



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**
Wednesday, 20th of March 2019 at 1:30 PM
MAC General Office
Lindbergh Conference Room

Call to Order

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 20th of March 2019, in the Lindbergh Conference Room at the MAC General Office building. Chair Miller called the meeting to order at 1:30 PM. The following were in attendance:

Representatives: D. Miller; J. Hart; R. Barette; G. Goss; B. Hoffman; J. Malin; P. Martin; L. Olson; P. Dmytrenko, J. Miller; C, Koppen; C. Finlayson;

Staff: D. Nelson; B. Juffer; A. Kolesar; J. Lewis; N. Pesky; D. Anderson; N. Ralston; B. Ryks;

Others: D. Sloan – City of Mendota Heights; L. Grotz – City of Edina; L. Moore – City of Bloomington; B. Hoffman – City of Saint Louis Park; L. Petschel – City of Mendota Heights; D. O’Leary – City of Sunfish Lake; A. Nemcek – City of Rosemount; L. Palmisano – City of Minneapolis; M. Doran – City of Richfield

Prior to the agenda, Brian Ryks, MAC Executive Director/CEO, asked to address the Noise Oversight Committee. Ryks stated that priority of enhancing stakeholder engagement at the MAC and that has led to restructuring and reorganizing. A new department has been created and noise related items have been adopted in to that department. Dana Nelson has been promoted and she is now the Director of Stakeholder Engagement.

1) Review and Approval of the January 16, 2019 Meeting Minutes

Minutes were not approved as there was not a quorum.

2) Review of Monthly Operations Reports: January and February, 2019

Brad Juffer, Assistant Technical Advisor, stated there were 30,743 operations in January and 27,944 operations in February. The 40 flight increase in January combined with the 2,056 flight reduction in February equates to a reduction of just over 2,000 flights from the first 2 months of 2018. Super Bowl traffic in 2018 and a record 39 inches of snow in February 2019, were two of the contributing factors to a 3.3% decline of operations.

MACNOMS tallied 2,126 operations between 10:30 PM and 6:00 AM at MSP in January and 2,276 operations during those times in February. For these two months, the nighttime total increased from 2018 by 465 flights or an average of nearly eight flights per night.

Juffer moved on to runway flow and the January splits for North/South/Mixed flows were 44/32/18. The 126 hours spent in a Mixed A/B represents the 3rd highest monthly total since Runway 17/35 opened. 1st on the list was back in 2007 while 2nd on the list happens to be last January 2018. The split in February was 41/45/8. Overall for January and February of 2019, the split was 43/38/13. These numbers are similar to the same two months of 2018, however, the subtle details are often important.

2018 had a full South Flow configuration for 21.1% of the hours in January and February and an almost identical 21.9% of the hours in 2019. The big difference was the use of Straight South Flow, which was only 8.8% in 2018 and increased to 16% in 2019. Winds and snow removal activities led to less available time for Runway 17 in 2019. The use of North Flow in Jan/Feb was 43% in 2019 compared to 42% in 2018. Looking at 2019, this was 39.5% of all hours compared to only 3% of the full North Flow. Snow removal and runway availability again contribute to the change in this case. Additionally, the FAA considers upcoming arrival demand in 15 minute segments when determining the need for Runway 35.

In total there were 58,687 operations recorded by MACNOMS in Jan and Feb. RUS Priority 1 runways were used 40.1% of the time, combined with 14.8% for Priority 2 equates to 54.9% use for high priority runways.

In 2019, straight South Flow was used often compared to previous years. In February only 3,330 departures used Runway 17, which was the lowest monthly total in 4 years. Many of those departures ended up on Runway 12R. That runway was used for only 4.6% of departures in the first 2 months of 2018. Additionally, while North flow was used for 43% of the hours in the first 2 months of 2019, there were only 447 arrivals on Runway 35 or 1.5%.

Juffer moved on to MSP Carrier Jet Usage; the CRJ9 was the most used carrier jet aircraft type so far in 2019 followed by the B738 and the CRJ2. This is a change from last year when the CRJ2 was the most used aircraft type. The split of RJ/Narrow/Wide for the first two months of the year was 39/58/3 compared to 40/57/3 last year at this time.

The MAC Noise office received 12,307 complaints in January and an additional 6,972 aircraft noise complaints for MSP flights in February. The complaint count in January is more than double the 5,834 complaints received in January last year or an increase of 111%. The February count was 954 more than last year, an increase of 16%. Complaints were filed from 234 locations in January and 132 locations in February. The January location total is an increase of 48 locations from 2018 while the February count is 44 lower than 2018. The Top 10 locations in Jan and Feb filed 13,379 complaints accounting for 69% of all complaints received. The majority of all locations 173 or 67% of customers filed 10 or less complaints for the previous 2 years.

