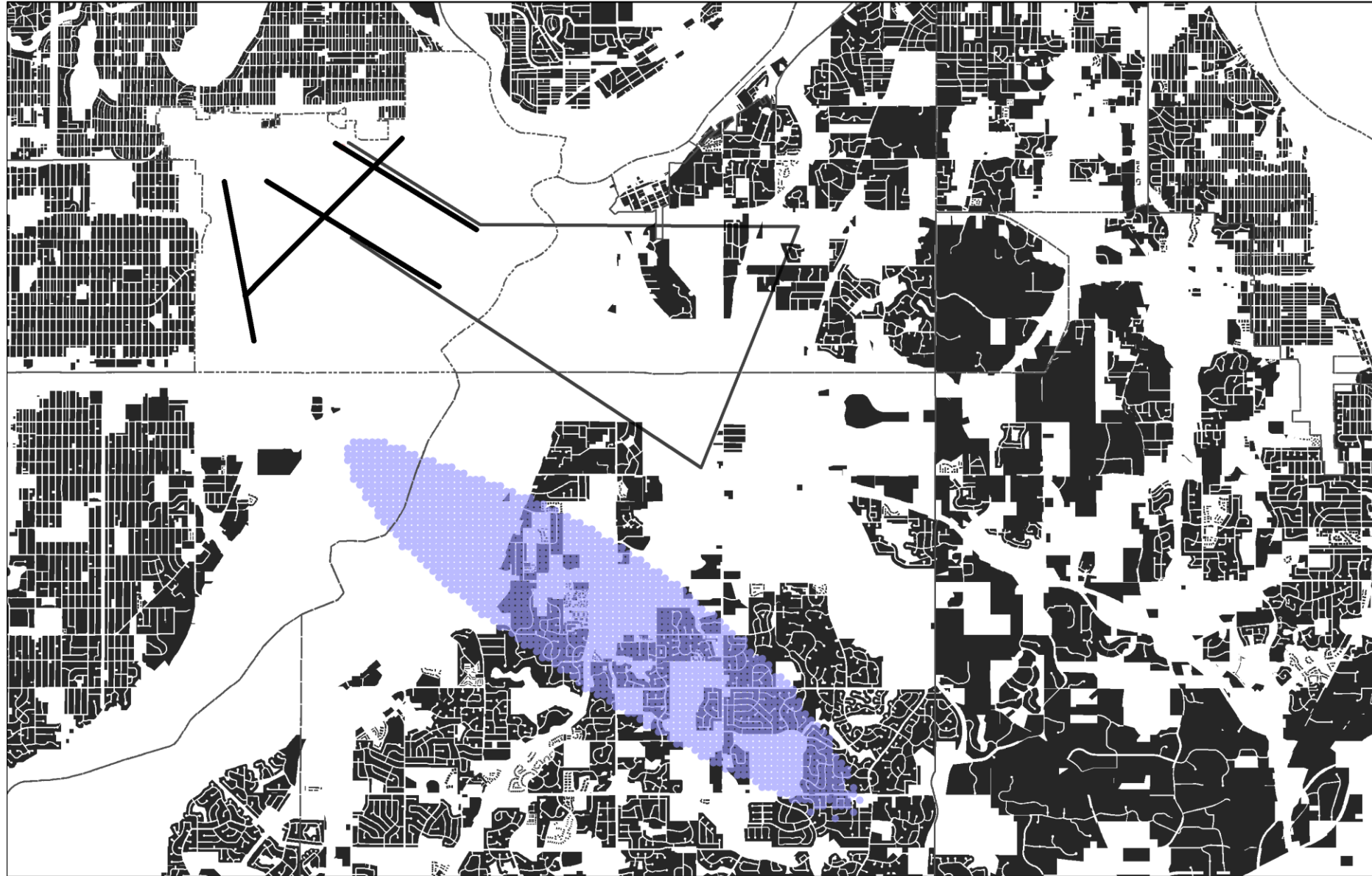
- < 45 dB DNL
- 45 to 55 dB DNL
- 55 to 65 dB DNL
- 65 to 75 dB DNL
- > 75 dB DNL

0 0.5 1 2 Miles

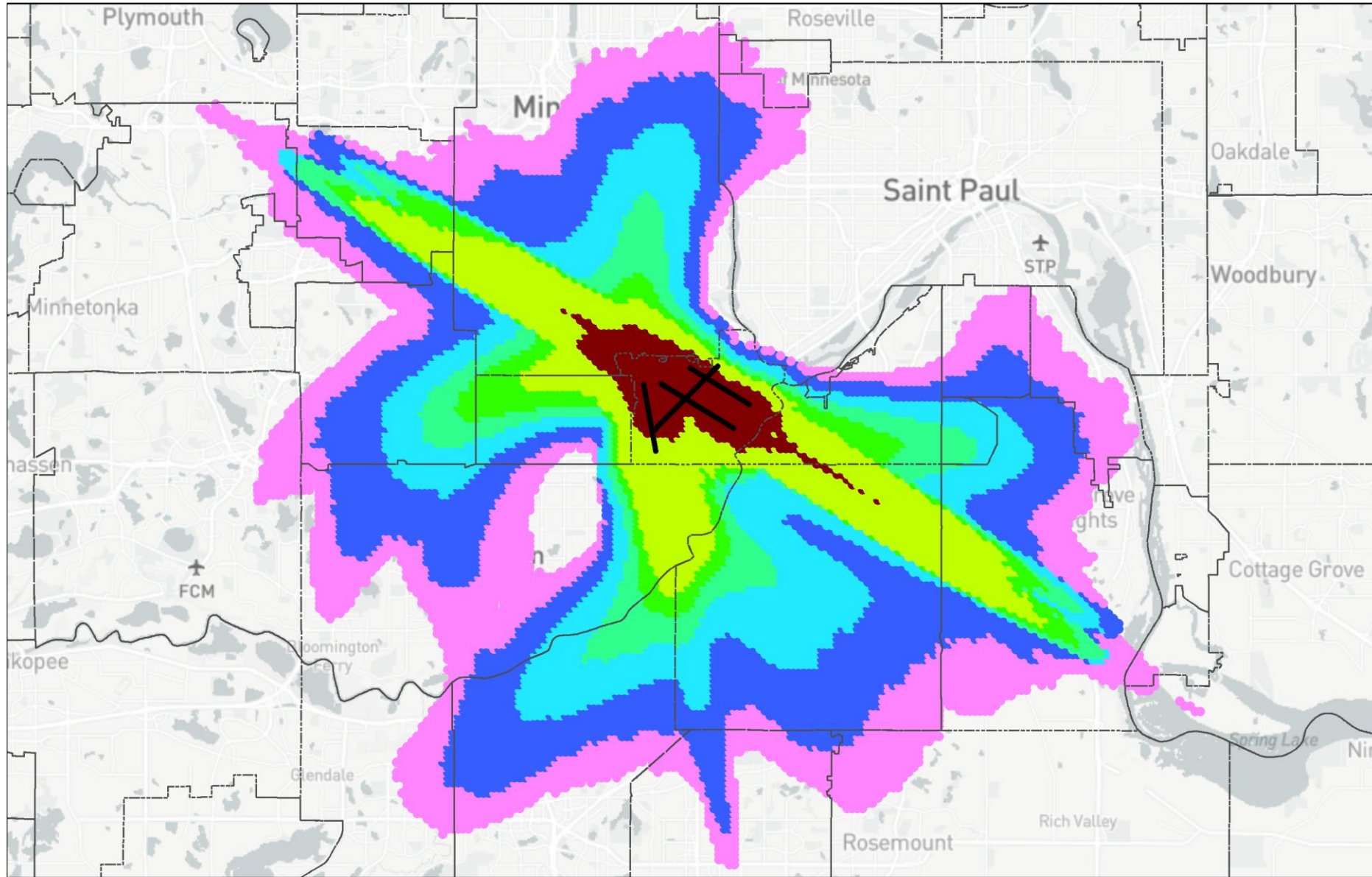
EAGAN REQUEST 1: DNL CHANGE



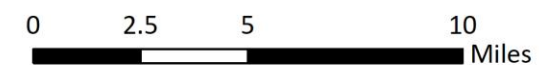
EAGAN REQUEST 1: DNL CHANGE



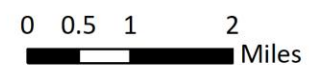
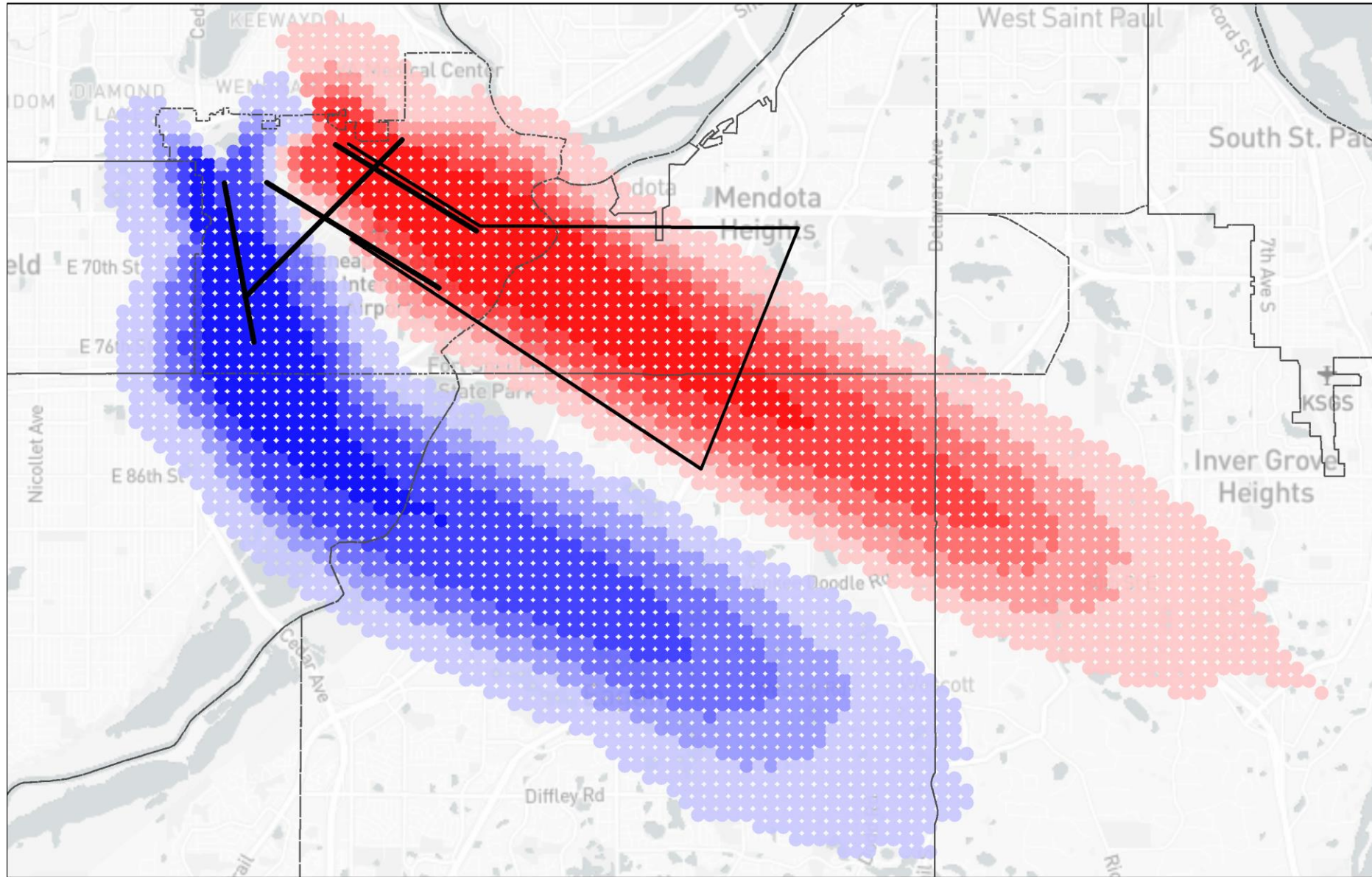
2019 ANNUAL EVENTS ABOVE 65 DB



