



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, March 17, 2021 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, March 17, 2021, by teleconference only. Chair Hart called the meeting to order at 1:30 p.m. The following were on the teleconference:

Representatives: M. Brindle, R. Barrette, P. Borgstrom, J. Falk, J. Hart, C. Jacobson, C. Koppen, P. Martin, D. Miller, L. Olson, C. Stene, B. Whalen

Staff: Y. Bizen, C. Boyd, R. Fuhrmann, B. Juffer, J. Lea, J. Lewis, K. Martin, P. Mosites, D. Nelson, N. Pesky, B. Peters, B. Rief, M. Ross, M. Takamiya, E. Valencia, J. Welbes

Others: H. Rand – Inver Grove Heights, J. Bergman – Apple Valley, M. Beslow – FAA, S. Fortier – FAA, J. Ipsen – FAA, D. Langer – FAA, K. Mara – FAA, N. Rao – FAA, K. Regotti – FAA, J. Aul, D. Sloan, G. Maltby 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: R. Barrette, P. Borgstrom, J. Falk, J. Hart, C. Koppen, C. Stene

1. Consent

1.1. Review and Approval of February 17, 2020 Meeting Minutes

There were no questions or revisions to the February 17th meeting minutes.

1.2. Reports

1.2.1. Monthly Operations Reports: January and February 2021

Michele Ross, Assistant Technical Advisor to the NOC, provided January and February 2021 operations updates. (Presentation materials are available on macnoise.com):

JAN

- Total Operations: 20,607
- Nighttime Operations: 731
- North/South/Mixed: 49/41/3 (%)
- RUS (Priority 1/2/3/4): 50/1/0/49 (%)
- RJ/Narrow/Wide: 47.4/48.5/4.1 (%)
- Complaints: 7,092

FEB

- Total Operations: 18,712
- Nighttime Operations: 622
- North/South/Mixed: 59/27/2 (%)
- RUS (Priority 1/2/3/4): 49/1/1/49 (%)
- RJ/Narrow/Wide: 49.7/46.0/4.3 (%)
- Complaints: 6,035

- Complaint locations: 154
 - Top 10 Households: 65%
 - Hours of events*: 212
 - Number of events*: 45,891
 - R17 procedure: 99.1%
 - EMH Corridor procedure: 91.8 %
 - Crossing procedure day: 14.8%
 - Crossing procedure night: 35%
 - RUS: 50.5%
- Complaint locations: 145
 - Top 10 Households: 67%
 - Hours of events*: 183
 - Number of events*: 39,308
 - R17 procedure: 99.4%
 - EMH Corridor procedure: 93.7%
 - Crossing procedure day: 16.4%
 - Crossing procedure night: 50%
 - RUS: 50.1%

* Aircraft sound events above 65dB.

Chair Hart thanked Ms. Ross for her report, then asked the Committee if they had any questions. Hearing none, he asked for a motion to approve the consent agenda.

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

Ayes: Twelve

Barrette, Borgstrom, Brindle, Falk, Hart, Jacobson, Koppen, Martin, D. Miller, Olson, Stene, Whalen

Nays: None

Abstain: None

2. Public Comment Period

There were no questions or comments from the public.

3. Business

There were no business agenda items.

4. Information

4.1 – 2020 Actual Noise Contour Report and Residential Noise Mitigation Program Eligibility

Brad Juffer, Technical Advisor, provided an overview of the MSP 2020 Annual Noise Contour Report.

The Consent Decree dictates that the MAC will produce an Annual Contour Report each year, by March 1st, that quantifies the noise exposure from aircraft operations at MSP. The 14th Annual Noise Contour report was published to the macnoise.com website on February 26th and parties were notified of the Consent Decree availability.

The MAC has a long history of addressing noise issues at this airport, dating back to 1977. To do that objectively, it was and is necessary to quantify noise exposure from aircraft. An [animation of the history of contours](#).

Total operations used to build the 2007 forecast contour amounted to 1,596 average daily operations or 582,366 annual operations. In 2020, MSP averaged 669 daily operations or only 244,877 for the year. Because the DNL equation adds a 10 dB weight for flights between 10:00 PM and 7:00 AM, nighttime activity has a marked impact on quantified noise exposure. For the 2007 forecast contour, it was expected that 123.3 average daily nighttime take offs and landings would occur. In 2020, there were only 58.7 operations between 10:00 PM and 7:00 AM on average. Finally, fleet mix will impact

the size and shape of contours. In 2007, the fleet mix assumed there would be 275 average daily operations by aircraft with Stage 2 Hushkit engines. In 2020, there was only one takeoff or landing by an aircraft in that category every ten days.