Regarding sound monitoring, aircraft events occurred for 373 hours in January and 257 hours in February. Overall, this is a 14.1% increase in the time above 65 attributable to aircraft for Jan and Feb compared to 2018. The 75,314 events for January and 57,926 events in February is 14,412 more events than the same months in 2018. This is a total

increase of 12.1% compared to 2018. In terms of noise abatement, R17 was used 99.4% in January 2019 and 99.5% in February. The corridor procedure was used 95.9% in January and 93.0% in February. The use of the crossing procedure was 30.7% and 27.0% and the use of the crossing procedure at night was 41.4% in January and 40.0% in February. High priority runways were used 56.6% in January and 53.1% in February, both due to high use of mixed flow.

Representative Dmytrenko, Richfield, mentioned the increase of complaints without the locations increasing and asked if there was a point when the MAC would step in and reach out to communities differently. **Juffer** responded that there isn't a certain number but complaint trends and locations are evaluated. Often residents will reach out to the MAC via the website or with a phone call and receive extra information regarding their concerns. However, the MAC does record when residents create an account and when complaints are submitted so being mindful of that data is possible.

Representative Martin, Bloomington, asked for clarification on the complaint data for January of 2018 vs 2019 and if it's fair to assume the airport was in south flow twice as much in 2019 than 2018 or is it just that complaints increase this much when the airport is just in a south flow. **Juffer** responded that he doesn't think the airport has been this significantly in a south flow as compared so the same time in 2018. The main factors tend to be what day of the week and what time is the airport in a south flow, and what the temperature is. In the last few months, south flow has contributed to more complaints than in previous months.

Representative Olson, Minneapolis, asked if the straight south and straight north flow is a developing trend. **Juffer** responded that the data collected thus far does not answer if the flow trend is related to CRO, snow removal activities, or other decision making criteria. **Dana Nelson, Technical Advisor**, added that R35 requires different weather minimums. FAA went through working team to come up with standard protocol to when they'll use CRO. They created and implemented one, the communication was that it wasn't different but the level of demand was more standard and clear. FAA didn't see that increased demand in January but they saw it in February. **Olson** asked that the NOC be provided with more information on that decision. **Nelson** responded that she has a request to FAA to provide an update at the May NOC meeting.

3) Public Comment Period

No public comments

4) 2018 Annual Noise Contour Report and Mitigation Eligibility

Brad Juffer, Assistant Technical Advisor, reminded the group that as dictated by the Consent Decree, the MAC is required to prepare an annual noise contour report by March 1st that examines the airport operations at MSP for the previous year. The 2018 annual contour was developed by the HNTB corporation using the Aviation Environmental Design Tool version 2D. That contour was the basis for the 12th Annual Noise Contour Report which was published on our website on February 28th, 2019.

Address lists and our interactive address mitigation tool were also updated to reflect the new contour. The publishing was accompanied by a website article that was distributed to our email list, a direct email to cities that were parties to the Consent Decree.

The purpose of the contour report is to determine how the noise contours around MSP have changed from the 2007 forecast mitigated contour. The 2018 contours were developed using the FAA reported operational level of 406,913 operations. This is a reduction of 30.1% from the 582,366 operations included in the forecast 2007 contour. The 2007 forecast contour included 274.9 Hushkit operations in the daily average. During 2018, there were only 0.8 operations / day in a Hushkit aircraft. There were three fewer nighttime operations in the 2018 contour compared to the 2007 contour. These three factors result in a contour that is 28% smaller in the 60 dB DNL and 39% smaller in the 65 dB DNL.

While the total contour is significantly smaller than the forecast 2007 contour, there are two areas where the 2018 60 dB DNL contour extends beyond the 2007 forecast contour, those areas are the basis for our mitigation program.

The contour contracted in areas along the Runway 30L/R arrival lobes in Eagan and Inver Grove Heights. The contour also shrunk in Richfield and Minneapolis along the Runway 30L/R departure lobes. This is the result of a changes in Runway use between 2017 and 2018 and North Flow operations decreased in 2018. Less North Flow gave way to more South Flow operations in 2018. The result is growth in the contour on the Runway 12L/R arrival lobes in Minneapolis. Additional growth is visible in the area of Runway 17 departures over the river valley and a minor increase on the Runway 12L departure path. There is also a small growth on the Runway 4 arrival due to the snow storms of 2018.

The actual 2018 60 dB DNL contour encompasses 137 fewer acres of land than the 2017 60. This is a 1.2% reduction. The 63 dB DNL contour is 25 acres smaller in 2018 or a reduction of .6%. The primary driver of the smaller contour was total operations. The 406,913 operations were a reduction of 8,790 operations from 2017.