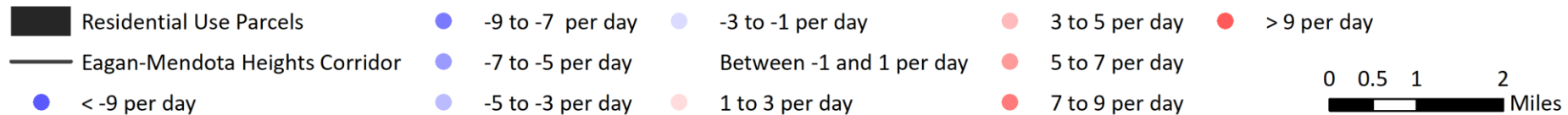
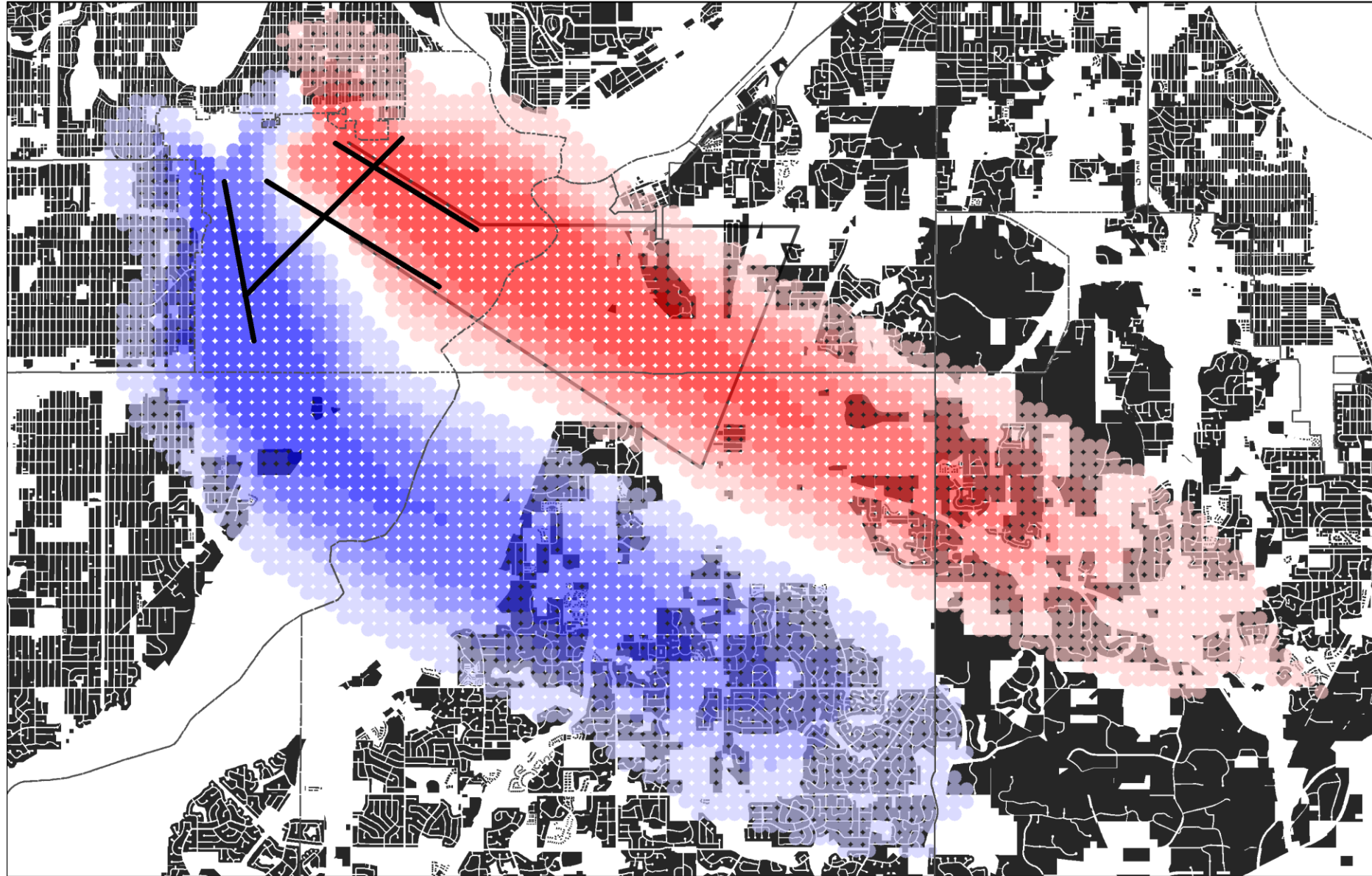
- | | | |
|------------------|-------------------|--------------------|
| < 5 per day | 25 to 50 per day | 100 to 250 per day |
| 5 to 10 per day | 50 to 75 per day | > 250 per day |
| 10 to 25 per day | 75 to 100 per day | |



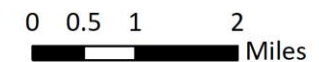
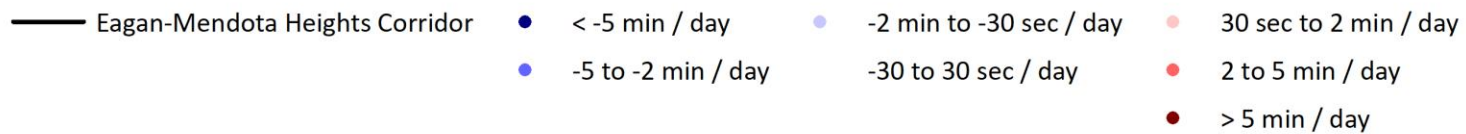
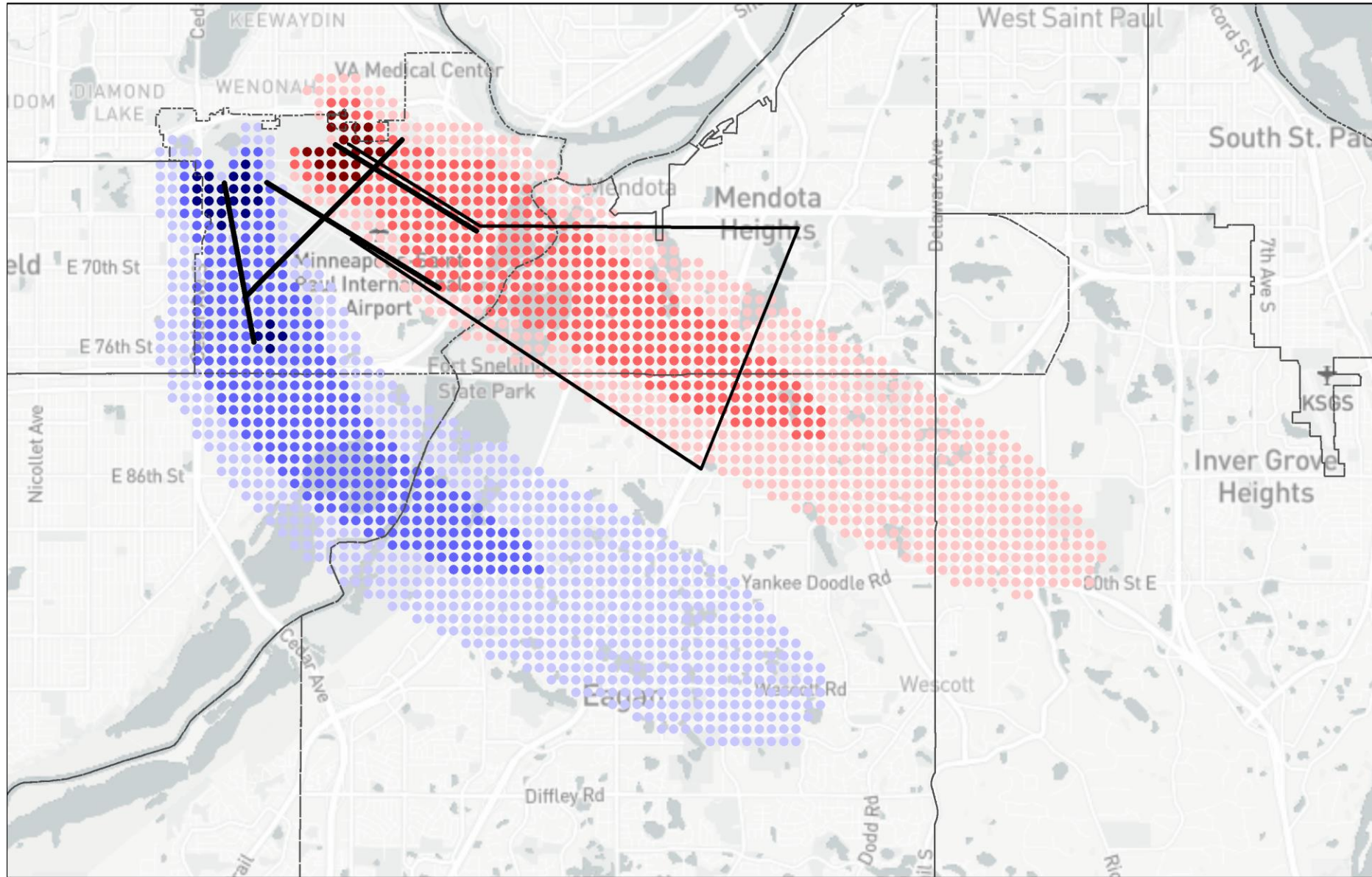
EAGAN REQUEST 1: CHANGE IN EVENTS ABOVE 65 DB



