



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**  
Wednesday, November 18, 2020 at 6:00 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, November 18, 2020, by teleconference only. **Chair Miller** called the meeting to order at 6:00 p.m. The following were on the teleconference:

**Representatives:** M. Brindle, T. Cossalter, C. Finlayson, J. Hart, C. Jacobson, C. Koppen, P. Martin, D. Miller, L. Olson, C. Potter, B. Whalen

**Staff:** B. Juffer, K. Martin, D. Nelson, N. Pesky, M. Ross, J. Lewis

**Others:** H. Rand – Inver Grove Heights, L. Palmisano – City of Minneapolis, S. Norling– Mendota Heights, D. O’Leary – Sunfish Lake, L. Moore – City of Bloomington, 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; C. Jacobson; P. Martin; D. Miller; L. Olson; B Whalen

**Industry Representatives:** T. Cossalter; C. Finlayson; J. Hart; C. Koppen; C. Potter

## **1. Consent**

### **1.1. Review and Approval of September 16, 2020 Meeting Minutes**

There were no questions or revisions to the September 16th meeting minutes.

### **1.2. Reports**

#### **1.2.1. Monthly Operations Reports: September and October 2020**

Michele Ross, Assistant Technical Advisor to the NOC provided September and October operations updates. (Presentation materials are available on [macnoise.com](http://macnoise.com)):

#### **SEPT**

- Total Operations: 19,835
- Nighttime Operations: 690
- North/South/Mixed: 42/46/2 (%)
- RUS (Priority 1/2/3/4): 50/1/0/49 (%)
- RJ/Narrow/Wide: 49.7/48.5/1.8 (%)
- Complaints: 10,756
- Complaint locations: 269
- Top 10 Households: 62%

#### **OCT**

- Total Operations: 21,315
- Nighttime Operations: 749
- North/South/Mixed: 57/40/3 (%)
- RUS (Priority 1/2/3/4): 50/1/0/49 (%)
- RJ/Narrow/Wide: 49.5/48.6/1.9 (%)
- Complaints: 7,963
- Complaint locations: 181
- Top 10 Households: 65%

- Hours of events\*: 260
  - Number of events\*: 52,400
  - R17 procedure: 100%
  - EMH Corridor procedure: 95.1%
  - Crossing procedure day: 22%
  - Crossing procedure night: 38.1%
- Hours of events\*: 268
  - Number of events\*: 56,366
  - R17 procedure 100%
  - EMH Corridor procedure: 91.7%
  - Crossing procedure day: 18.2%
  - Crossing procedure night: 54.1%

\* Aircraft sound events above 65dB.

**Member Olson** thanked MAC staff for the report and asked how sound measurement is captured. **Ross** clarified that the sound monitoring sites collect all sounds 24 hours a day. Sounds louder than 65dB that are eight seconds or longer are classified as sound events. These events are then analyzed and classified as either an aircraft or community event (non-aircraft). The number of events above 65dB and the time above 65dB are metrics reported to the NOC, however, there are additional metrics that can be used to measure and analyze the sound data.

### 1.2.2. Review of Fall Listening Session

**Ross** provided an overview of the Listening Session. On October 28, MAC Community Relations staff conducted a virtual Fall Listening Session. Three residents from Mendota Heights, one additional resident, and an aviation management student joined the call. Also, in attendance were FAA staff, NOC representatives Jeff Hart, Linea Palmisano, Loren Olsen, Paul Borgstrom, and Mary Brindle, MAC Commissioner Rod Skoog, and six MAC staff.

Staff presented attendees with a brief presentation, including the draft 2021 NOC Work Plan and an overview of recent MSP activity. Following this staff presentation, the meeting moved to an open forum for community members to suggest work plan items, or ask questions, etc.

Community members noted that the operational changes as a result of COVID-19 have impacted communities differently. The changes have resulted in an increase in the percentage of departures using RUS Priority 1 Runways 12L/12R while Runway 17 has been used very infrequently. It was also noted that departures from Runway 30R are impacting Minneapolis residents.

**Member Olson** commented that during the listening session a Mendota Heights resident noted a lot of noise from Runway 12L even though operations are down. There is a community expectation that noise would be reduced due to the reduction in the total number of MSP operations. However, with the almost exclusive use of the parallel runways, communities are not receiving the expected reprieve. After Runways 12L and 12R, Runway Use System prioritizes Runway 17 for departures. **Member Olson** requested the tower consider increasing the use of Runway 17 for departures to spread out the benefits of the reduced operations and to mitigate noise to affected neighborhoods. Even though overall operation reductions are even lower at night, where the complaints are coming from could be reviewed and a more balanced approach could be implemented.

