



NOISE OVERSIGHT COMMITTEE

May 15, 2019

Audio recordings are made of this meet

ITEM 1

REVIEW AND APPROVAL OF JANUARY 16TH AND MARCH 20TH MEETING MINUTES



NOISE OVERSIGHT COMMITTEE
MAY 15, 2019



ITEM 2

REVIEW OF MONTHLY OPERATIONS REPORTS



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MAY 15, 2019



MSP OPERATIONS

MARCH 2019

35,312

Operations

2,877

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

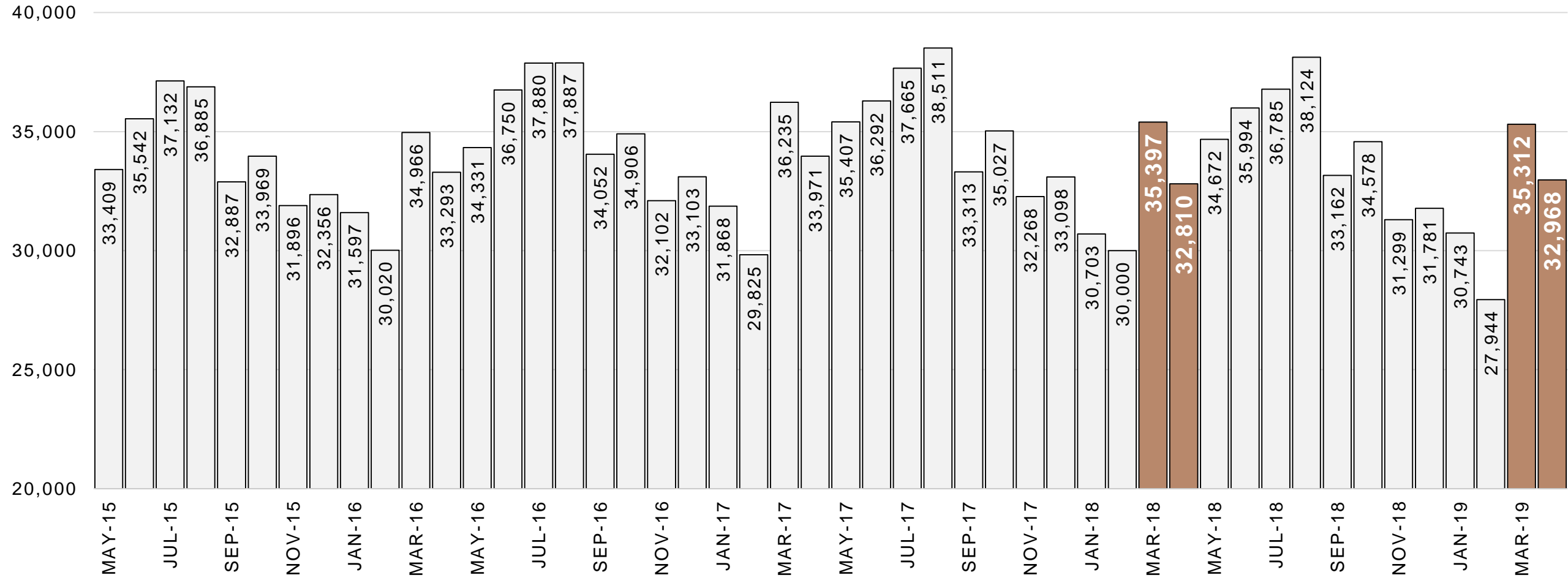
APRIL 2019

32,968

Operations

2,665

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



MSP OPERATIONS

MARCH 2019

35,321

Operations

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

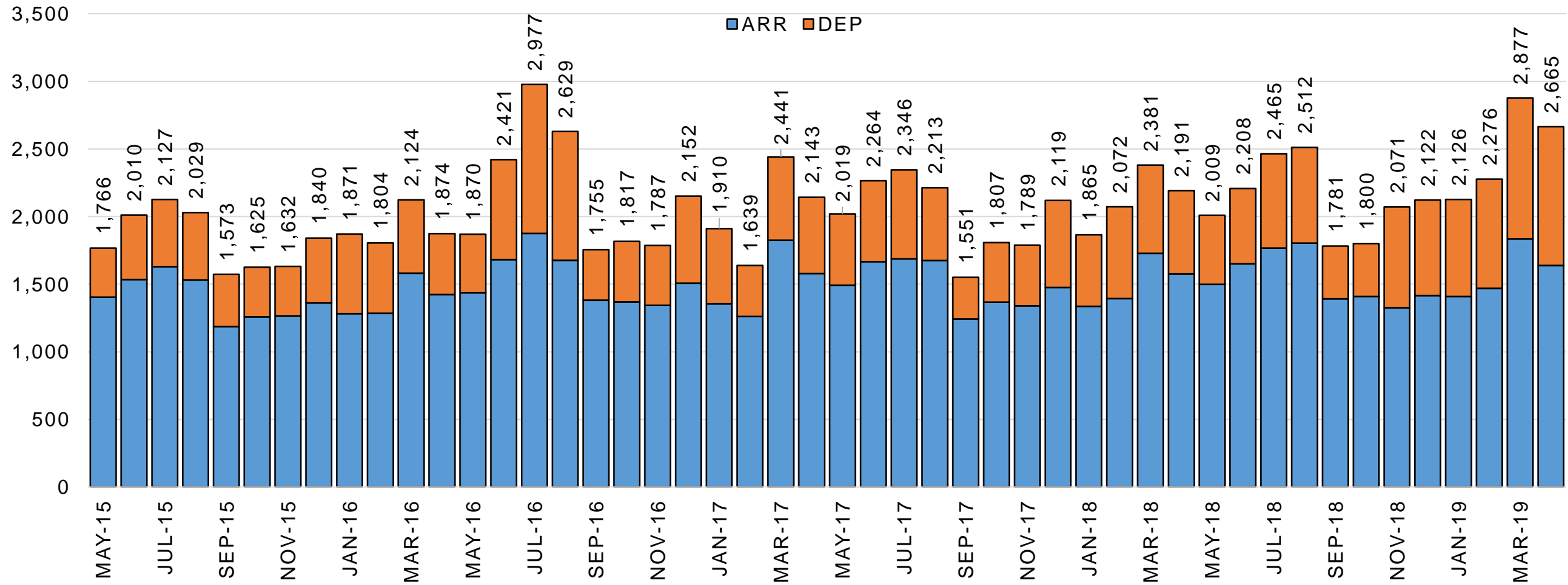
APRIL 2019

32,968

Operations