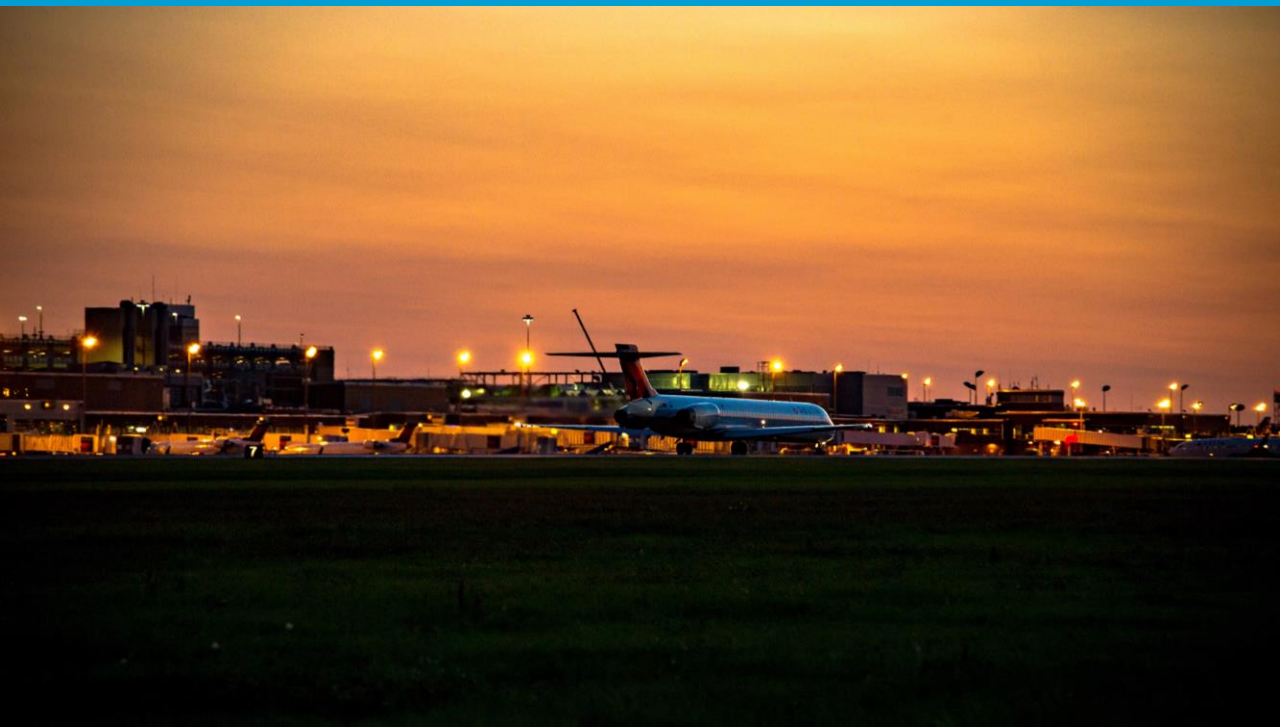
EAGAN REQUEST 1: CHANGE IN EVENTS ABOVE 65 DB



EAGAN REQUEST 1: CHANGE IN TIME ABOVE 65 DB



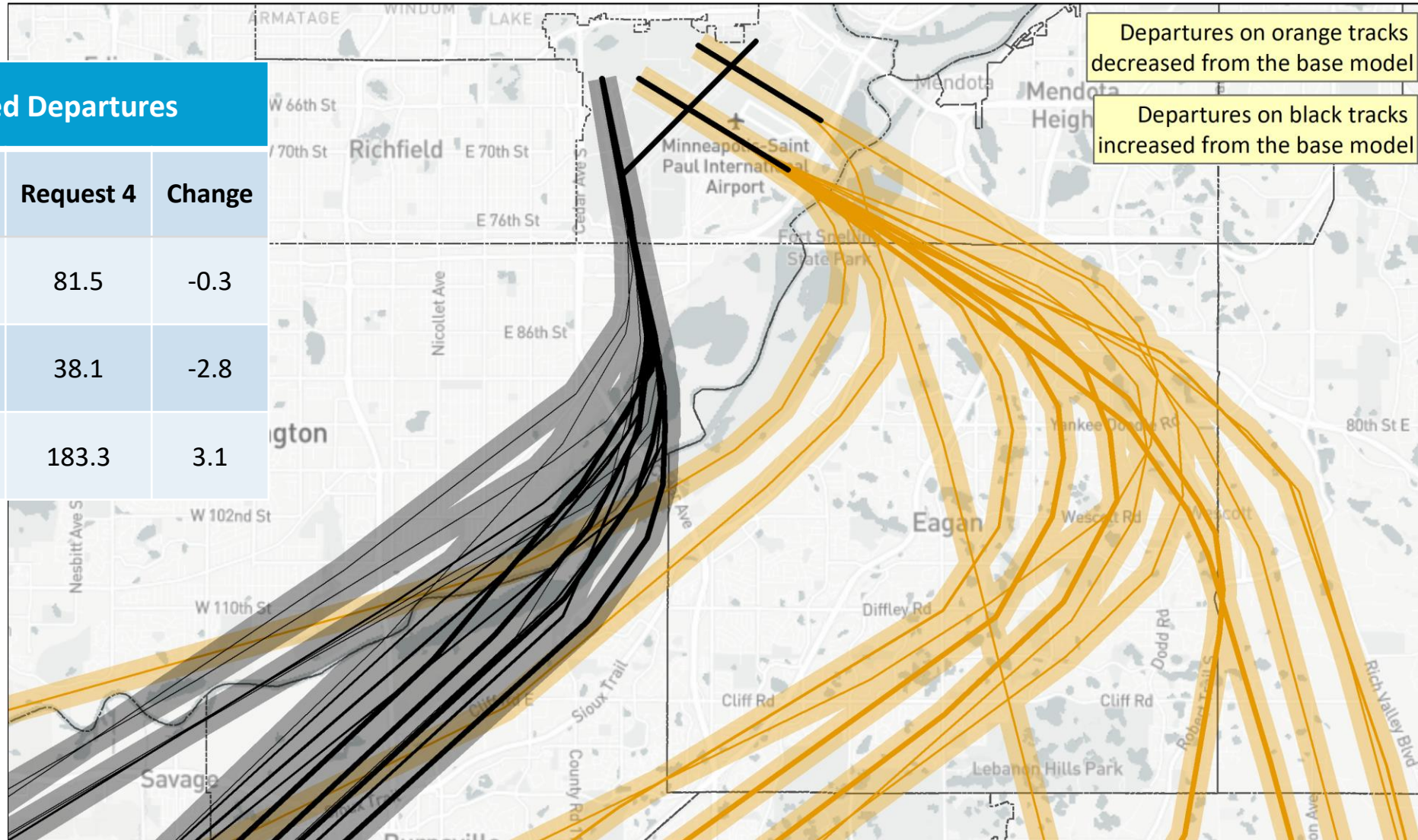
Request 4



EAGAN REQUEST 4: AEDT MODEL TRACKS

Modeled Departures

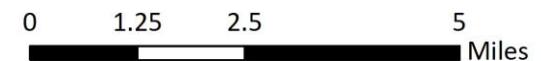
RWY	2019	Request 4	Change
12L	81.8	81.5	-0.3
12R	41.7	38.1	-2.8
17	180.2	183.3	3.1



Departures on orange tracks decreased from the base model

Departures on black tracks increased from the base model

Average Daily Departures Average Daily Departures






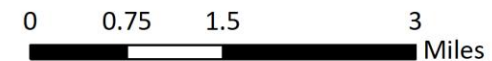
EAGAN REQUEST 4: CHANGE IN 60 DB DNL CONTOUR



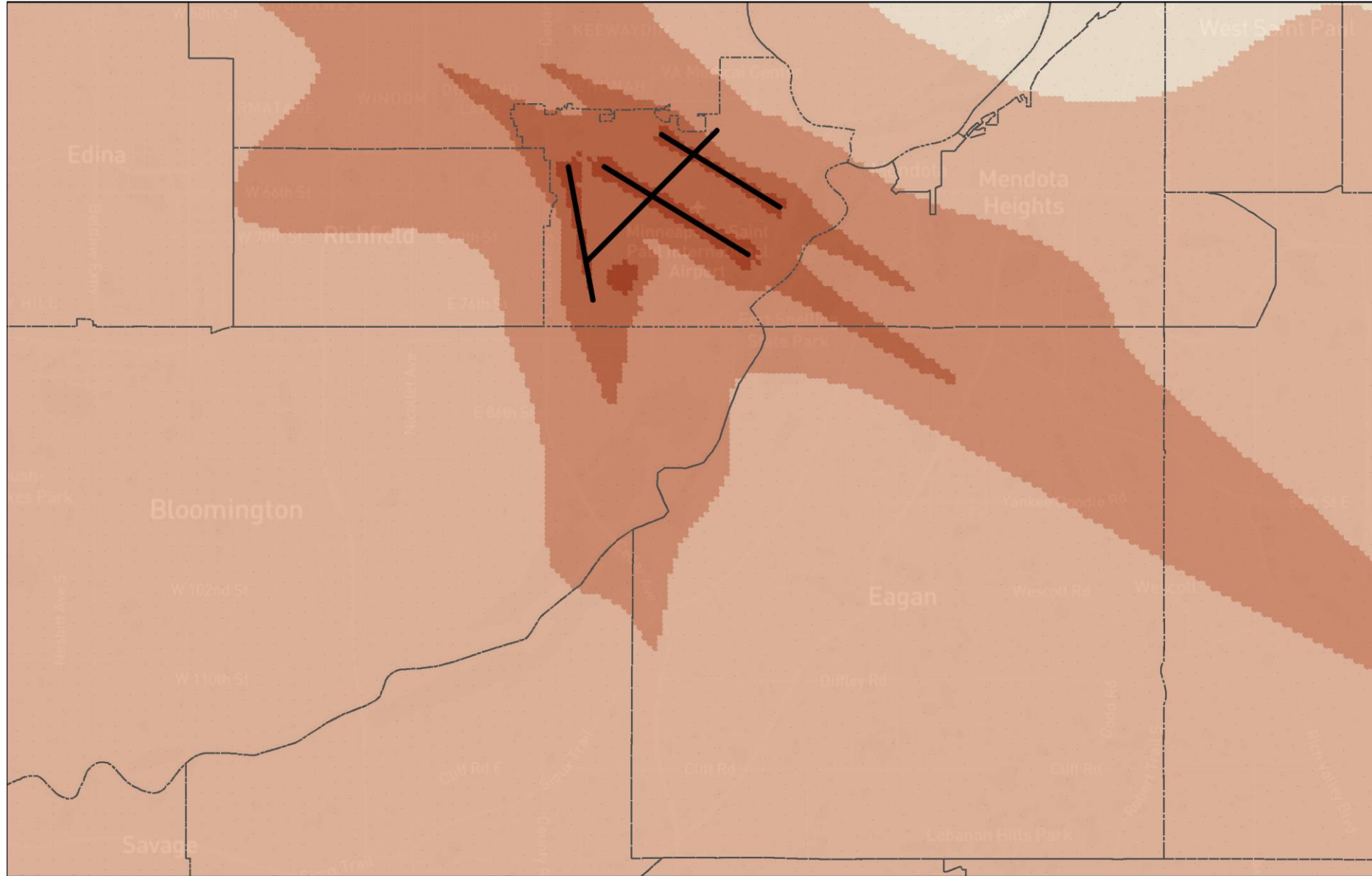
Areas where the 60 dB DNL expanded

Areas where the 60 dB DNL contracted

-  Request 4 - 60, 65, 70 dB DNL
-  Request 4 - Areas where the 60 dB DNL contracted
-  Request 4 - Areas where the 60 dB DNL expanded