There were no member comments or questions so **Juffer** moved on to mitigation eligibility.

Mitigation Eligibility is strictly defined in the Amended Consent Decree. The language stipulates that the home must meet the following criteria to be eligible for mitigation.

1. The home has to be located in a community with local land use controls and building performance standards to ensure the practices are consistent with the noise mitigation provided by the MAC.
2. The home has to be in the actual 60 dB DNL noise contour for 3 consecutive years and within a higher mitigation area than the original program.

The Amended Consent Decree program is ongoing now and will be active through 2024.

Actual construction activities in the amendment phase of the program began in 2017 based on the 2013-2015 annual contour reports.

- *2020 Actual Contour – Last year a home can receive 1st year eligibility*
- *2022 Actual Contour – Last year a home can received 3rd year eligibility*

The consent decree program provides residential sound insulation materials to homes out to the 60 dB DNL threshold. This program is the most aggressive noise mitigation program in the country as the federal standard stops at 65 dB DNL.

The Amended Consent Decree also defines the level of mitigation eligibility.

- Eligible homes in the 63-64 dB DNL will receive a Full 5 dB Reduction Package. The package was creatively named to indicate that the goal of the package is to reduce interior noise levels by an average of 5 dB
- Eligible homes in the 60-62 dB DNL will receive a partial noise reduction package. Homes in this area have 2 options. The homeowners can choose to receive air conditioning and \$4,000 of additional products and services or no air conditioning and \$14,000 of products and services.
- It is important to note that the mitigation is provided in the year after eligibility has been determined. For example, homes that were identified in the 2018 Annual Contour Report released in February 2019 will receive their upgrades in 2020.

The Consent Decree program was the first to introduce the mitigation levels. This is important to be recognize as we move into the amended program. Homes in the Original Consent Decree program were fully mitigated, partially mitigated, or eligible for reimbursement

- \$95m – Consent Decree
- \$480.6m total

MSP residential mitigation has occurred in two programs, the first from 1992-2006 and again from 2007-2013.

Mitigation during the MSP Residential Noise Mitigation Program from 1992 –2006

- 7,800 single family homes
- 1,327 multi-family units
- 19 schools

Mitigation during the original Consent Decree from 2007-2013

- 404 single family homes received full mitigation package
- 5,055 single family homes received partial mitigation package
- 1,773 single family homes participated in reimbursement program
- 1,976 multi-family units

During the Amended Consent Decree as a result of the 2013 – 2017 Actual Noise Contour Reports, 230 homes on these blocks were eligible for the partial noise reduction package in 2017 – 2019. These homes were previously in areas that were included in the homeowner reimbursement program. Any package received was reduced by the amount received in the reimbursement phase.

In 2017 – 2019, 322 homes were eligible for the partial noise reduction package without any deduction. Also on these blocks were 88 multi-family units. The multi-family program offers pull-through air conditioning units or acoustical a/c covers if the building is already equipped. Finally, 298 homes became eligible for the full 5 dB package as a result of being in the 63 dB DNL for 3 consecutive years. These homes were previously eligible for the partial package. Any new improvements received in 2017 – 2019 will consider previous work completed.

Cost of the program to date is: \$7.5m with the majority of 2019 costs yet to be included.

As a result of the 2018 annual contour report, 243 homes are eligible for mitigation; all 243 homes are located in the City of Minneapolis.

- 24 homes on a block that was previously eligible for homeowner reimbursements are now eligible for the partial noise reduction package. The values of any previous reimbursements will be deducted from the improvements made in 2020.
- 140 homes on 6 blocks that were outside any previous program are eligible for the partial noise reduction package in 2020.
- 79 homes on 4 blocks that were previously eligible for the partial package are now eligible for the full 5 dB package.

The 2018 actual noise contour report provided one year of eligibility for 313 single family homes and 525 multi-family units, all in Minneapolis. There are no homes that were previously eligible for the homeowner reimbursement program. 216 homes on nine blocks have one year of eligibility for the partial noise reduction package while 97 homes on four blocks have one year of eligibility for the full 5 dB reduction package. If these homes stay in the same contour area in the 2019 and 2020 Annual Contour Reports, they will be eligible for mitigation in 2021 and construction activities will commence in 2022.

There are no homes in the City of Minneapolis that gained two years of eligibility as a result of the 2018 contour report.

There have been no blocks in Eagan or Dakota County that have gained a full 3 years eligibility in the Amended Consent Decree program.