2,665

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



RUNWAY USE

MARCH 2019

NORTH FLOWS	SOUTH FLOWS	MIXED FLOWS
46%	30%	16%

APRIL 2019

NORTH FLOWS	SOUTH FLOWS	MIXED FLOWS
37%	48%	8%

2019 YTD

NORTH FLOWS	SOUTH FLOWS	MIXED FLOWS
42%	38%	13%

2018 YTD

NORTH FLOWS	SOUTH FLOWS	MIXED FLOWS
39%	38%	14%

North Flow



South Flow



Mixed Flow



MAR – APR RUNWAY USE

68,280
OPERATIONS IN MAR – APR

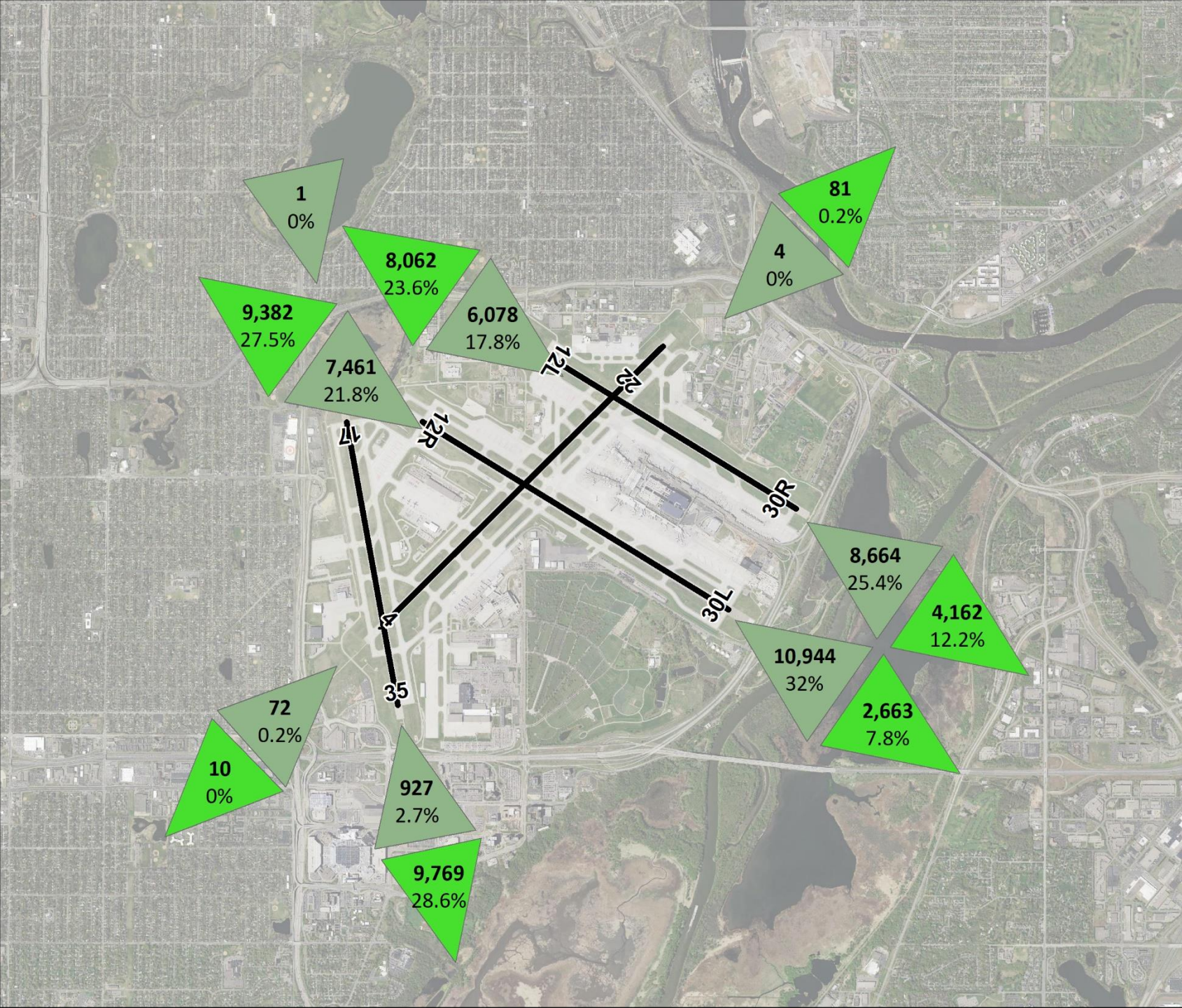
PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
39%	16%	0.2%	45%

34,151
ARRIVALS

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
57%	3%	0.2%	40%

34,129
DEPARTURES

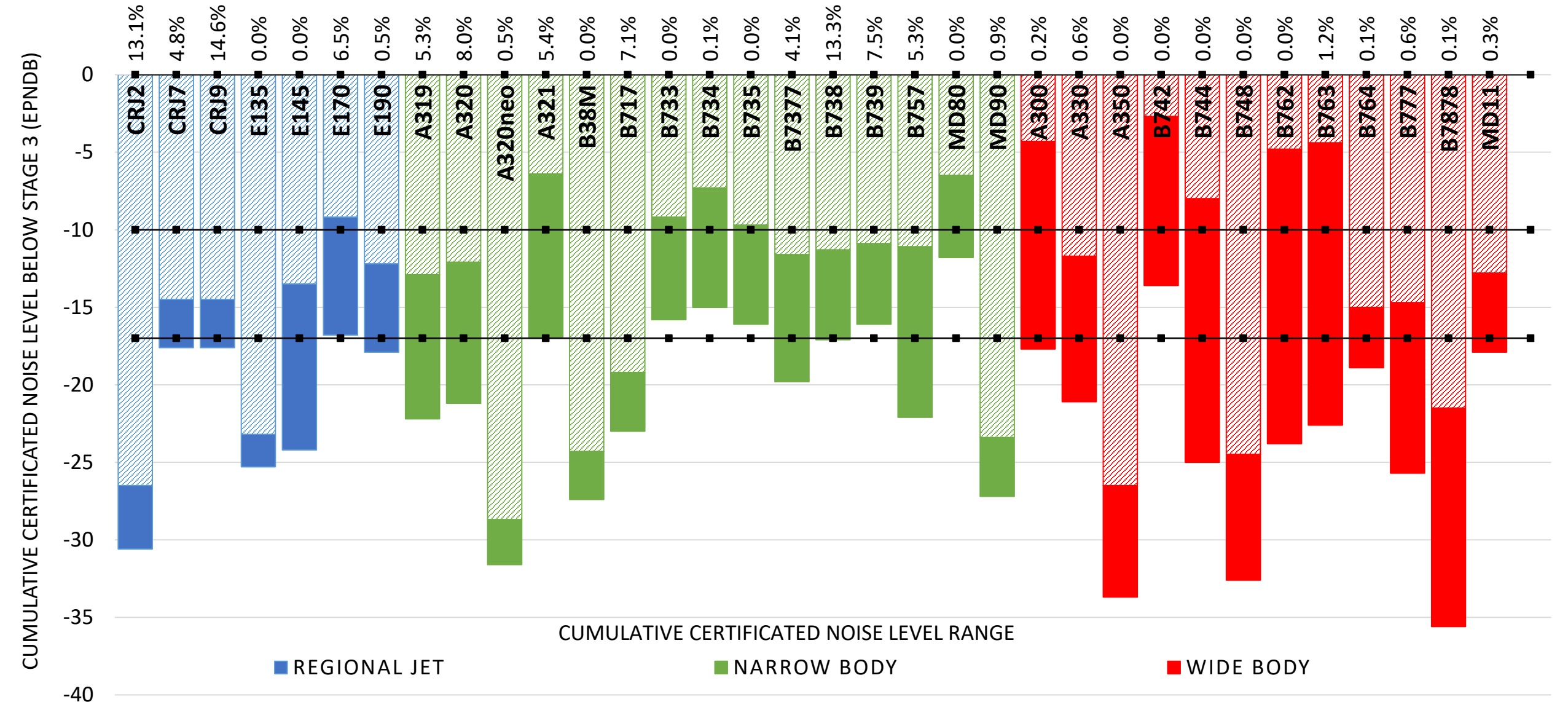
PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
20%	29%	0.3%	51%



