

## EVENING MEETING NOTICE

The November 18, 2020 Noise Oversight Committee will begin at 6p.m. The meeting is being held via teleconference.



## Minneapolis-St. Paul International Airport Noise Oversight Committee (NOC)



### NOC Committee Members

Jeff Hart	User Co-Chair, Scheduled Airline Representative (Delta Air Lines)
Dianne Miller	Community Co-Chair, City of Eagan Representative (City of Eagan)
Ryan Barette	Minnesota Business Aviation Association Representative
Paul Borgstrom	Chief Pilot Representative (Delta Air Lines)
Mary Brindle	At-Large Community Representative (Edina City Council)
Pam Dmytrenko	City of Richfield Representative (City of Richfield)
Julie Falk	Charter/Scheduled Operator Representative (Sun Country Airlines)
Chris Finlayson	At-Large Airport User Representative (Endeavor Air, Inc.)
Christine Koppen	Cargo Carrier Representative (United Parcel Service)
Patrick Martin	City of Bloomington Representative (Bloomington City Council)
Jay Miller	City of Mendota Heights Representative (Mendota Heights City Council)
Linea Palmisano	City of Minneapolis Representative (Minneapolis City Council)

### MEETING AGENDA

November 18, 2020 at 6:00 PM

*Dianne Miller, City of Eagan, will be the acting Chairperson for the meeting*

**TELECONFERENCE ONLY - The Teleconference is open to the public.**

**To participate, call 612-351-3093 and enter 239031.**

#### 1. Consent

1.1. Approval of September 16, 2020 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: September and October 2020

1.2.2. Review of Fall Listening Session

1.2.3. Review of Residential Noise Mitigation Program Implementation Status

#### 2. Public Comment Period

#### 3. Business

3.1. 2021 NOC Work Plan, NOC 2020 Accomplishments and 2021 NOC Meeting Dates

#### 4. Information

4.1. Update on the FAA's Survey to Re-evaluate Noise Measurement Methods

#### 5. Announcements

#### 6. Adjourn



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**  
 Wednesday, September 16, 2020 at 1:30 PM  
 \*\*By Teleconference Only\*\*



**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 16, 2020, by teleconference only. **Chair Hart** called the meeting to order at 1:30 p.m. The following were on the teleconference:

**Representatives:** P. Borgstrom; M. Brindle, T. Cossalter; P. Dmytrenko; J. Falk; C. Finlayson; J. Hart; C. Jacobson; P. Martin; D. Miller; C. Koppen; L. Olson

**Staff:** P. Hogan; B. Juffer; K. Martin; D. Nelson; N. Pesky; B. Rief; M. Ross; B. Ryks

**Others:** R. Bassler – FAA; R. MacPherson – FAA; S. Fortier - FAA; H. Rand – Inver Grove Heights; L. Moore – Bloomington; L. Palmisano – Minneapolis; Scott Norling; Durre Cowen – FAA; J. Varian – FAA; and other members of the public

A quorum of four Community Representatives and four Industry Representatives was established by roll call attendance:

**Community Representatives:** M. Brindle; P. Dmytrenko; C. Jacobson; P. Martin; D. Miller; L. Olson

**Industry Representatives:** P. Borgstrom; T. Cossalter; J. Falk; C. Finlayson; J. Hart; C. Koppen

**1. Consent**

**1.1. Review and Approval of July 15, 2020 Meeting Minutes**

There were no questions or revisions to the July 15 meeting minutes.

**1.2. Reports**

**1.2.1. Monthly Operations Reports: July and August 2020**

**Michele Ross, Assistant Technical Advisor** provided July and August operations updates.

<b>July</b>	<b>August</b>
• Total Operations: 17,870	• Total Operations: 21,455
• Nighttime Operations: 735	• Nighttime Operations: 789
• North/South/Mixed: 38/51/4	• North/South/Mixed: 40/52/2
• RUS (Priority 1/2/3/4): 50/1/0/48	• RUS (Priority 1/2/3/4): 50/0/0/50
• RJ/Narrow/Wide: 45/54/2	• RJ/Narrow/Wide: 45/53/2
• Complaints: 7,484	• Complaints: 11,105

- Complaint locations: 235
  - Top 10 Households: 48%
  - Hours of events\*: 217
  - Number of events\*: 46,467
  - R17 procedure: 97.4%
  - EMH Corridor procedure: 96.6%
  - Crossing procedure day: 29.2%
  - Crossing procedure night: 63.8%
  - RUS: 51.5%
- Complaint locations: 296
  - Top 10 Households: 48%
  - Hours of events\*: 271
  - Number of events\*: 56,366
  - R17 procedure 100%
  - EMH Corridor procedure: 96.4%
  - Crossing procedure day: 21.1%
  - Crossing procedure night: 50.7%
  - RUS: 50.3%

\* Aircraft sound events above 65dB.

Presentation materials are available on [macnoise.com](http://macnoise.com).