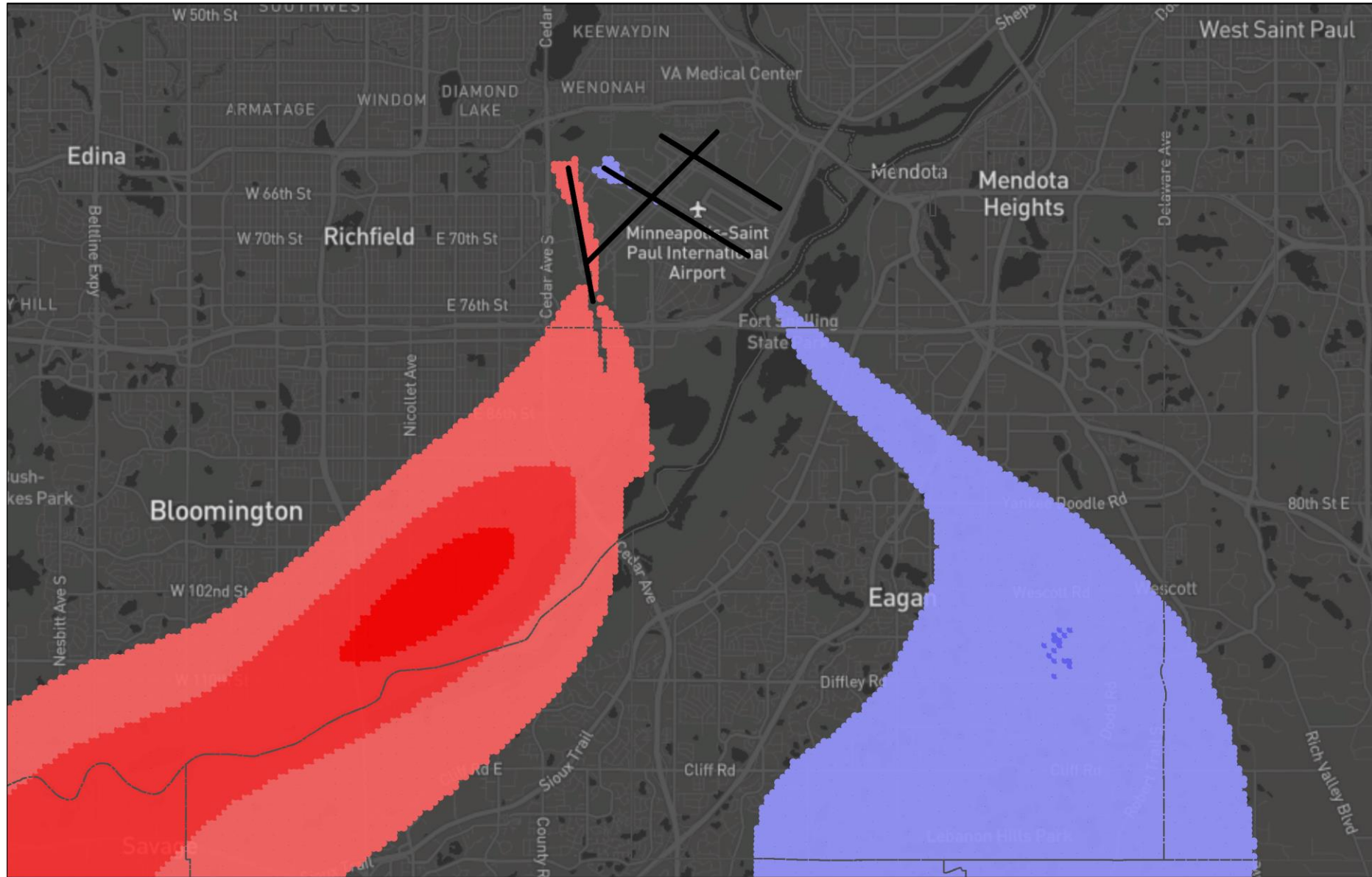
EAGAN REQUEST 4: DAY NIGHT AVERAGE SOUND LEVEL (DNL)



- < 45 dB DNL
- 45 to 55 dB DNL
- 55 to 65 dB DNL
- 65 to 75 dB DNL
- > 75 dB DNL

0 0.75 1.5 3 Miles

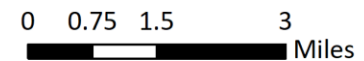
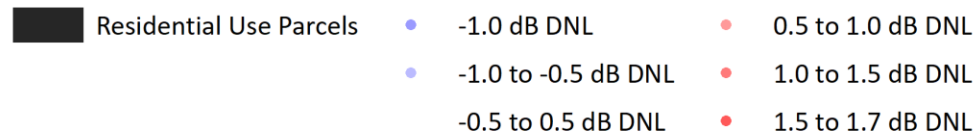
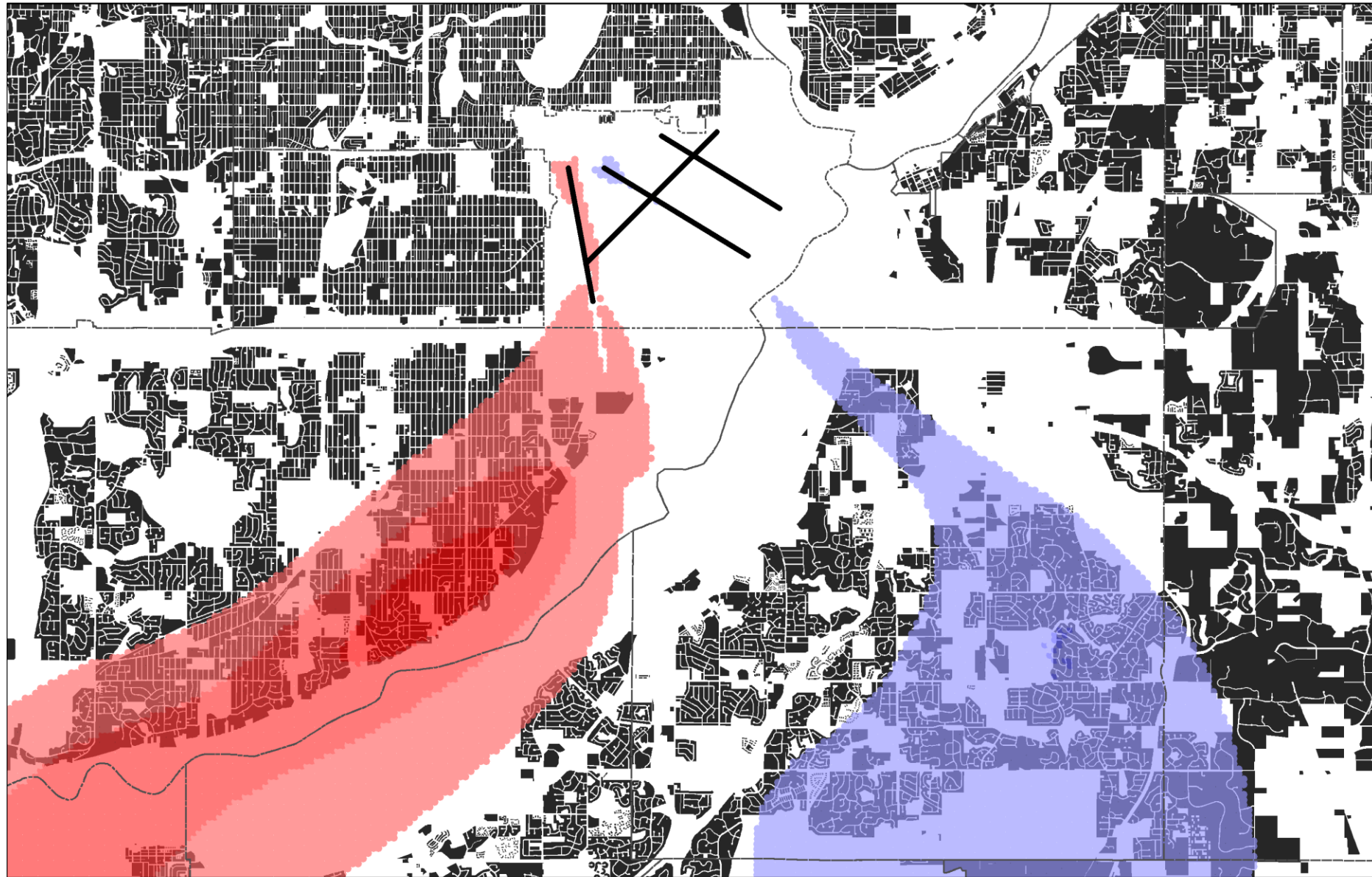
EAGAN REQUEST 4: DNL CHANGE



