



# NOISE OVERSIGHT COMMITTEE

September 19, 2018

*Audio recordings are made of this meeting*

# ITEM 1

## REVIEW AND APPROVAL OF JULY 18, 2018 MEETING MINUTES



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



# ITEM 2

## REVIEW OF MONTHLY OPERATIONS REPORTS: JULY AND AUGUST 2018

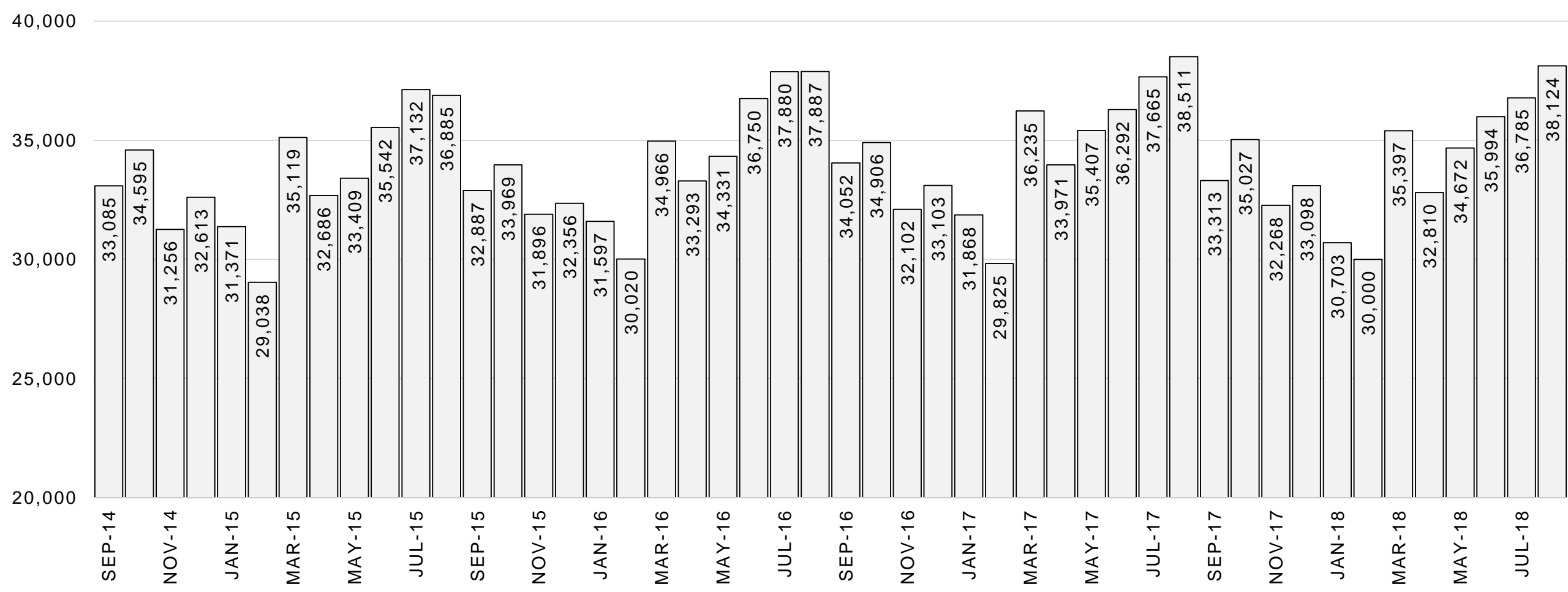


**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



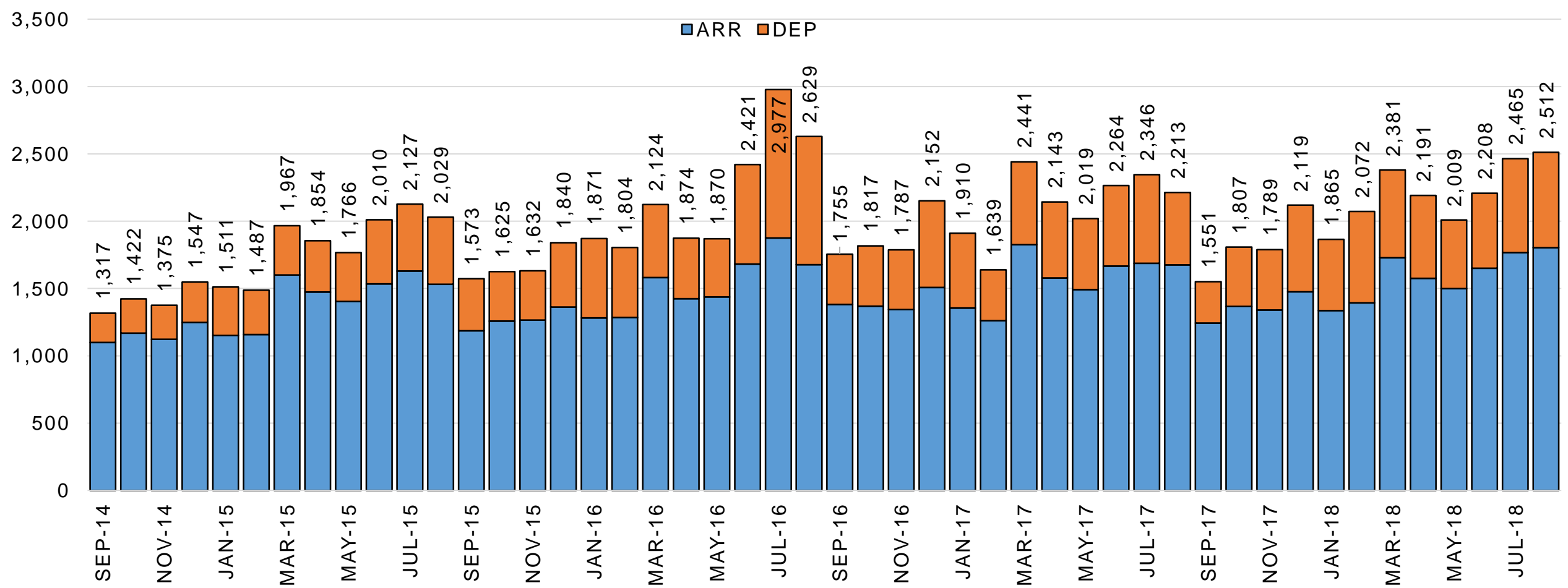
# MSP OPERATIONS

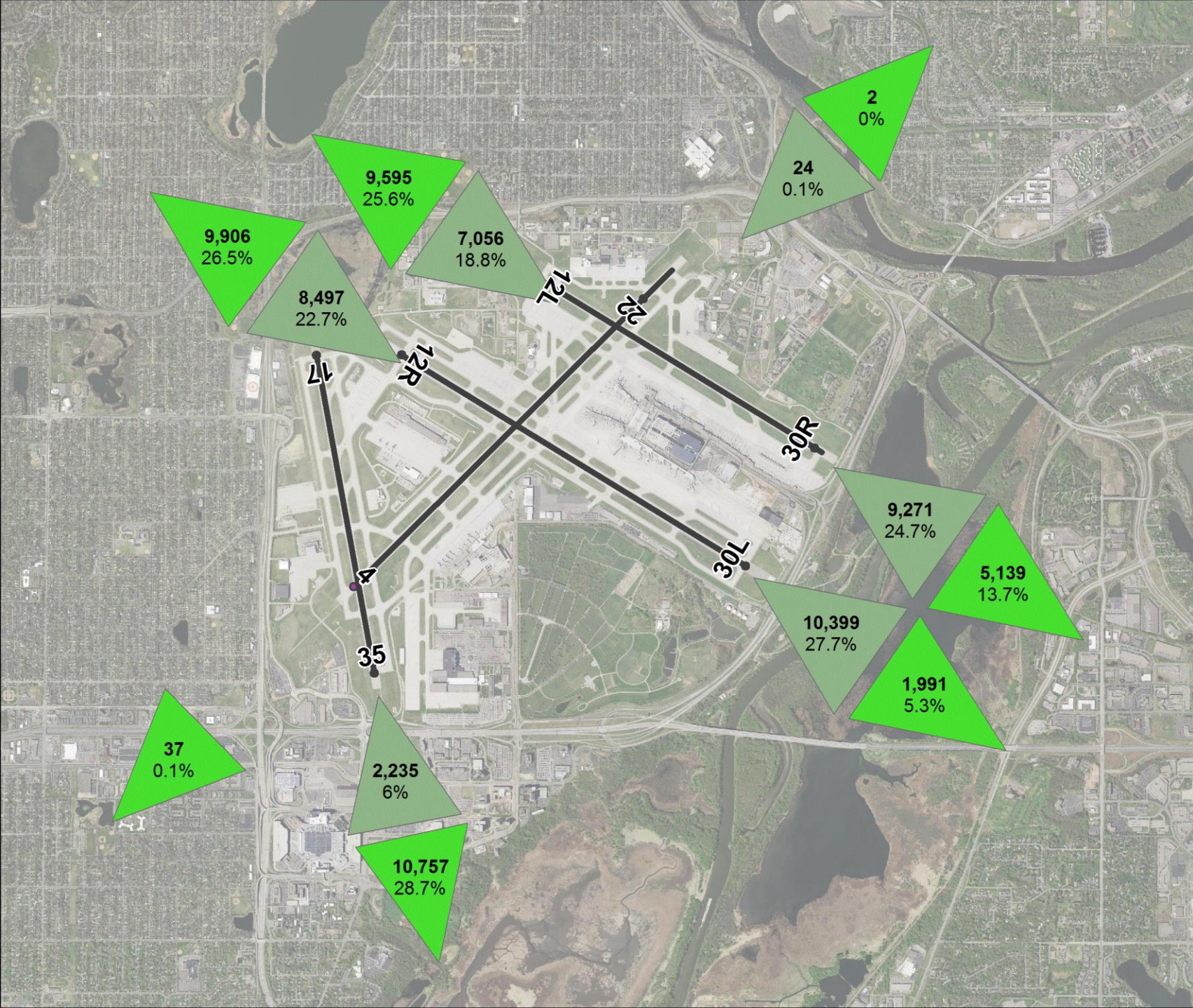
JULY 2018		AUGUST 2018	
<b>36,785</b>	<b>2,465</b>	<b>38,124</b>	<b>2,512</b>
Operations	Nighttime Operations (10:30 PM – 6:00 AM)	Operations	Nighttime Operations (10:30 PM – 6:00 AM)



# MSP OPERATIONS

JULY 2018		AUGUST 2018	
<b>34,672</b>	<b>2,465</b>	<b>38,124</b>	<b>2,512</b>
Operations	Nighttime Operations (10:30 PM – 6:00 AM)	Operations	Nighttime Operations (10:30 PM – 6:00 AM)





# RUNWAY USE

**74,909**  
OPERATIONS IN JULY AND AUGUST

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
<b>35.8%</b>	<b>17.3%</b>	<b>.1%</b>	<b>46.8%</b>

**37,427**  
ARRIVALS

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
<b>52.5%</b>	<b>6.0%</b>	<b>.1%</b>	<b>41.5%</b>

**37,482**  
DEPARTURES

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
<b>19.1%</b>	<b>28.7%</b>	<b>.1%</b>	<b>52.1%</b>

# RUNWAY USE

JULY 2018

AUGUST 2018

NORTH FLOW	SOUTH FLOW	MIXED FLOW	NORTH FLOW	SOUTH FLOW	MIXED FLOW
44%	38%	11%	36%	45%	10%

**NORTH FLOW – 550 HOURS (40%)**



**SOUTH FLOW – 566 HOURS (41%)**



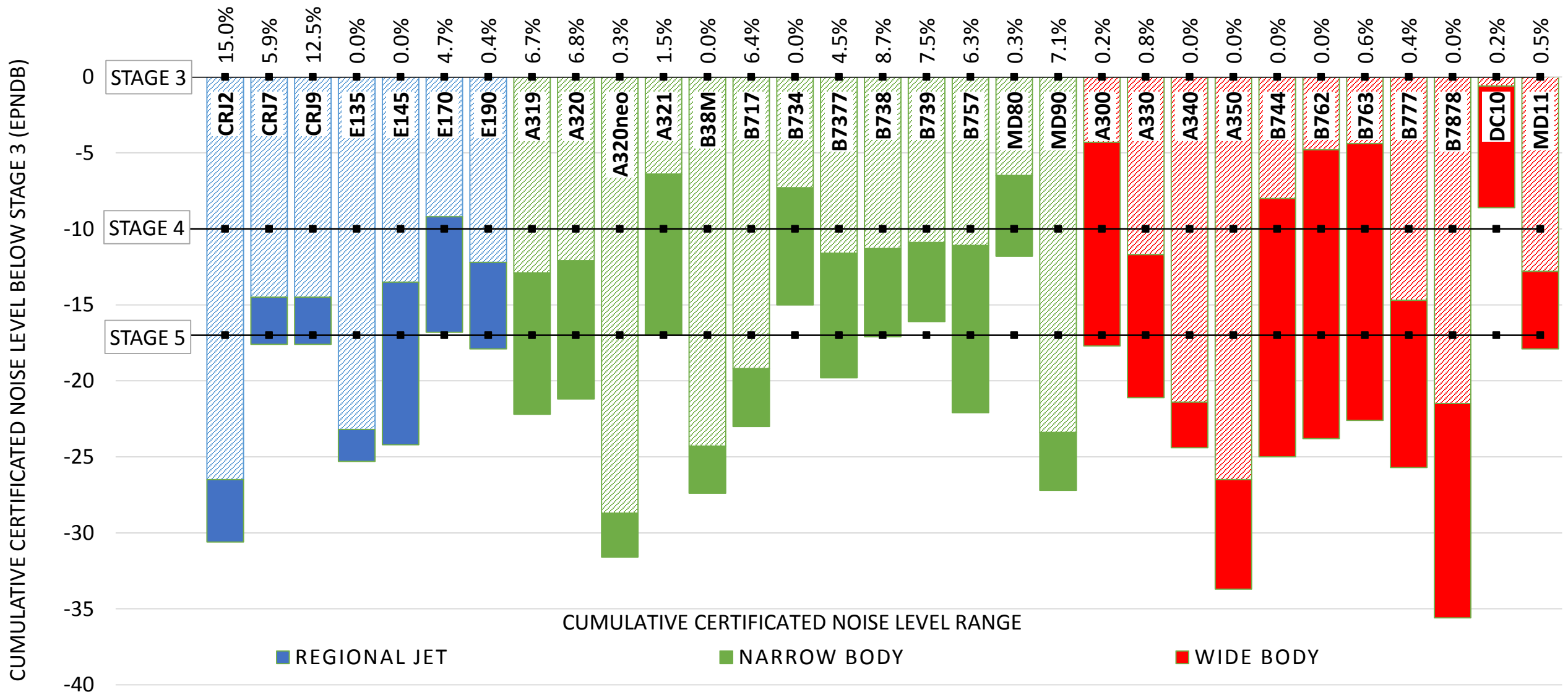
**MIXED FLOW – 145 HOURS (11%)**



# MSP OPERATIONS

## 2018 MSP CARRIER JET USAGE WITH CUMULATIVE CERTIFICATED NOISE LEVELS

JUL - AUG



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

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

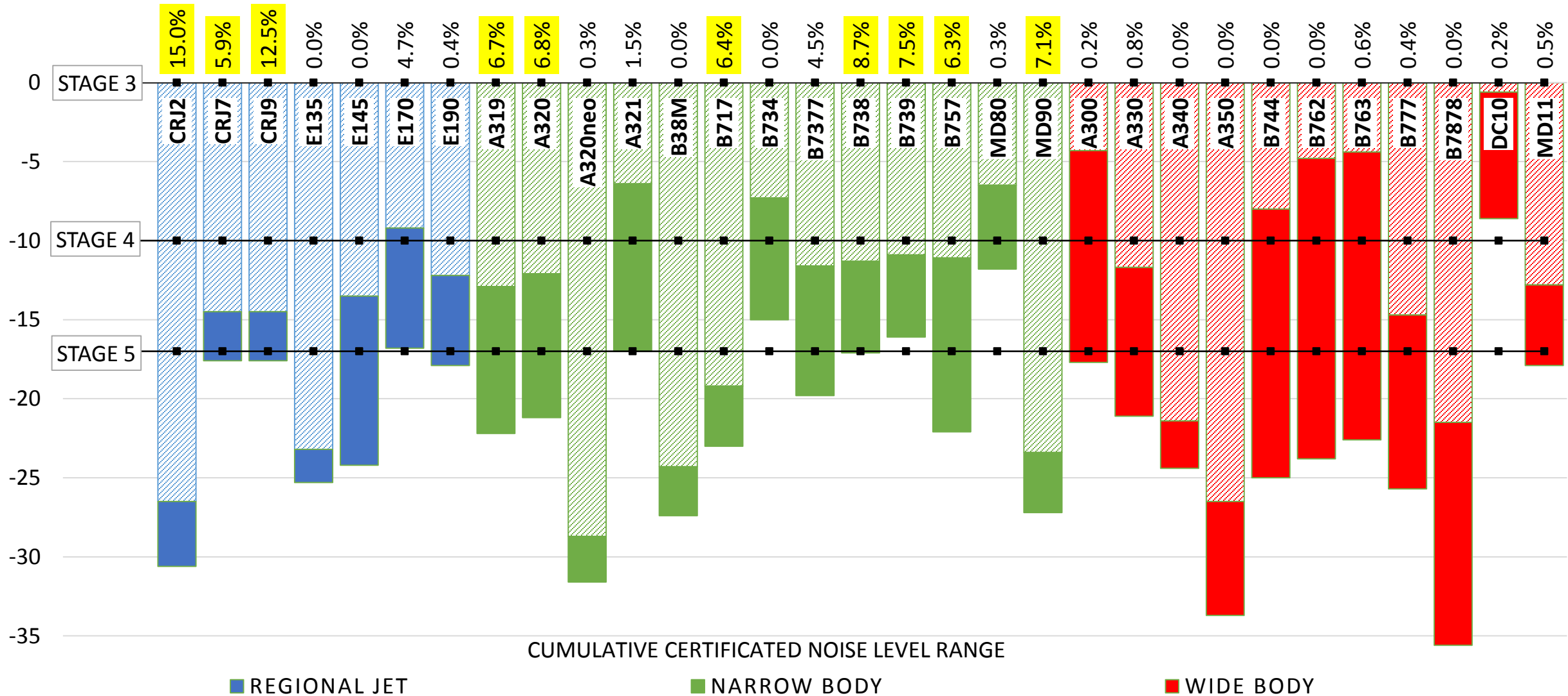


# MSP OPERATIONS

## 2018 MSP CARRIER JET USAGE WITH CUMULATIVE CERTIFICATED NOISE LEVELS

JUL - AUG

CUMULATIVE CERTIFICATED NOISE LEVEL BELOW STAGE 3 (EPNDB)