There is currently one block with 16 homes that has 2 years of eligibility that were previously eligible for homeowner reimbursements. If this block stays in the 60 dB DNL contour in the 2019 Annual Contour Report released in 2020, the homes will receive mitigation in 2021. The value of their packages will be reduced by the value paid out during the reimbursement phase. There are no homes in Eagan that have 1 year of eligibility.

Representative Olson, Minneapolis, stated that MSP's mitigation program is not only a good program but helps to show good will to being a good neighbor. It helps improve people's daily lives and **Olson** acknowledged that this has been a good partnership. **Olson** also said that they are constantly making effort to reduce noise levels and this program doesn't negate those efforts. This group needs to be more creative in ways to reduce nighttime operations.

Representative Martin, Bloomington, asked why the 2007 forecast was so accurate with nighttime operations and so off in the daytime operation projection. **Juffer** responded that the forecast couldn't take in to account the 2008 economic crash, consolidations, nor was it able to gauge the aircraft model change.

5) MSP Airport Long-Term Plan and Stakeholder Engagement Update

Dana Nelson, Technical Advisor, stated that the MSP Plan is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations. It will focus on evaluating when facility improvements are needed to accommodate projected demand in a manner that is safe, efficient, orderly and cost-effective and that maintains and enhances customer service. It does not, however, authorize construction or improvements to facilities, nor does it serve as a basis for determining eligibility for noise mitigation programs. The Plan helps the MAC better understand and plan for future facility needs.

The Long Term Plan goals are:

- Plan for future facilities that will meet projected passenger activity levels in a manner that maintains and enhances customer service, while facilitating a seamless experience.
- Produce a development plan that positions the MAC to meet future demand levels, enhance financial strength, leverage environmental stewardship, and infuse sustainable thinking.
- Conduct the planning process in a manner that includes meaningful stakeholder engagement processes.

The planning process has its own steps and processes:

1. Baseline Existing Facilities
 - a. Inventory and document existing facilities and aviation activity levels to establish baseline conditions
2. Forecasts
 - a. Forecast MSP aviation activity levels (passengers, cargo, and aircraft operations) for the milestone years between 2020 and 2040
3. Gap Analysis
 - a. Determine any facility deficiency gaps between the baseline condition and desired future conditions based on forecasted activity levels
4. Development Concepts
 - a. Develop and evaluate alternative means to remedy facility deficiencies identified through the process
5. Proposed Development
 - a. Determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board
6. Environmental Considerations
 - a. Prepare an overview of environmental factors that should be taken into consideration when implementing the plan

In conjunction with the MSP Long Term Plan is the Stakeholder Engagement Program. There are a number of components to this program and process and it will start with a Stakeholder Advisory Panel. This program will have milestone updates, a website, a newsletter, public events, updates to NOC and PD&E Committee, and there will be an option for additional public presentations.

The stakeholder advisory panel is made of 27 individuals and includes:

- | | |
|---------------------|------------------------|
| ○ Airport Tenants | ○ Passenger Groups |
| ○ Federal Partners | ○ Regional Businesses |
| ○ Local Communities | ○ Tourism Associations |

Nelson presented a timeline schedule to the group with a projected quarterly timeline, review dates, events, and comment periods. This project is scheduled to close in the fourth quarter of 2020.

Representative Olson, Minneapolis, said that Councilmember Linnea Palmisano was present at the meeting and will be representing the City of Minneapolis through this process.

6) NCAA Final Four Aircraft Activity Update

Brad Juffer, Assistant Technical Advisor, said the MAC expects peak arrivals on April 6th and peak departures on April 8 and into the morning of April 9. MAC provided fact sheets for the local communities in Minneapolis and those around the reliever airports. This information is on the website and provided at this meeting. Cities can link this information to their local informational sites as well.

7) Winter Listening Session Update

Brad Juffer, Assistant Technical Advisor, informed the group that the Winter Listening Session was in late January and was attended by four residents from Eagan, MAC staff, and NOC members. The conversation focused primarily on Runway 17 and involved discussing wind direction, nighttime operations, RNAV, CRO, Noise Mitigation Eligibility, and future NOC work plan items.

8) Announcements

- The spring Listening Session will be Wednesday, April 24, 2019 at 7pm in the Mendota Heights City Hall.
- NOC Member Terms expire in June 2019. Member appointment requests will be mailed to the city and carrier partners.

9) Adjourn

A motion to adjourn was requested by **Chair Miller, Eagan**, moved by **Representative Dmytrenko, Richfield**, and seconded by **Representative Olson, Minneapolis**.

The meeting adjourned at 2:40 pm.

The next meeting of the NOC is scheduled for **Wednesday, 15 May, 2019 at 1:30 PM**

Respectfully Submitted,

Amie Kolesar, Recording Secretary