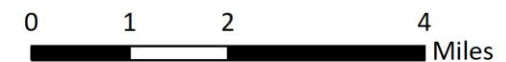
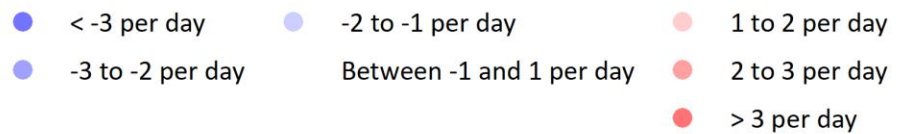
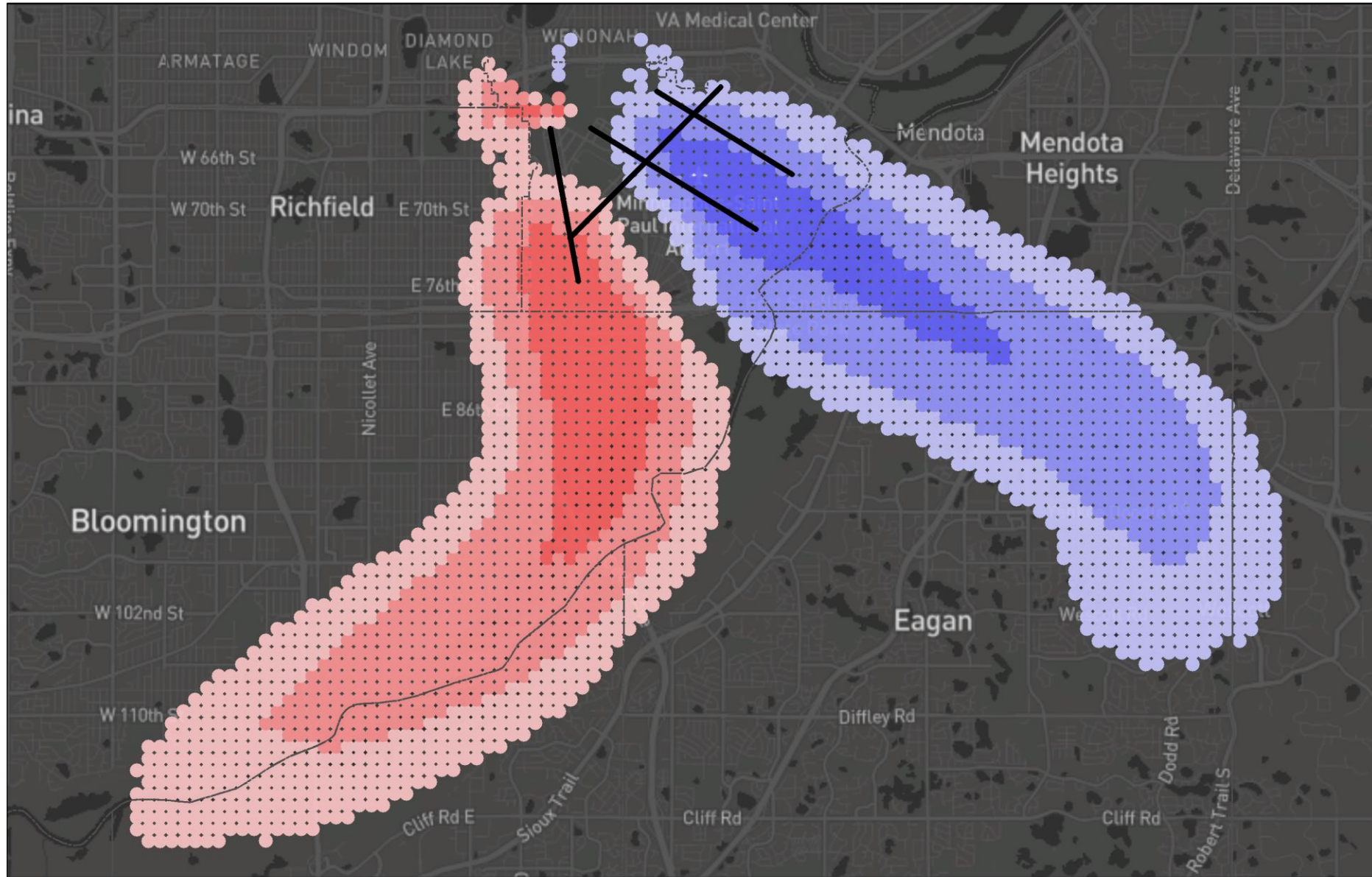
- -1.0 dB DNL
- -1.0 to -0.5 dB DNL
- -0.5 to 0.5 dB DNL
- 0.5 to 1.0 dB DNL
- 1.0 to 1.5 dB DNL
- 1.5 to 1.7 dB DNL

0 0.75 1.5 3 Miles

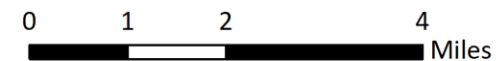
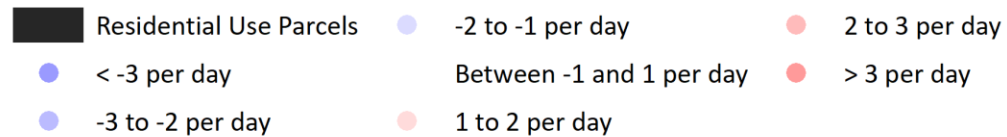
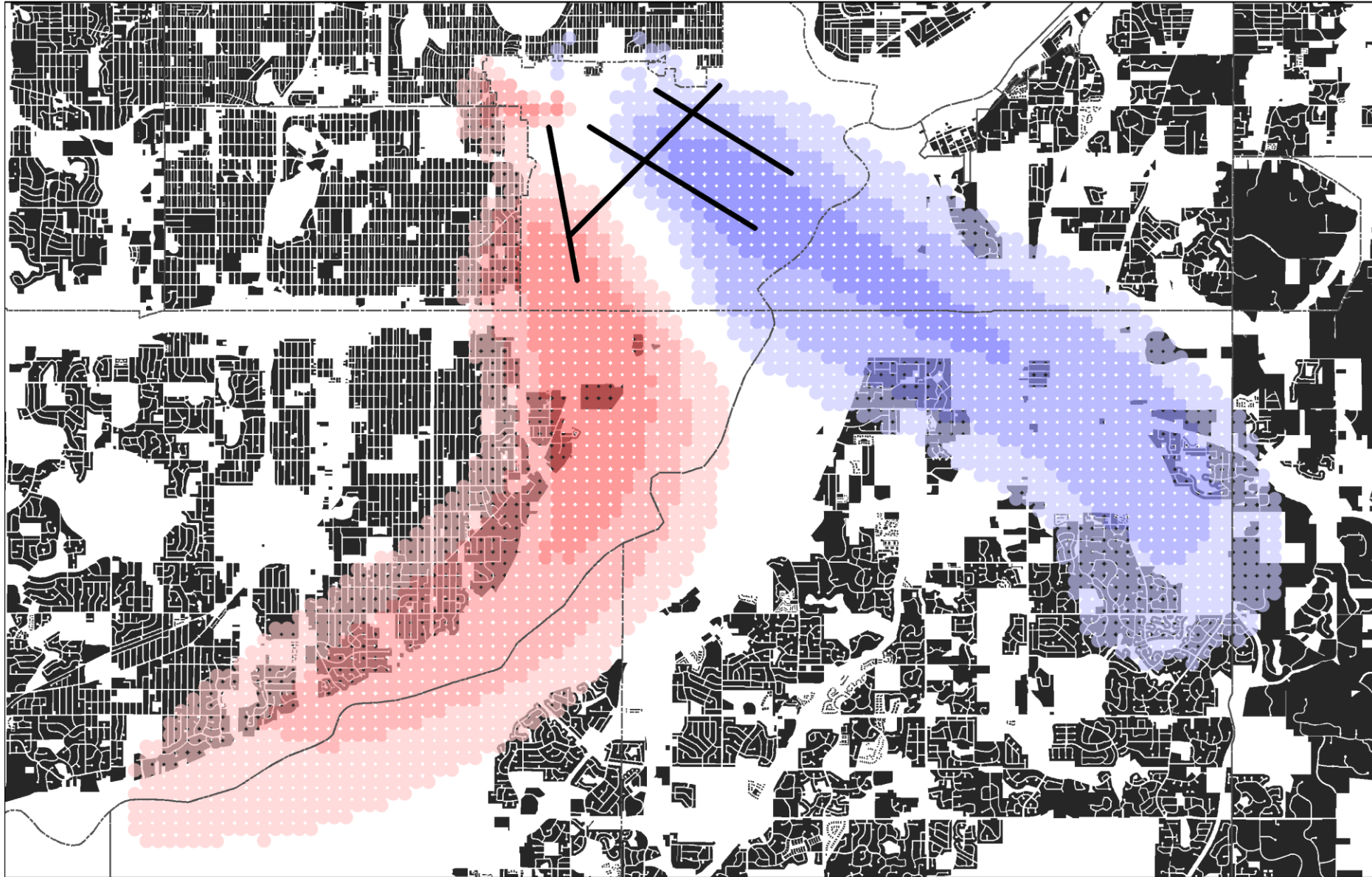
EAGAN REQUEST 4: DNL CHANGE