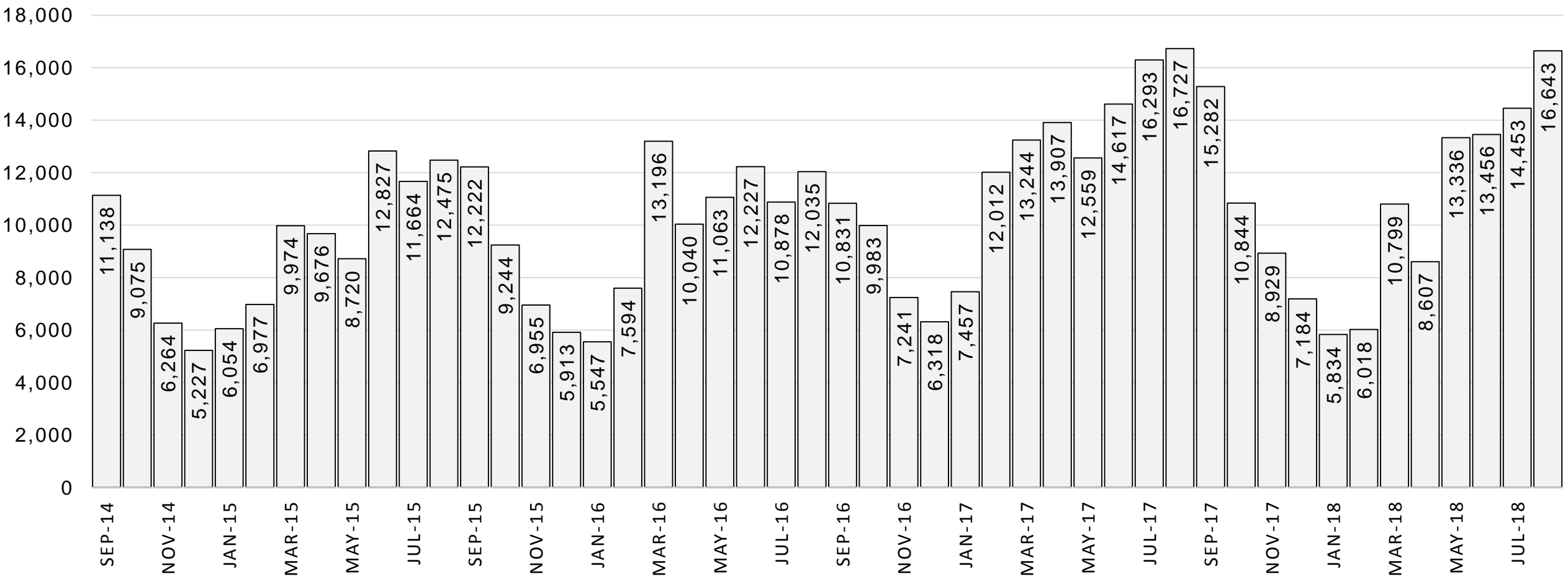


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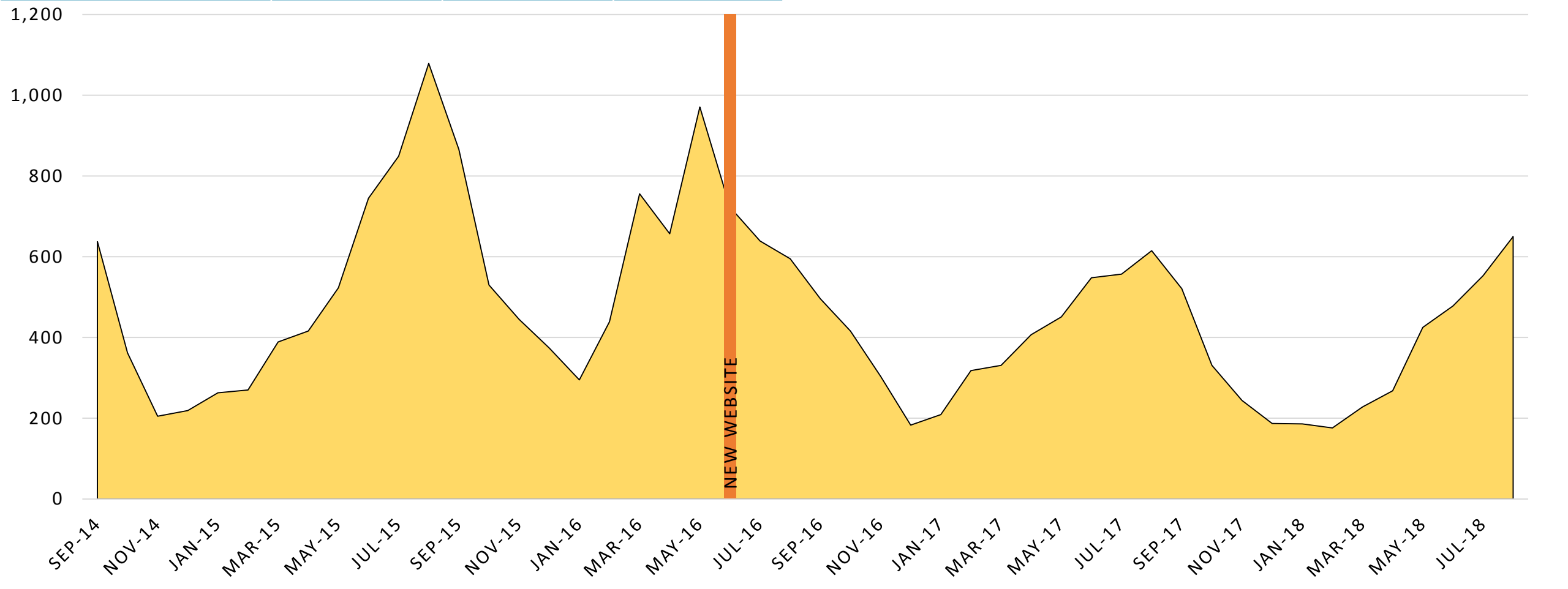
# MSP COMPLAINTS

JULY 2018				AUGUST 2018			
COMPLAINTS	LOCATIONS			COMPLAINTS	LOCATIONS		
<b>14,453</b>	<b>553</b>			<b>16,643</b>	<b>650</b>		
Operations per Complaint	New Locations	Average	Median	Operations per Complaint	New Locations	Average	Median
<b>2.5</b>	<b>117</b>	<b>26</b>	<b>3</b>	<b>2.3</b>	<b>142</b>	<b>26</b>	<b>3</b>



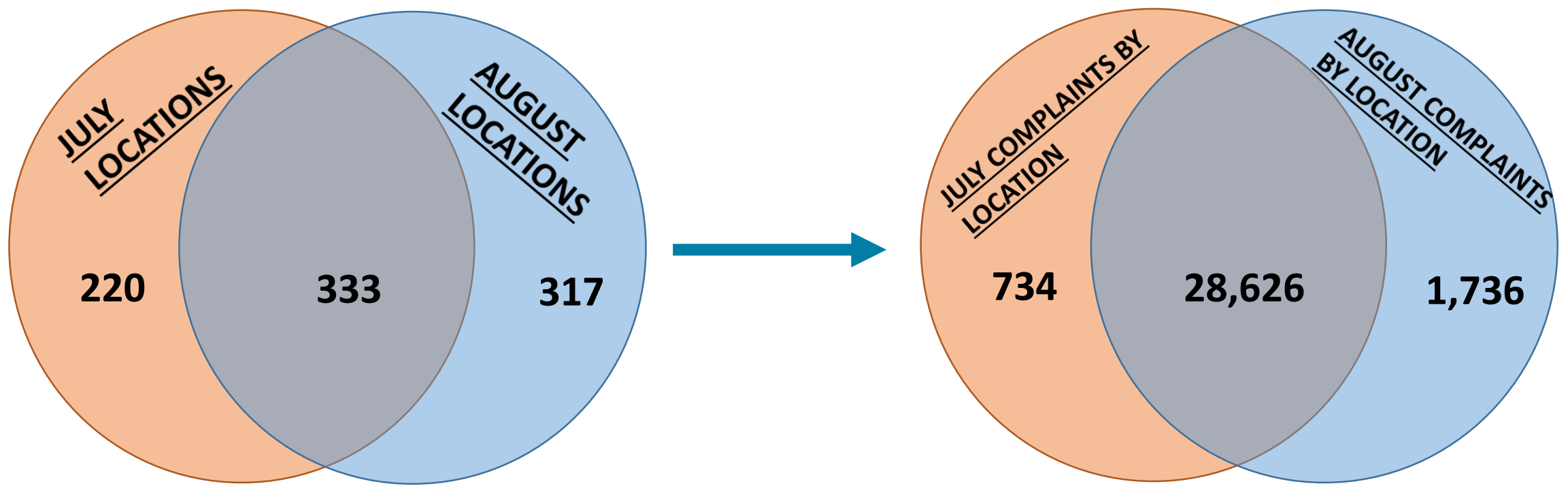
# MSP COMPLAINTS

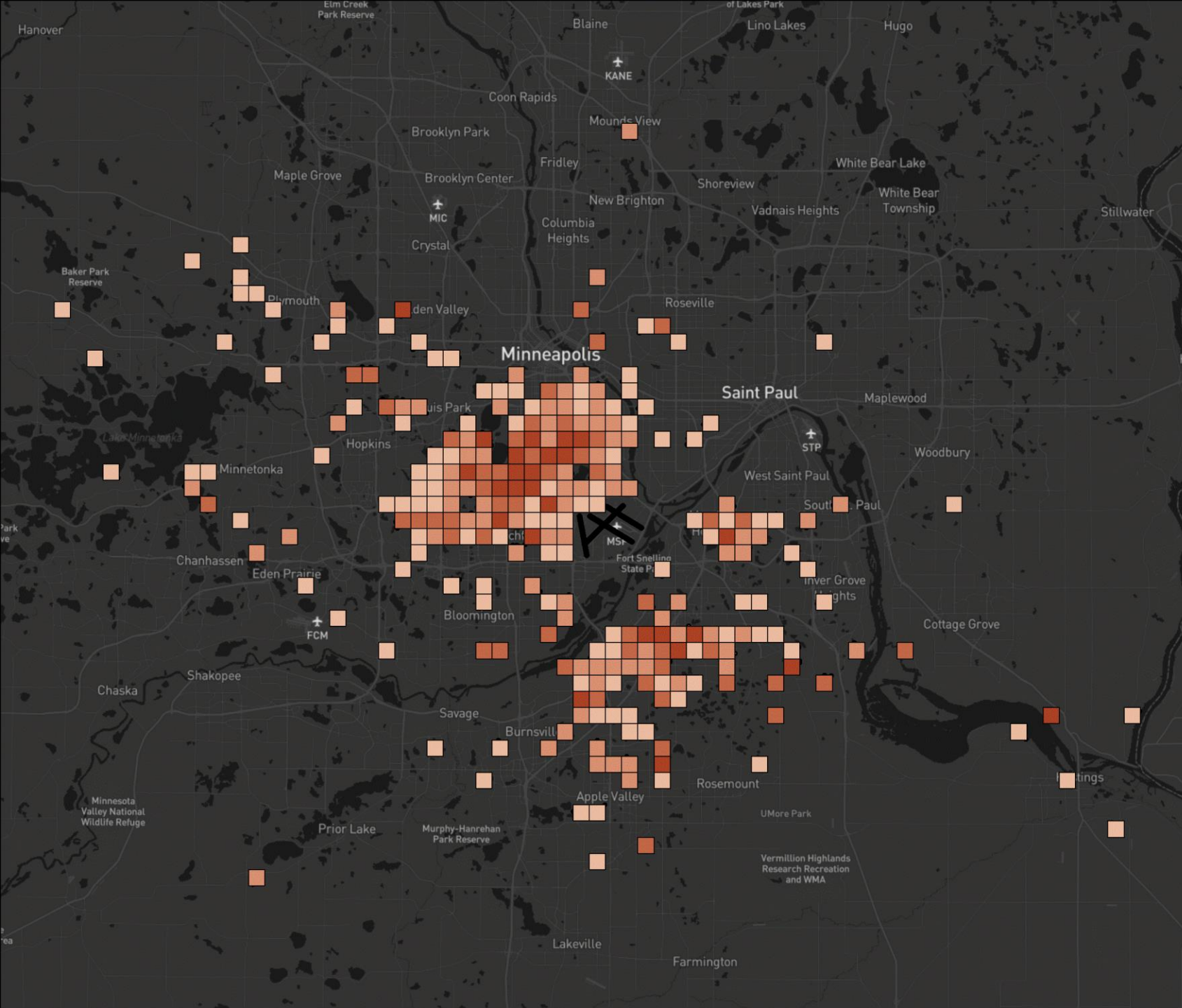
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# TOTAL COMPLAINTS

