



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



NOC Committee Members

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

MEETING AGENDA

March 17, 2021 at 1:30 PM

Jeff Hart, Delta Air Lines, will be the acting Chairperson for the meeting

VIRTUAL MEETING FORMAT ONLY - The meeting is open to the public.

To participate, please join using the following options:

Microsoft Teams Link: [Click here to join the meeting](#)

By Phone: 612-405-6798, phone conference ID: 324 359 268

1. Consent

1.1. Approval of February 17, 2021 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: January and February 2021

2. Public Comment Period

3. Business

4. Information

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

4.2. 2021 MSP Airfield Construction Schedule

4.3. Minnetonka Mobile Noise Monitoring Report Plan

4.4. Review of Winter Listening Session

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
Wednesday, February 17, 2021 at 1:30 PM
By Virtual Meeting Format Only



Call to Order

A special meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, February 17, 2021, by teleconference only. This meeting was called by Co-chairs, Jeff Hart and Dianne Miller to address a Federal Register Notice published by the FAA on January 13 with comments requested by the FAA by March 15. Chair Miller called the meeting to order at 1:30 p.m. The following were on the teleconference:

Representatives: R. Barrette, P. Borgstrom, P. Dymtrenko, C. Finlayson, J. Hart, C. Jacobson, P. Martin, D. Miller, A. Moos, L. Olson, C. Potter

Staff: C. Boyd, R. Fuhrmann, B. Juffer, J. Lewis, K. Martin, N. Pesky, M. Ross, M. Takamiya, Y. Bizen, R. Ginsburg, J. Welbes

Others: H. Rand – Inver Grove Heights, L. Moore – Bloomington, K. Mara – FAA, S. Doyle – FAA, D. Drozdal – FAA, J. Ipsen – FAA, D. Scata – FAA, S. Fortier – FAA, and other members of the public

A quorum of five Community Representatives, and six Industry Representatives was established by roll call attendance:

Community Representatives: P. Dymtrenko, C. Jacobson, P. Martin, D. Miller, L. Olson

Industry Representatives: R. Barrette, P. Borgstrom, C. Finlayson, J. Hart, A. Moos, C. Potter

1. Consent

1.1. Review and Approval of January 20, 2020 Meeting Minutes

There were no questions or revisions to the January 20th meeting minutes.

Chair Miller asked if anyone would like to move to approve the Consent agenda. **Co-chair Hart moved**, and **Member Olson seconded** approval of the Consent item listed above. The motion passed on the following roll call vote:

Ayes: Eleven
Barrette, Borgstrom, Dymtrenko, Finlayson, Jacobson, Martin, Hart, Miller, Moos, Olson, Potter

Nays: None

Abstain: None

2. Public Comment Period

There were no questions or comments from the public.

3. Business

3.1 FAA Neighborhood Environmental Survey

Brad Juffer, Technical Advisor, provided a summary of the release, and suggested action for the Committee. At the January NOC meeting, FAA representatives spoke with the Committee about their release to the Federal Register regarding the Overview of FAA Aircraft Noise Policy and Research Efforts. At the NOC January meeting, the survey results were newly released, so there was limited time for review by staff or Committee members. This special meeting of the NOC allows more time for review. Members of the FAA were available to answer questions.

The Federal Register Notice includes a wide range of activity being undertaken by the FAA in the area of Noise Policy and Research Efforts. According to the Notice, these activities are categorized into 3 distinct areas. First is research on the effects of Aircraft Noise on Individuals and Communities. The research includes:

- Speech Interference and Children's Learning
- Neighborhood Environmental Survey
- Health and Human Impacts
- Impacts to Cardiovascular
- Sleep Disturbance
- Economic Impacts

The second area is a host of tools the FAA uses to quantify noise exposure throughout the NAS. Aviation Environmental Design Tool (AEDT) is one that the Committee is familiar with as staff uses this frequently in analysis for the NOC. Noise screening is a derivative of AEDT that the FAA uses to quickly complete reviews of proposed Federal Action when significant noise impacts are not expected. The notice discusses an Environmental Data Visualization Tool the FAA has developed to visually display noise data to the public and finally in this category the Notice discusses the use of supplemental noise metrics that can be used in addition to DNL during National Environmental Policy Act (NEPA) processes.

The final area is research being undertaken to explore reduction, abatement, and mitigation of aviation noise. On the topic of aircraft source noise reduction, the notice describes the Continuous Lower Energy, Emissions, and Noise (CLEEN) program. This research partners with manufacturing industry to share the cost of research and development of lower noise and emissions technology. According to the notice, Noise Abatement work includes an exploration of how PBN can better control flight paths and move them away from noise-sensitive areas, how changes in aircraft performance could be safely managed to reduce noise, and how systematic departure flight track dispersion can be implemented to abate noise concerns. Last in this area is a discussion on noise mitigation research. The notice says the FAA is exploring the cost-benefit calculus of existing noise mitigation strategies and technologies in order to better direct where and how limited mitigation resources should be applied.