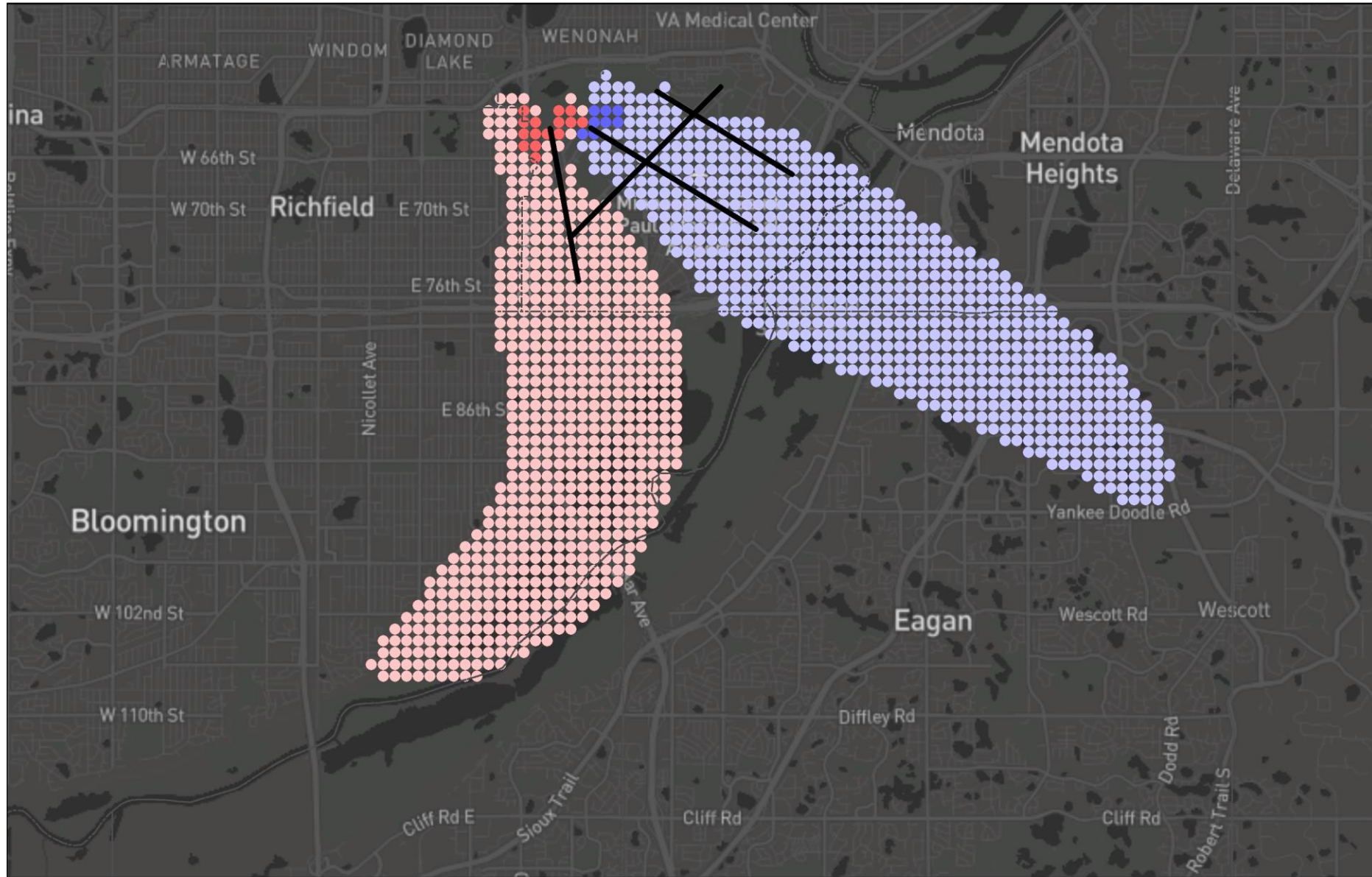
EAGAN REQUEST 4: CHANGE IN EVENTS ABOVE 65 DB



EAGAN REQUEST 4: CHANGE IN EVENTS ABOVE 65 DB



EAGAN REQUEST 4: CHANGE IN TIME ABOVE 65 DB



- -3.57 to -2 min / day
- -2 min to -30 sec / day
- -30 to 30 sec / day
- 30 sec to 2 min / day
- 2 to 4.97 min / day

0 0.5 1 2 Miles

Action Requested

REQUEST THAT THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE FORWARD THE PROPOSAL FOR FAA TO CONDUCT AN APPROPRIATE FEASIBILITY AND SAFETY ASSESSMENT OF THE PROCEDURE CHANGES SUPPORTED BY THE NOC. FURTHER, REQUEST THE MAC COMMUNICATE TO THE FAA THE DESIRE FOR THE FAA'S FINDINGS TO BE PROVIDED IN WRITING AND PRESENTED AT A FUTURE NOC MEETING.



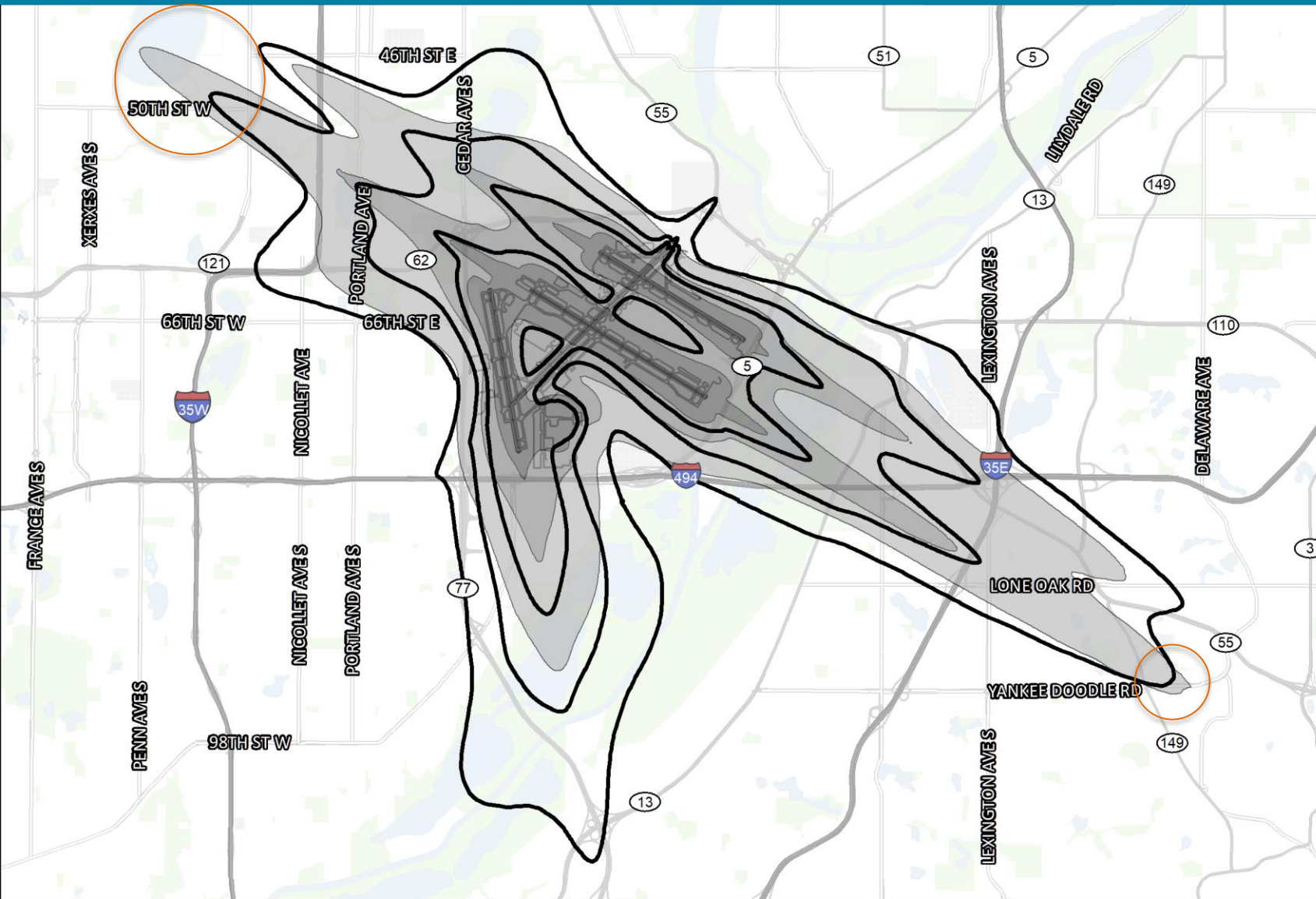
NOISE OVERSIGHT COMMITTEE
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ITEM 4 INFORMATION



**NOISE OVERSIGHT COMMITTEE
MAY 20, 2020**

Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



406,073

2019 Annual Operations

582,366

2007 Forecast Operations

0.2

2019 Daily Hushkit Operations

275

2007 Daily Forecast Hushkit Operations

119.8

2019 Daily Nighttime Operations

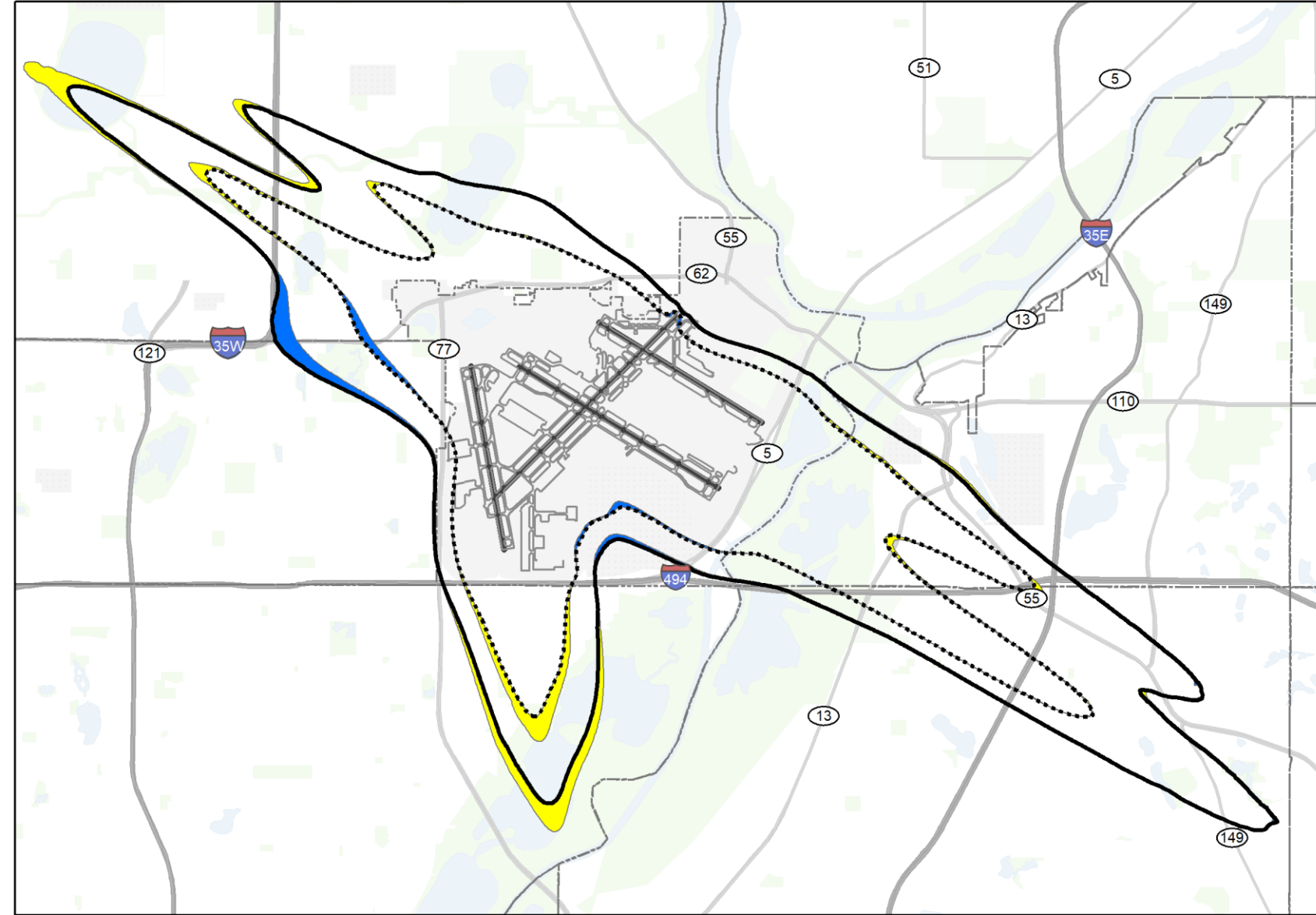
123.3

2007 Daily Forecast Nighttime Operations

2019 Actual 60 DNL 2019 Actual 65 DNL 2019 Actual 70 DNL 2007 Forecast Noise Contour

Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity

MSP 2019 CONTOUR COMPARED TO MSP 2018 CONTOUR



South Flow ↓

- Runway 12L and 12R Arrival Lobe
- Runway 17 Departure Lobe
- Runway 12L Departure Lobe

North Flow ↑

- Runway 30L Departure Lobe
- Runway 30L Arrival Lobe
- Runups

60 dB DNL

↓ **241 acres, (2.1)%**

65 dB DNL

↓ **60 acres, (1.3)%**

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 beyond the federal threshold of 65 dB DNL



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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.