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

**Member Dymtrenko moved, and Member Brindle seconded approval of the Consent Agenda items. The motion passed on the following roll call vote:**

**Ayes: Eleven:** Borgstrom, Brindle, Cossalter, Dymtrenko, Falk, Chair Hart, Jacobson, Martin, Co-Chair Miller, Koppen, Olson (Member Finlayson did not respond to the roll call vote)

**Nays: None**

**Abstain: None**

## 2. Public Comment Period

There were no parties in attendance who elected to make a public comment.

## 3. Business

### 3.1 Flight Procedure Change Request Guidelines

**Brad Juffer, Technical Advisor**, presented the draft Flight Procedure Change Request Guideline that documents the proposed flight procedure change request guidelines and clarifies the role of the MAC and the FAA. The Flight Procedure Request Details section will be completed by MAC staff in consultation with residents and resident groups. The document standardizes a process to provide a consistent expectation to requestors.

The action requested was to approve and adopt flight procedure change requests as amended and available on the website. **Juffer**, took questions from the NOC members:

**Member Falk, Sun Country Airlines**, thanked Mr. Juffer for listening to feedback and making changes to the document accordingly.

**Member Olson, City of Minneapolis**, suggested revising the NOC considerations section to strengthen the concept that these are considerations, not requirements. Suggested a revision to sentence 2 to state that the following areas have traditionally been considered by the NOC. **Olson** noted that should also look at community impacts, e.g. health, livability and clarified that the form should let the public know what items are being sought. **Olson**

stated that the formality of a form may be perceived as an unnecessary barrier to community members seeking to make a request.

**Member Borgstrom, Delta**, did not see this form as a barrier but more of an avenue to give community members a road map to get from A to B. Borgstrom noted appreciation for the way it was put together and acknowledged that a lot of time and effort went into creating it.

**Chair Hart, Delta**, said it provides a good guide to take it from an idea into something more concrete and liked the use of a form, further noting did not perceive it as a barrier. **Hart** added that listening to and incorporating user feedback will be essential.

**Member Jacobson, City of Mendota Heights**, appreciates MAC staffs willingness to take ownership of the completion of the form and did not see it as a barrier but rather it offers transparency to the process and a way to facilitate interaction for a concerned citizen or group.

**Member Dymtrenko, City of Richfield**, appreciated the changes made to the form and process. She stated that NOC should give it a try and then listen to user feedback moving forward.

**Member Brindle, At Large Representative**, appreciates the work that went into making the form less technical and recommends moving forward with the form and being open to feedback.

**Co-chair Miller, City of Eagan**, appreciates the last-minute work, stating that the changes were well done, and the form gives everyone a road map to work with. **Miller** suggested a change to, the last sentence of the NOC consideration section from “these criteria may be evaluated by the NOC” to “these considerations will be evaluated by the NOC” in order to soften the language. She noted appreciation for the changes made to the form and is supportive of moving forward with it.

**Chair Hart** asked for a motion to approve the document as amended.

**Member Olson, City of Minneapolis, moved, and Member Martin, City of Bloomington, seconded approval of the Flight Procedure Change Request Guidelines acceptance with the following two changes to wording:**

- Under the NOC considerations section:
  - Revise “For the request to be endorsed by the NOC, the following areas should be considered.” to read “For the request to be endorsed by the NOC, the following areas are typically considered.”

- Revise “These criteria may be evaluated by the NOC and some may be evaluated by the FAA.” to read “These considerations may be evaluated by the NOC and some may be evaluated by the FAA.”

**The motion passed on the following roll call vote:**

**Ayes: Eleven:** Borgstrom, Brindle, Cossalter, Dmytrenko, Falk, Finlayson, Chair Hart, Jacobson, Martin, Co-Chair Miller, Koppen  
**Nays: One:** Olson  
**Abstain: None**

#### **4. Information:**

##### **4.1 FAA Report to Congress – Community involvement in FAA NextGen projects located in Metroplexes**

**Rebecca MacPherson, FAA Regional Administrator, Great Lakes Region,** provided an overview of the report which is a mandate from Congress with a focus on Metroplexes. The information in the report details FAA community outreach actions. It is equally applicable for airports, outside of a metroplex project, where there are active community concerns about noise and the community has developed a roundtable that meets FAA criteria. Per FAA guidelines, an adequate round table must be comprised of elected officials or individuals appointed by elected officials, not simply community members with noise complaints. All communities around the airport must be equally represented. The MSP NOC and ONCC in Chicago were in many respects the model of an appropriate round table.

##### **4.2. Eagan Flight Procedure Change Request Update**

**Rebecca MacPherson, FAA Regional Administrator, Great Lakes Region,** noted that the FAA provided Commissioner Rick King a response letter dated September 2<sup>nd</sup> (provided in the NOC meeting packet). FAA tentatively determined that the suggested procedure change would be possible and could be done consistent with the existing crossing in the corridor noise abatement procedure. The request asks the FAA to consider directing departures from Runway 17 with an initial departure fix of COULT to Runways 12R and 12L, unless the departure would impede or be impeded by the arrival traffic to those runways, and provided that the departures could use the crossing in corridor noise abatement procedure.