MSP OPERATIONS

2019 MSP CARRIER JET USAGE WITH CUMULATIVE CERTIFICATED NOISE LEVELS

Mar - Apr

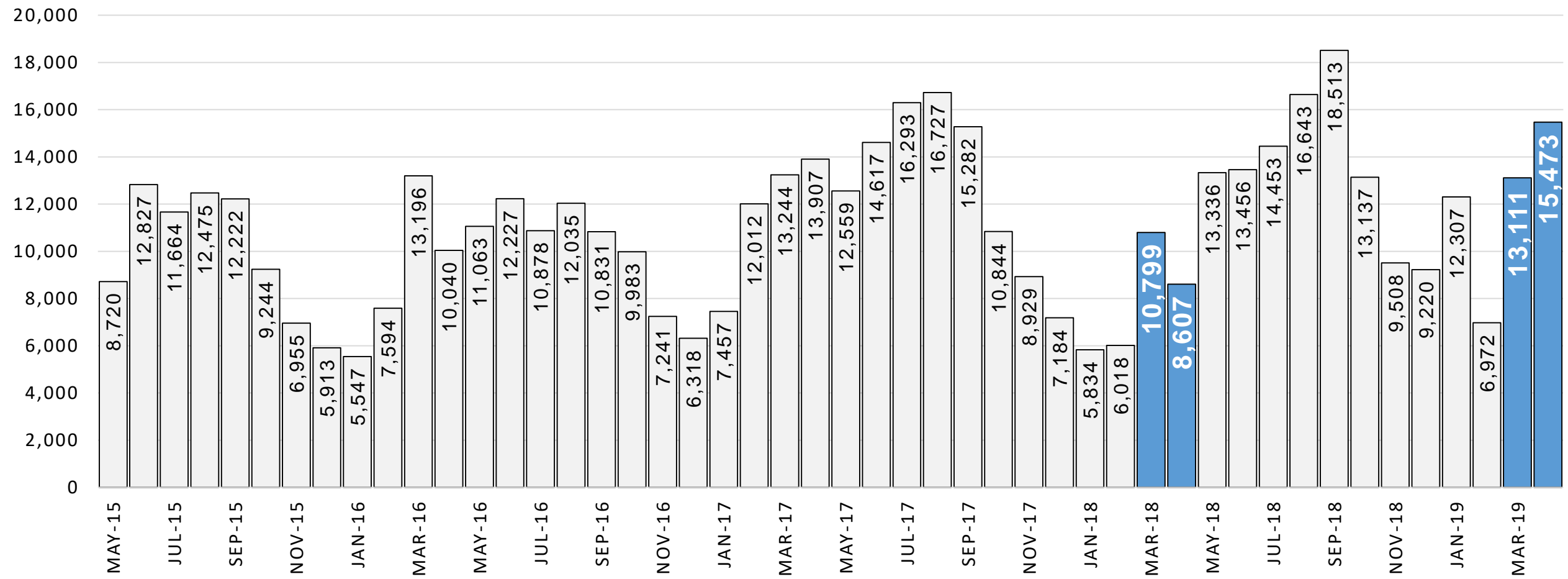


SOURCE: USAGE DATA: MACNOMS; NOISE CERTIFICATION DATA: EUROPEAN AVIATION SAFETY AGENCY

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

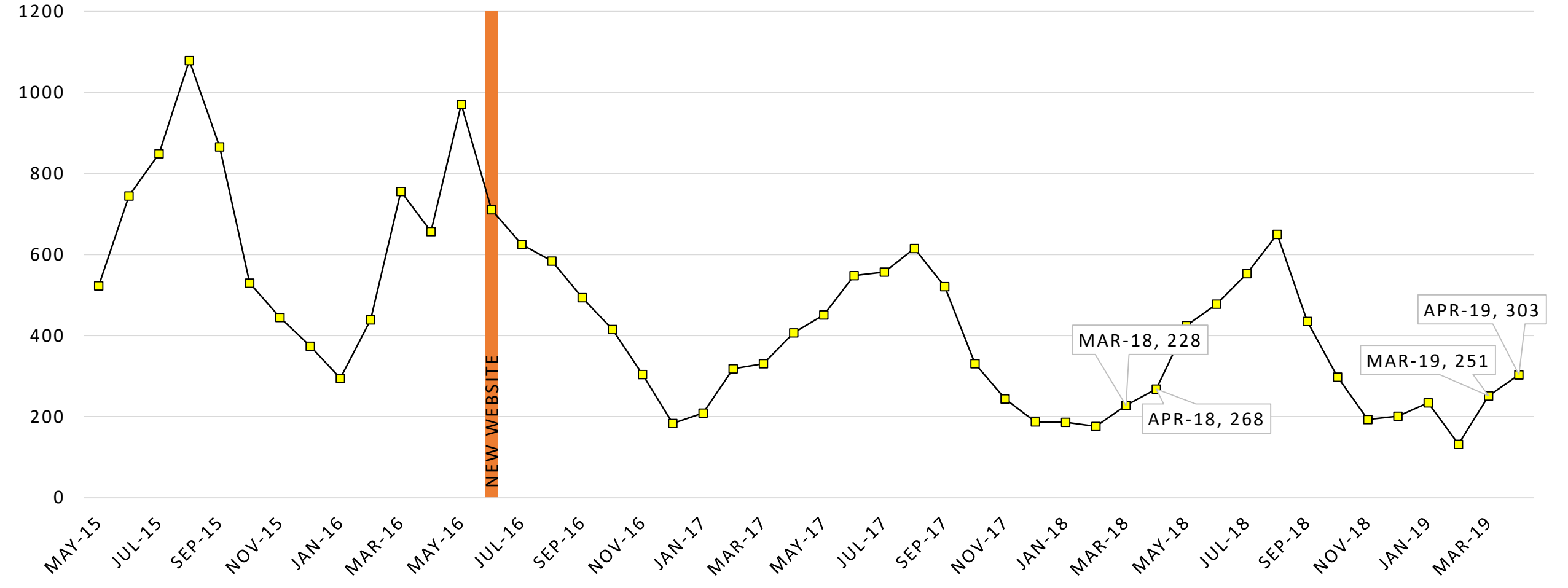
MSP COMPLAINTS

MARCH 2019				APRIL 2019			
COMPLAINTS	LOCATIONS			COMPLAINTS	LOCATIONS		
13,111	251			15,473	303		
Operations per Complaint	New Locations	Average	Median	Operations per Complaint	New Locations	Average	Median
2.7	15	52	4	2.1	23	51	5



MSP COMPLAINTS

MARCH 2019				APRIL 2019			
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Operations per Complaint	New Locations	Average	Median	Operations per Complaint	New Locations	Average	Median
2.7	15	52	4	2.1	23	51	5





TOP 10 LOCATIONS

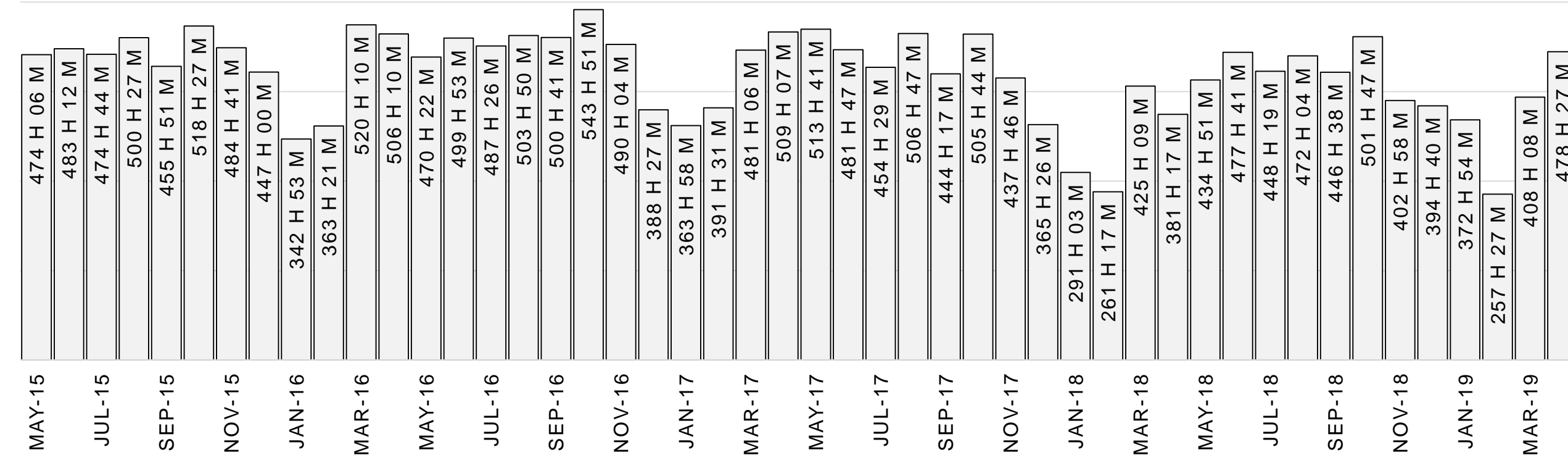
FILED
17,245
 (60%)
 COMPLAINTS DURING MAR & APR

8 OF 10
 LOCATIONS WERE IN THE TOP 10
 FOR JAN – FEB DATA

256
 (65%)
 LOCATIONS FILED 10 OR LESS
 COMPLAINTS

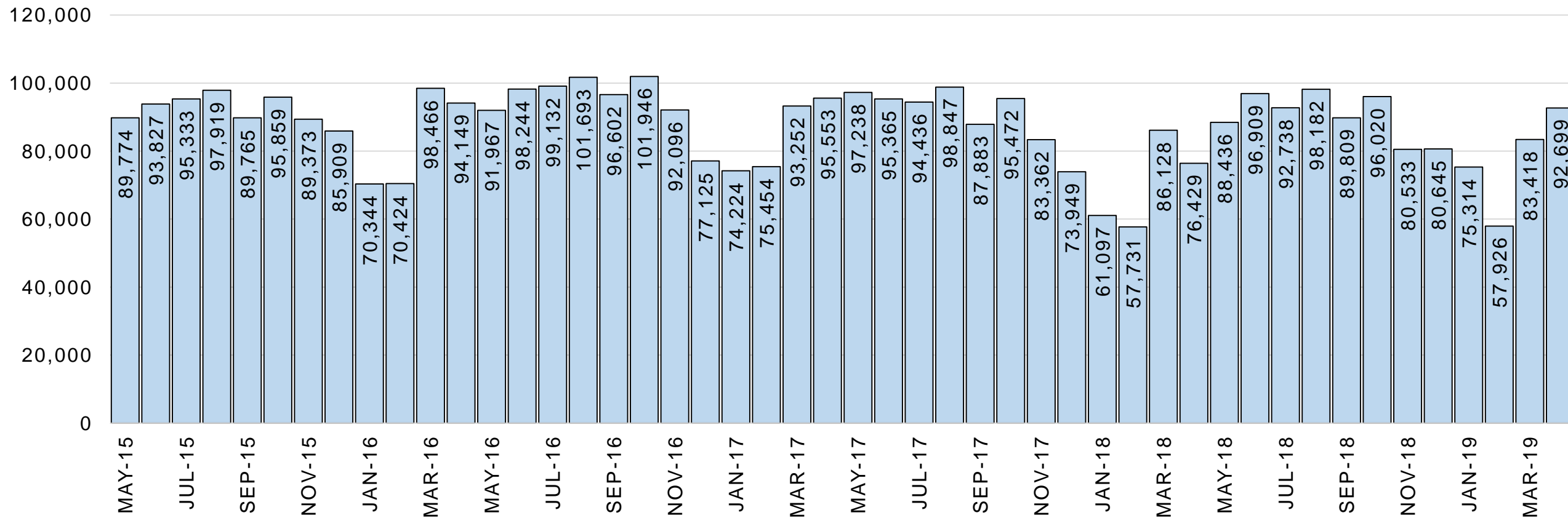
SOUND MONITORING

MARCH 2019			APRIL 2019		
Time Above	42 _s TA ⁶⁵ per operation	408 _h 8 _m TA ⁶⁵	Time Above	52 _s TA ⁶⁵ per operation	478 _h 27 _m TA ⁶⁵
Count Above	2.36 N ⁶⁵ per operation	83,418 N ⁶⁵	Count Above	2.81 N ⁶⁵ per operation	92,699 N ⁶⁵