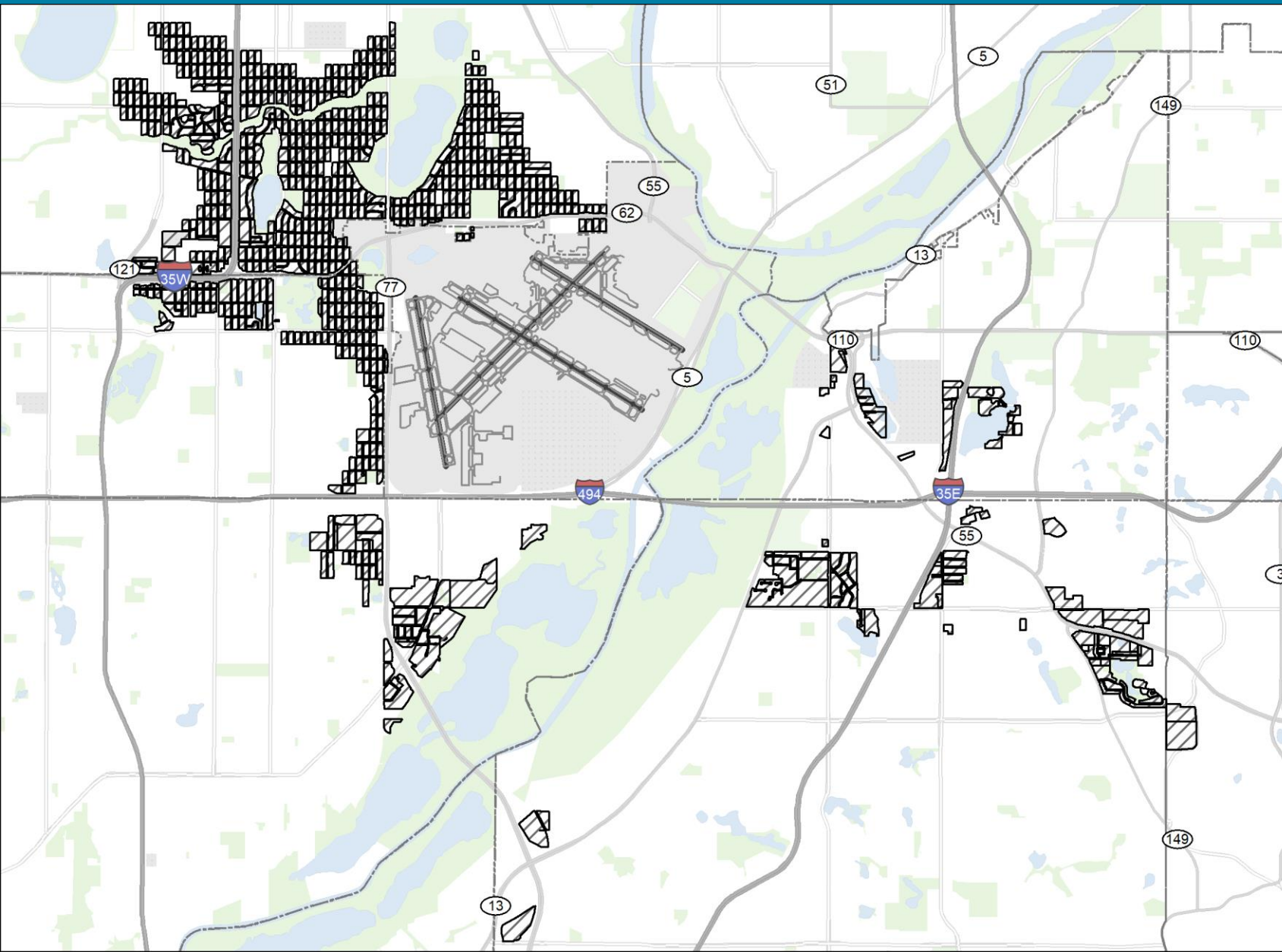
**Any reimbursement or mitigation improvements previously provided by the MAC will be deducted from the dollar amounts*

+Dollar amounts are subject to change and will be adjusted according to the project year CPI.



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Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