FAA’s preliminary assessment of the procedure change request shows that under certain configurations there will be an adverse impact on either arrivals or departures depending on which are favored when the use of 12R is needed for arrivals. Some configurations ATC will need to use the longer runway for arrivals (dependent on aircraft type, weather, and aircraft weight). When that happens, ATC will use Runway 12R for departures and that will adversely impact efficiency in that configuration, because near in separation standards must be increased, otherwise known as the gap. FAA cannot say that under all circumstances, where this might be used, that there will be no impedance. At least one, common, circumstance exists where that will be an adverse impact. FAA will continue to look at this.

As with all procedures associated with the Eagan proposal that have moved forward to this point, FAA is not able to do the detailed feasibility and safety analysis required to move forward with adopting the proposals as there is not currently enough traffic at the airport to give meaningful data. MacPherson estimated that traffic will need to return to about 80% of the pre mid-March 2020 numbers before FAA can do an adequate feasibility and safety assessment of the proposed procedure changes. FAA will continue to monitor the conditions and once the airport starts approaching appropriate levels, FAA will reach out to the MAC for their input. When the FAA collectively deems that there is enough traffic to allow for a meaningful analysis, FAA will start the analysis and will not require any additional action on the part of the MAC or the NOC to begin that analysis.

**Chair Hart, Delta**, asked if current operations at MSP are, de facto, doing this already with COULT departures - since those departures are not currently using Runway 17 and are departing on 12L or 12R – does this provide a proxy for low traffic conditions that can be extrapolated to higher traffic levels in order to provide some kind of analysis in the interim.

**MacPherson** replied that she thinks current conditions do provide good information on low traffic levels but a wholesale analysis will have to wait until traffic levels increase. Runway 17 has low use currently because there is not much need for it, but that is not a typical day at the airport. It may not be worthwhile to change a procedure if the benefit is minimal.

**Co-Chair Miller, City of Eagan**, thanked MacPherson for the work put into this and the clear communication and asked what would the threshold to make a change worthwhile.

**MacPherson** responded that the threshold would need to be more than a de minimis benefit to the change as there are costs and resources associated with changing procedures. There is also on the horizon the decommissioning of the VOR.

**Co-Chair Miller** mentioned that she can appreciate the role of the work and costs associated but wanted to keep in mind that Eagan started with 9 requests and are down to one request and nine operations a day. What is de minimis to the FAA is not de minimis to the community – this change is important to the community as it moves operations to noise compatible areas. We can wait until we get to the testing period but what may be considered de minimis to the FAA may not be the same to residents.

**Juffer** provided a quick history of the Eagan requests - there were 8 original requests and one question. The NOC recommended four of the requests be sent to the FAA for consideration. The FAA returned two of the requests back to the MAC and after further analysis the NOC recommended one of the requests be sent back to the FAA for a full evaluation.

#### 4.3. FAA Great Lakes Region Noise Complaint Initiative

**Rachel Bassler, FAA Community Engagement Officer, Great Lakes Region**, provided an overview of the Noise Complaint Initiative and database that can be found at [FAA.gov/noise](http://FAA.gov/noise). This is where the public can submit a noise complaint via webform to the FAA.

The purpose of the noise portal is to identify how the FAA can more efficiently and effectively respond to a noise complaint in a clear and repeatable manner by identifying and implementing improved and consistent agency workplans and procedures thru the FAA process to respond to noise complaints; and identify and evaluate potential action that the FAA might take to better address the underlying issue raised by the complaints.

The FAA Environmental Energy office oversees the noise portal process and maintains the database. The FAA Great Lakes regional office oversees Minnesota, Illinois, Indiana, Michigan, Ohio, Wisconsin, and the Dakotas. FAA Administrative offices and Noise Ombudsman coordinates responses at the regional and staff level. Community engagement officer plans, implements, and manages community engagements related to noise issues. There are eight officers across the United States.

The public can view the FAA noise complaint policy and input their address to see where the nearest airport is and where noise originated, review information and send an inquiry. The agency receives the inquiry and coordinates a response through the portal back to the complainant. The agency may refer them back to the airport for any questions FAA was not able to provide an answer to.

The FAA is partnering with airports to minimize duplication of efforts, provide consistent responses, set up channels for communication and information sharing. Airports can opt out or update their preferences at any time.

The FAA will not respond to the same complaint twice; however, every submitted complaint is reviewed. The more details provided in the complaint, the more comprehensive the response can be. FAA seeks to respond to complaints within 15-30 days of receiving an inquiry or complaint. **Bassler** offered to take questions.

**Chair Hart, Delta**, thanked Ms. Bassler for the information and asked if a Minneapolis resident had a noise complaint, should they start with the FAA or the MAC.

**Bassler** replied that they should start with the MAC and if they feel they have not been responded to sufficiently or have an issue specific to the FAA then they should proceed to the FAA portal.

**Member Falk, Sun Country**, asked if the form is used for other types of noise complaints that are not around airports.