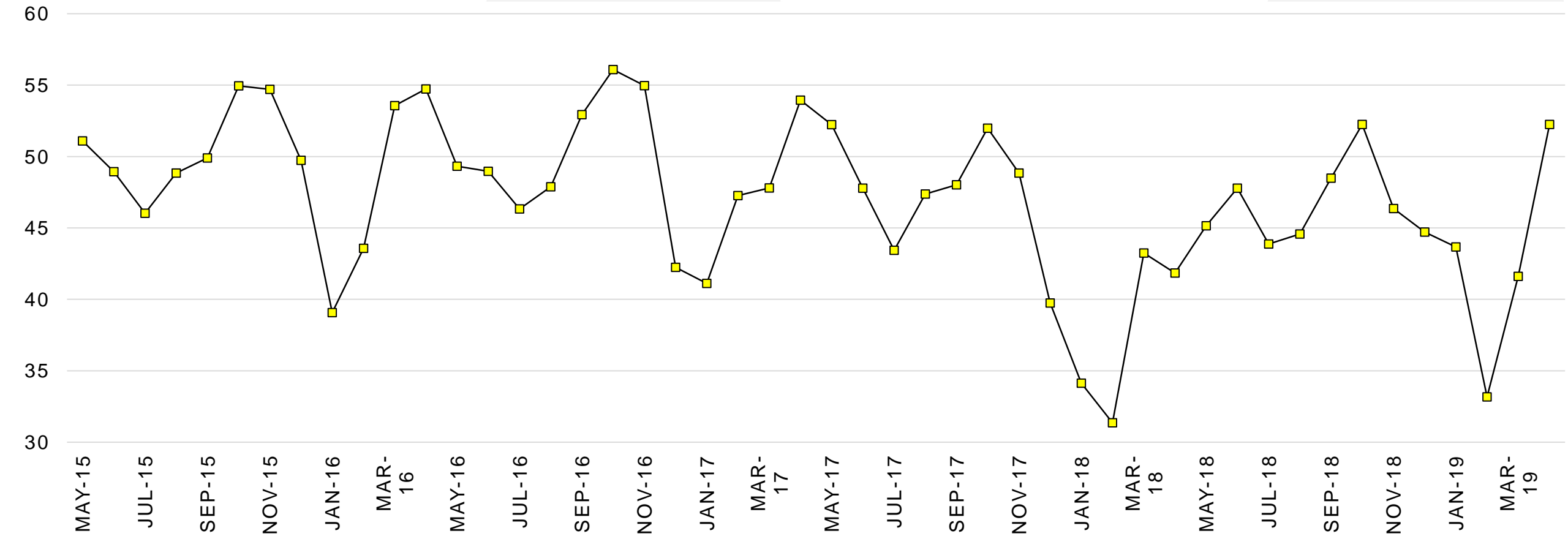
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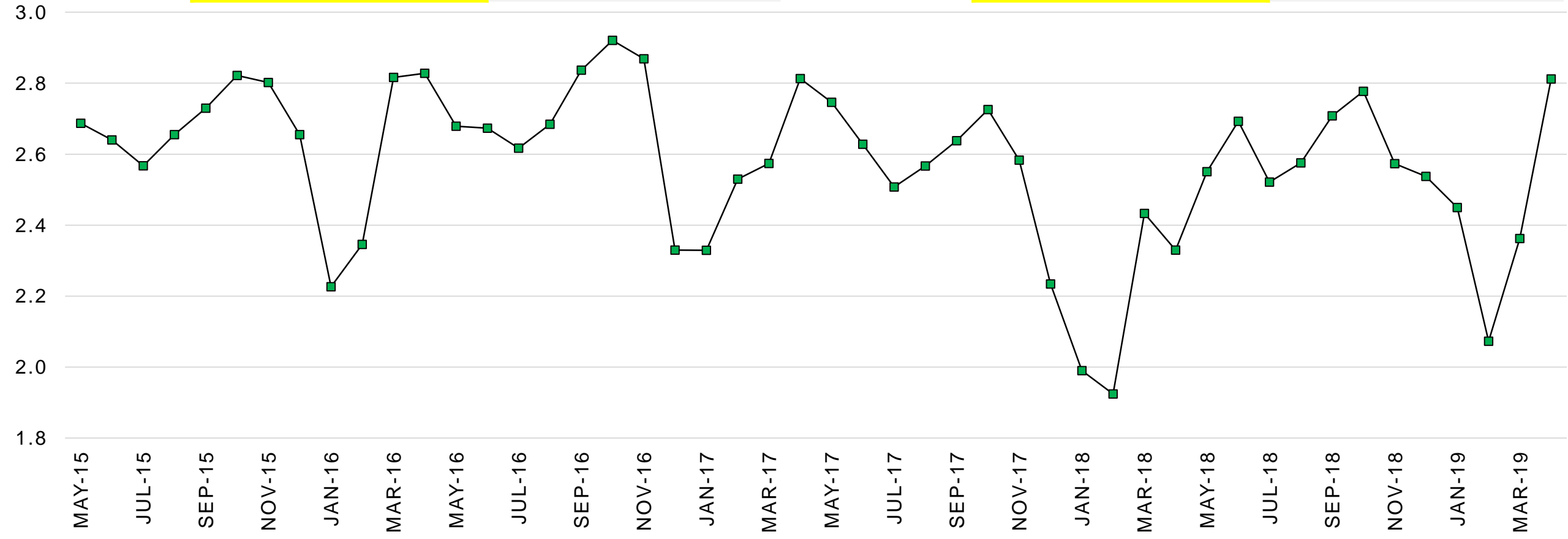
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NOISE ABATEMENT

MARCH 2019

APRIL 2019

Runway 17	99.3%
Corridor	95.9%
Cross Day	29.7%
Cross Night	47.6%

Runway 17	99.7%
Corridor	89.3%
Cross Day	26.2%
Cross Night	39.9%

RUS	55.8%	Arrive – 69%	Depart – 43%	RUS	52.8%	Arrive – 51%	Depart – 55%
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ITEM 3

PUBLIC COMMENT PERIOD



NOISE OVERSIGHT COMMITTEE
MAY 15, 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.