**275**

AREAS WITH AT LEAST 1 LOCATION

**26**

AREAS WITH MORE THAN 300 COMPLAINTS – 9.5%

**51**

AREAS BETWEEN 60 AND 300 COMPLAINTS – 18.5%

**84**

AREAS BETWEEN 8 AND 60 COMPLAINTS – 30.5%

**114**

AREAS WITH LESS THAN 8 COMPLAINTS – 41.5%



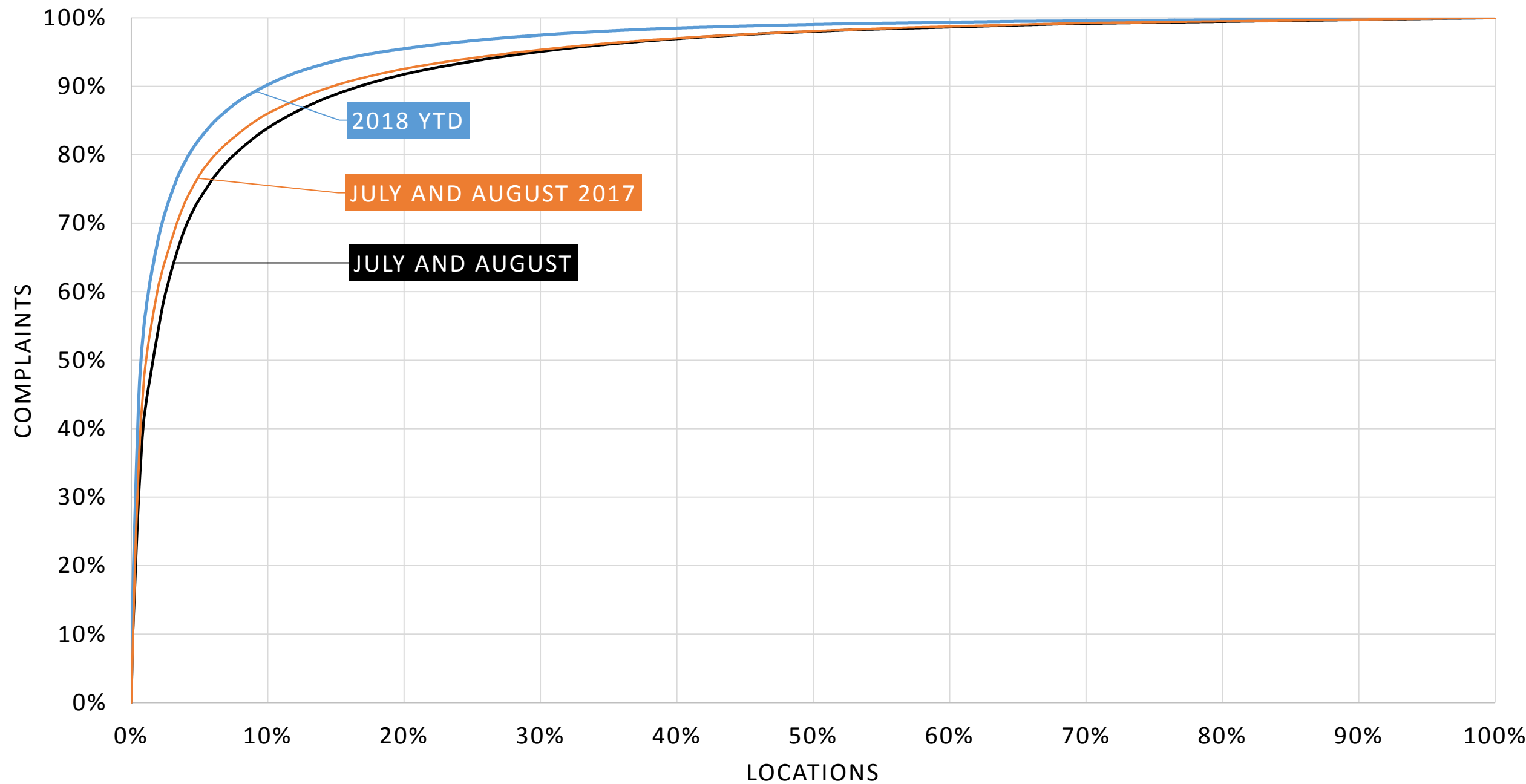
# TOP 10 LOCATIONS

FILED  
**13,876**  
 (45%)  
 COMPLAINTS DURING THE PREVIOUS  
 2 MONTHS

**7 OF 10**  
 LOCATIONS WERE IN THE TOP 10  
 FOR MAY / JUNE DATA

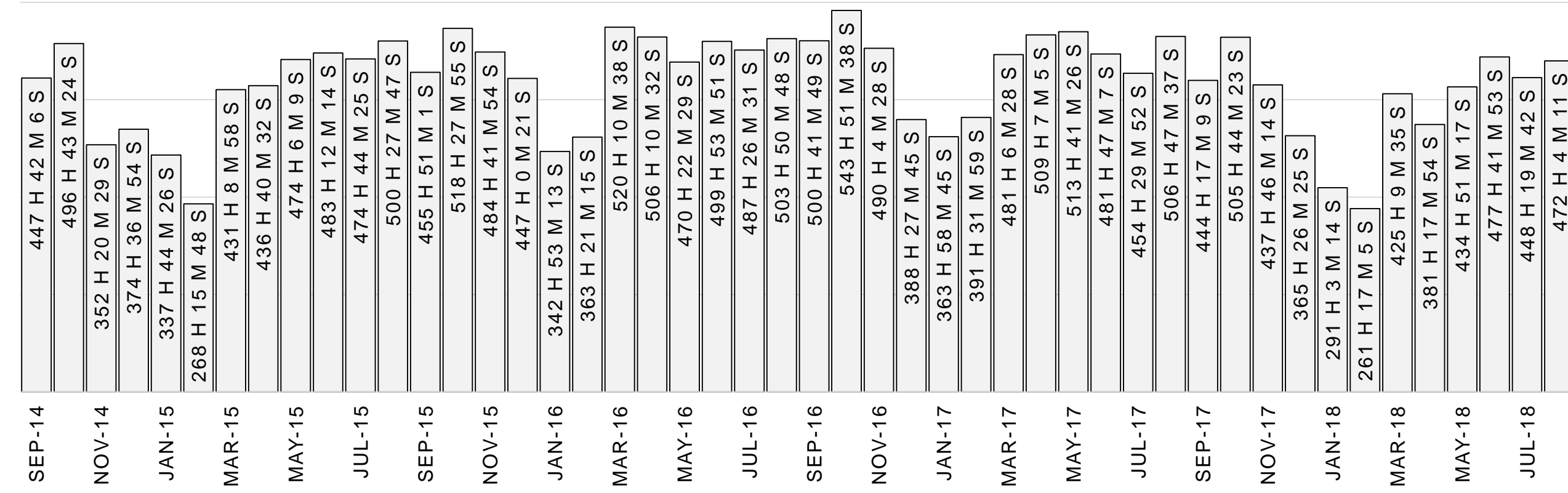
**637**  
 (73%)  
 LOCATIONS FILED 10 OR LESS  
 COMPLAINTS

# MSP COMPLAINTS – Complaint Contribution



# SOUND MONITORING

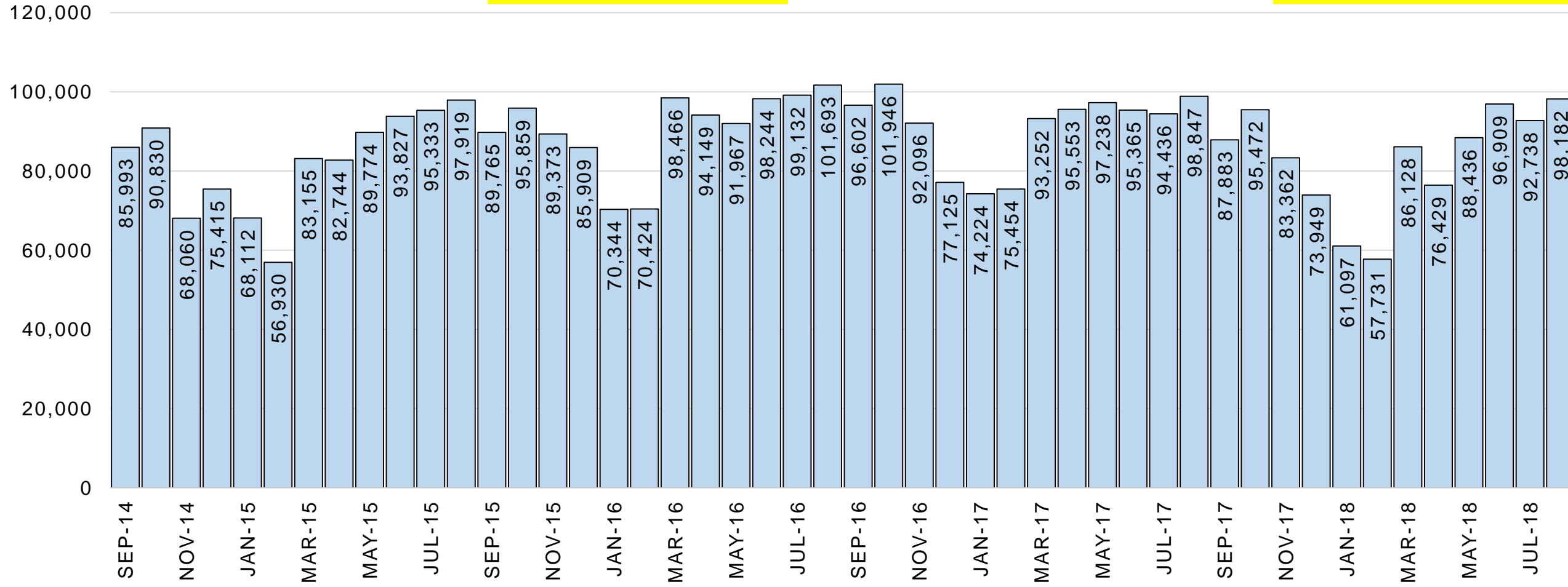
	JULY 2018		AUGUST 2018	
Time Above	44 <sub>s</sub> TA <sup>65</sup> per operation	448 <sub>h</sub> 19 <sub>m</sub> TA <sup>65</sup>	45 <sub>s</sub> TA <sup>65</sup> per operation	472 <sub>h</sub> 4 <sub>m</sub> TA <sup>65</sup>
Count Above	2.52 N <sup>65</sup> per operation	92,738 N <sup>65</sup>	2.58 N <sup>65</sup> per operation	98,182 N <sup>65</sup>





# SOUND MONITORING

JULY 2018			AUGUST 2018		
Time Above	<b>44<sub>s</sub></b> TA <sup>65</sup> per operation	<b>448<sub>h</sub> 19<sub>m</sub></b> TA <sup>65</sup>	Time Above	<b>45<sub>s</sub></b> TA <sup>65</sup> per operation	<b>472<sub>h</sub> 4<sub>m</sub></b> TA <sup>65</sup>
Count Above	<b>2.52</b> N <sup>65</sup> per operation	<b>92,738</b> N <sup>65</sup>	Count Above	<b>2.58</b> N <sup>65</sup> per operation	<b>98,182</b> N <sup>65</sup>



# NOISE ABATEMENT

JULY 2018

AUGUST 2018

Runway 17 **99.7%**

Runway 17 **99.1%**

Corridor **95.8%**

Corridor **97.6%**

Cross Day **35.7%**

Cross Day **34.1%**

Cross Night **46.7%**

Cross Night **41.8%**

RUS

**53.3%**

Arrive – **62%**

Depart – **45%**

RUS

**53%**

Arrive – **55%**

Depart – **51%**

# ITEM 3

## PUBLIC COMMENT PERIOD

### Speaking at a Meeting

- Please complete and submit a speaker card.
- Each speaker will have one opportunity to speak and is allotted three (3) minutes.
- When called upon to speak, speak clearly into the microphone, state your name and address. If you are affiliated with any organization, please state your affiliation.
- Commenters shall address their comments to the NOC and not to the audience.
- Use of profanity, personal attacks, or threats of violence will not be tolerated.



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



# ITEM 4

**GUEST SPEAKER: BOEING ECODEMONSTRATOR PROGRAM  
DOUG CHRISTENSEN, ECODEMONSTRATOR PROGRAM LEADER  
AT BOEING COMMERCIAL AIRPLANES**



**NOISE OVERSIGHT COMMITTEE  
SEPTEMBER 19, 2018**





Metropolitan Airports Commission

## Commercial Airplanes

# Accelerating Innovation for Community Noise and Emissions Reduction

## Doug Christensen

BCA Product Strategy and Future Airplane Development  
ecoDemonstrator Program Manager

September 19, 2018

# Global Aviation Brings Together People, Countries and Cultures

38.2M annual global flights. Every day...

- 9.8 million passengers
- 104,000 flights

Supports 62.7M jobs globally

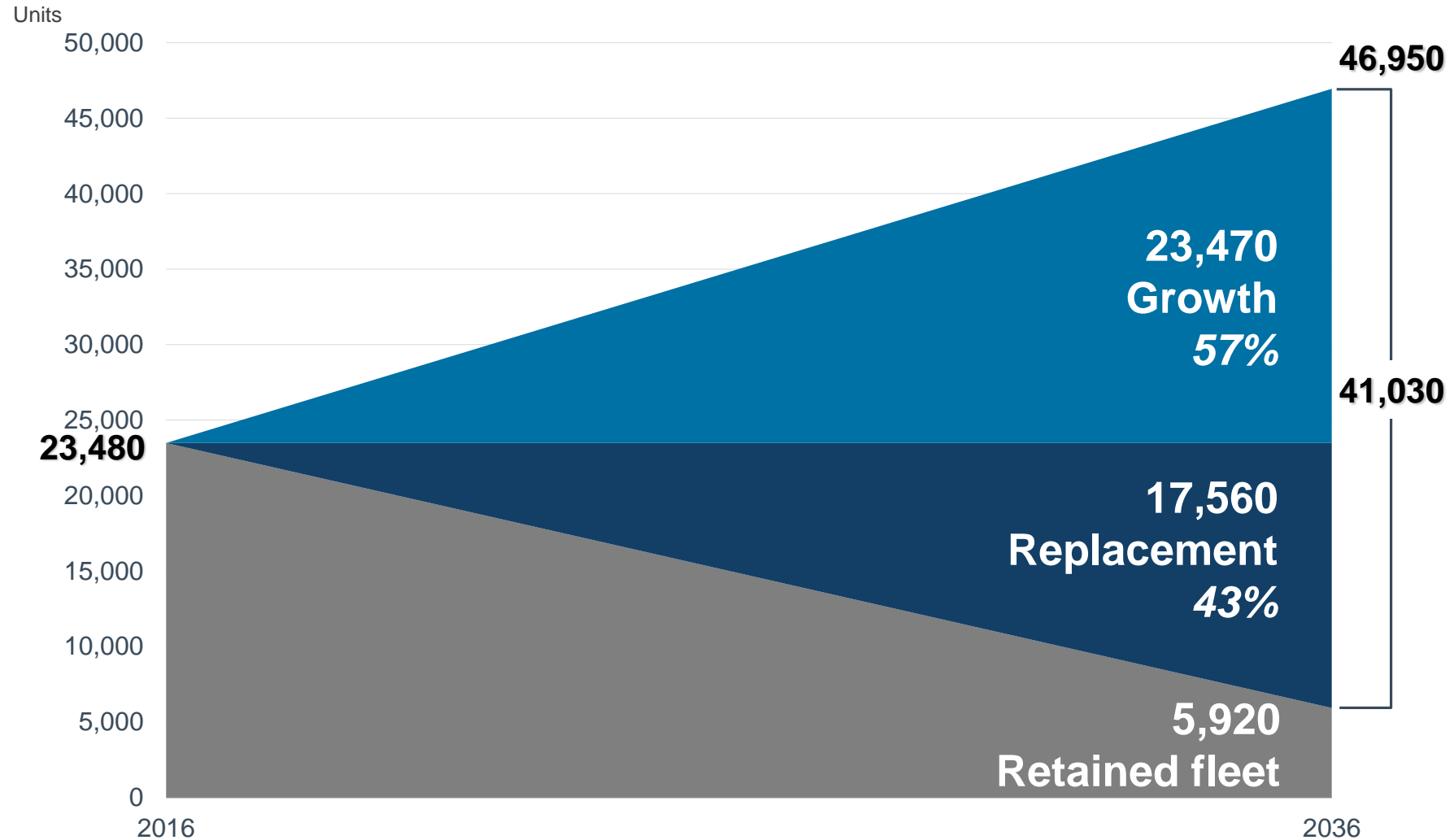
\$2.7T in global economic impact, 3.5% of global GDP