The result is a contour that is dramatically smaller than the 2007 forecast contour. The 2020 60 dB DNL contour is fully contained by the 2007 forecast contour. On the north parallel runway, the 2020 60 dB DNL area is almost fully inside the 2007 65, while in the same area the 2020 65 is fully inside the 2007 70. In Bloomington, the reduction is even more dramatic as the 2020 60 dB DNL area is fully inside the 2007 70 dB DNL, equating to a reduction of more than 10 dB DNL.

COVID caused a 40% reduction in aircraft operations overall as daily operations dropped from over 1,110 average daily operations in 2019 to 669 in 2020. Nighttime operations fell more than daytime. The reduction was over 50% during the nighttime, 10:00 PM to 7:00 AM hours. The reduced operations levels caused an unprecedented change in the size of the contour. The size of the 65 dB DNL contour was reduced by 43% from 2019 to 2020.

In the 14-year history of the contours prepared for the Consent Decree from 2007 to 2020, for each year, the actual contour is less than what was forecasted for 2007. From 2007 through 2010, the contour size dropped to coincide with a reduction in total operations at MSP as a result of airline mergers and an economic recession caused by the housing crisis. The size of the contour was consistent through 2014 with about 435,000 operations in each year. Beginning in 2014 to 2015, airlines began moving more passengers with larger aircraft and flying more operations in the nighttime hours. Total operations fell to 404,000 in 2015 and the contour size increased as a result of those changes. In 2017 there were 415,700 operations flown. The operations number and contour size both dropped by minor amounts in 2018 and 2019. In 2020 the contour saw its single biggest one-year change in the history of the Consent Decree.

Regarding residential mitigation, the Consent Decree stipulates that homes will become eligible for the Consent Decree program as amended provided the Community that the home is in has adopted local land use controls and building performance standards and secondly that the home is within the 60 dB DNL level for three consecutive years and within a higher mitigation area than when compared to the original program.

There are no blocks within the 2020 Actual 60 or 63 contours that have not received the level of mitigation as prescribed by the Consent Decree and thus no homes that have one, two or three years of eligibility resulting from this contour.

Full report: www.macnoise.com/pdf/MSP-2020-Annual-Noise-Contour-Report_web.pdf

Address Eligibility List (2017-2021): www.macnoise.com/noise-mitigation-program/do-i-qualify

Mitigation Map: <https://customers.macnoms.com/mitigation/>

Chair Hart thanked Mr. Juffer for the interactive report which showed noise contour changes over time. Chair Hart also appreciated the MAC's sound proofing investment in the community of over \$500 million dollars.

Member Olson also thanked Mr. Juffer for the interesting report showing the contour changes over the years. She asked for clarification regarding the 60DNL and 65DNL bands off of the south parallel runway towards Egan and Mendota Heights. Member Olson observed that the noise contours off of the south parallel runway and 12R arrivals were close to those seen in 2007. Member Olson also noted that there were no homes, in year one, or two, of the three-year requirement for sound mitigation eligibility prior to the pandemic, so no homeowners have had their eligibility interrupted. **Mr. Juffer** confirmed that no homeowner's eligibility was impacted solely by the pandemic as the noise contour has been shrinking for the last three years.

Member Brindle commented that she is starting to hear noise complaints from Morningside neighborhood in Edina, as well as St. Louis Park. She asked when the last sound monitoring of the Morningside area had been done, and she remarked that she thought the monitor for the area was located in St. Louis Park. Member Brindle asked if the East or West side of Lake Harriet were within the noise contour. **Mr. Juffer** replied no, though the 60 DNL extended onto Lake Harriet last year.

Member Brindle commented that the other aspect of annoyance, in addition to noise, is the number of flights - so it could be an aspect of that instead. **Mr. Juffer** replied that we know annoyance does not end at the noise contour line. The Annual Contour Report is meant to identify homes that are eligible for mitigation as prescribed by the Consent Decree but does not include all homeowners who may be annoyed by aircraft noise. He also noted that it is a full five decibels beyond the federal level of 65 dB DNL.

4.2 – 2021 Airfield Construction

Pat Mosites, MAC, Construction Project Manager, described two upcoming projects, Concourse G – Apron Construction and Taxiway A and B Reconstruction.