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ITEM 4 CONVERGING RUNWAY OPERATIONS UPDATE



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MAY 15, 2019**



Item 5

MSP Airport Long-Term Plan and Stakeholder Engagement

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Long-Term Planning Website



Overview

Community and Stakeholder
Engagement

Progress and Schedule

Documents and Links

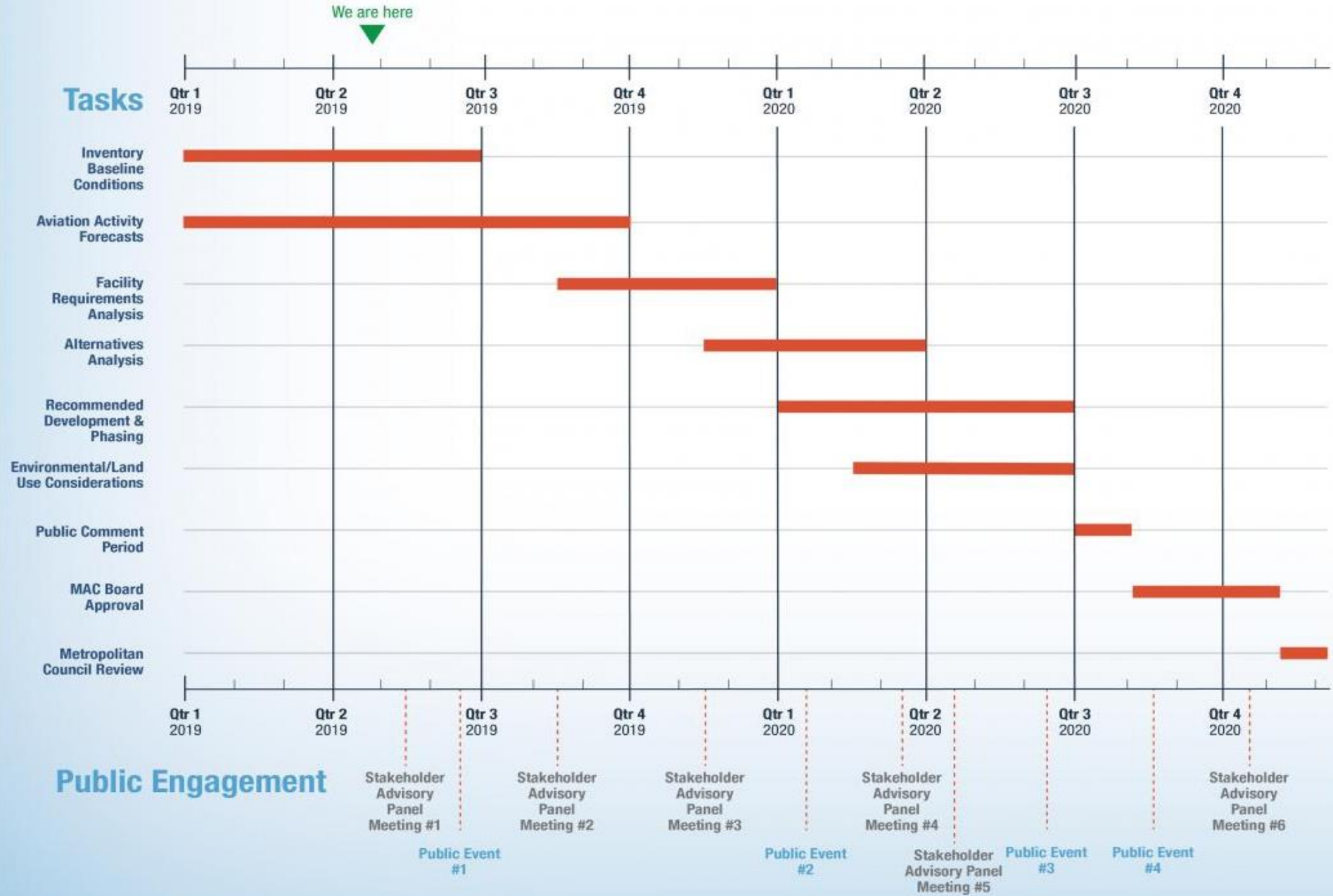
Frequently Asked Questions

Contact Us

Sign up to receive updates about the
project.

MSP Airport Long-Term Plan

Initial Timeline + Stakeholder Engagement



ITEM 6

RUNWAY 17 DEPARTURE OPERATIONS REPORT SCOPE



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MAY 15, 2019



Background

- ✈️ The Runway 17 Departure Evaluation was added to the 2019 NOC Work Plan as a result of community input during the Special Eagan Listening Session and October Listening Session
- ✈️ MAC staff will update the Eagan ARC and NOC in July on the findings and facilitate a dialogue on the contents.



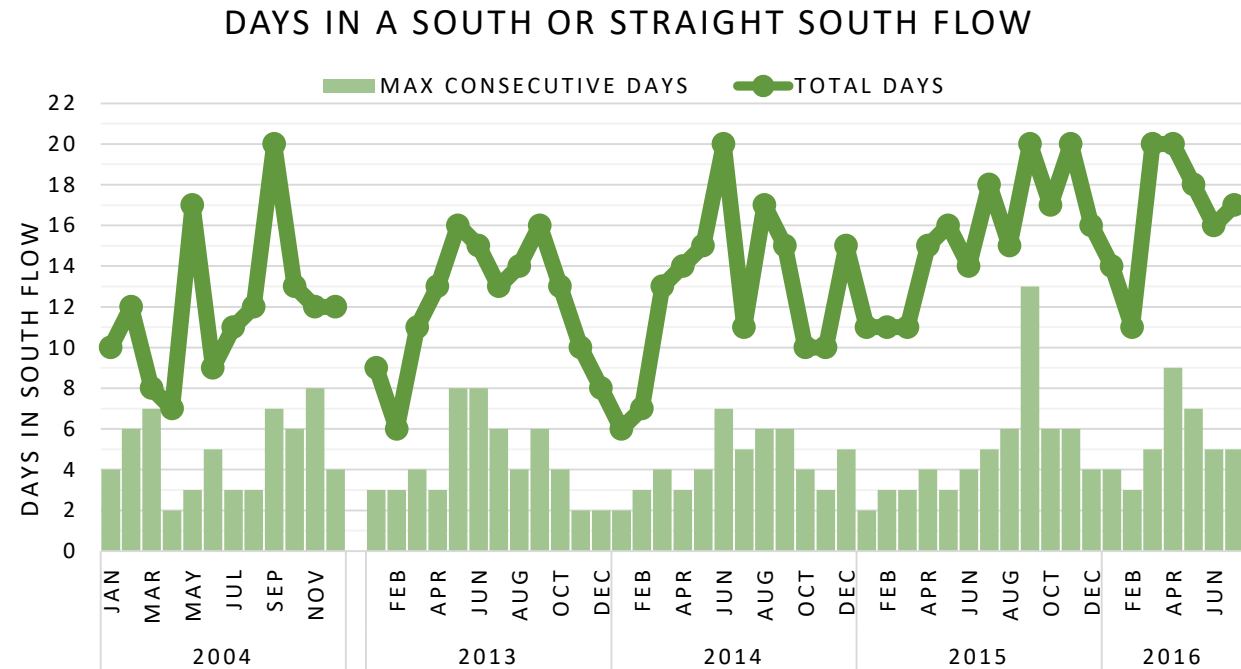
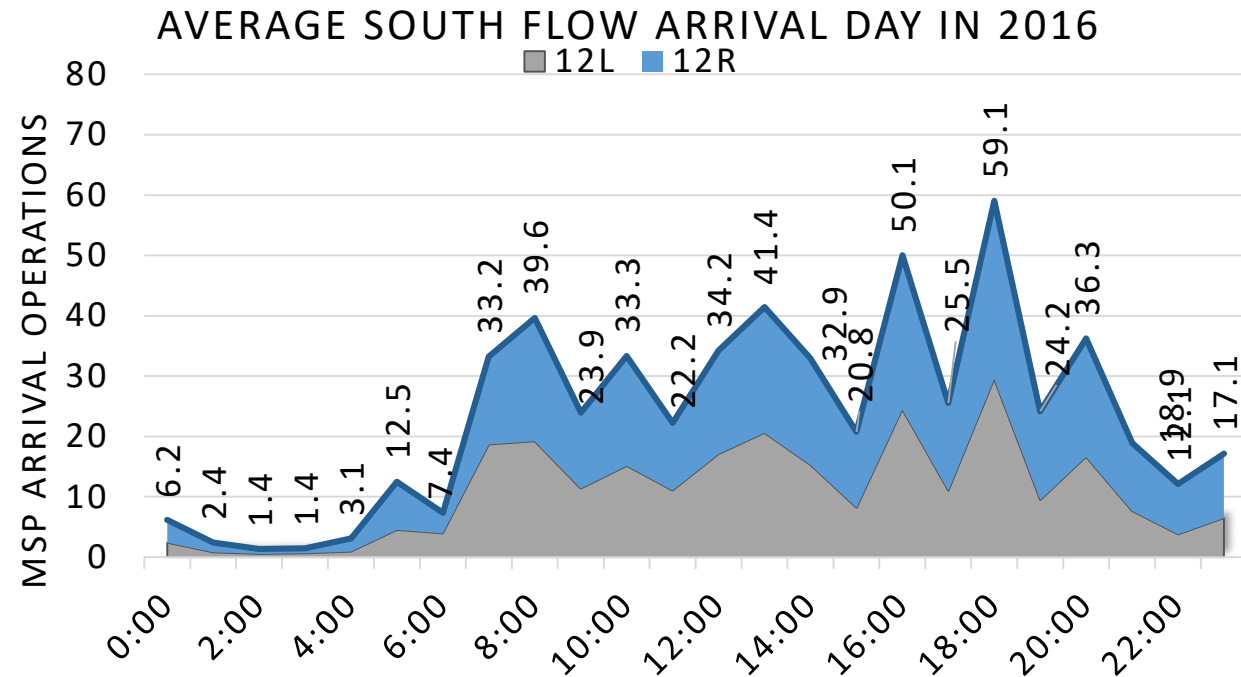
Objective