~ 41,000 new airplanes over next 20 years



Source: ATAG Aviation Benefits Beyond Borders

# Airplanes will be replaced with quieter, more efficient, newer generation airplanes



SOURCE: Boeing CMO 2017

# Most Efficient, Quieter Family of new Airplanes

## 777X

12% Reduction in fuel and CO<sub>2</sub>  
Substantially smaller noise footprint

\*\*than the A350-1000

## 787

20% Reduction in fuel and CO<sub>2</sub>  
60% Smaller noise footprint

\*than the model it replaces



Less fuel, lower operating costs, lower CO<sub>2</sub> emissions

## 737 MAX

14% Reduction in fuel and CO<sub>2</sub>  
40% Smaller noise footprint

\*than the model it replaces

## 747-8

16% Reduction in fuel and CO<sub>2</sub>  
30% Smaller noise footprint

\*than the model it replaces



# Pioneers on the Frontier of Innovation

## Technologies For Quieter and Efficient Airplanes

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### All Composite Fuselage



### Modern High Lift Devices



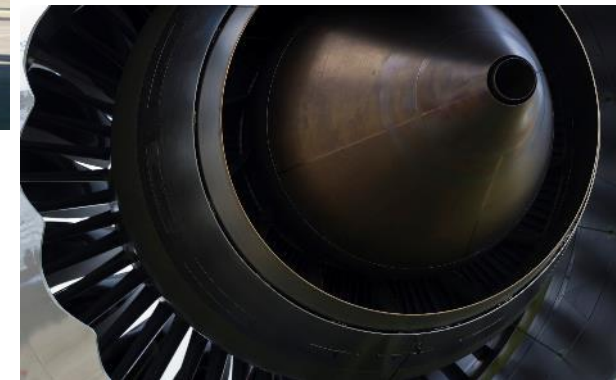
### Chevrons



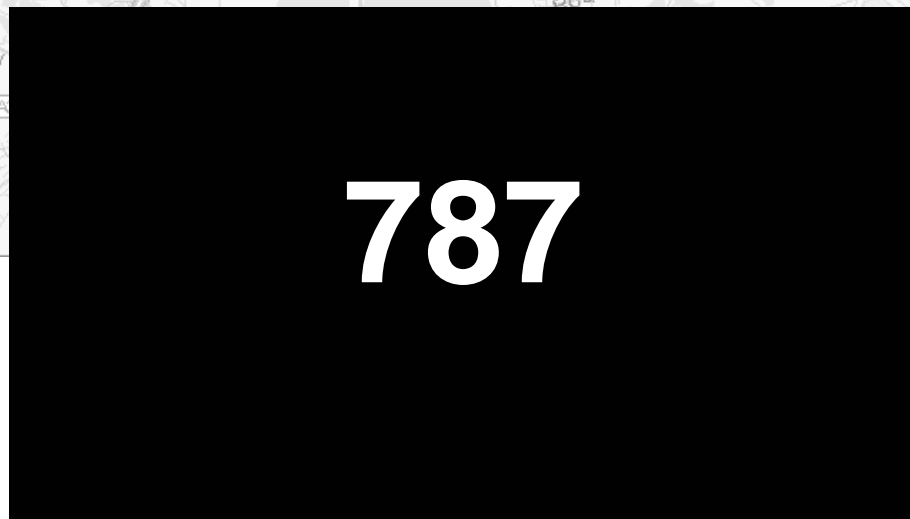
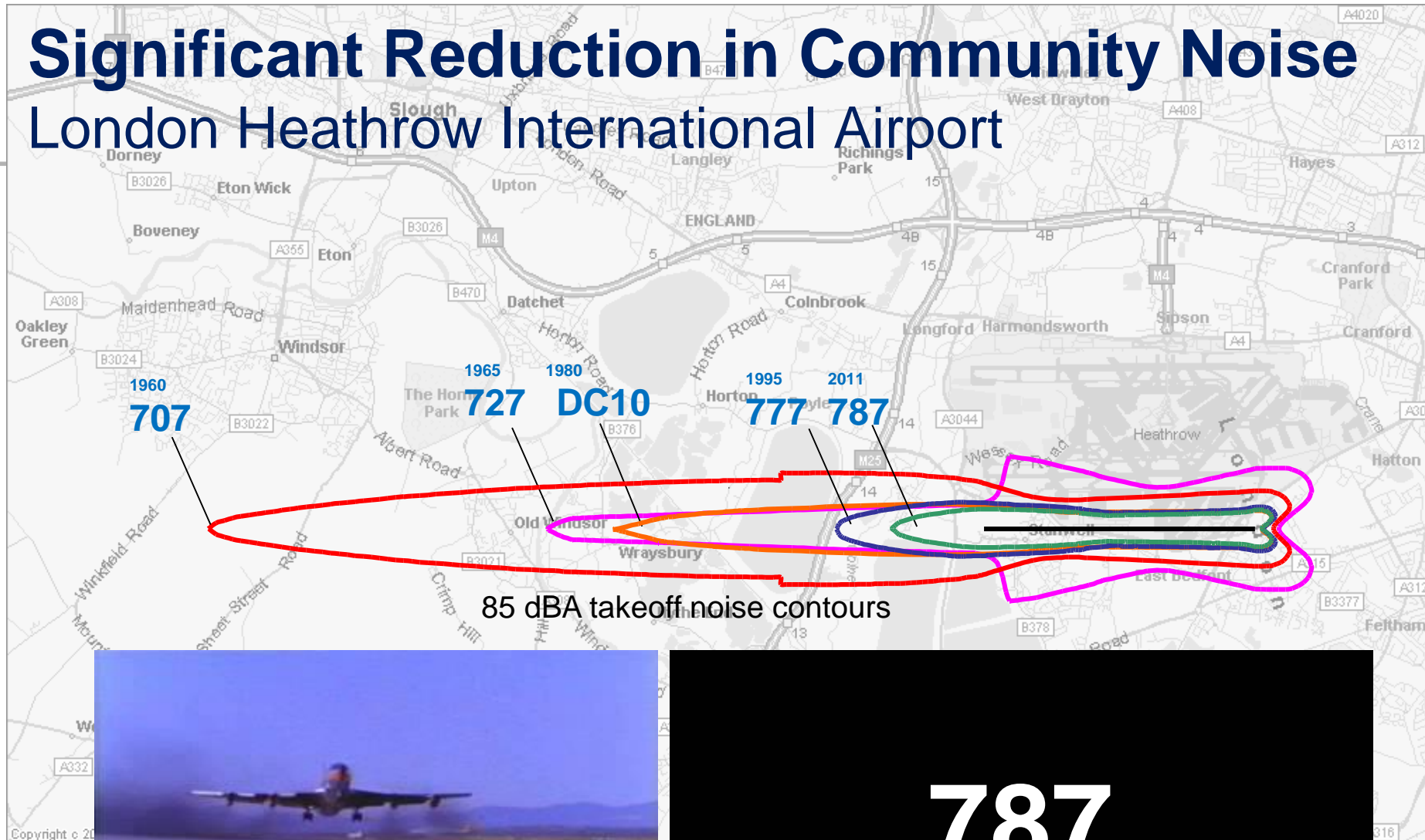
### Operational Procedures



### Higher Bypass Ratio Engines

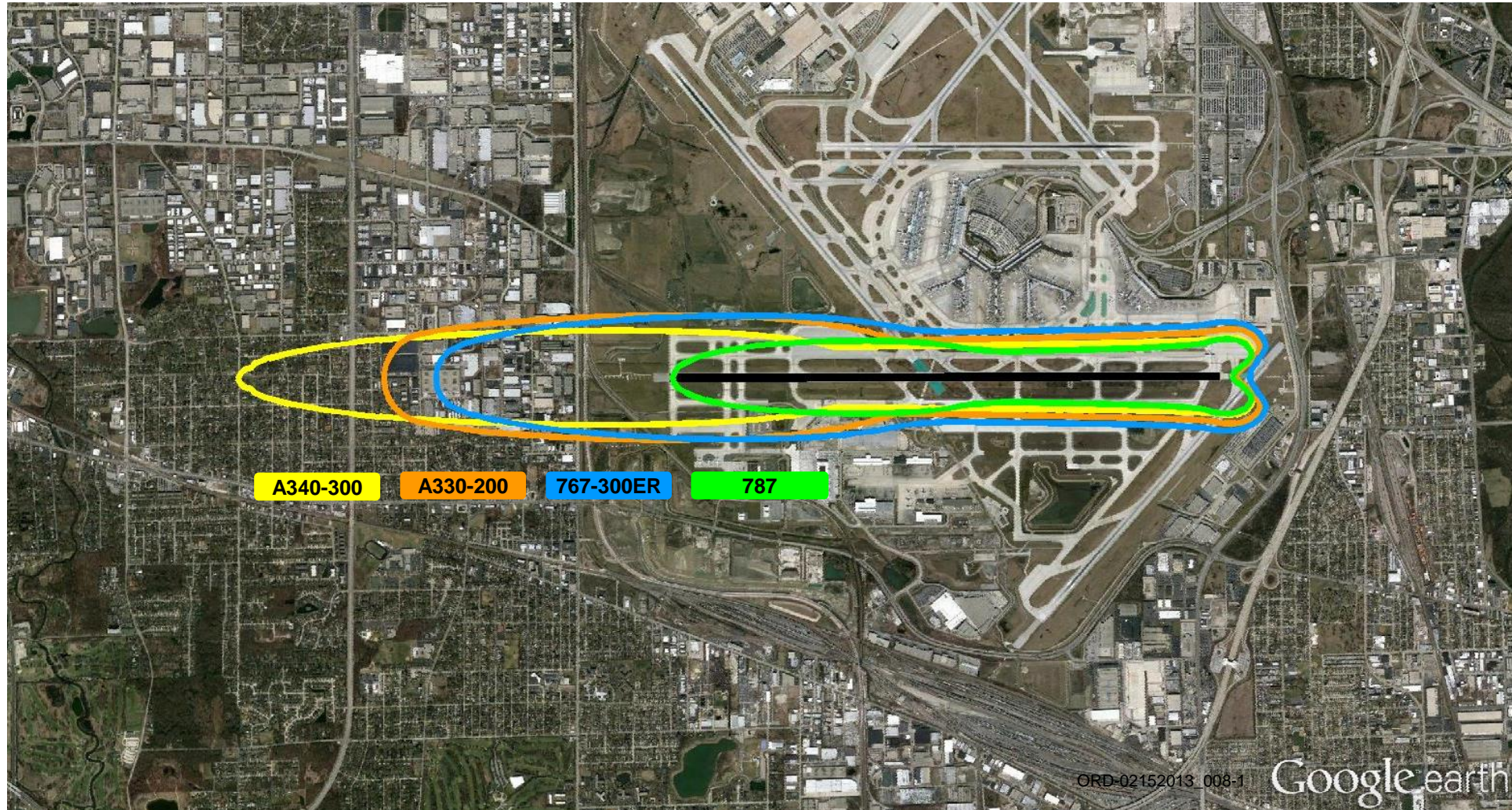


# Significant Reduction in Community Noise London Heathrow International Airport



# 787 is Quieter for Communities

## Chicago, O'Hare International Airport



- Chicago-O'Hare International Airport RWY 28
- 85-dBA noise contours
- NADP 1 (ICAO-A)

- Takeoff noise contours
- 6000-nmi mission

# Cleaner, Smarter Airspace Operations



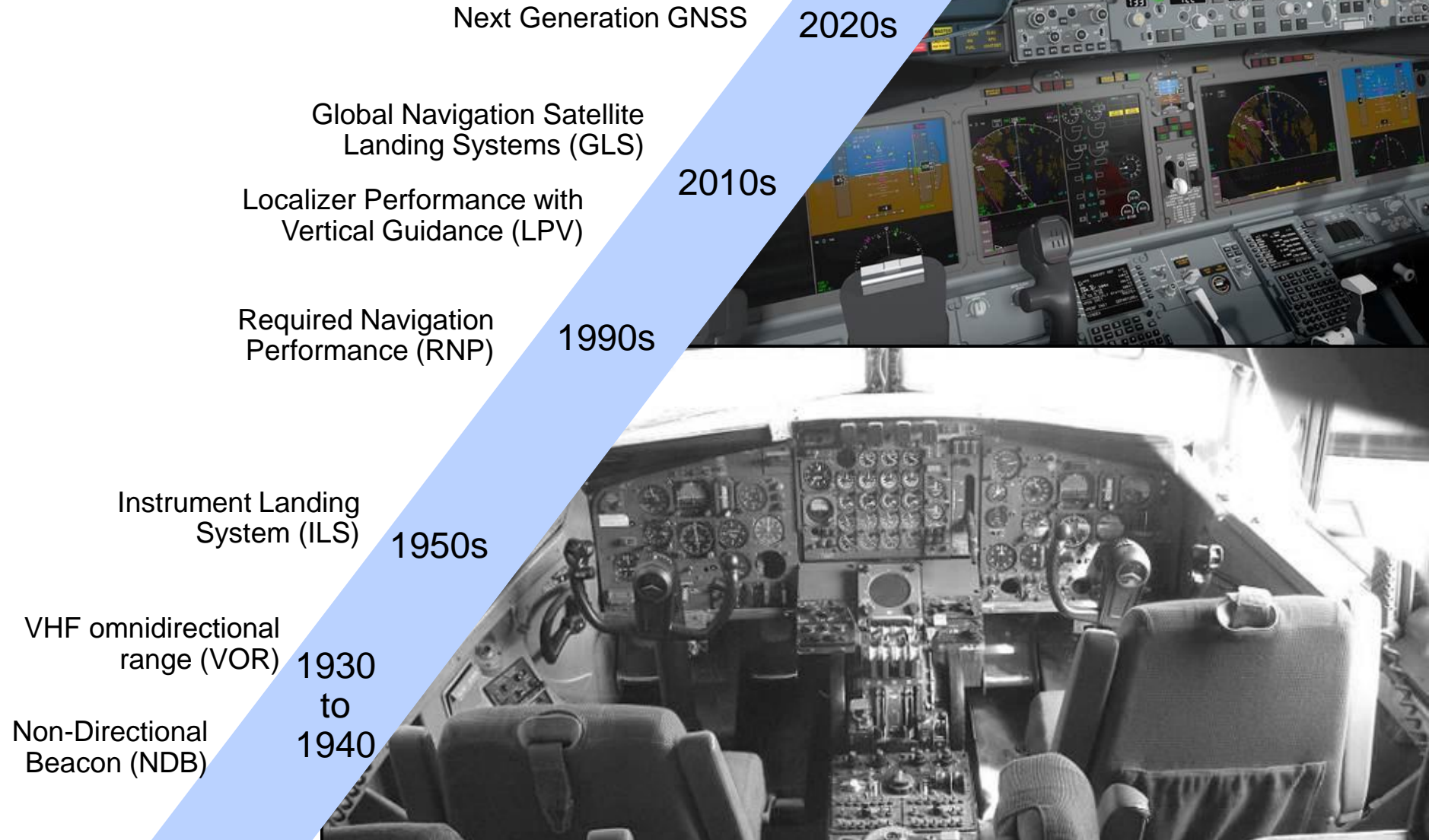
Optimize flight paths to reduce fuel consumption, emissions and noise

Realize the full potential of current airplane capabilities

Less congestion on runways and in landing patterns

# Enabling Airplanes to Fly Quietly

## Evolution of ATM Advances



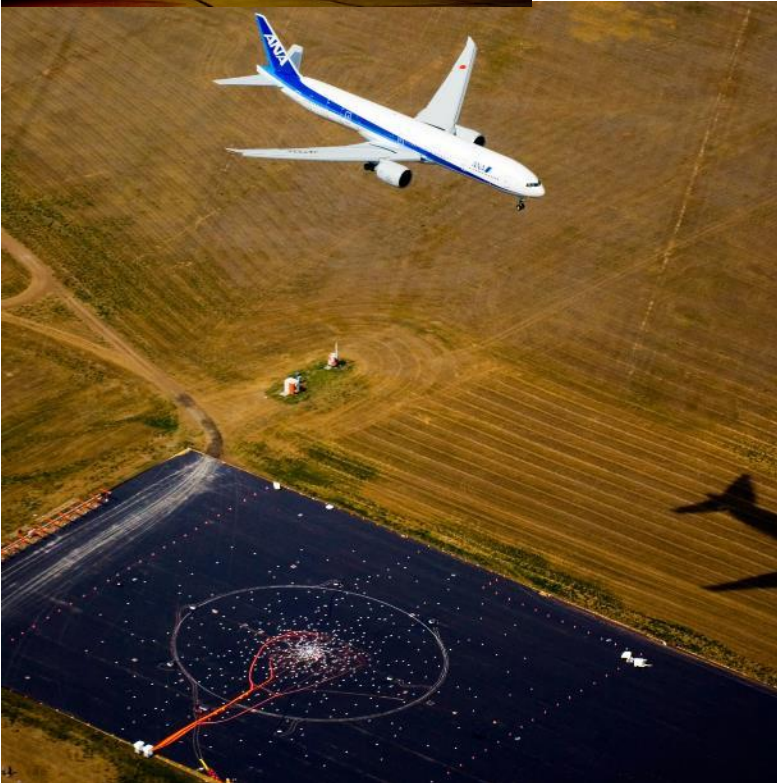
# Finding Noise and Fixing It

## Demonstrators Accelerate Technology

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**Quiet Technology Demonstrator  
Phased Array**



**737 Acoustic Camera**

# ecoDemonstrator Program

## Innovate, Collaborate, Accelerate



### Innovate

- Learn by doing, fail fast, discover quickly

### Collaborate

- With airlines, government, suppliers, academia and industry

### Accelerate

- Speed path to products, services and production



Inspire Action

# 2012 ecoDemonstrator 737

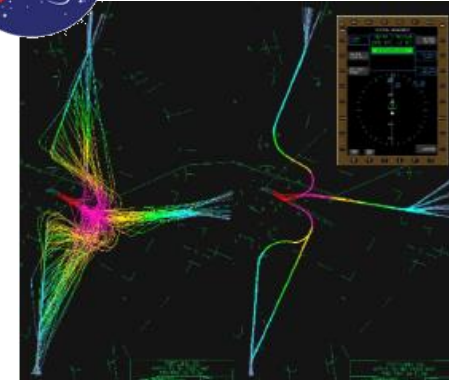
- Adaptive Trailing Edges
- Variable Area Fan Nozzle
- Low Noise Approaches