The Notice discusses that community response to noise has historically been a primary factor underlying the FAA's noise-related policies, including the establishment of DNL 65 dB as the threshold of "significant" aircraft noise exposure. The notice states that the FAA will not make any determinations on implications from these emerging research results for FAA noise policies until it has carefully considered public and other stakeholder input and assesses the factors behind any increases in community impacts from aircraft noise exposure.

Juffer discussed that current FAA noise policy is informed by a dose-response curve initially created in the 1970s known as the *Schultz Curve*. This dose-response curve is generally accepted as a representation of noise impacts and has been revalidated by subsequent analyses over the years. In 1992, the Federal Interagency Committee on Noise (FICON) reviewed the use of the *Schultz Curve*, and created an updated version of the curve using additional social survey data. Due to the age of the original survey data the Neighborhood Environmental Survey (NES) was conducted to create a new nationally representative dose-response curve to understand how community response to aircraft noise may have changed.

Juffer discussed the survey methodology used by the FAA. 20 airports were selected to survey neighbors that collectively would represent all airports. As a minimum, the airports selected had to have at least 100 jet operations per day and have at least 100 homes in the 60-65 dB DNL contour and >65 dB DNL contour. For the NES, the FAA required ATL, ORD, LAX and at least one NYC airport be included. The remaining sixteen airports were chosen at random to ensure balanced sampling could be achieved. MSP was not included in the survey but was eligible. Residents were surveyed around two other airports in our region at ORD and DTW. The residents were surveyed with a mailed survey that consisted of only one question. That question asked respondents to rate their level of annoyance to twelve distinct items. The survey was mailed to over 25,000 people and was completed by more than 10,000 people.

Juffer explained the survey results. The survey responses were grouped according to the respondent's noise exposure level in five dB DNL categories. These collective grouped responses were used to build dose-response curves. All responses were aggregated together to then develop a national dose-response curve. The level of annoyance recorded in the NES is substantially higher than the original Schultz Curve. The annoyance at DNL 65 increased from 12.3% in the 1992 report to 60 – 71% in the NES.

Juffer laid out next steps for the members. The FAA has requested feedback on other factors that may have caused the increase, additional investigation within their three focus areas, or other additional investigation that would inform noise policy. To fulfill this request the NOC drafted a letter for review. In summary, the letter asks the FAA to continue to explore and accelerate research on source noise reduction technology and incentivize operators to employ it. The letter discusses the introduction of NextGen flight procedure changes nationally and locally as an important factor influencing the annoyance levels recorded in the survey. The letter encourages the FAA to involve the community early when considering flight procedure changes. The letter asks the FAA to consider noise beyond 65 dB DNL when making policy decisions and think creatively to reduce noise impacts outside of the traditional 65 dB DNL level. The letter asks the FAA to study the inclusion of alternative noise metrics when quantifying noise exposure. Finally, the letter encourages the timely conclusion of current noise exposure research being undertaken to complete the portfolio of understanding on the topic. It also states clearly that the NOC is eager to participate in future policy discussions when that research has been completed and the information is available.

Juffer offered to answer questions from the Committee and reminded everyone that there were FAA members available to answer questions as well.

Chair Miller, hearing no questions, asked if anyone would like to move to the requested action.

Requested Action: Approve the letter and request that the MAC Planning, Development and Environment Committee endorse and file it on Federal Docket No. FAA-2021-0037 “Overview of FAA Aircraft Noise Policy and Research Efforts”.

There was a motion by **Member Martin**, with a second by **Member Dymtrenko**. The motion passed on the following roll call vote:

Ayes: Eleven
Barrette, Borgstrom, Dymtrenko, Finlayson, Hart, Jacobson, Martin, D. Miller, Moos, Olson, Potter
Nays: None
Abstain: None

4. Information

There were no information items.

5. Announcements

March NOC Meeting

Wednesday, March 17, 2021 @ 1:30pm

Virtual Teleconference

Spring Listening Session

Wednesday, April 28, 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 1:56 pm.

MEMORANDUM

ITEM 1.2.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: JANUARY AND FEBRUARY 2021**

DATE: March 3, 2021

Each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website:

<https://customers.macnoms.com/reports>.