- ✈️ Conduct an Evaluation of Runway 17 Departure Operations and Heading Usage Trends
- ✈️ Objective:
 - *Working collaboratively with neighbors and communities south of the airport, the MAC will identify concerns related to Runway 17 Departures and compile a report that will identify operational necessities of Runway 17, highlight trends in the use of the runway and identify changes experienced post-CRO.*



2. Pre-CRO Day v Post-CRO Day

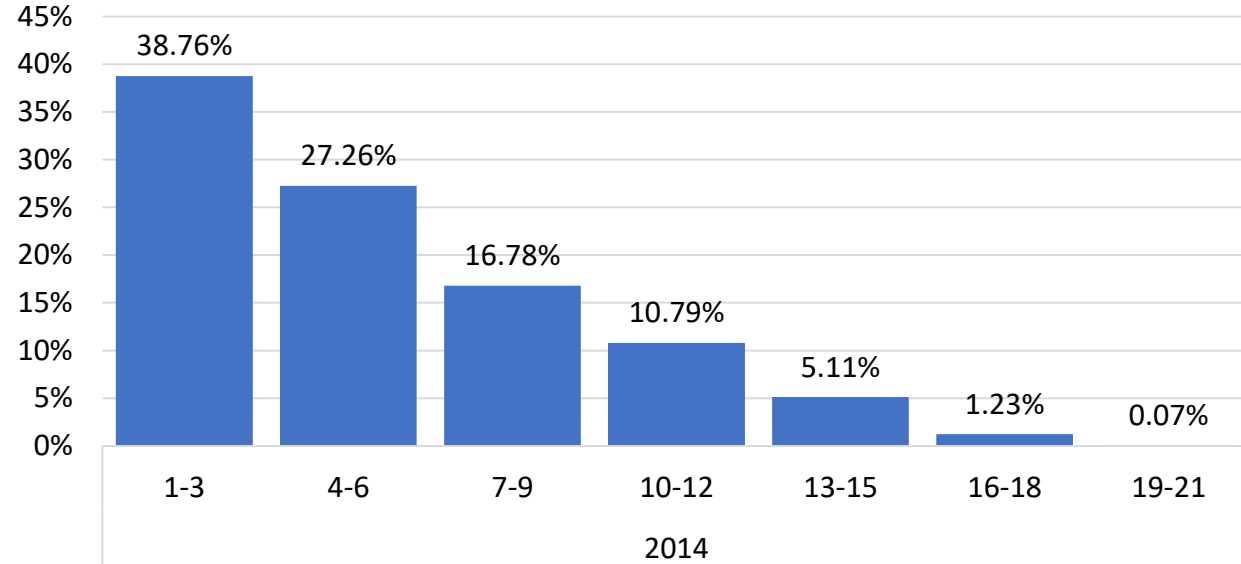
- a. How has a typical South Flow day changed?
 - i. Daily peak hour trends
 - ii. Past departure peaks and current departure peaks
 - iii. Build a typical day for Runway 17 departures pre-CRO and compare it to a day post-CRO
- b. Successive Days in a South Flow
- c. Examine departure runway distribution during South Flow



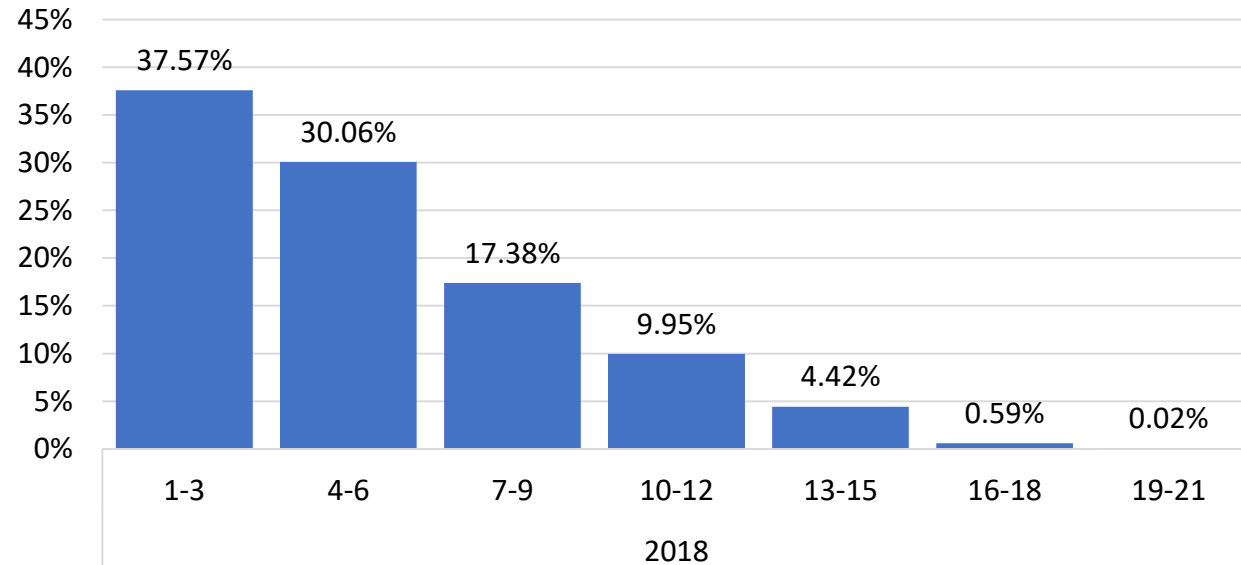
3. Flight frequency

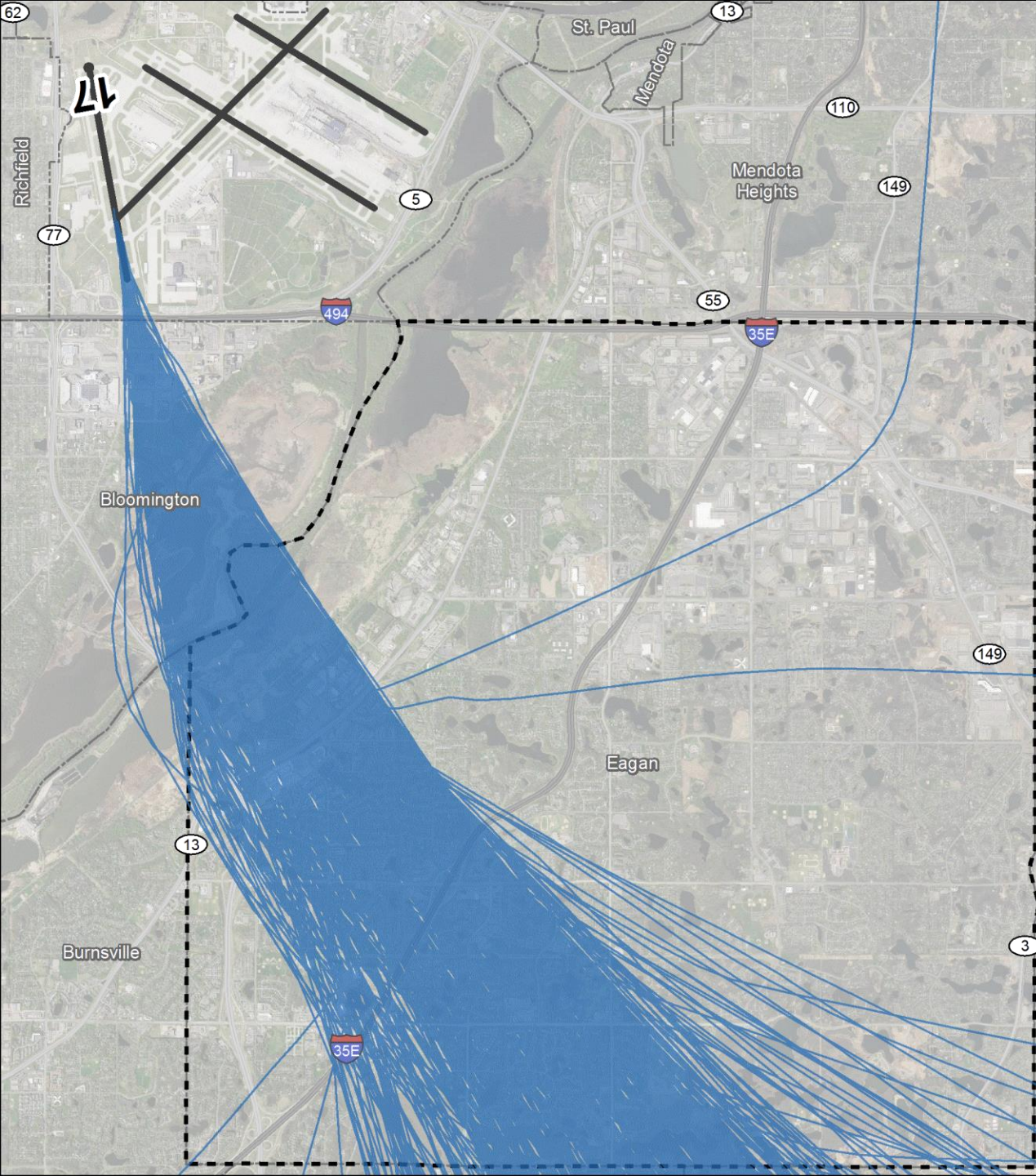
- a. Analyze 15 minutes segments and produce metrics highlighting the frequency of flights departing Runway 17. Compare pre-CRO to post-CRO