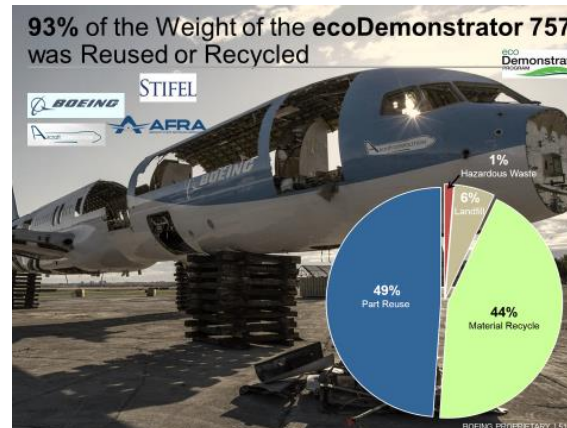
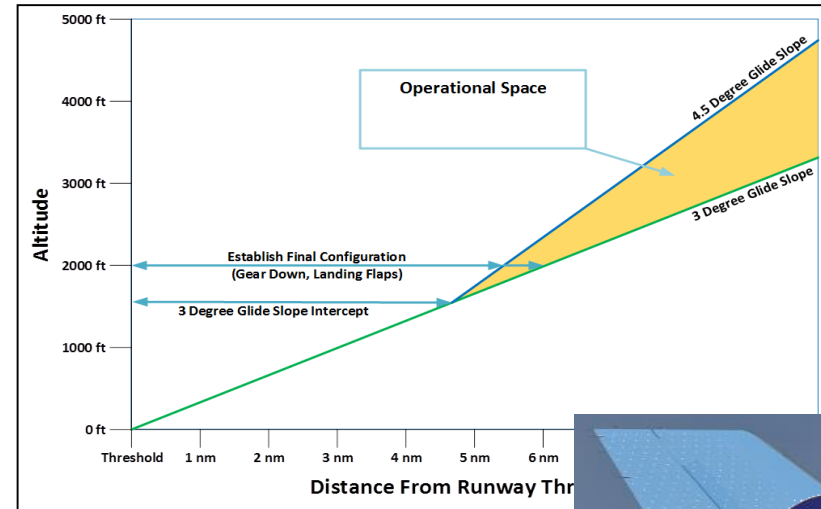
# 2014 ecoDemonstrator 787

- Ceramic Matrix Composite Nozzle
- MEMS Microphones
- GLS CAT III
- Airborne Spacing for Terminal Routes (ASTAR)



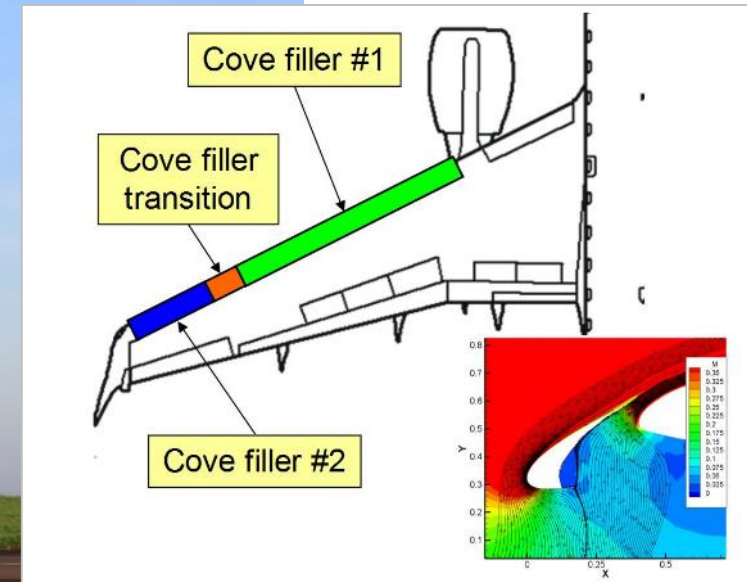
# 2015 ecoDemonstrator 757

- Sustainable Printed Flight Deck
- Environmental Control System Diffusers
- 2-Segment Approaches
- Active Flow Control

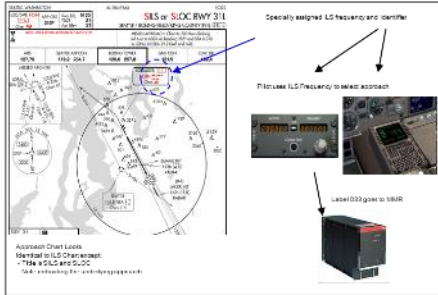


# 2016 ecoDemonstrator Embraer E170

## Slat Noise Cove Filler



# 2018 ecoDemonstrator 777F FedEx



## Synthetic Instrument Landing System

- Reduced community noise up to 1.5dB
- Increased airport capacity and efficiency



## Airborne Collision Avoidance System (ACAS X)

- Next Gen flexible alerting system
- Supports new airspace procedures
- Significantly fewer unnecessary alerts



## 100 % Paraffinic Biofuel and HFP-HEFA Biofuel Blend

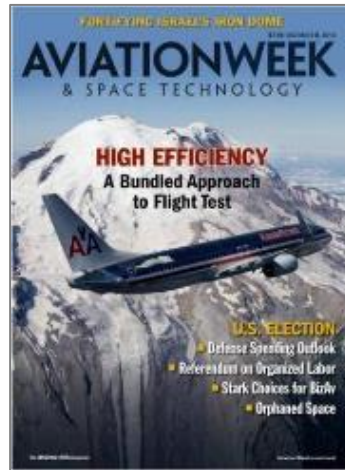
- ~ 3 to 4% lower fuel consumption
- Lower smoke emissions
- Potential 50 to 80% reduction in life-cycle GHG emissions
- Better airplane operability

**Technologies to Improve Community Noise / Emissions**

# Demonstrator Program

## What's Next

2012



2013 / 2014



2015



2016



2018



777F FedEx

2019



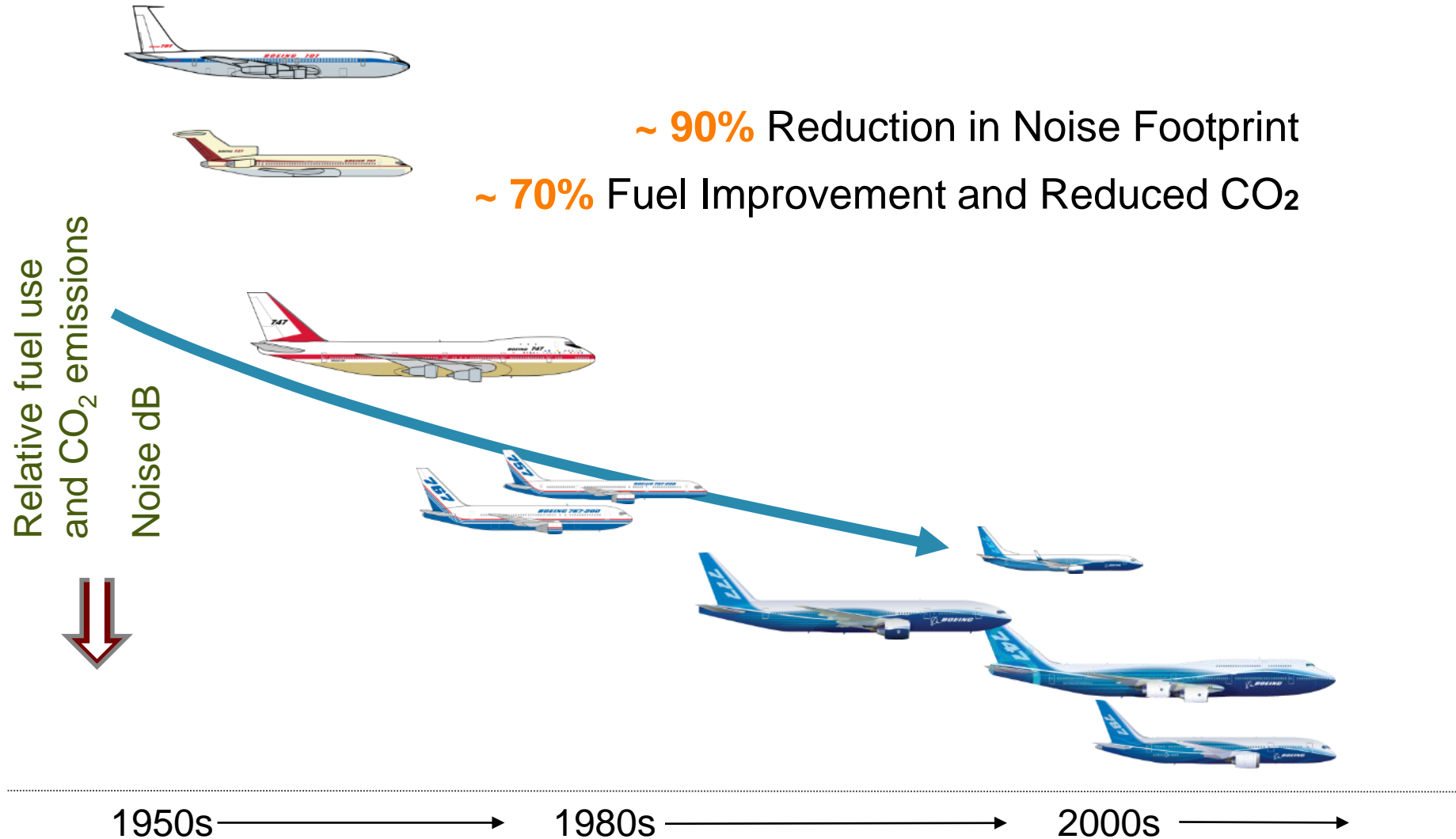
TBD

2020

20xx

# Aviation Working Together

## A Strong Track Record



Fuel Efficiency /CO<sub>2</sub> emissions based on 1500 N Mi Trip, 2-class seating  
Noise footprint based on 85 dBa.

# Sustainable Solutions

## Collaboration Is Key



# Creating a Better Future Together

# Thank You!





# ITEM 5

## GUEST SPEAKER: MAC/MSP UPDATE

### BRIAN RYKS, MAC EXECUTIVE DIRECTOR/CEO



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



# The Metropolitan Airports Commission: *Making Connections*



**Brian Ryks, Chief Executive Officer**  
**Metropolitan Airports Commission**



1



Metropolitan  
Airports  
Commission



Commission Chair  
Daniel Boivin



District A  
Carl Crimmins



District B  
Rick King



District C  
Katie Clark Sieben



District D  
Steve Cramer



District E  
James Deal



District F  
Michael Madigan



District G  
Richard Ginsberg



District H  
Ibrahim Mohamed



City of Minneapolis  
Leili Fatehi



City of St. Paul  
Ikram Koliso



Outstate St. Cloud  
Patti Gartland



Outstate Duluth  
Donald Monaco



Outstate Thief River Falls  
Dixie Hoard



Outstate Rochester  
Randy Schubring



# Legislated Purpose



- Promote efficient, safe and economical air commerce
- Develop the full potentialities of the metropolitan area as an aviation center
- Minimize the environmental impact from air transportation and the public's exposure to noise and safety hazards around airports



# Our Mission

Connecting you to your world

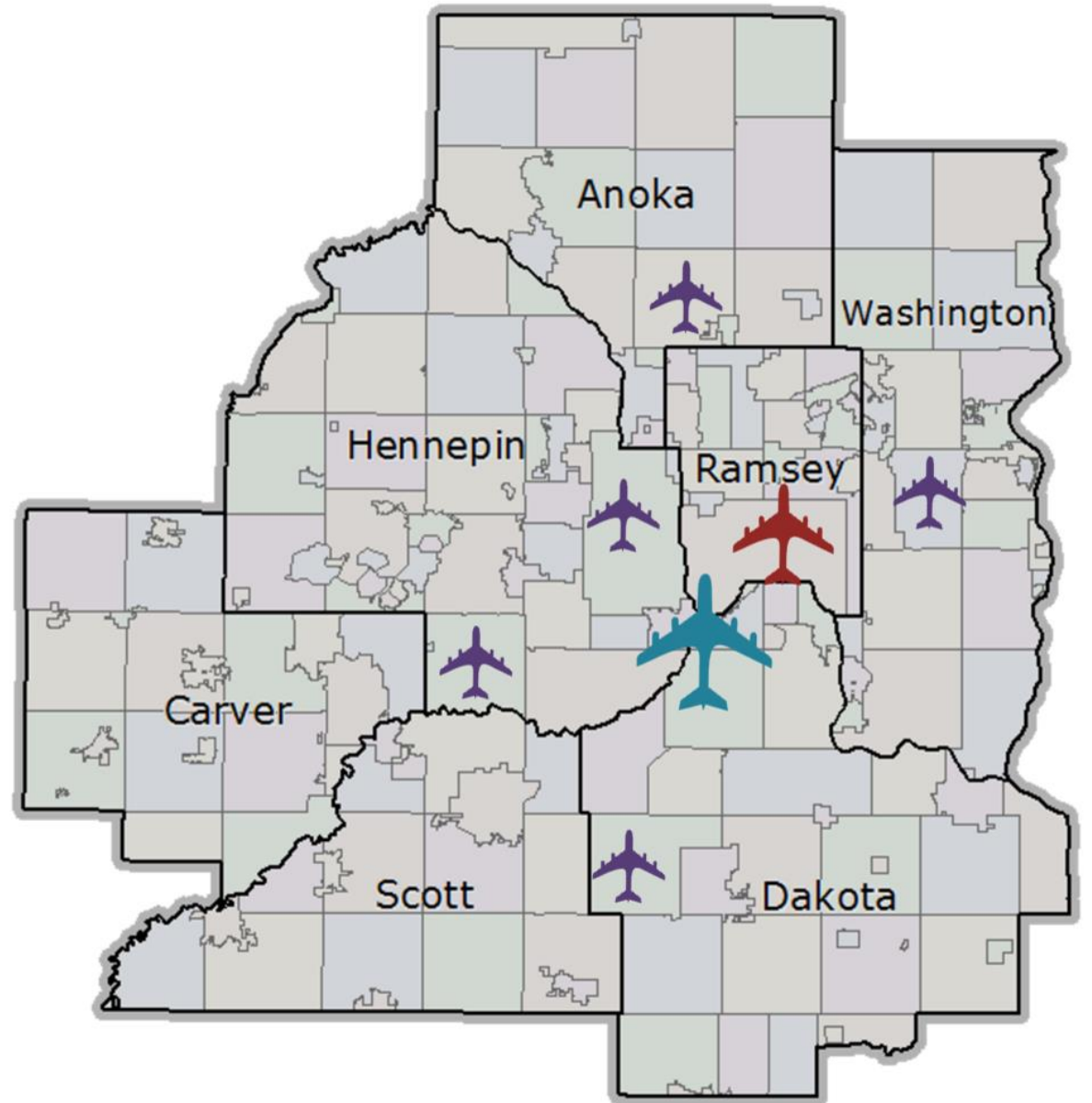


# Our Vision

Providing your best airport experience

# The MAC Airport System

The MAC owns and operates seven airports, providing convenient access to air transportation for all parts of the Twin Cities metropolitan area.