### 1.2.3. Review of Residential Noise Mitigation Program Implementation Status

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

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

**Ayes:** Eleven

Brindle, Cossalter, Finlayson, Co-Chair Hart, Jacobson, Koppen, Martin, Chair Miller, Olson, Potter, Whalen

**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 NOC Work Plan, NOC 2020 Accomplishments and 2021 NOC Meeting Dates

**Brad Juffer, Technical Advisor**, presented the draft 2020 NOC Work Plan, the NOC 2020 Accomplishments, and 2021 NOC Meeting Dates.

The draft NOC Work Plan is composed of 3 major parts. They include the Residential Noise Mitigation Program, MSP Community Relations Specific Efforts as well as Continue Review of Public Input. **Juffer** noted that Item I - Update on Eagan Request to FAA was requested by Co-Chair Miller to maintain visibility to a pending FAA review of the Eagan request item. Item J - Guest Speaker: Brian Ryks, MAC Executive Director / CEO was added to the work plan and has been included in past years' work plans. Item K - MSP Air Service Updates is a new item added after September. This item is intended to provide the committee and neighbors, around the airport, with an expectation of future airline schedules before they are flown in 2021. The goal of this item, in addition to other measures that staff will be pursuing in 2021, is meant to align expectations as much as possible as travel resumes.

Meetings are proposed to be on the 3<sup>rd</sup> Wednesday of odd-numbered months as prescribed in the NOC bylaws. There were two items to note regarding the November meeting. First, as recommended by a bylaw subcommittee in 2018, the November meeting is proposed by be an evening meeting, beginning at 6:00 PM, to allow for more resident participation. Additionally, this week may conflict with a National League of Cities annual conference and may preclude some city representatives from joining. Given that conflict, MAC staff suggest revising the meeting to occur the week prior on November 10, 2021 at 6:00 PM.

**Juffer** then presented the 2020 NOC Accomplishments and noted Item 5, which allowed the pilot representatives to address resident concerns regarding Standard Operating Procedure (SOP) for the airlines. Item 6 was the first installment of a Complaint Data Assessment. At the request of member Olson, this report provided a detailed analysis of all MSP complaints received in 2019.

**Juffer** commented that the Committee spent a considerable amount of time on Item 7. This work carefully reviewed and analyzed the effect a proposal from residents in the City of Eagan may have on the community and airport. Related, Item 12 provided a guidebook for future requests to follow. Items 14 and 17 were conducted as a result of community input the previous year during a Listening Session, that were inquisitive about operations northwest of the airport. Finally, **Juffer** highlighted items 4, 9, 15, 16 and 19 as items that the NOC was engaged with FAA partners on work being conducted by the Agency.

**Juffer** concluded this item by noting the challenges experienced in 2020. The pandemic, local racial unrest and contentious election affected the region and country. The scheduled meeting in March had to be cancelled and work plan items had to be rearranged. The NOC was unable to gather in person and have relied on phone calls to complete work since May. The airlines, airport and the entire industry are experiencing a downturn unlike any in our history. Despite all these things, the NOC continued to meet and participate in the dialogue. Multiple NOC members attend our virtual Listening Sessions in July and October. The items on the NOC agendas were analyzed and evaluated and considered. **Juffer** thanked the Committee and its members for their participation and commitment and recognized the challenging work they do every year.

**Chair Miller** thanked Juffer for his comments and mentioned that MAC staff has been incredibly resilient, and she appreciated the efforts taken to move this work forward. She thanked the Committee and residents for their commitment and engagement.

**Co-Chair Hart** also thanked Juffer, his staff, the Committee, and residents.

**Co-Chair Hart moved**, and **Member Finlayson seconded** to approve and recommend to the MAC Planning, Development and Environment Committee the Final 2021 MSP NOC Work Plan and Approve the List of 2020 Accomplishments and 2021 Meeting Dates, with the one edit to move the November meeting one week earlier. The motion passed on the following roll call vote:

**Ayes:** Eleven

Brindle, Cossalter, Finlayson, Co-chair Hart, Jacobson, Koppen, Martin, Chair Miller, Olson, Potter, Whalen

**Nays:** None

**Abstain:** None

#### 4. Information

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

**Brad Juffer, Technical Advisor**, provided an update on the FAA's survey to re-evaluate noise measurements methods, noting the item was on the NOC work plan for the 4<sup>th</sup> year. It was originally added to the NOC work plan in 2016 to monitor the progress the FAA was making in its effort to test the relationship between community annoyance and noise levels. After 2016, the NOC received updates in 2018, 2019 and 2020.