Runway 17 Frequency of Demand
2014



Runway 17 Frequency of Demand
2018



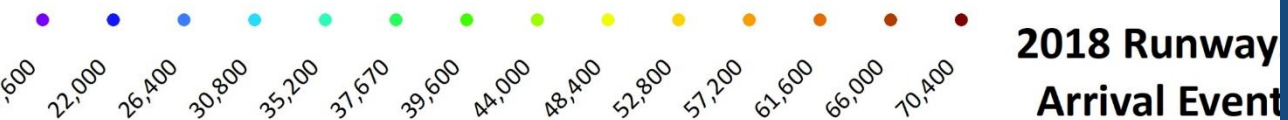
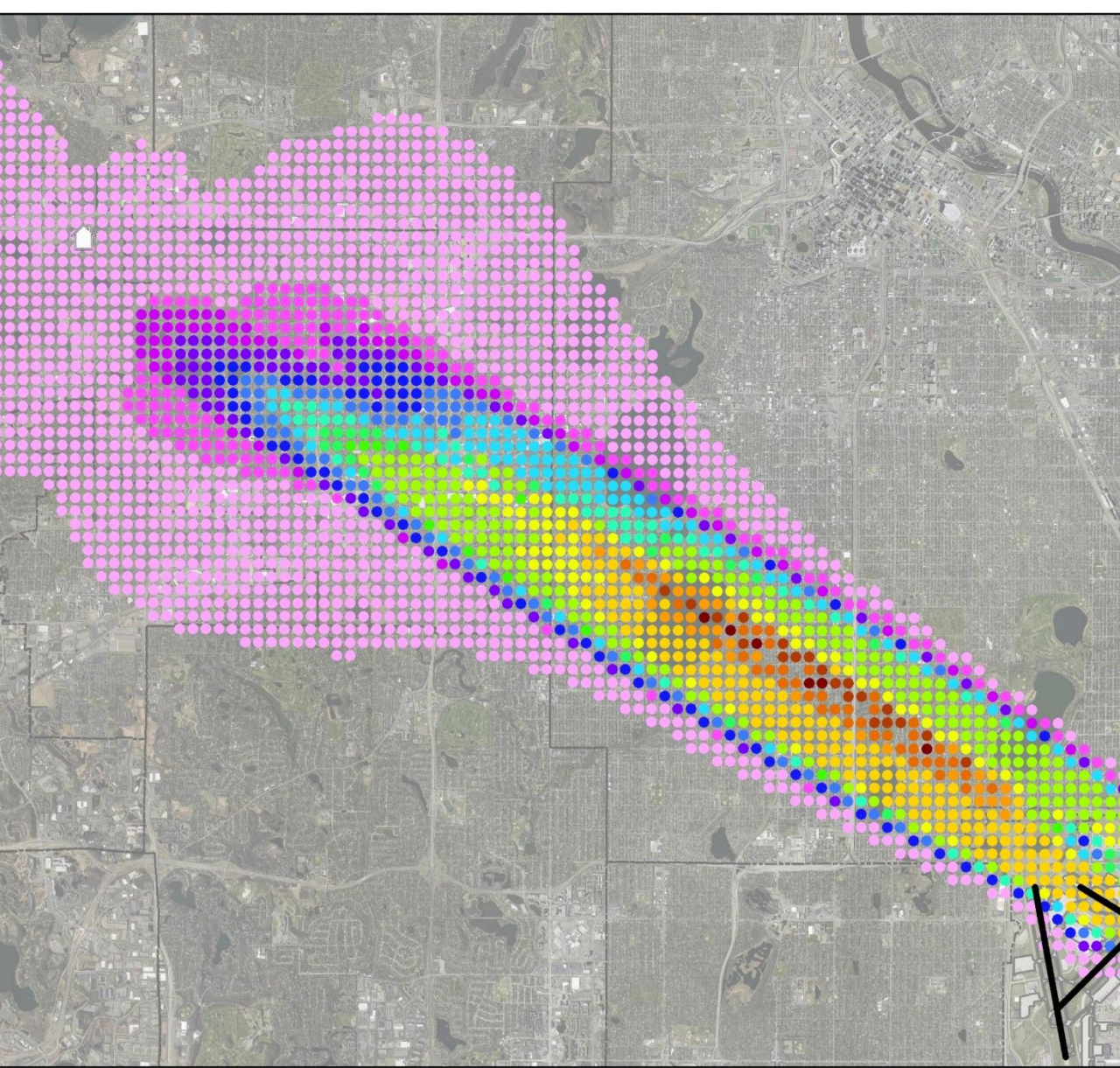


4. Headings

- a. Evaluations of Primary Headings
 - i. Compare IFR vs VFR
 - ii. Evaluate 105° and 170° departure headings
- b. Headings in a Mixed Flow A vs. South Flow
- c. Provide data on aircraft destination by heading
- d. Highlight the use of headings by time of day

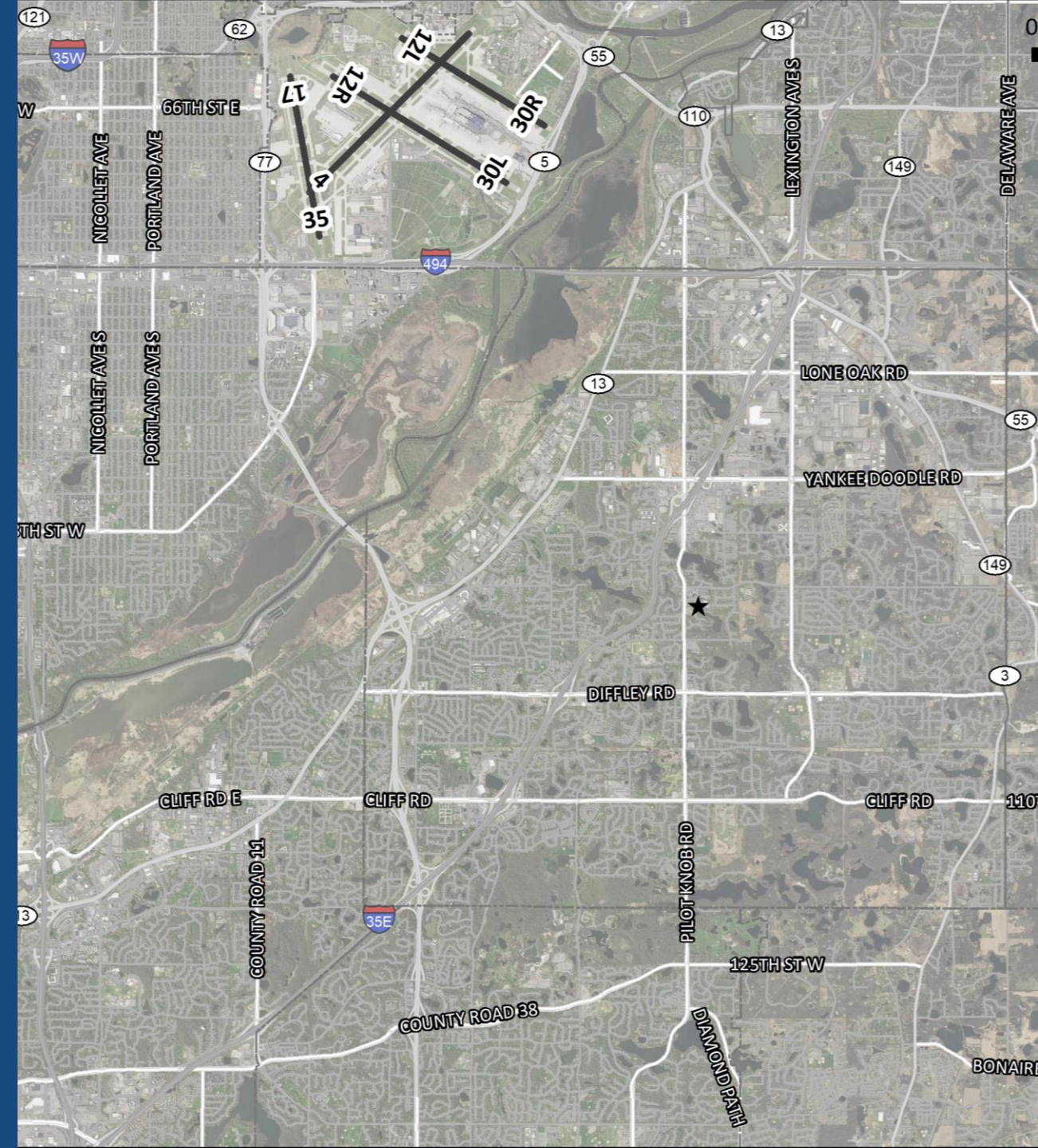
5. Noise Model Data

- Develop Count Above 65 dB density graphics for Runway 17 departures pre-CRO and post-CRO