- 600-person staff
- Operates much like a city, with its own:
  - Police
  - Fire
  - 9-1-1 dispatch
  - Building inspection
  - Planning
  - Maintenance Department



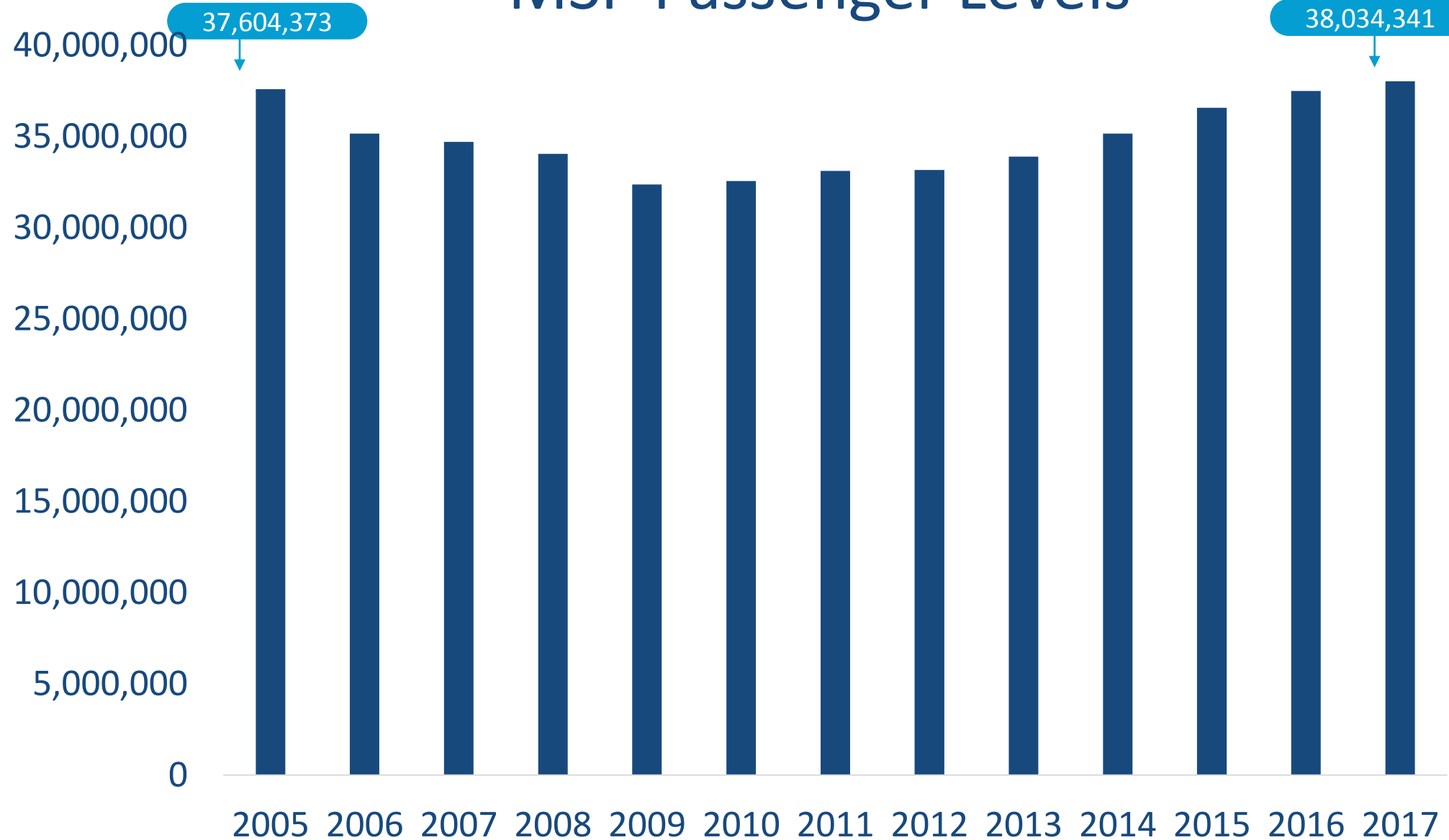


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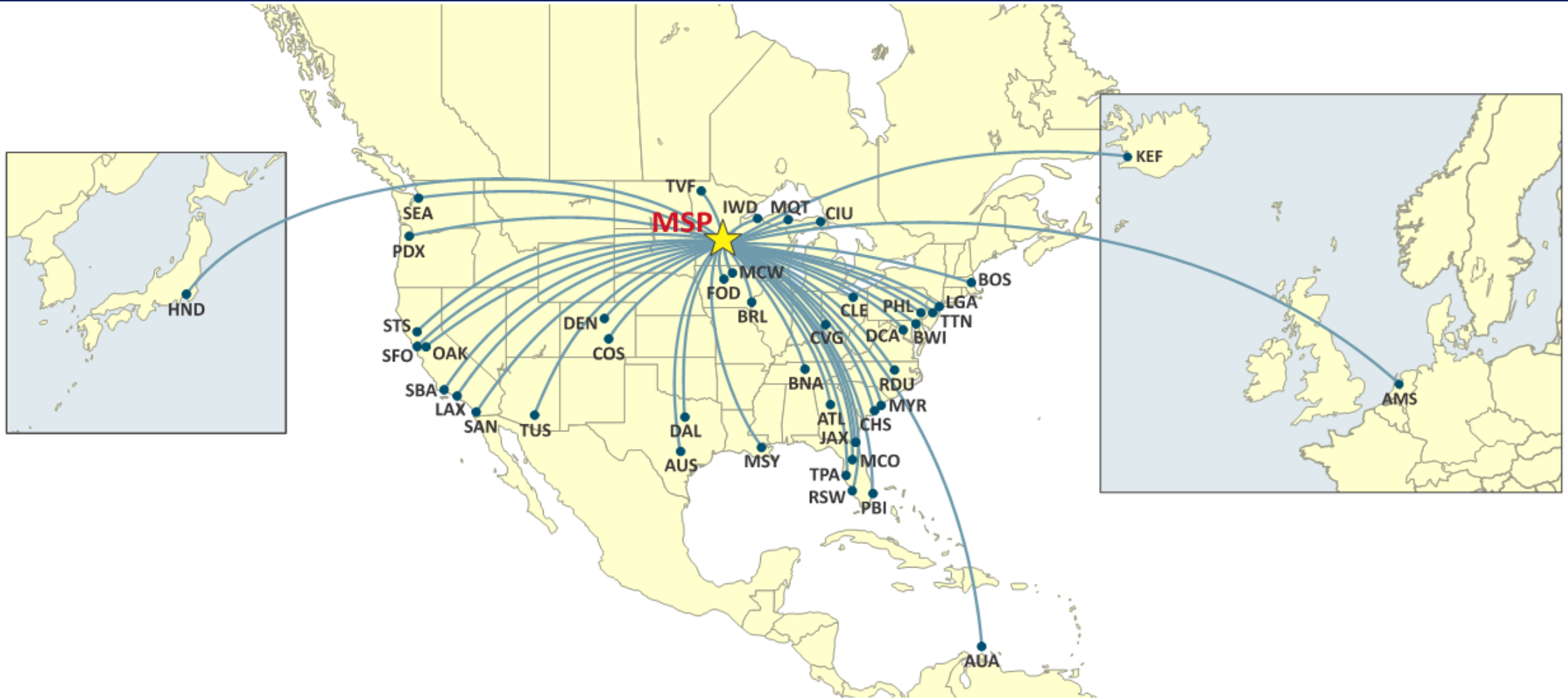
# Minneapolis – St. Paul International Airport



# MSP Passenger Levels



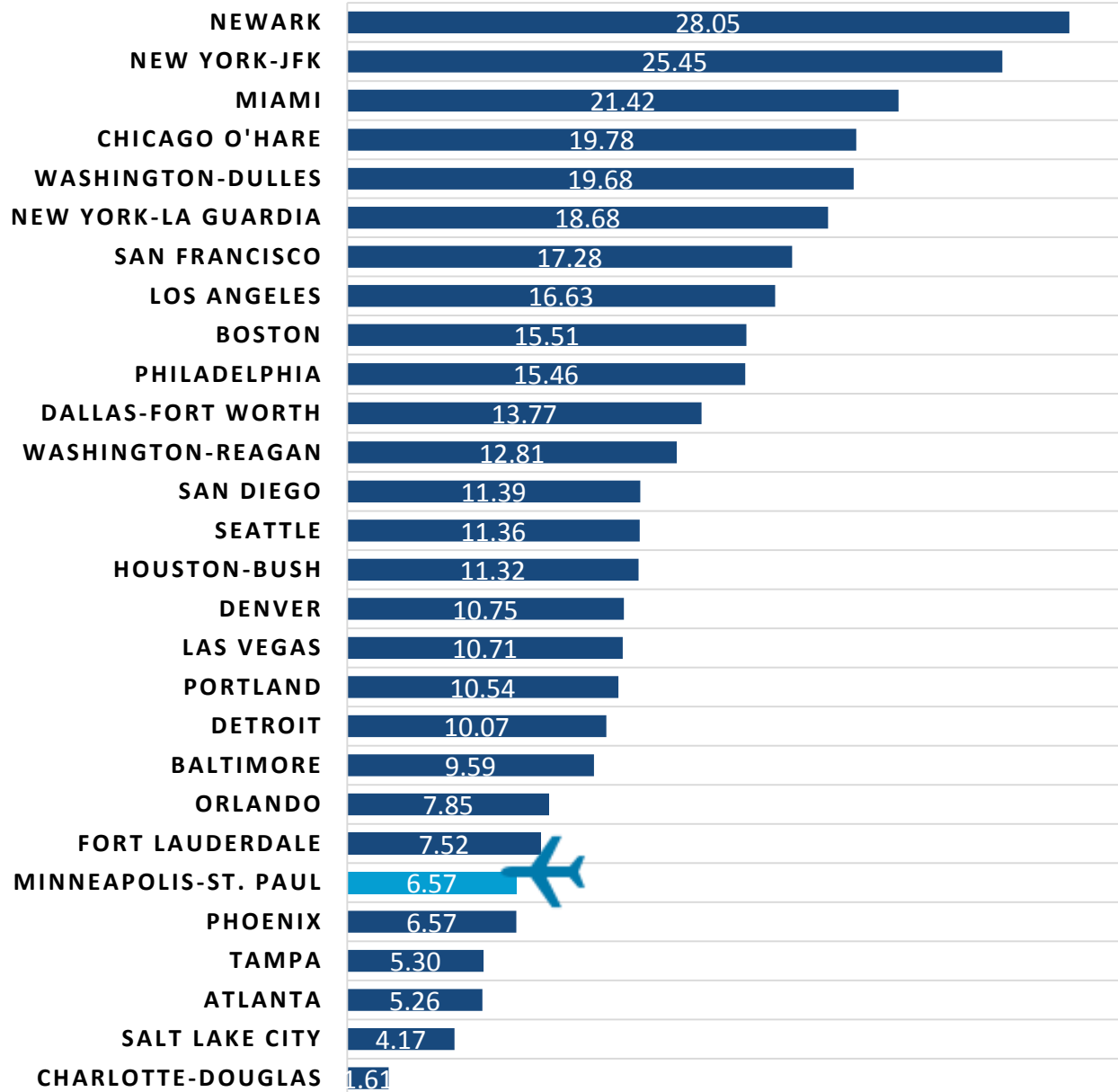
# Air Service Added in 2016-2018



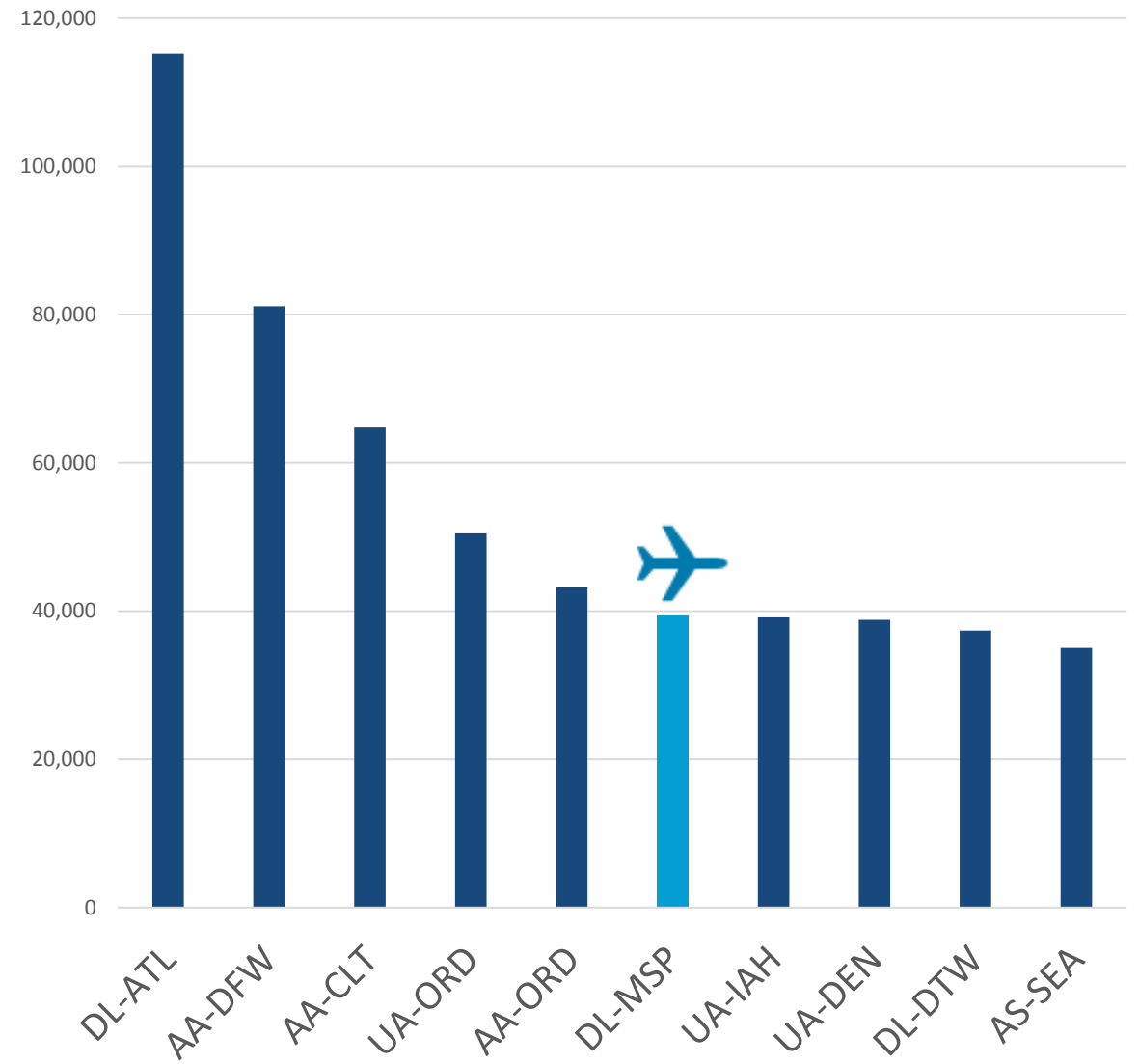
Eleven airlines added a total of 50 additional routes from MSP since 2016. MSP now enjoys competitive air service on 58 of its total 164 direct routes.



## 2018 Airline Cost Per Enplaned Passenger (\$)

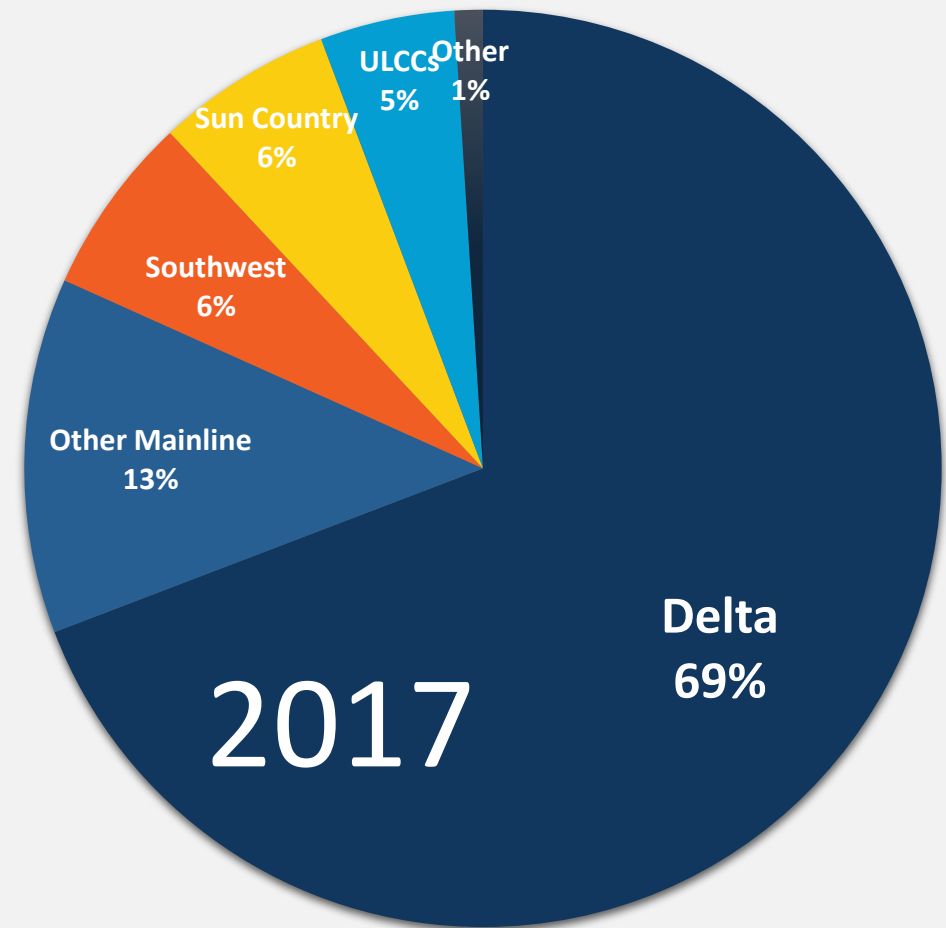
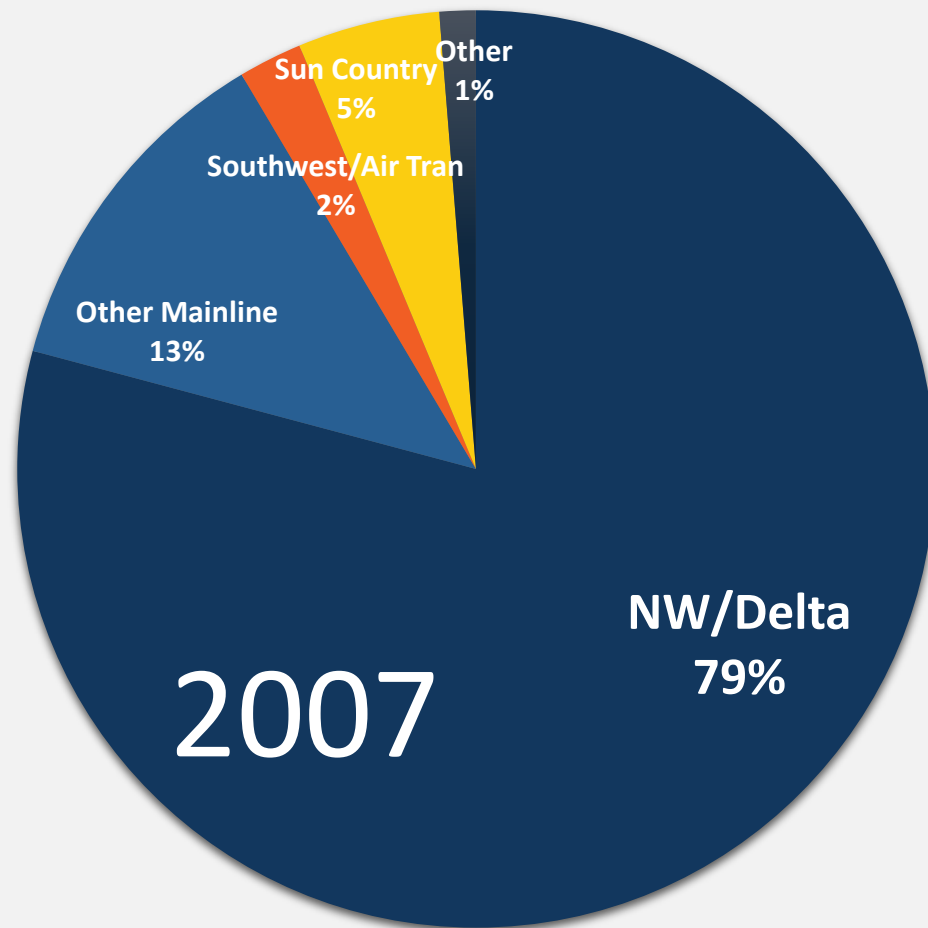