**Bassler** replied that if one is experiencing noise related to an aircraft, they can reach out to the airport or FAA. Occasionally, the FAA receives questions on helicopters, crop dusters or drones. The portal can be used for any noise related concerns.

**Member Jacobson, City of Mendota Heights**, asked what kind of responses people can expect to receive.

**Bassler** noted it is difficult to generalize as every complaint is different. Normally, FAA ends up referring the person to the appropriate airport with contact information for the airport manager. **Bassler** offered a recent example related to a complaint regarding a helicopter. It was related to police activity, so FAA provided contact information for the police department. Responses are tailored to each individual complaint.

**Chair Hart** questioned if Bassler's office would ever coordinate directly with air traffic and talk to them about the complaint and try to resolve it with them directly.

**Bassler** replied that she is not a technical expert and that most of these complaints are general or complainants need more information or they have never heard noise before and now they are. FAA explains as much as possible and if there is still an issue or concern, they share that with the appropriate office.

**Chair Hart** asked if there were any other questions and thanked Ms. Bassler for the information.

#### **4.4. Runways 12L and 12R Nighttime Arrivals Operations Report**

**Michele Ross, Assistant Technical Advisor**, provided an overview of the Runways 12L and 12R Nighttime Arrivals Operations Report. This report was prepared in fulfillment of the 2020 NOC workplan. The full report is available in the Agenda Packet and at [macnoise.com](http://macnoise.com).

**Member Olson, City of Minneapolis**, noted thanks for the report and asked if the origin of the plane or parking destination impacts runway use.

**Ross** remarked that the arrival route information is the primary consideration and on airport parking destination is a secondary consideration. To avoid potential conflicts, air traffic control typically does not cross aircraft traffic in the air.

**Member Dymtrenko, City of Richfield**, thanked MAC staff for putting this information together and said it is helpful to better understand the data and the reasons behind it. It is also helpful when explaining it to community members.

#### **4.5. 2021 Draft NOC Work Plan**

**Brad Juffer, Technical Advisor**, provided an overview of the draft NOC 2021 Work Plan. The draft includes items that are either found on the Work Plan every year or are items

that will be carried over from 2020. Of note, staff have selected to add the MSP Annual Aircraft Noise Complaint Data Assessment as an annual report to provide that level of detail on an on-going basis.

Additionally, the NOC approved a request in 2019 for a noise monitoring study in Minnetonka after receiving a request from the Minnetonka City Council. Due to COVID-19, and a significant reduction in air traffic, a Minnetonka Mobile Monitoring Study in 2020 would not have been reflective of normal conditions and a decision was made to defer that study. Staff have added it to the 2021 Work Plan, to fulfill that commitment. Input and suggestions are welcome. The Fall Listening Session is tailored to be a brainstorming session with airport neighbors to solicit input on the Work Plan. Recommendations from the session will be brought to the committee in November. **Juffer** opened the floor to questions. Hearing none, **Chair Hart** moved on to agenda item 4.6

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

**Brad Juffer, Technical Advisor**, stated that the Community Relations Office staff held the first ever virtual NOC MSP Listening Session on July 22<sup>nd</sup>. While not the ideal forum to meet neighbors, staff were grateful to have the opportunity to meet with community members. MAC thanks Members Palmisano, Olson, Borgstrom, Moore and Chair Hart for their participation. During the session, staff answered questions regarding arrivals traffic on Runways 12L and 12R, Runway 17 departures, Eagan-Mendota Heights corridor compliance and frequency of use of Runway 4/22. Additionally, there were several questions regarding the Flying Cloud airport and flight activity in communities near that facility.

#### **5. Announcements:**

**Brad Juffer, Technical Advisor**, noted that the next Listening session will be held by teleconference, Wednesday, October 28 at 6pm. The next NOC meeting is November 18 at 6pm.

**Chair Hart adjourned the meeting at 2:55pm.**

Respectfully Submitted,  
Kris Martin, Recording Secretary

# MEMORANDUM

ITEM 1.2.1

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Assistant Manager, Community Relations

**SUBJECT:** **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: SEPTEMBER AND OCTOBER 2020**

**DATE:** November 4, 2020

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>.

At the November NOC meeting, MAC staff will provide a summary of this information for September and October 2020. To view these summary reports prior to the meeting, visit the "Archive" section at the link above.

# MEMORANDUM

ITEM 1.2.2

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Brad Juffer, Manager, Community Relations

**SUBJECT:** REVIEW OF FALL LISTENING SESSION

**DATE:** November 4, 2020

One of the elements of the framework for the MSP Noise Oversight Committee (NOC) includes convening a quarterly meeting with the public. This report reviews the recently held Fall Listening Session.

The primary goal of Listening Session meetings is to ensure residents' concerns are heard and considered as part of the ongoing effort by the MAC and the NOC to address noise and other topics around MSP.