Concourse G Apron and Taxiway A and B (“Alpha” and “Bravo”) pavements have reached their useful life, so they have been programmed for construction and reconstruction. The location of the project is to the south of Concourse G and adjacent to Runway 12R/30L. The runway will be kept operational during construction, but due to the nature of the phasing of the construction there will be closures to taxiways and taxiway connectors. Working with Delta and the FAA tower, traffic will be redirected around construction areas to get airplanes safely away from the terminal to mitigate disruption. Most of the G gates will remain operational, but there will be a few that will be closed for construction safety reasons. The aircraft that normally push back and power out will have to be towed to a safe location, so the jet blast does not harm construction workers or impede airport operations.

Construction for Taxiway A will start in April and will run through August of this year. After completion of the first phase, phase two will start, which is to the east of Taxiway A. At the same time, the G Concourse Apron relocation / replacement of jet bridges and the reconstruction and relocation of the jet fuel line, which dates back to the 1960s, will be underway. The work on the apron will last throughout the construction season. Completion of Taxiway A by the of August and that will allow work on Taxiway B.

In the future, as sections of apron along the G Concourse are replaced, Taxiway B and sections adjacent to it will be replaced as well. This will allow minimal impacts to Delta. Getting the Taxiway A

portion of the project out of the way is a big push, especially around the tunnel area where the taxiways are constricted for air traffic.

Regarding the 17/35 Runway Safety Area Grading Project, per FAA safety requirements, there must be a certain slope off the ends of runways, in case of an accident, or an aircraft leaving the runway. This is for the safety of the passengers as well as minimizing damage to the aircraft. The runways are constructed at the proper grades but over time sand from snow operations, grass cuttings, and normal sediment builds up on these slopes and they become out of the compliance. This project involves regrading, reseeding, and returfing the grass area of the slopes to bring them back into compliance to allow runway operations to take place. This project will not occur until Taxiway A is fully constructed, both phase one and phase two, because it will require Runway 17/35 to be closed for three to six weeks during the construction period. This project is expected to start mid to late August and continue into the fall with a November completion. Runway 4/22, as well the two parallel runways have had some off-pavement restoration in recent years. Over the years as runways and taxiways are reconstructed and maintained, will continue regrading to bring slopes into compliance.

Chair Hart asked Mr. Mosites if he could share the cost for the two projects as it goes to the fact of what an economic engine this airport. **Mr. Mosites** responded that the whole program was about \$20 million. The FAA is very supportive of these types of projects for the airport. In a typical year, the MAC receives 80 percent of funding from the FAA for allowable items, which is most of the work. This year, the MAC may be getting additional funding due to the CARES Act, that was recently awarded through Congress. It is a good source of funding for the airport, in terms of funding construction projects, that is not coming directly out of funding raised at the airport itself.

Chair Hart noted that tradespeople MAC employs to do the work. **Mr. Mosites** replied yes, where MAC field maintenance folks doing some of the work and will in the Runway 17/35 safety. They do the seeding and the fertilizing of the grass that will save some money as well, as mowing will not occur at the same time.

James Ipsen, FAA MSP Air Traffic Control Tower Operations Manager, provided an overview of the Taxiway A and B construction project, noting the goal is to be a good neighbor regardless of what is happening at the airport. The number of operations that are occurring at the airport are increasing with Spring Break, which is considered in planning for this project. April to June timeframe for phase one will be the most impactful because of the pinch at the tunnel which shuts off the east side of the G gates and Taxiway A and B east of that point, affecting the ability of aircraft to get to Runway 30L. Phase two is not quite as impactful and as the project goes on it will be less and less impactful to the movement of aircraft on the airfield.

Aircraft must cross Runway 30L to go the full length down Taxiway W, which is on the south side of the runway. This involves extra runway crossings and extra congestion, typically, just on the northwest corner of the Terminal area. An increased use of Runway 17 is expected to alleviate some congestion. Another constraint is low visibility operations on the 30s where Taxiway W, which is all the way down on the south side of Runway 30L, starts to bend out around navigational equipment. There is a glideslope there, which is a path the aircraft will fly down to the airport and aircraft cannot be in that

area when visibility is less than two miles, or the ceilings are less than 800 feet. When that happens, instead of crossing the runway once and then having to cross back to get to the other side of the runway, airport may move into a single runway configuration for departures with arrivals on the other runway. That will vary depending on departures, and what is going to be least impactful. Not much impact is anticipated as typically this time of year these conditions exist less than six percent of the time.