6. Land Use

- a. Provide an overhead graphic of land use for areas that underlie typical Runway 17 departure paths. Categorize land uses as compatible or non-compatible



7. Runway 17 EA

- a. Compare actual operations to assumptions made in the Runway 17 Departure Procedure EA

Metropolitan Airports Commission



Final Environmental Assessment and Finding of No Significant Impact (FONSI) / Record of Decision (ROD)

Environmental Assessment for the Implementation of a Departure Procedure off of Runway 17



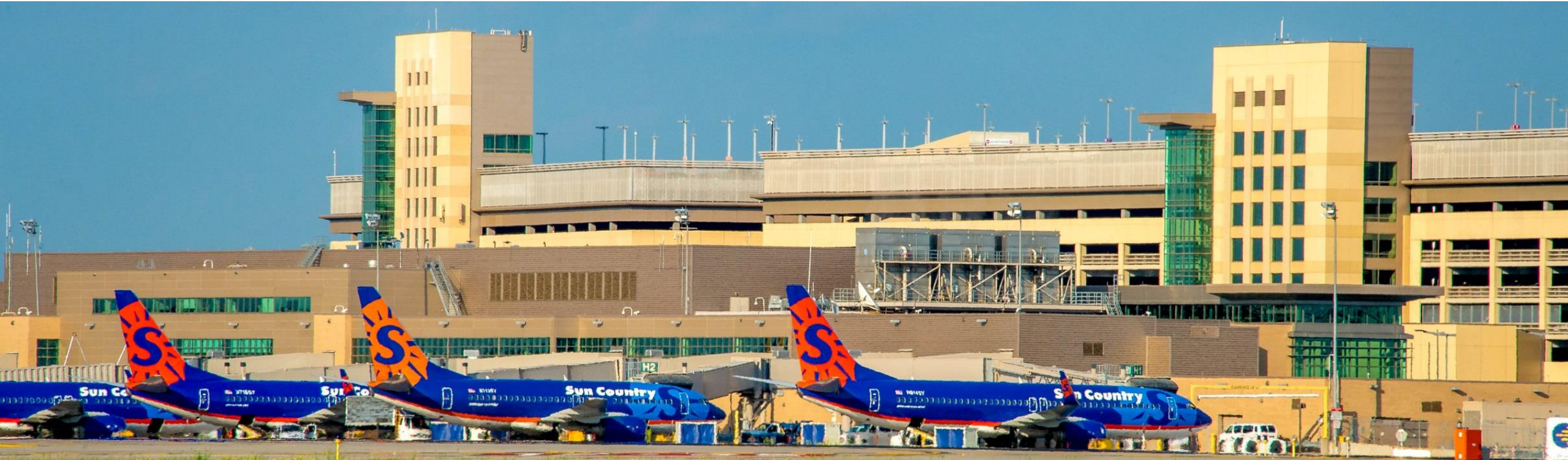
Minneapolis-St. Paul International Airport

Prepared by the MAC Aviation Noise and Satellite Programs Office

July 2003

ITEM 7

MACNOISE.COM WEBSITE REDESIGN

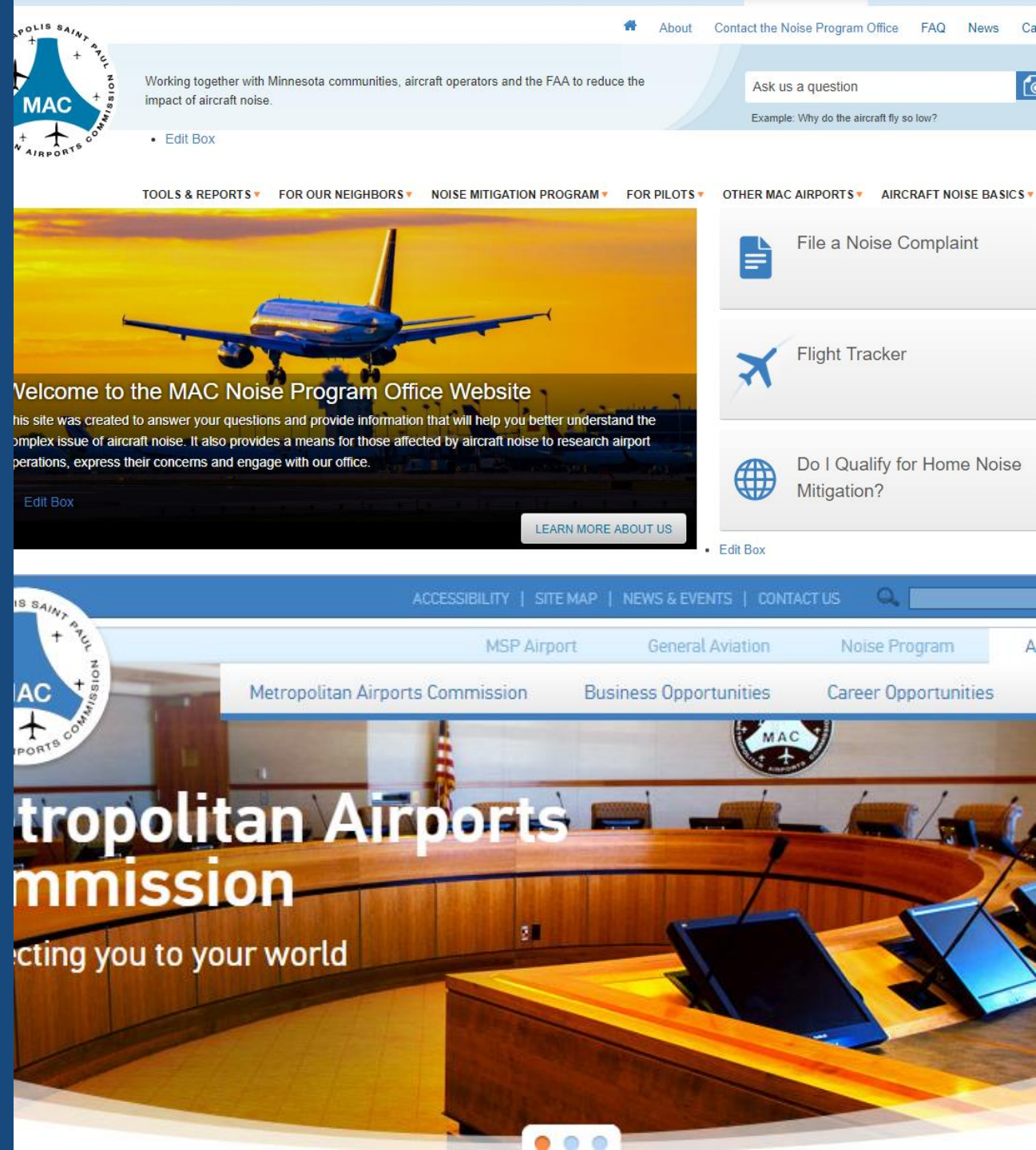


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Input Wanted

- ✈️ How do you use the current sites?
- ✈️ What do you appreciate about the current sites?
- ✈️ What changes to the sites would help provide better service?
- ✈️ Are there certain functions we could add that our users would appreciate having?
- ✈️ Do you have any favorite websites that provide information or functionality you would like to see on the MAC site?



ITEM 8

SPRING LISTENING SESSION UPDATE



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MAY 15, 2019



Item 8: Spring Listening Session Update

7 residents from Mendota Heights, Sunfish Lake, Eagan, Richfield and St. Paul attended the Spring Listening Session

The meeting was also attended by representatives from MAC Staff, FAA Staff, NOC Members Dan O’Leary and Paul Borgstrom, Mendota Heights Airport Relations Commission, Mendota Heights mayor Neil Garlock and Council Member Liz Petschel.

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 on Runway 12L and 12R departures.

- The MAC Noise Abatement Dashboard
- Departure paths from Runways 12L and 12R
- History of the Eagan-Mendota Heights Corridor Procedure
- Crossing-in-the-Corridor Procedure
- Turboprop departures over Mendota Heights



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ITEM 9

ANNOUNCEMENTS

July NOC Meeting

Wednesday, July 17, 2019 @ 1:30 PM

MAC General Offices

Lindbergh Conference Room



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