On October 28, 2020 at 6:00 P.M., MAC Community Relations staff conducted a virtual Listening Session as the engagement was held via Microsoft Teams. Three residents from Mendota Heights, one additional resident, and an aviation management student joined the call. Also in attendance were Sean Fortier and Rachel Bassler with the FAA, NOC representatives Jeff Hart, Linea Palmisano, Loren Olsen, Paul Borgstrom, and Mary Brindle, MAC Commissioner Rod Skoog, and six MAC staff.

MAC staff opened the meeting and asked each of the audience members to introduce themselves and where they were from. Staff then provided a brief NOC update, an overview of past NOC Work Plans and the draft 2021 NOC Work Plan, and an overview of recent MSP activity. The presentation slides are available on the Listening Session page on our website: [www.macnoise.com/our-neighbors/msp-quarterly-listening-sessions](http://www.macnoise.com/our-neighbors/msp-quarterly-listening-sessions).

After the presentation, staff opened the floor to discussion. The topics discussed during the conversation included:

- Operational changes and community impacts as a result of COVID-19.
  - Increase in the percentage of departures using RUS Priority 1 Runways 12L/12R.
  - Noise relief for communities south of Runway 17 with reduced Runway 17 departures - inequitable noise relief.
- Departures from Runway 30R impacting Minneapolis residents.

The next Listening Session will be held on January 27, 2021. Further details will be made available on the [www.macnoise.com](http://www.macnoise.com) website.

# MEMORANDUM

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Brad Juffer, Manager, Community Relations

**SUBJECT:** REVIEW OF RESIDENTIAL NOISE MITIGATION PROGRAM IMPLEMENTATION STATUS

**DATE:** November 4, 2020

The NOC 2020 Work Plan includes a review of the residential noise mitigation program implementation.

For nearly three decades, the MAC has administered one of the most aggressive noise mitigation programs in the world for communities surrounding Minneapolis-St. Paul International Airport (MSP). Since 1992, the MAC has spent over \$480 million on noise mitigation programs. This includes insulating more than 15,000 single-family homes, 3,300 multi-family units, 18 schools and acquiring over 400 residential properties affected by MSP aircraft activity. The MAC is committed to continue mitigating homes impacted by MSP activity based on an amended Consent Decree until the year 2024.

Amended Noise Mitigation Program

Under the provisions of the First and Second Amendments to the Consent Decree, filed by the MAC, the cities of Minneapolis, Richfield, Eagan, and the Minneapolis Public Housing Authority, properties must meet certain criteria to be considered eligible for participation in the MAC noise mitigation program.

First, as stated in the Amendment:

*“The community in which the home is located has adopted local land use controls and building performance standards applicable to the home for which mitigation is sought that prohibit new residential construction, unless the construction materials and practices are consistent with the local land use controls and heightened building performance standards for homes within the 60 DNL Contour within the community in which the home is located.”*

Second, as stated in the Amendment:

*“The home is located, for a period of three consecutive years, with the first of the three years beginning no later than calendar year 2020 (i) in the actual 60-64 DNL noise contour prepared by the MAC under Section 8.1(d) of this Consent Decree and (ii) within a higher*

*noise impact mitigation area when compared to the Single-Family home's status under the noise mitigation programs for Single-Family homes provided in Sections 5.1 through 5.3 of this Consent Decree or when compared to the Multi-Family home's status under the noise mitigation programs for Multi-Family homes provided in Section 5.4 of this Consent Decree. The noise contour boundary will be based on the block intersect methodology. The MAC will offer noise mitigation under Section IX of this Consent Decree to owners of eligible Single-Family homes and Multi-Family homes in the year following the MAC's determination that a Single-Family or Multi-Family home is eligible for noise mitigation under this Section.”*

In cases where homes have received previous reimbursements or mitigation from the MAC, those improvements will be deducted from the efforts required to increase the homes' mitigation relative to the actual noise level, per the amended Consent Decree. A second amendment was made to the Consent Decree in 2017. This amendment allows the use of the Aviation Environmental Design Tool (AEDT) to run the actual noise contours each year, beginning with the 2016 actual noise contour. In 2015, AEDT became the federally-approved computer model for determining and analyzing noise exposure and land use compatibility issues around United States airports. The second amendment also provided clarity on the opt-out eligibility criteria. Specifically, single-family homes that previously opted out of the Partial Noise Reduction Package may participate in the Full 5-decibel Reduction Package, provided the home meets the eligibility requirements.

#### 2017 Noise Mitigation

In 2017, the MAC began the project to provide mitigation to 138 single-family homes that became eligible by virtue of the 2015 actual noise contour. As of October 16, 2020, 117 homes have been completed, 12 homes declined to participate while 9 homes were moved to later programs.

Two multi-family structures were eligible to participate in the Multi-Family Mitigation Program in 2017; one property is complete, and one property declined to participate.

The total cost for the 2017 Mitigation Program is \$2,442,685.

#### 2018 Noise Mitigation

In 2017, the MAC began the project to provide mitigation to 283 single-family homes that became eligible by virtue of the 2016 actual noise contour. As of October 16, 2020, 230 homes have been completed, 25 homes declined to participate while 28 homes were moved to future programs. The total cost for the 2018 Mitigation Program to date is \$7,294,999.