# Top 2017 U.S. Hubs by Daily Domestic Seats



Source: InterVISTAS

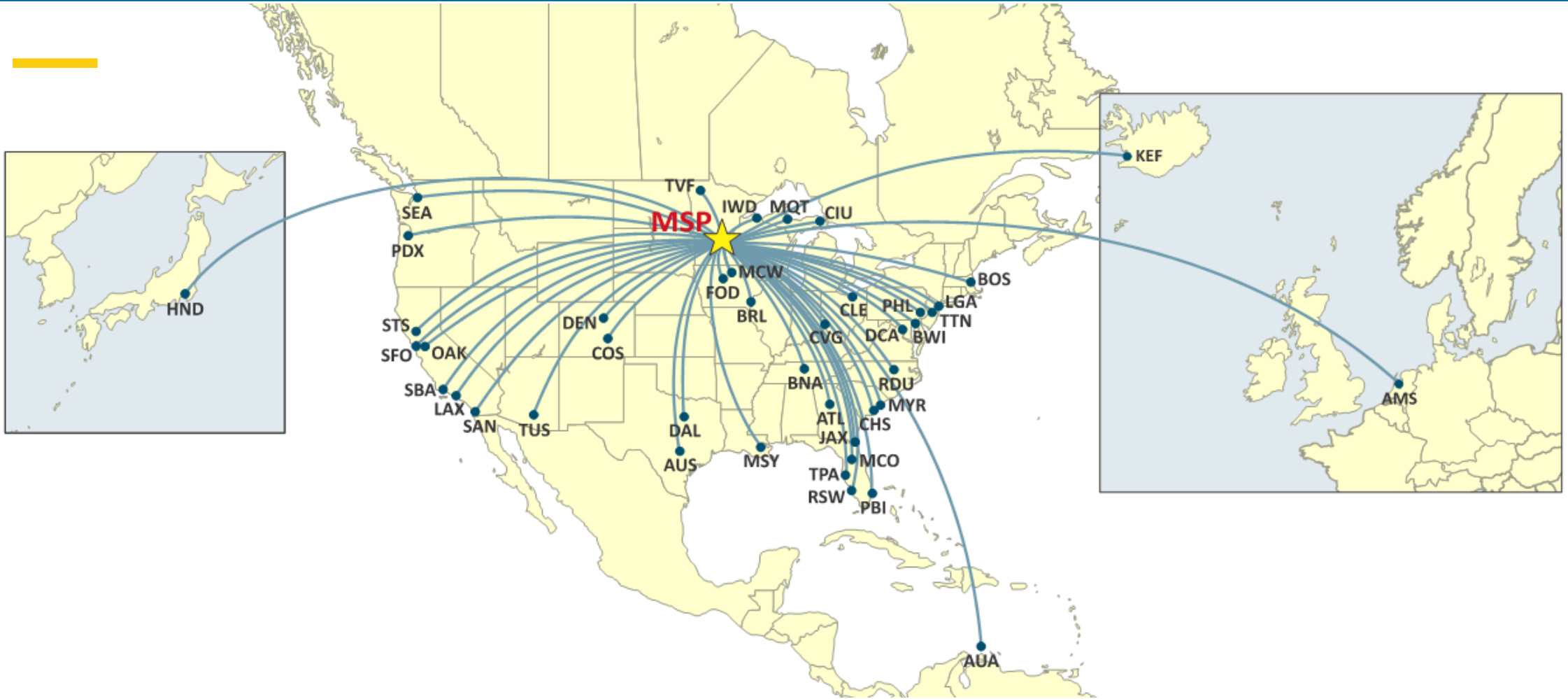
# MSP Domestic Seats by Carrier



Recent growth at MSP has come from low-cost and ultra low-cost carriers.



# Air Service Added in 2016-2018



Eleven airlines added a total of 50 additional routes from MSP since 2016. MSP now enjoys competitive air service on 58 of its total 164 direct routes.



**sun country**  
airlines

- Recently announced new non-stop flights to Nashville, New Orleans, Santa Barbara, Belize, and St. Kitts & Nevis
- Investing \$20 million for new aircraft interiors to provide more comfort and convenience
- Procuring technology for more self-service options and reduced wait times for agents and customer service





# jetBlue

- **Three-times daily service to Boston on an A320**
- **10th most popular destination from MSP, with 700 people a day flying the route**
- **From Boston, travelers have access to about 20 additional East Coast destinations**



- **First ever direct service from MSP to Seoul, South Korea begins April 1, 2019**
- **Through Delta's joint venture with Korean Air, travelers can connect to 80+ destinations in Asia**
- **Flights will occur on Boeing 777 aircraft with all new cabins**



Seoul!



**Dublin!**



**Aer Lingus**

- **Aer Lingus launching non-stop service effective July 8, 2019**
- **Daily service on Boeing 757 aircraft**
- **From Dublin, passengers can connect to 30+ cities in Europe**

# MSP Air Carriers

Aer Lingus 

AIR CANADA 

Air Choice One 

AIRFRANCE 

Alaska  
AIRLINES

American Airlines 

BOUTIQUE AIR

 DELTA

 Condor

FRONTIER  
AIRLINES

ICELANDAIR 

jetBlue

  
KLM

spirit™

 sun country  
airlines

Southwest 

UNITED 



A large white number '3' is centered on the left side of the image. The background is a photograph of an airplane flying through a red navigation aid structure (a T-tower) against a sunset sky with scattered clouds. The sun is low on the horizon, creating a warm glow. The airplane is seen from a low angle, flying towards the viewer.

3

MSP  
Reimagined





msp

reimagined

# Recent Improvements

- InterContinental Hotel opened July 30
- Developed and managed by Graves Hospitality
- Connects directly to Terminal 1 via skyway
- 30,000 square feet of meeting and event space will help attract more conferences to Minnesota



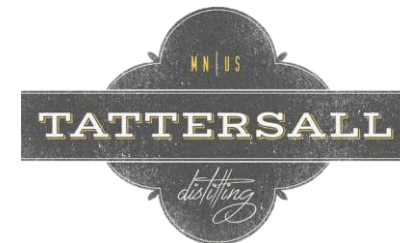


In past 3 years,  
MSP opened 50  
new retail shops  
and restaurants.





## Local Favorites Featured in New 30-Restaurant Rollout



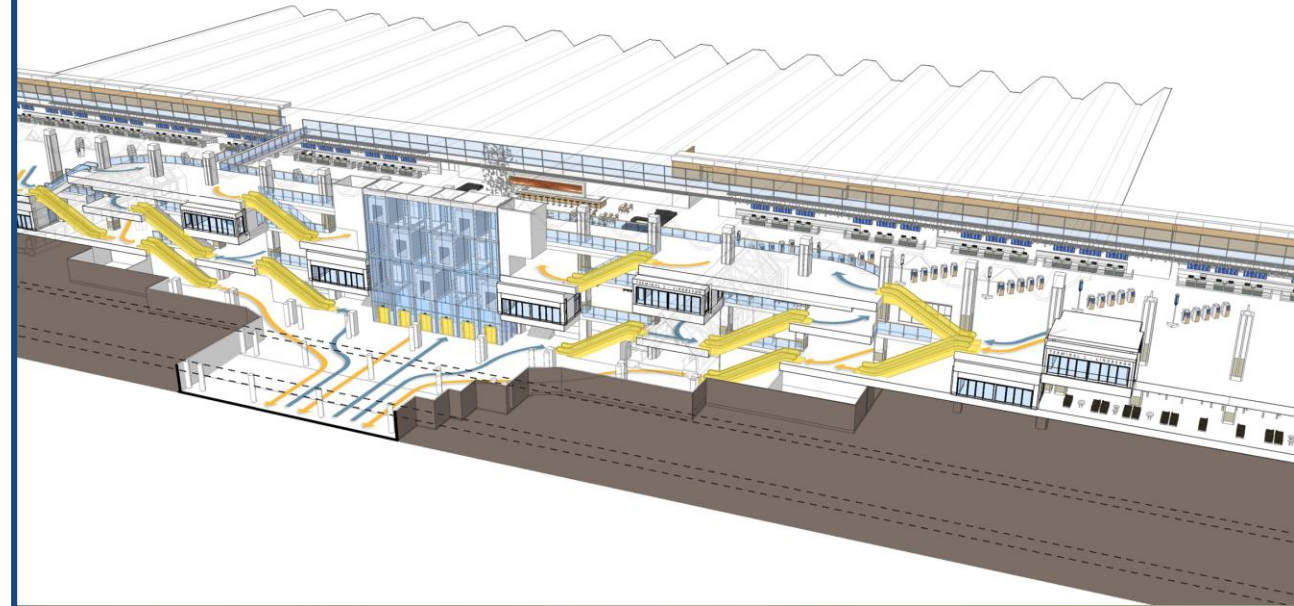
Preparing for the Future



Terminal 1 ticketing and baggage claim levels will be completely remodeled by 2022.

# Improved Flow Between Levels of Terminal 1

- Adding 16 feet to provide more space for airline check-in, security and bag claim functions
- Elevators and escalators linearly aligned to provide more efficient movement
- Improved sightlines and daylighting
- Centrally located services: food, retail, information desks and restrooms





# Ticketing Lobby of the Future

- Partnering with American, Delta and United to test automated bag check technologies
- Exploring technologies that speed processing and provide a seamless journey for travelers







## Silver Parking Ramp

Construction of 5,000-space ramp with improved auto rental facilities on schedule for 2020 completion.



Start of Construction  
(2016)



September 2018

4

Recognizing  
Excellence



# “Best Airport in North America”

25-40 Million Passenger Category



# Most Efficient Airport in North America

– Air Transport Research Society

25-40 Million Passenger Category





5

# Economic Impacts



# CREATING *MOMENTUM*

FOR ECONOMIC GROWTH

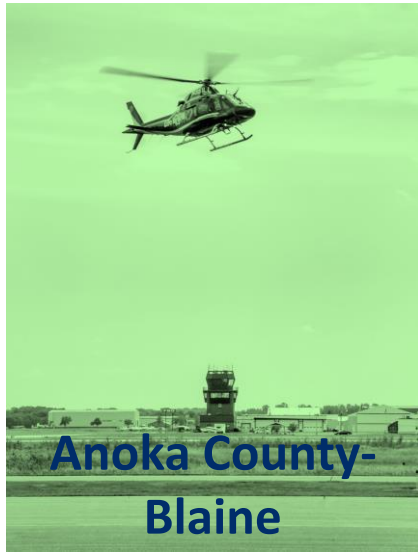


# Total Economic Output by Reliever Airport



**Airlake**

**\$13.2 Million**



**Anoka County-  
Blaine**

**\$118 Million**



**Crystal**

**\$71 Million**



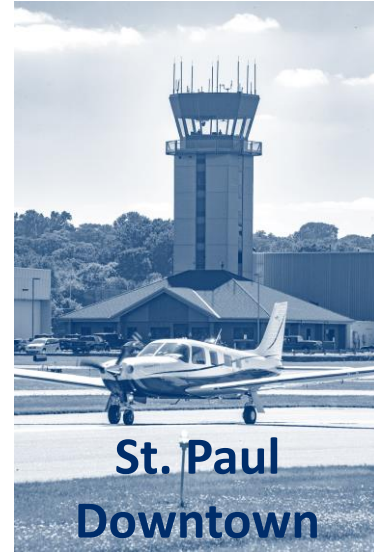
**Flying Cloud**

**\$229 Million**



**Lake Elmo**

**\$12.8 Million**



**St. Paul  
Downtown**

**\$312 Million**

**The MAC's six reliever airports contribute a combined \$756 million in total economic output and support more than 3,600 jobs.**



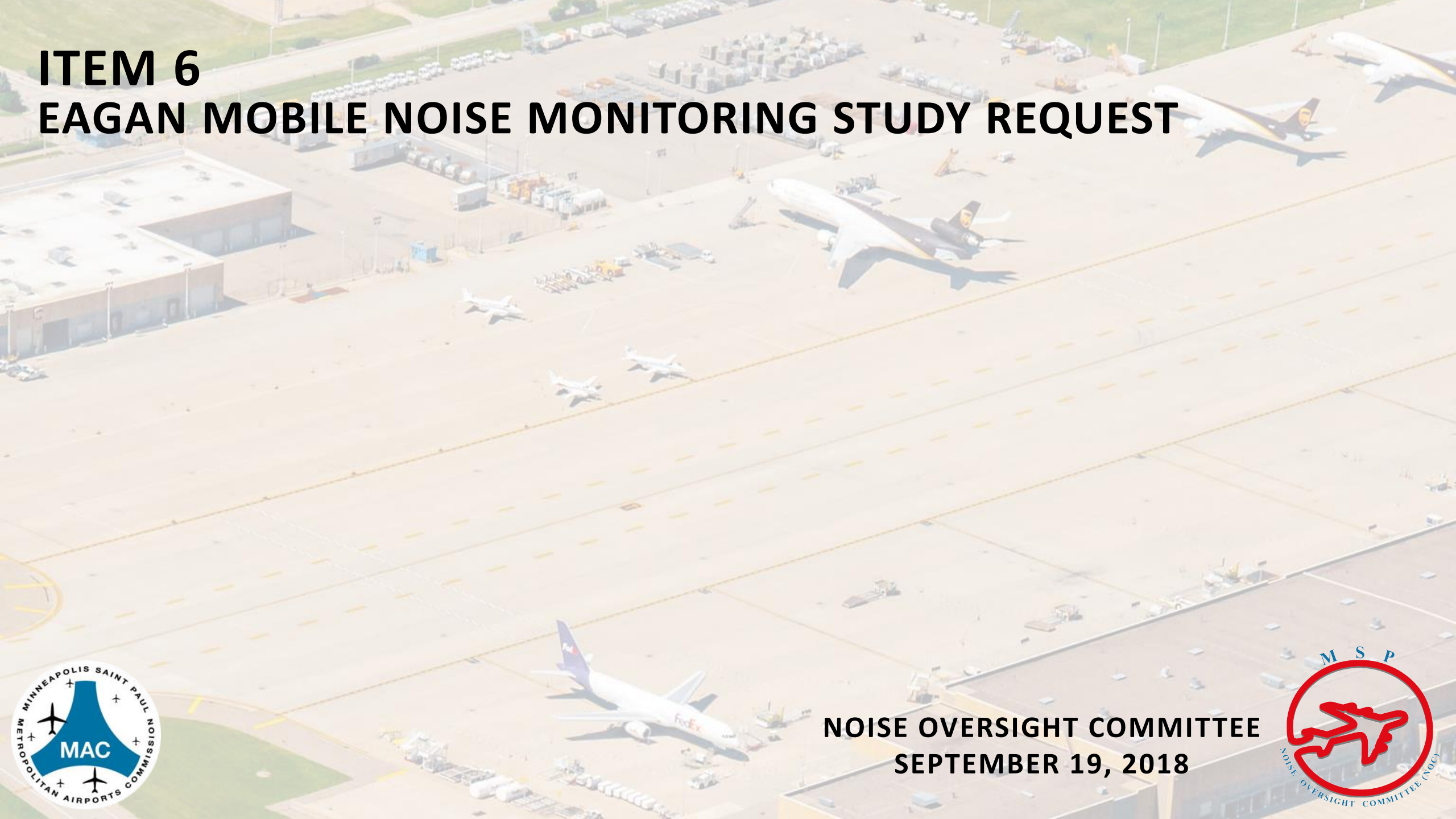
# Thank you

[MetroAirports.org](https://MetroAirports.org) [MSPAirport.com](https://MSPAirport.com)