Aircraft on Runway 30L cross to Taxiway W. Any aircraft parking on the general aviation ramp will need to go to Runway 30L so that they do not go opposite the flow of other aircraft. It becomes very challenging to stop everything to get one airplane upstream and then start bringing everybody back, so that is a pinch point. Any aircraft that is parking on the east side of the tunnel in the G gates, is going to have to go to the approach end of Runway 30L as well. Some departures that would typically go to Runway 30R, may have to depart Runway 30L to alleviate congestion.

Using Runways 30L and 30R as well as Runway 17 for departures (Mixed Flow A) will help reduce congestion and provide more flexibility to bring aircraft to the runway they should depart from as well as a small number of aircraft coming off the general aviation ramp. Anticipate using this configuration more often during construction.

The surface impacts for Runway 12L/12R arrivals will be greater. Typically, airplanes turn from the runway to the taxiway at A7, which is the first left exit, first yellow arrow, A5 is next then A3, these will be closed. Aircraft are going to have to make right turns off the runway and then have to cross back. The tower and TRACON will request increased spacing on final approach, so that airplanes can turn off the runway. This will be less impactful to departures. Due to traffic volume, there will be an increased use of Runway 17 but not likely to the extent of the 30s configuration.

Aircraft that would have departed the North parallel runway may have to now depart the South parallel runway, mostly in a 30s configuration. There is expected to be minimal noticeable changes to noise. Runway 17 is anticipated to be used more often for departures to alleviate congestion and to handle the increased volume through phase two. There may be some shuffling of arrivals to help with surface congestion, but this is going to be minimal because airplanes will also be routed to appropriate runways in the air. Airplanes that are parking in the G gates or general aviation aircraft will need to land on 12R during a 12s configuration, once traffic is flowing in the same direction, ATC can keep aircraft moving but when have to go opposite it really slows everything down, so ATC will be asking for some help from the TRACON, but again there is going to have minimal noticeable change in noise impact.

Other noteworthy items: Travel is up currently for Spring Break, even though overall traffic number remains down. Runway 17 will close after completion of phase two - late summer into Fall. Hopefully, closing Runway 17 will not be too impactful since aircraft will be able to go the full length on Taxiway A again. During low visibility operations all departures may have to use one runway because of instrument landing system (ILS) critical areas.

The RUS will be followed for runway selection. FAA intends to be good neighbors and do their part to minimize noise. The use of Runway 17 is expected to increase except during the Runway 17/35 closure for runway safety areas in August.

Mr. Mosites added that the biggest noise impact for this project will be breaking concrete. A hammer that cracks the concrete open is used so it can be removed. The good news is that this operation is on the south side of terminal, so the terminal itself will act as a somewhat of a noise barrier. People may be surprised when they start hearing that. This will take two to three days. There are generally a lot of complaints related to construction on the north side of terminal. There may be some complaints regarding this operation on the South side, but probably not to the same extent. Mr. Mosites said he will provide timeframe information to Mr. Juffer so he can let the NOC now what to expect.

Chair Hart asked if the concrete action was 24/7. **Mr. Mosites** replied that the concrete demolition sometimes can splinter concrete and propel it into the air so this will most likely take place at night for perhaps two to three nights depending on the volume of concrete that needs to be removed.

Member Olson thanked Mr. Mosites for planning to give a heads up regarding the work schedule as well as anything else of that nature. She remarked that it is always helpful to let people know what is going on. Member Olson also thanked Mr. Ipsen for his report and said she appreciated the level of detail he provided. She requested clarification regarding Runway 30 arrivals and Runway 17 departures. **Mr. Ipsen** confirmed that operations will stay as normal as possible. Increased use of runway 17 is expected, when that runway is available. If Runway 17 is not available, then regular flows will be followed. Mr. Ipsen said there may be a few more departures coming off of Runway 30L because of airplanes being stuck there but that the impact would be minimal.

Chair Hart asked if there were any other questions, hearing none, the meeting moved on to item 4.3.

4.3 – Minnetonka Mobile Monitoring Study

Brad Juffer, Technical Advisor to the NOC, provided an overview of the Minnetonka Mobile Monitoring Study Scope. In November 2019, the Mayor of Minnetonka submitted a noise monitoring request to Community At-Large representative Mary Brindle. The request was in response to complaints received by the City from residents in the northeast portion of Minnetonka. The request indicated the goal was to measure baseline noise levels from existing aircraft flights.