#### 2019 Noise Mitigation

In 2018, the MAC began the project to provide mitigation to 429 single-family homes that became eligible by virtue of the 2017 actual noise contour. As of October 16, 2020, including the homes transitioned from previous programs, 363 homes have been completed, 8 homes

are in the construction or pre-construction phase and 64 homes declined to participate. The total cost for the 2019 Mitigation Program to date is \$12,883,761.

#### 2020 Noise Mitigation Program

In 2019, the MAC began the project to provide mitigation to 243 single-family homes that became eligible by virtue of the 2018 actual noise contour. As of October 16, 2020, including the homes transitioned from previous programs, 100 homes have been completed, 158 homes are in the construction or pre-construction phase and 17 homes declined to participate. To date, the MAC has begun homeowner orientations and design visits. The total cost for the 2020 Mitigation Program to date is \$2,922,434.

#### 2021 Noise Mitigation Program

In 2020, the MAC began the project to provide mitigation to 16 single-family homes that became eligible by virtue of the 2019 actual noise contour. To date, the MAC has begun homeowner orientations and design visits. Actual construction activities and related expenses will commence in 2020.

At the November 18, 2020 NOC meeting, Mr. Pat Mosites, MAC Airport Development Project Manager, will be available to answer questions regarding the 2017 – 2021 Residential Noise Mitigation Programs.

# MEMORANDUM

ITEM 2

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Brad Juffer, Manager, Community Relations

**SUBJECT:** PUBLIC COMMENT PERIOD

**DATE:** November 4, 2020

Members of the public are welcome to listen to the NOC meeting. During the meeting, a public comment period of no more than 20 minutes is included on the agenda. Individuals who wish to speak during the public comment period may do so by following the directions of the chairperson.

Below are some rules of decorum for speaking at NOC meetings.

- Each speaker will have one opportunity to speak and is allotted three (3) minutes. The public comment period is limited to 20 minutes.
- The chairperson will open the public comment period by asking for callers who wish to speak to indicate their desire following the direction of the chairperson. When called upon to speak by the chairperson, the meeting organizer will unmute your line. Speak clearly into your phone and 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.
- Interruptions from the audience, such as speaking out of turn, shouting, and other disruptive behavior are not permitted.
- If special assistance is needed to make a public comment, please contact the NOC Secretary at least two days prior to the meeting by sending an email to: [nocsecretary@mspmac.org](mailto:nocsecretary@mspmac.org).

# MEMORANDUM

ITEM 3.1

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Brad Juffer, Manager, Community Relations

**SUBJECT:** **NOC 2020 ACCOMPLISHMENTS, 2021 NOC WORK PLAN AND 2021 NOC MEETING DATES**

**DATE:** November 4, 2020

At the September 16, 2020 NOC meeting, members reviewed a proposed 2021 Work Plan Draft. The Draft 2021 NOC Work Plan is attached. Subsequently, the NOC’s Fall Listening Session was held on October 28, 2020 to solicit ideas for what citizens also would like the NOC to consider in 2021.

The pages following the Draft 2021 NOC Work Plan includes the Draft 2020 NOC Accomplishments and the Draft 2021 NOC Meeting Dates.

Following NOC approval, the 2021 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-Chairs on December 7, 2020 at 10:30 AM.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2020 MSP NOC ACCOMPLISHMENTS, 2021 MSP NOC WORK PLAN AND 2021 NOC MEETING DATES



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT 2020 NOC ACCOMPLISHMENTS**



1. Received ongoing review of MSP monthly operations reports which include aircraft noise complaints, operations, runway use, noise events, and compliance with noise abatement procedures.
2. Evaluated citizen input received during quarterly Listening Sessions as possible discussion topics at future NOC meetings. Ideas collected during the Fall Listening Session were documented from citizens who expressed what they would like the NOC to consider specifically for its 2021 Work Plan.
3. Completed a [Fleet Mix and Nighttime Operations Assessment](#) which, in addition to evaluating fleet mix and nighttime operations, included certificated noise levels for aircraft operating at MSP and aircraft altitude trends.
4. Received an overview from FAA on the VOR Minimum Operational Network Project.
5. Heard from NOC Chief Pilots regarding standard departure procedures, noise abatement training and missed approach procedures.
6. Completed the [MSP Complaint Data Assessment](#).
7. Reviewed Eagan City Council flight procedure change request response from FAA. Considered proposed modifications to the request after investigating the potential impact to noise exposure and airport capacity. Communicated endorsement of one proposal to MAC Board.
8. Pursuant to the Second Amendment to the Consent Decree, reviewed the [MSP 2019 Annual Noise Contour Report](#) published February 2020. The report noted that based on the 406,073 total operations at MSP in 2019, the actual 60 dB DNL contour is 29% smaller than the 2007 forecast contour, and the 65 dB DNL contour is 39% smaller.
9. Received regular updates from the FAA on Converging Runway Operations (CRO).
10. Received updates from MAC on on-going development of the MSP Long Term Plan and associated Stakeholder Engagement Program.
11. Reviewed aviation-related research initiatives from FAA Center of Excellence/ASCENT, TRB, and other researchers.
12. Reviewed and adopted [Flight Procedure Change Request Guidelines](#).
13. Heard from the MAC Executive Director and CEO, Bryan Ryks on updates on the organization, recent accolades, trends in passengers and operations, and future development at MSP.
14. Completed the [Runways 30L and 30R Departure Operations Report](#).
15. Received a briefing from FAA on the agency's policy for Community Involvement in FAA NextGen projects.
16. Received a briefing from FAA on the agency's new Noise Complaint Initiative.
17. Completed the [Runways 12L and 12R Nighttime Arrivals Operations Report](#).