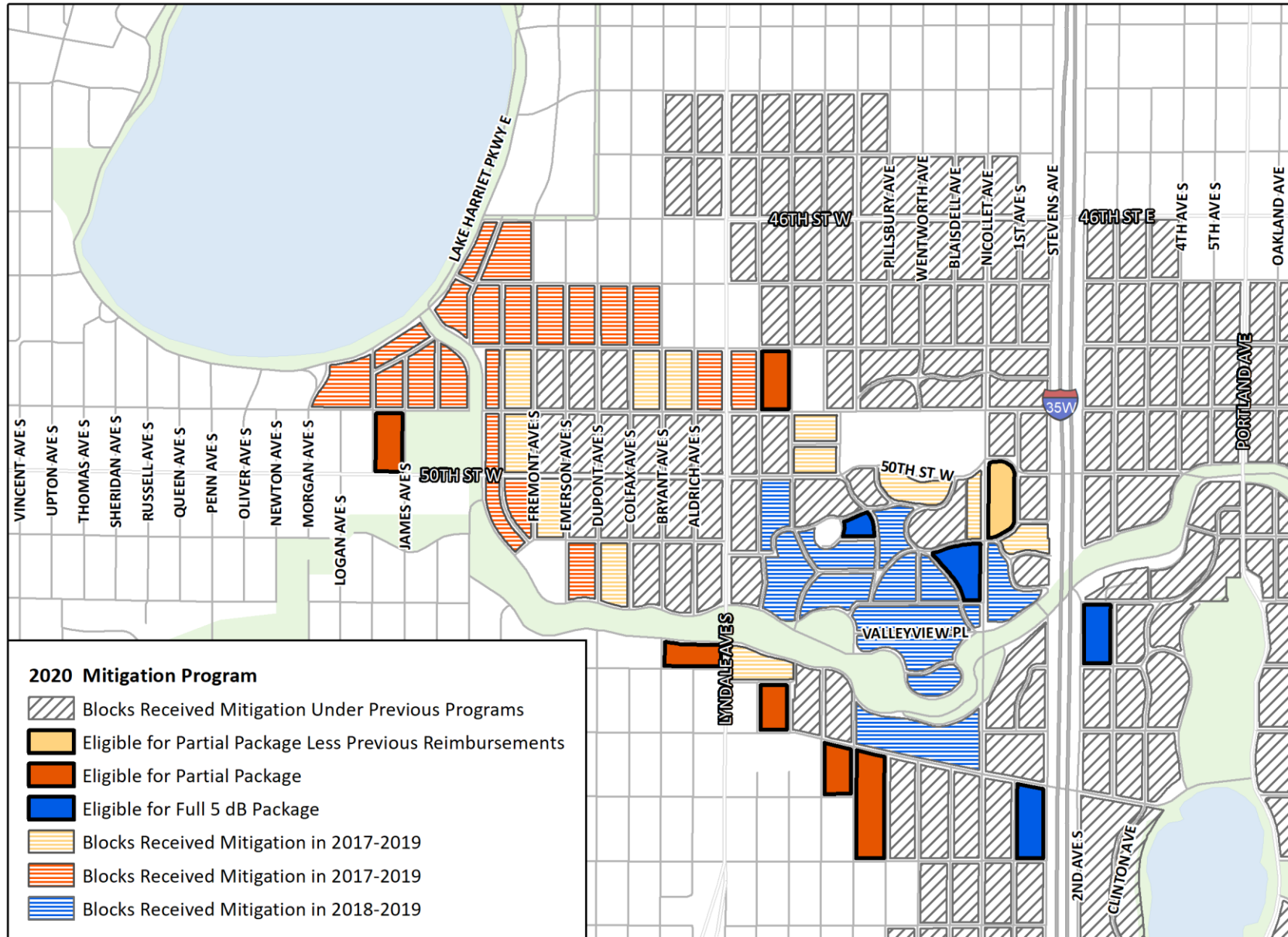
1992 – 2006

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

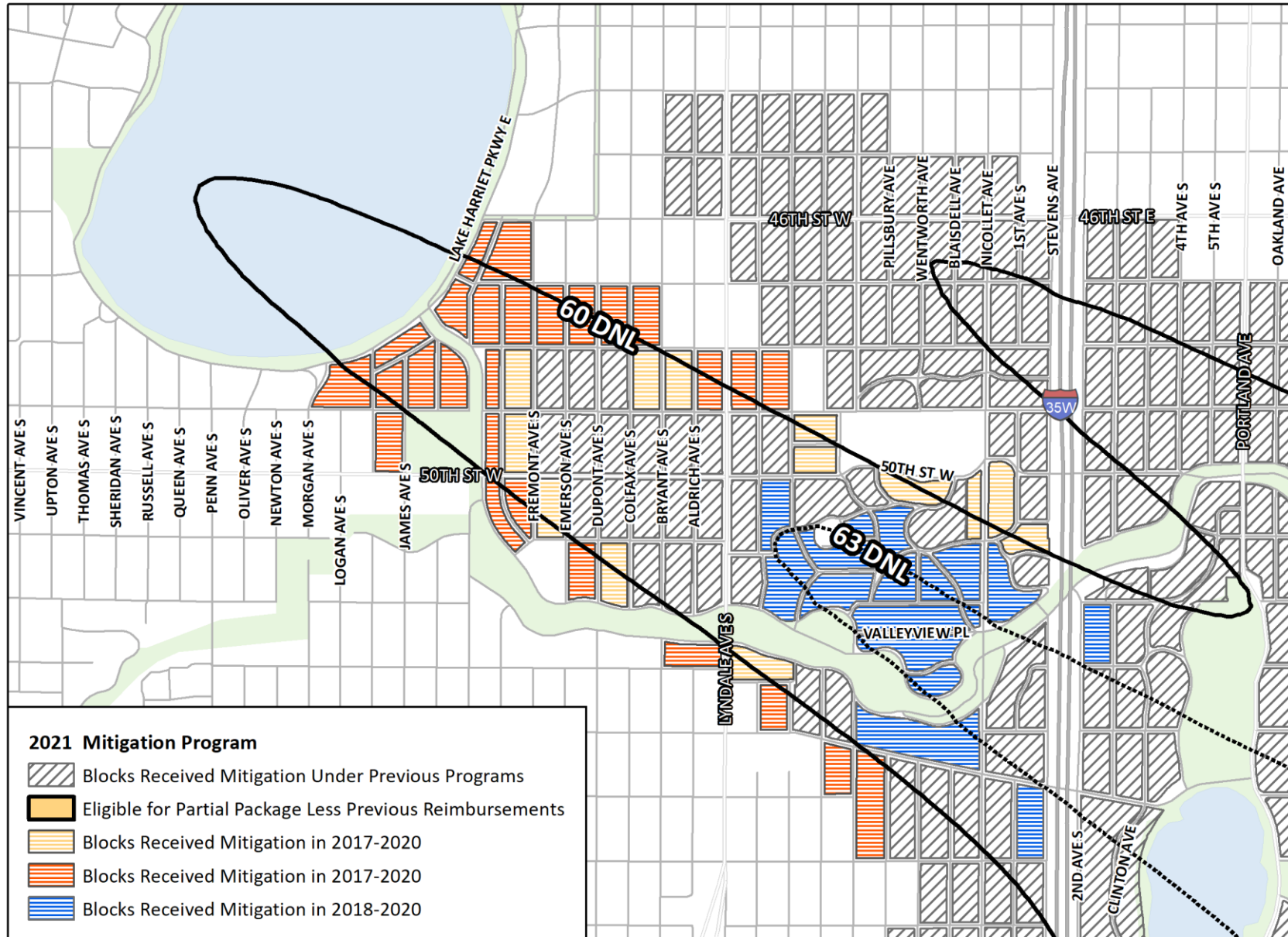
2007 – 2013

- *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

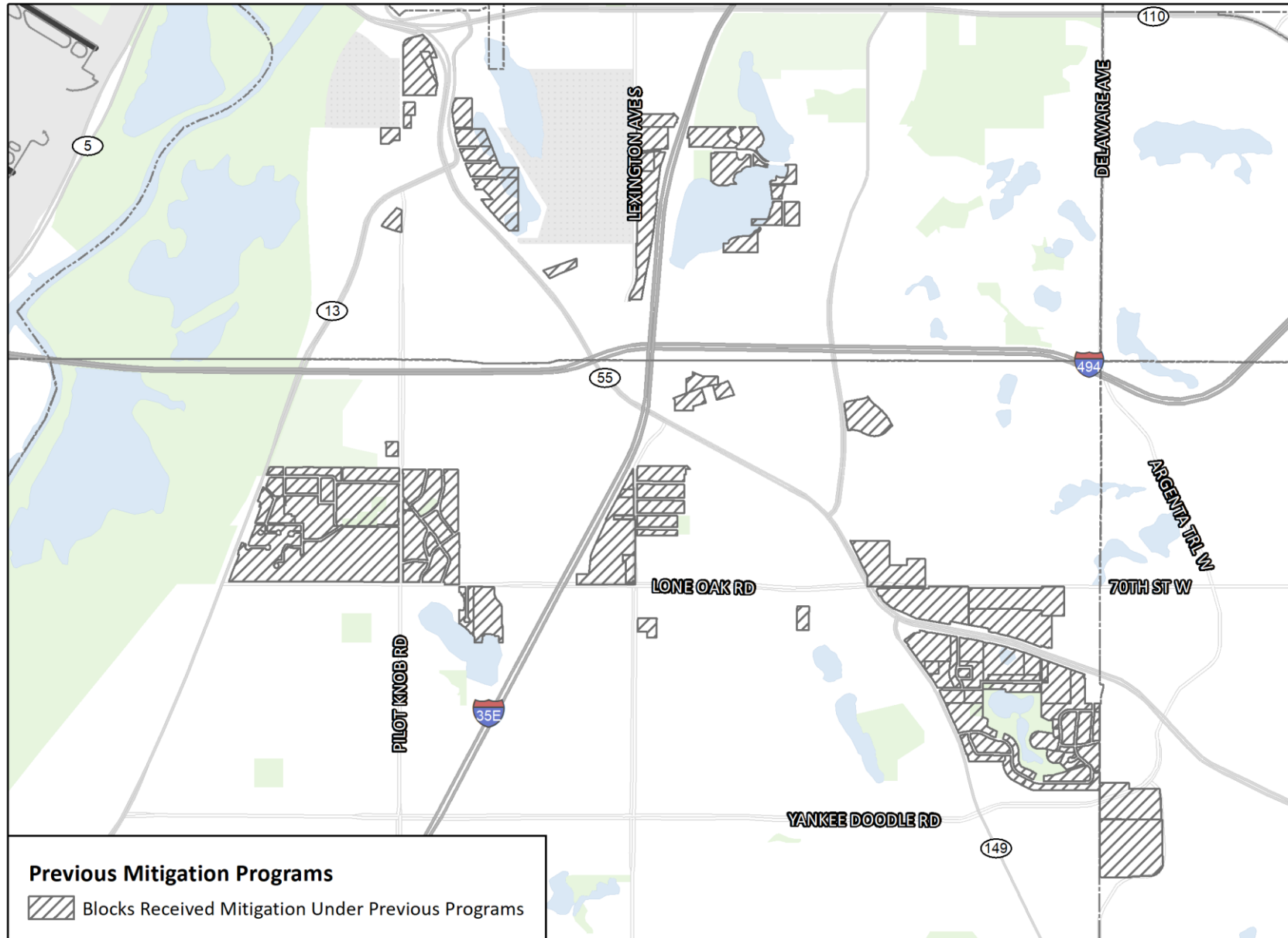
Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



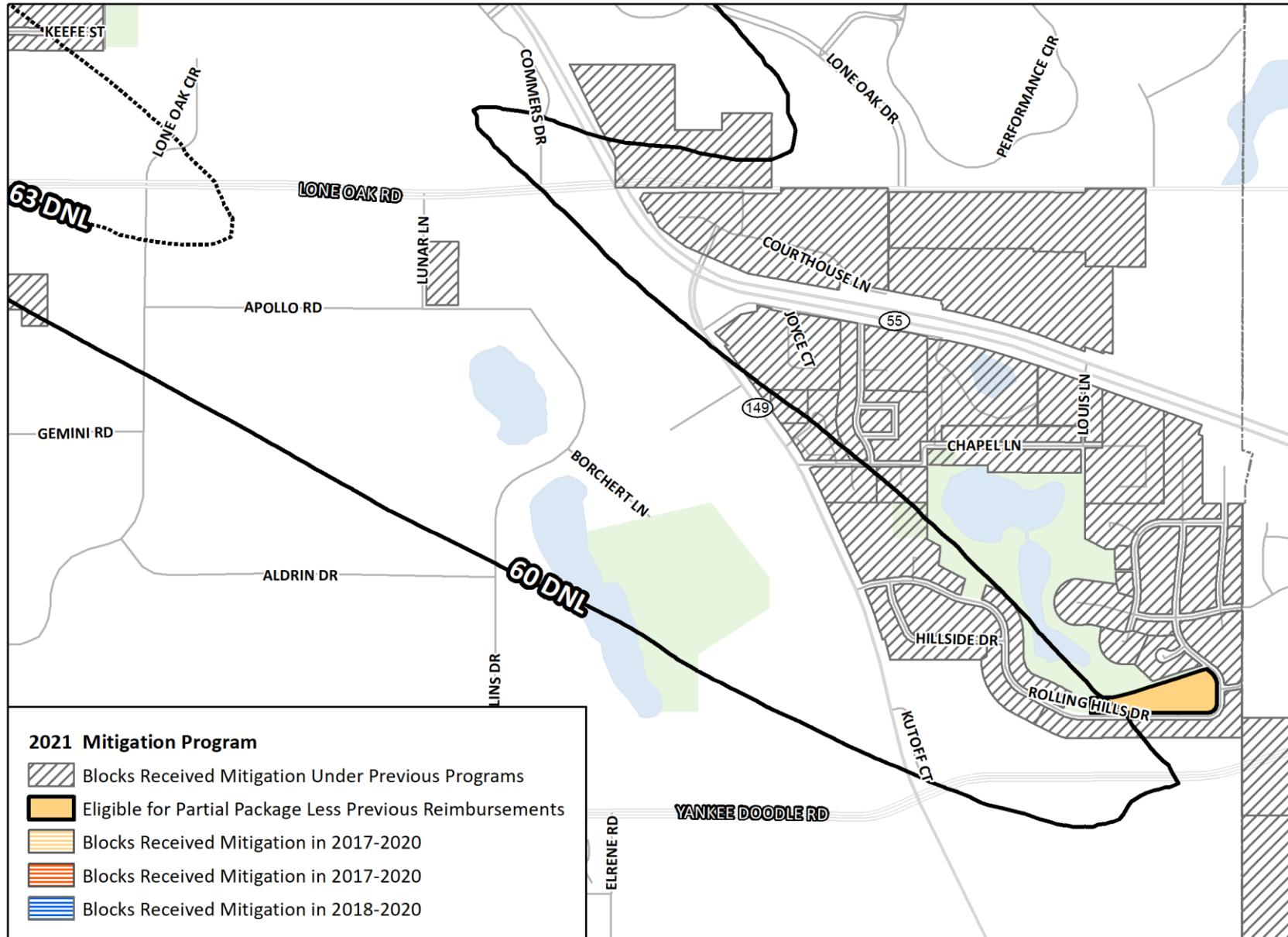
Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



Item 4.2: 2019 Annual Noise Contour Report and Mitigation Activity



Item 4.2: 2019 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 2021 mitigation process.

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



**NOISE OVERSIGHT COMMITTEE
MAY 20, 2020**

ITEM 5 ANNOUNCEMENTS



**NOISE OVERSIGHT COMMITTEE
MAY 20, 2020**

ITEM 5 ANNOUNCEMENTS

July NOC Meeting

Wednesday, July 15, 2020 @ 1:30 PM

****MAC General Offices****

****Lindbergh Conference Room****

Summer Listening Session

Wednesday, July 22, 2020 @ 7:00 PM

****Haeg Conference Room at Civic Plaza****

****1800 W. Old Shakopee Road, Bloomington****

Locations are currently tentative



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