The NOC considered the request and added the study to the 2020 Work Plan. When the pandemic began to impact operations in March of 2020, the decision was made, in consultation with Minnetonka City staff, to defer the study. Because the total operational level had been reduced, a baseline assessment at any point during 2020 would not have been representative of the residents' experience from 2019. Due to the deferral, the NOC acted to include the study in the 2021 Work Plan. The following is an overview of the study plan developed by staff.

Based on the request received from the City, MAC's purpose is to collect aircraft sound measurements in the northeast portion of the City of Minnetonka. The plan is to conduct monitoring at one site for one week during May 2021. That data will be recorded, analyzed, and compiled into a report and

presentation for your review at the July meeting. Follow-up engagement with the City will occur after that time.

Sites identified for monitoring are locations owned by public agencies to allow access for equipment placement and maintenance. Natural ambient noise is also considered when placing equipment. For this study, sites in the Northeast portion of Minnetonka may be impacted by road noise from I-394 in the northern portion of the city were ruled out. There are two schools and a water tower represented by 3 grouped dots. A public fire station to the northwest and Ford Park shown to the northeast. Staff will further review the sites as it gets closer to the monitoring time to account for typical seasonal changes that could not be fully evaluated in winter.

The study will provide an analysis of sound data collected during this specific week of time and does not necessarily represent other weeks of time in Minnetonka. It will monitor aircraft and community sound levels 24/7. The study will also be augmented by the monitored data by using modeled data for same week in time so staff following the conclusion of that monitoring period will take aircraft operations and also use AEDT to model the same study period for comparison's sake.

The study will not in any way change which homes are eligible for residential sound mitigation and will not provide annual DNL noise levels as a snapshot of a week in time would not provide annual DNL levels as a snapshot of a week in time would not represent typical DNL levels over a calendar year. The study will be conducted in May and presented to the NOC in July.

Member Brindle thanked Mr. Juffer for his comments and noted that it is a small part of Minnetonka generating most of the complaints so interested in the outcome of the study and coordination with the Minnetonka community to determine if it could be that it is a combination of noise sources. **Mr. Juffer** replied that the team has done a lot of monitoring studies in the past and enjoy the work of taking a snapshot of another portion of our community. He remarked that complaints may be down due to reduced operations and hopefully when the monitoring is conducted in May air traffic will be back to something more closely representing a typical day or week at the airport. This will be included in the July NOC agenda packet.

4.4 – Review of Winter Listening Session

Michele Ross, Assistant Technical Advisor to the NOC, provided an overview of the virtual Winter Listening Session held on January 27. Attendees included one resident from Mendota Heights, one resident from Minneapolis, and two residents from unknown communities. Also in attendance were FAA staff, NOC representatives Jeff Hart, Linea Palmisano, Loren Olsen, and Paul Borgstrom, MAC District H Commissioner Bizen, and five MAC staff.

The session included a staff presentation that provided an overview of the January NOC meeting including the 2020 Complaint Assessment Report and the 2020 Fleet Mix and Nighttime Operations Report.

During the open conversation that occurred following the presentation, community members had questions regarding the arrival activity for Runways 30L and 30R, the use of the flight tracker for certain operations such as military aircraft, and there was a request for complaint information in a different format which was provided following the listening session.

There were no questions from the NOC regarding the listening session.

5. Announcements

Spring Listening Session

Wednesday, April 28, 2021 @ 6pm

Teams meeting

May NOC Meeting

Wednesday, May 19, 2021 @ 1:30pm

Teams meeting

Return to air service: new routes launched in 2021

Delta	Sun Country	Southwest
Myrtle Beach - MYR Providence - PVD Portland, ME - PWM	Orange County - SNA Houston Intercontinental - IAH Raleigh-Durham - RDU Cincinnati - CVG Hartford - BDL Kalispell - FCA Jackson Hole - JAC Indianapolis - IND Fairbanks - FAI	Houston Hobby - HOU San Diego - SAN

Neighborhood Environmental Survey

Previous NOC action on the comment letter for the Neighborhood Environmental Survey was approved by the MAC Commission unanimously at its March meetings. That letter, and its accompanying MAC cover letter was recorded on the Federal Register, Monday, March 15. It was made available Wednesday, March 17, after review by the FAA. There were over 2,200 comments on the federal register notice, but none more important than the MAC action.

2021 – 2023 NOC Appointments

The current NOC appointments end in June, and new appointments will need to be in place prior to the July NOC meeting. Notifications regarding new appointments will be sent.

6. Adjourn

Chair Hart thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:45 pm.