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT 2020 NOC ACCOMPLISHMENTS**



18. Reviewed status of the MSP Residential Noise Mitigation Program Implementation.
19. Received an update on the FAA's efforts to re-evaluate noise measurement methods at U.S. airports.



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT 2021 NOC WORK PLAN**



**1. Residential Noise Mitigation Program**

- a) Review Residential Noise Mitigation Program Implementation Status

Description: Staff from MAC Airport Development will update the NOC on the current Mitigation Program.

**2. MSP Community Relations Specific Efforts**

- a) 2020 Actual Noise Contour Report and the Consent Decree Noise Mitigation Program Eligibility

Description: Each year in March, under the terms and conditions of the amended 2007 Consent Decree, MAC publishes an actual annual Noise Exposure Map for the previous year. The 2020 noise contours will be used to establish an address list of the single and multifamily parcels that have met one, two and three years of candidate eligibility under the First Amendment to the Consent Decree, as applicable.

- b) MSP Fleet Mix and Nighttime Operations Assessment

Description: MSP is federally obligated to stay open 24 hours per day. Recognizing the impacts of nighttime operations, the NOC regularly assesses nighttime trends in airport operations. This is an annual assessment reviewing actual and scheduled nighttime operations at MSP.

- c) MSP Annual Aircraft Noise Complaint Data Assessment

Description: Complaints are one of the tools the MAC uses to communicate with the community about aircraft activity and report to the NOC about concerns received from airport neighbors. This annual assessment reviews MSP complaints and households filing complaints.

d) Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives

Description: This is an annual report on the status of scientific, engineering, and medical research literature prepared by universities, governmental organizations, and transportation boards located within the United States.

PARTNER – Partnership for AiR Transportation Noise and Emissions Reduction

TRB – Transportation Research Board, which manages Airports Cooperative Research Program (ACRP)

FICAN – Federal Interagency Committee on Aviation Noise

e) Update on Converging Runway Operations at MSP

Description: The FAA began applying new CRO mitigation strategies for both parallel runways in March 2016. The FAA will provide updates on this topic throughout 2021.

f) Update on the MSP Long Term Plan Update and Associated Stakeholder Engagement

Description: Due to the impact that COVID-19 has had on airport operations, the MAC paused work related to the MSP Long Term Plan (LTP). It is expected that work will resume in 2021. MAC will provide updates to the NOC on the progress of the LTP and associated stakeholder engagement when the effort resumes.

g) Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods

Description: Beginning in 2015, the FAA conducted surveys of residents around select U.S. airports to assess annoyance levels from aviation noise. The agency is assessing the survey results to determine if changes to the federal noise measurement methods and/or compatible land use considerations are warranted. The NOC will receive updates on this process as developments are made.

h) Minnetonka Monitoring

Description: In 2019, the Minnetonka City Council requested that MAC conduct a mobile monitoring study within the city to assess aircraft arrival activity to MSP. The NOC added the study to the 2020 NOC Work Plan to collect measurements of aircraft related sounds associated with operations from MSP. This study was deferred to 2021 due to a downturn in aircraft activity following the onset of the COVID-19 pandemic.

i) Update on Eagan Request to FAA

Description: In September 2019, the City of Eagan requested NOC endorse numerous proposed flight procedure changes to the MAC Board and FAA. These changes were intended to reduce aircraft departure overflights in the City of Eagan. Throughout 2020, the NOC, MAC and FAA reviewed the procedure adjustments, moving one forward for

FAA feasibility and safety assessment. In September 2020, the FAA communicated to the MAC and the NOC that the agency may be able to implement the request, but at this time cannot conduct the full assessment given the low number of Runway 17 departures. The NOC will receive updates on this process as developments are made.

j) Guest Speaker: Brian Ryks, MAC Executive Director / CEO

Description: NOC will receive an update on the MAC organization, recent accolades, trends in passengers and operations, and future development at MSP in addition to other pertinent topics.

k) MSP Air Service Updates

Description: The COVID-19 pandemic has substantially impacted activity at MSP. Passenger levels and associated aircraft takeoffs and landings have been depressed below normal levels since late March 2020. In 2021, Delta Air Lines, Sun Country Airlines and MAC will provide regular updates about future airline schedules and communicate how those schedules will impact airport operations.