**Juffer** discussed the history of noise measurement methods. The United States Congress in 1979 while passing the Aviation Safety and Noise Abatement Act mandated that the FAA establish a single system for measuring noise. That system had to exhibit a highly reliable relationship between noise exposure and surveyed reactions of people. This system would be applied uniformly. Additionally, this system had to account for noise intensity, duration, and time of occurrence. At the behest of Congress, the FAA officially adopted the Day-Night Average Sound Level (DNL) for determining cumulative noise exposure under CFR Part 150 and during NEPA evaluations. In these processes the DNL 65 level is used to judge the level of significance for a project. The FAA continues to hold land use compatibility decisions should be made at a local level.

**Juffer** explained how DNL is calculated. The amplitude an aircraft event as well as the duration of that event is used to calculate the sound exposure level (SEL). All the SEL values are then added together. 10 dB are added to each SEL value that occurred between 10:00 PM and 7:00 AM. Because sound is logarithmic, 1 nighttime flight is equivalent to 10 daytime flights of the same SEL. All of those values are added together and averaged to represent the DNL.

**Juffer** then reviewed the progress made by the FAA. The FAA announced in 2015 that it would conduct a study to update the dose-response relationship that correlated noise exposure with community annoyance. This study was included in a portfolio of research undertaken by the FAA to include studying noise and sleep disturbance, cardiovascular health, and children's cognitive learning. The survey was a twelve-question survey sent to residents around 20 airports. Those airports at a minimum, needed to have at least 100 jet operations per year, and contain at least 100 households within the 60-65 dB DNL area and the 65+ dB DNL contour area. Those airports were meant to be representative of all airports by considering the geographic location, temperature, airport activity level, nighttime activity level, fleet mix and population near the airports.

**Juffer** provided further background about requirements placed on FAA by Congress. In October 2018, Congress passed the 2018 FAA Reauthorization Act. The legislation included several noise provisions. Section 173 and Section 188 required the FAA to submit a report to Congress that detailed alternative airplane noise metrics and a study regarding day-night average sound levels. Those reports were due to Congress within 1 year of enactment. The report was not completed and released publicly within the one-year requirement. Section 187 required the FAA to conclude the review of the relationship between noise exposure and its effects on communities and report back to Congress within 2 years. Similar to the report that satisfied requirements from section 173 and 188, the report for Section 187 has not been completed, submitted to Congress, and released publicly within that two-year deadline. Section 187 also requires the FAA's report to contain recommendations for revising Part 150.

**Juffer** offered to take questions from the Committee. **Member Palmisano** asked if a workgroup could be created to think of alternative ways to capture noise impact so that we can provide proactive input to the FAA? For example, if we were to look at the frequency of planes being accounted for, how might we do that?

**Juffer** responded that he appreciated the questions and the thought. He said that it is within the purview of the NOC to create a subcommittee if there is a desire by the Committee to do so. He mentioned that previously the MAC Noise office and now the MAC Community Relations office finds value in providing alternative noise metrics and does so on a regular basis both in NOC meetings and in monthly reports. The most notable of these would be Time Above 65 dB and Events Above 65 dB. Those metrics are prevalent in our reports. As another example, when looking at the Eagan request, MAC was able to model both of those metrics in addition to DNL to determine the potential extent of changes within the community. MAC staff sees value in being able to do that. **Juffer** also cited the FAA report to Congress, sections 173 and 188 that stated that the FAA does note that there is value in being able to provide alternative metrics for certain occurrences and community education. It did to state that ultimately the DNL metric will be the metric that should be applied because of those three factors, intensity, time of day and duration of events and that it be applied uniformly across the country. It also noted that there were potential opportunities to use alternative metrics in certain conversations.

## 5. Announcements

**Brad Juffer, Technical Advisor**, noted the action taken in Item 3.1 sends the 2021 NOC Work Plan to the MAC PD&E Committee, December 7<sup>th</sup> at 10:30 am. Co-Chairs will present the accomplishments and the work plan to the Committee for formal approval. Anyone interested, can participate using the same dial in number and code that was used for this meeting, call 612-351-3093 and enter code 239031. The agendas are posted on [Metroairports.org](http://Metroairports.org)

Next meetings:

**January NOC Meeting**

Wednesday, January 20, 2021 @ 1:30pm

Virtual Teleconference

**Winter Listening Session**

Wednesday, January 27, 2021 @ 6pm

Virtual Teleconference

## 6. Adjourn

**Chair Miller** thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 6:51 pm.

Respectfully Submitted,  
Kris Martin, Recording Secretary