@mspairport

# ITEM 6 EAGAN MOBILE NOISE MONITORING STUDY REQUEST



**NOISE OVERSIGHT COMMITTEE  
SEPTEMBER 19, 2018**

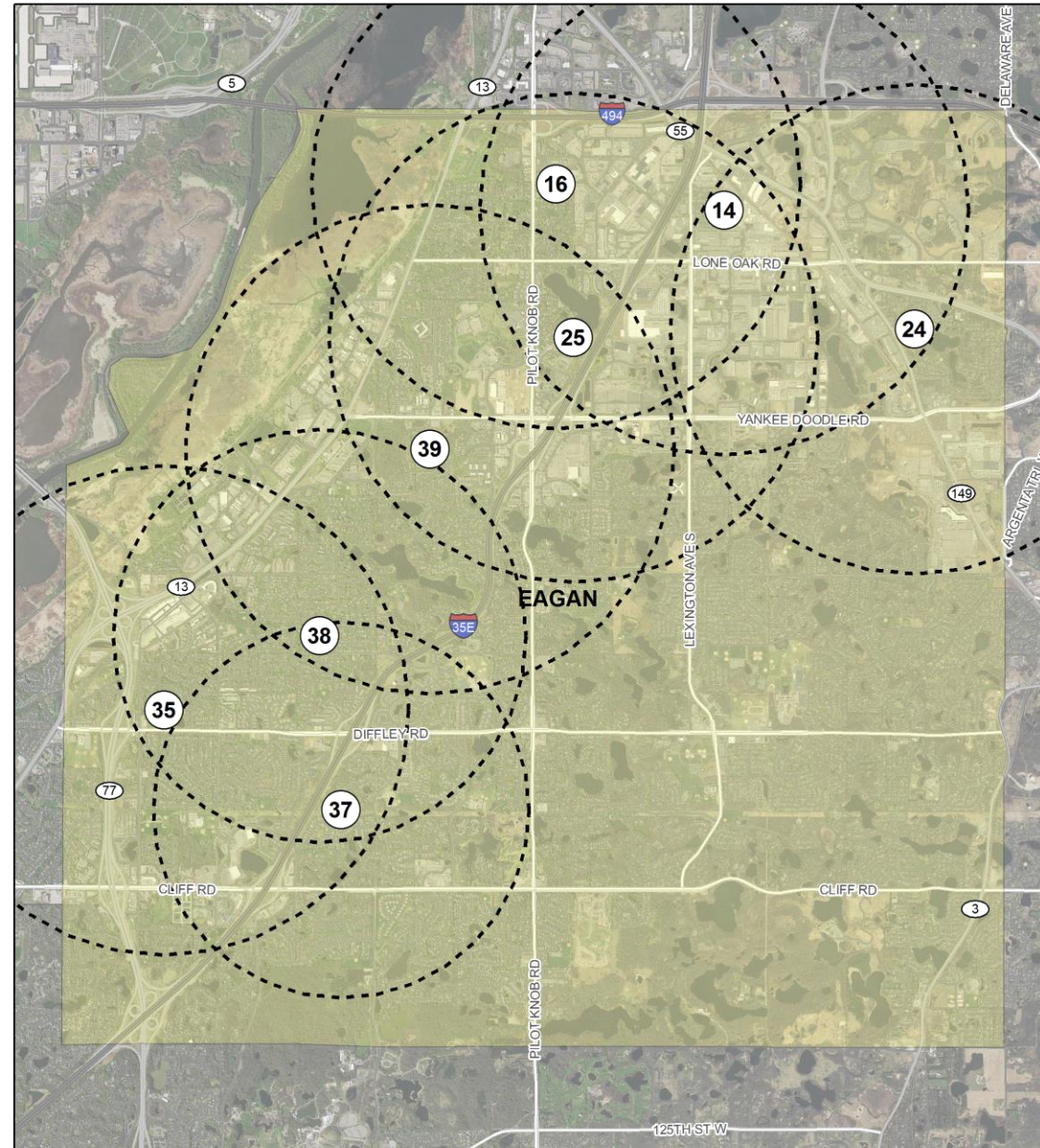


- Request was received from a current NOC Representative
- The goal of the mobile noise monitoring is well-defined:
  1. Determine if gaps in the RMT coverage area currently exist in the City of Eagan.
  2. Determine if two of the RMT closest to Interstate 35-E are properly located to best monitor aircraft noise given the ambient freeway noise.
- The goal of the mobile noise monitoring is realistically achievable
- Mobile noise monitoring will benefit a large section of the community that is suffering the effects of unusual aircraft noise
- Current noise monitoring data being collected are inadequate for the requested analysis

NOISE OVERSIGHT COMMITTEE  
SEPTEMBER 19, 2018

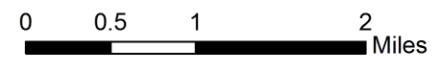


# MAC REMOTE MONITORING TOWER LOCATIONS



○ MAC RMT LOCATIONS IN EAGAN

⋯ RMT BUFFER



## REQUESTED ACTION

IT IS REQUESTED THAT THE NOC MEMBERS VOTE ON THE MOBILE NOISE MONITORING REQUEST, AND IF APPROVED, DIRECT MAC STAFF TO WORK WITH THE CITY OF EAGAN AND THE EAGAN AIRPORT RELATIONS COMMISSION TO DETERMINE THE MONITORING SET-UP, DURATION AND REPORTING.



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



# ITEM 7

## REVIEW OF THE EAGAN LISTENING SESSION



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



## Item 6: Review of the Eagan Listening Session

On August 27, 40 residents attended a Listening Session at the Eagan Community Center.

The majority of the attendees were from Eagan.

The meeting was also attended by representatives from FAA air traffic and Great Lakes Region staff, Eagan Councilmembers and staff, Eagan Airport Relations Commissioners (ARC), NOC members, and Minnesota congressional representatives.

City Councilmember, Gary Hansen opened the meeting then MAC staff, along with FAA and Delta representatives presented responses to questions submitted by the Eagan ARC. Slides are available at:

[www.macnoise.com/sites/www.macenvironment.org/files/pdf/eagan\\_Listening%20Session\\_20180827.pdf](http://www.macnoise.com/sites/www.macenvironment.org/files/pdf/eagan_Listening%20Session_20180827.pdf)

The audience Q&A focused on operations related to Runway 17/35.



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**



## Federal Aviation Administration

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### Memorandum

Date: September 13, 2018  
To: Minneapolis Tower Employees  
From: Joseph R. Winingar, Air Traffic Manager, Minneapolis Tower  
Subject: Noise Abatement Procedures during Midnight Operations

A handwritten signature in blue ink, appearing to be "J. Winingar", written over the "From" line of the memorandum.

---

Due to an uptick in noise complaints in the surrounding area during midnight operations, I want to reiterate the Standard Operating Procedure (SOP):

*During quiet hours (2230 until 0600 local), maximize the use of the Mendota Heights/Eagan corridor as much as feasible by departing Runways 12L and 12R, and landing Runways 30L and 30R. When either of the parallel runways are available, assign Runway 17 for departure only if the pilot indicates it is required for operational necessity.*

Additionally, during these hours and under non-simultaneous departure conditions, aircraft departing Runway 12R should be assigned a heading to maintain an approximate ground track of 105-degrees and aircraft departing Runway 12L should be assigned a 120-degree, straight-out heading.

I want to stress that just because a pilot request to deviate from this procedure does not mean you should automatically approve the request. There must be an operational necessity stated if you are deviating from the SOP.

Effective immediately we will be starting audits on aircraft that deviate from this SOP.

If you have any questions regarding this, please free to reach out to me.

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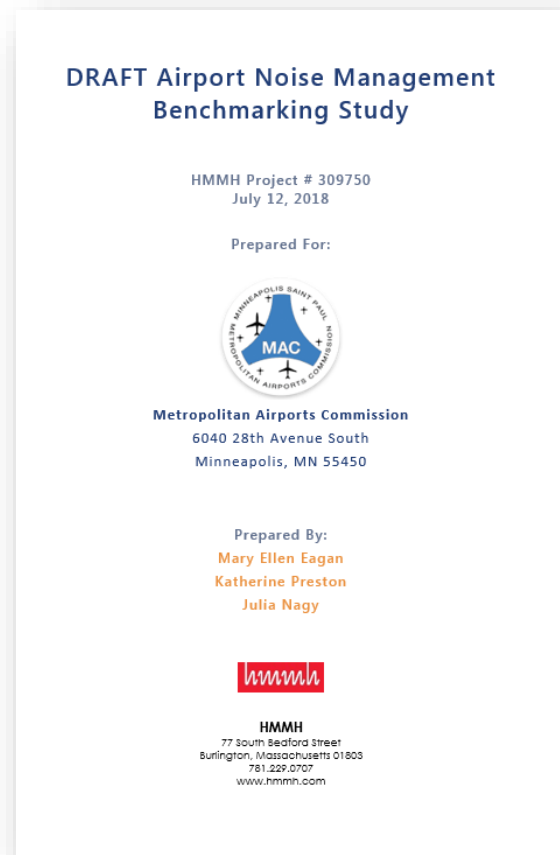
# ITEM 8

## REVIEW FINAL MSP NOISE MANAGEMENT BENCHMARKING STUDY REPORT



**NOISE OVERSIGHT COMMITTEE**  
**SEPTEMBER 19, 2018**





## FULL REPORT

[www.macnoise.com/sites/www.macenvironment.org/files/pdf/Benchmarking Final Report 9.4.18.pdf](http://www.macnoise.com/sites/www.macenvironment.org/files/pdf/Benchmarking%20Final%20Report%209.4.18.pdf)

## CONTENTS

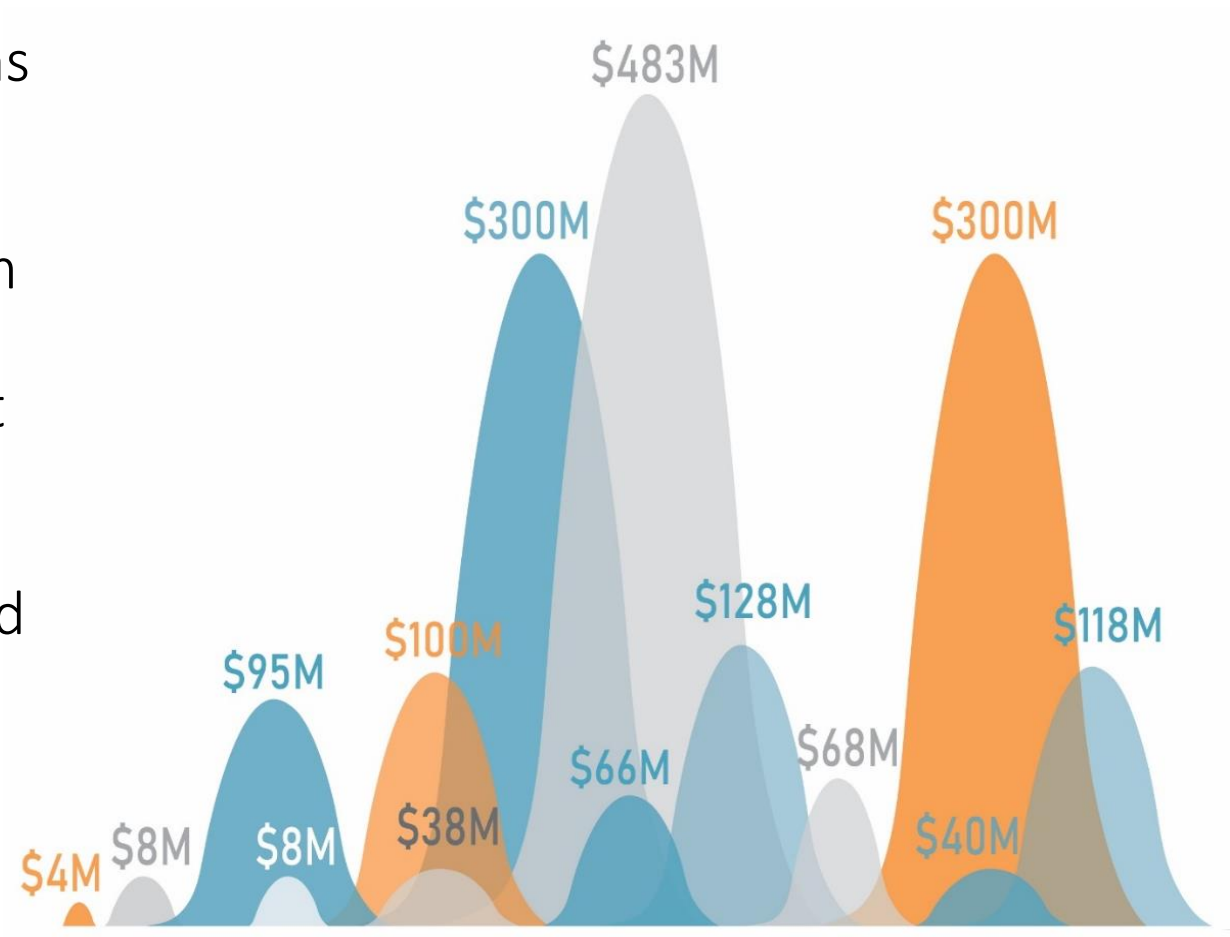
- 1 Airport Noise Background
- 2 Overview of Noise Management Categories
- 3 Benchmarking Study Methodology and Results
- 4 Conclusion and Findings



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# Item 8: Review Final MSP Noise Management Benchmarking Study Report

- Additional analysis comparing the reported cost of residential noise mitigation programs with publicly accessible population data.
- Results of the additional analysis do not show a strong correlation between program cost and population surrounding airports.
- MSP reported the highest program cost but has the 7th largest population within a 1 mile radius of the airport, the 6th largest population within 3 miles of the airport, and the 3rd largest population within 5 miles of the airport.



Cost of sound insulation programs



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# ESTABLISHED OR STATED GOALS - EXAMPLES

Standing Noise Committee/ Roundtable goals aligned more closely with creating and following defined work plans, mission statements, or committee charters.

Goals listed by respondents include:

1. Limiting and reducing the impact of aircraft noise related to the airport.
2. Increasing the community's understanding of aviation noise.
3. Finding practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at the airport.
4. Consider present and future aircraft noise impacts arising from operations at the airport.
5. Explore, consider and recommend programs and practices that may be helpful in reducing or mitigating aircraft noise impacts.



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# BEST PRACTICES FOR AIRPORT NOISE OFFICES

- **TRANSPARENCY**

- → Reporting
- → Interactive and up-to-date noise website
- → Informing community
- → Share data

- **RESPONSIVENESS**

- → Responding to noise complaints
- → Engaging with community
- → Open dialogue
- → Technology

- **COLLABORATION**

- → Partner with stakeholders
- → Look ahead
- → Plan

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# STUDY FINDINGS AND CONSIDERATIONS

Considerations included in the Benchmarking Study include:

1. Take noise complaints from non-residential addresses;
2. Live streak NOC meetings;
3. Provide real-time alerting to the FAA for established noise abatement procedures to increase compliance and awareness.

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# ITEM 9

## DRAFT 2019 WORK PLAN



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**SEPTEMBER 19, 2018**



# Item 10: Draft 2019 NOC Work Plan



1. Review Residential Noise Mitigation Program
2. MSP Noise Program Specific Efforts
  - a) 2018 Actual Noise Contour Report and First Amendment to the Consent Decree Noise Mitigation Program Eligibility
  - b) Improve MACNOMS for a better user experience
  - c) MSP Fleet Mix and Nighttime Operations Assessment
  - d) Status of FAA Center of Excellence/ASCENT, TRB and FICAN Research Initiatives
  - e) Update on Converging Runway Operations at MSP
  - f) Update on the MSP Long Term Comprehensive Plan Update and Associated Stakeholder Engagement

- g) Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods
  - h) Evaluate the Noise Management Benchmarking Study findings and discuss considerations
3. Continue to Review Input Received from Public Input Meetings as Possible Agenda Items



# ITEM 10 ANNOUNCEMENTS

## Fall Listening Session

**Wednesday, October 24, 2018 @ 7:00 PM**

**MAC General Offices**

**Lindbergh Conference Room**

## Next NOC Meeting

**Wednesday, November 28, 2018 @ 6:30 PM**

**MAC General Offices**

**Lindbergh Conference Room**



**NOISE OVERSIGHT COMMITTEE  
SEPTEMBER 19, 2018**