**3. Continue to Review Input Received from the NOC Listening Sessions as Possible Agenda and Work Plan Items**



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT 2021 NOC MEETING DATES**



NOC meetings are held six times each year on the third Wednesday of January, March, May, July, September, and November (odd-numbered calendar months). Staff recommends the following 2021 NOC meeting dates:

- *January 20, 1:30 PM*
- *March 17, 1:30 PM*
- *May 19, 1:30 PM*
- *July 21, 1:30 PM*
- *September 15, 1:30 PM*
- *November 17, 6:00 PM*

The agenda packet for each meeting will be distributed and published two weeks prior to each meeting. An agenda review session will be arranged prior to NOC Meeting for all appointed NOC members and alternates. Each NOC meeting is scheduled to be held in the Lindbergh Conference Room at the MAC General Office building, unless otherwise noted.

# MEMORANDUM

ITEM 4.1

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Brad Juffer, Manager, Community Relations

**SUBJECT:** **UPDATE ON THE FAA'S SURVEY TO RE-EVALUATE NOISE MEASUREMENT METHODS**

**DATE:** November 4, 2020

In May 2015, the FAA announced it would begin evaluating its methods for measuring aircraft noise.

For decades federal regulations prescribed a process under 14 CFR Part 150 for calculating aircraft noise impacts using the Day-Night Average Sound Level (DNL) metric. In 1979, Congress passed the Aviation Safety and Noise Abatement Act (ASNA), which required the FAA to establish:

1. A single system of measuring noise, for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise, to be uniformly applied in measuring noise at airports and the areas surrounding such airports; and
2. A single system for determining the exposure of individuals to noise which results from the operations of an airport and which includes, but is not limited to, noise intensity, duration, and time of occurrence.

Taking into consideration existing information on noise metrics, in 1981, in accordance with ASNA, the FAA adopted DNL as its standard metric. The FAA uses the DNL metric for purposes of determining an individual's cumulative noise exposure and for land use compatibility under 14 CFR part 150. The FAA also uses DNL for assessing the significance of predicted noise impacts under NEPA. This adoption of the DNL 65 guideline reflected a compromise between what was environmentally desirable and what was economically and technologically feasible at the time.

The DNL metric is an average of all aircraft noise during a 24-hour period, with a 10-decibel (dB) penalty for each aircraft operation occurring between 10 p.m. and 7 a.m. This penalty accounts for the higher human sensitivity to noise during the nighttime hours.

The MAC assesses aircraft noise impacts, for each of its airports, using DNL noise contours. Communities across the nation, including communities represented on the NOC, have requested the FAA consider other federally-accepted metrics to express and represent the effects of aircraft noise exposure. In a Report to Congress as mandated by FAA Reauthorization Act of 2018, Section 188, the FAA states:

“FAA’s environmental decision-making for noise must use a metric that considers the magnitude, duration, and frequency of the noise events under study. The DNL noise metric uniquely meets these requirements. However, in specific situations, additional information focused on a more targeted type of noise exposure may require the use of supplemental noise metrics. Individually, supplemental metrics may not fully consider the magnitude, duration, and frequency of the noise events, but may be used to support further disclosure and aid in the public understanding of community noise exposure. Supplemental noise analyses are often useful to describe aircraft noise exposure from unique operational situations or for noise sensitive locations to assist in the public’s understanding.”

Actions leading to FAA’s adoption of the DNL 65 land use compatibility guideline indicate that it was intended as a policy decision to be interpreted flexibly. Federal noise policy has always recognized that land-use compatibility decisions should be made at the local level. At MSP, the MAC provides mitigation to homes that are within the 60 dB DNL contour and within a higher noise impact area when compared to the previous mitigation program for a period of three consecutive years in accordance with the Consent Decree.

The FAA’s reliance on DNL 65 as the threshold of residential land use compatibility is based largely (but not exclusively) on research regarding community annoyance to aircraft noise. FAA is currently conducting a comprehensive research study to update the noise annoyance ‘dose-response’ curve that forms that basis of the current policy.

According to the FAA, the research is a multi-year process and includes a survey of public perceptions of aircraft noise in communities situated around 20 airports nationwide. The FAA is not disclosing the airport communities surveyed.

Whilst this research was ongoing, Congress passed the aforementioned FAA Reauthorization Act of 2018. This legislation included multiple sections requiring Congress to address noise concerns around the country. Specifically, Section 187 – Aircraft Noise Exposure requires that the FAA complete “ongoing review of the relationship between aircraft noise exposure and its effects on communities” within two years of the date of passage, which is October 5, 2020. Further, the legislation specifically requires FAA to revise its Part 150 land use compatibility guidelines (14 CFR 150). To date, the results of this research have not been released as prescribed in the 2018 Reauthorization legislation. Current guidance from airport industry groups expect that the results will be further delayed as they are being reviewed by officials within the Department of Transportation.

At the November 18, 2020 NOC meeting, MAC staff will provide the Committee an update on this topic.