At the March NOC meeting, MAC staff will provide a summary of this information for January and February 2021. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: March 3, 2021

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

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

- Each speaker will have one opportunity to speak and is allotted three (3) minutes. The public comment period is limited to 20 minutes.
- The chairperson will open the public comment period by asking for participants who wish to speak to indicate their desire following the direction of the chairperson. When called upon to speak by the chairperson, the meeting organizer will unmute your line. Speak clearly into your phone and state your name and address. If you are affiliated with any organization, please state your affiliation.
- Commenters shall address their comments to the NOC and not to the audience.
- Use of profanity, personal attacks, or threats of violence will not be tolerated.
- Interruptions from the audience, such as speaking out of turn, shouting, and other disruptive behavior are not permitted.
- If special assistance is needed to make a public comment, please contact the NOC Secretary at least two days prior to the meeting by sending an email to: nocsecretary@mspmac.org.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **2020 ACTUAL NOISE CONTOUR REPORT AND RESIDENTIAL NOISE PROGRAM ELIGIBILITY**

DATE: March 3, 2021

In October 2007, the Metropolitan Airports Commission (MAC) and the cities of Minneapolis, Richfield and Eagan, received judicial approval of a Consent Decree that provided settlement of the noise mitigation lawsuits filed in 2005. Pursuant to the Consent Decree, the MAC is required, by March 1st of each calendar year, to prepare an Annual Noise Contour Report that reflects an assessment of actual noise generated by aircraft operations at Minneapolis-St. Paul International Airport (MSP).

Consent Decree Background

The first amendment to the 2007 Consent Decree was initiated in 2013 and established mitigation eligibility based on annual assessments of actual MSP aircraft activity rather than projections. To be eligible for noise mitigation, a home would need to be located for three consecutive years in a higher noise mitigation impact area when compared to the home's status under the terms of the 2007 Consent Decree. The first of the three years must occur by 2020. The Full 5-decibel Reduction Package is offered to single-family homes meeting these criteria inside the actual 63 dB DNL noise contour while the Partial Noise Reduction Package is offered to single-family homes in the actual 60-62 dB DNL noise contours. A uniform Multi-Family Noise Reduction Package is offered to multi-family units within the actual 60 dB DNL noise contour. Homes will be mitigated in the year following their eligibility determination. The 2013 actual noise contour marked the first year in assessing this new mitigation program.

A second amendment was made to the 2007 Consent Decree in 2017. This amendment allows the use of the Aviation Environmental Design Tool (AEDT) to develop the actual noise contours each year, beginning with the 2016 actual noise contour. In 2015, AEDT replaced the Integrated Noise Model (INM) as the federally-approved computer model for determining and analyzing noise exposure and land use compatibility issues around airports in the United States. The second amendment also provided clarity on the Opt-Out Eligibility criteria. Specifically, single-family homes that previously opted out of the Partial Noise Reduction Package may participate in the Full 5-decibel Reduction Package, provided the home meets the eligibility requirements.

MSP 2020 Actual Contours

The largest reduction in air travel demand in aviation history occurred in 2020 as a result of the COVID-19 pandemic. The number of aircraft operations (takeoffs and landings) is a prominent factor in noise contour calculation. In 2020, MSP supported 244,877 aircraft operations versus 406,073 in 2019, a decline of 40 percent.

The total number of passengers at MSP fell to 14.9 million in 2020, 62 percent less than 2019. This significant decrease is similar to losses suffered by other U.S. airports and airlines during the COVID-19 pandemic, which continues to take a toll on air travel globally.

Accordingly, aircraft load factors, a measure of the percentage of aircraft seats occupied, dropped to as low as 10 percent during the pandemic and have not recovered beyond 60 percent. This reduction is due to the lower demand for air travel and because some airlines continue to block seats to support in-flight social distancing measures.

Because the total number of operations at MSP in 2020 (244,877) was less than half the number forecasted in 2007 for the year 2020 (582,366), the actual 2020 60 dB DNL contour is approximately 58 percent smaller than the 2007 Forecast Contour and the 2020 65 dB DNL contour is approximately 66 percent smaller than the 2007 Forecast Contour. The contraction of the contours from the 2007 Forecast to the 2020 Actual Contour scenarios is driven almost entirely by the reduction in average daily operations. There were 927 fewer average operations per day in 2020 compared to what was projected in the 2007 forecast.

Amended Consent Decree Program Eligibility

With the reduction of the 2020 Actual Contour, no additional homes qualify for mitigation as outlined by the terms of the Consent Decree. The MAC will continue to implement the mitigation program for homes that remain eligible from previous years analyses.

2017 Mitigation Program

In 2017, the MAC began the project to provide mitigation to 138 single-family homes that became eligible by virtue of the 2015 Actual Contour. As of January 19, 2021, 118 homes have been completed and 5 homes were moved to the 2020 program. Two multi-family structures also were eligible to participate in the Multi-Family Mitigation Program in 2017. One property is completed, and one property declined to participate. The total cost for the 2017 Mitigation Program was \$2,442,685. The 2017 Mitigation Program is now complete.

2018 Mitigation Program

In 2018, the MAC began the project to provide mitigation to 283 single-family homes that became eligible by virtue of the 2016 Actual Contour. As of January 19, 2021, 230 homes have been completed; 20 homes declined to participate while 21 homes were moved to the 2019 program, and 12 homes were moved to the 2020 program. The 2018 Mitigation Program does not include

any multi-family properties. The total cost for the 2018 Mitigation Program was \$7,294,999. The 2018 Mitigation Program is now complete.

Figure 1: 2020 MSP Noise Contours with Mitigation Program Eligibility – Minneapolis

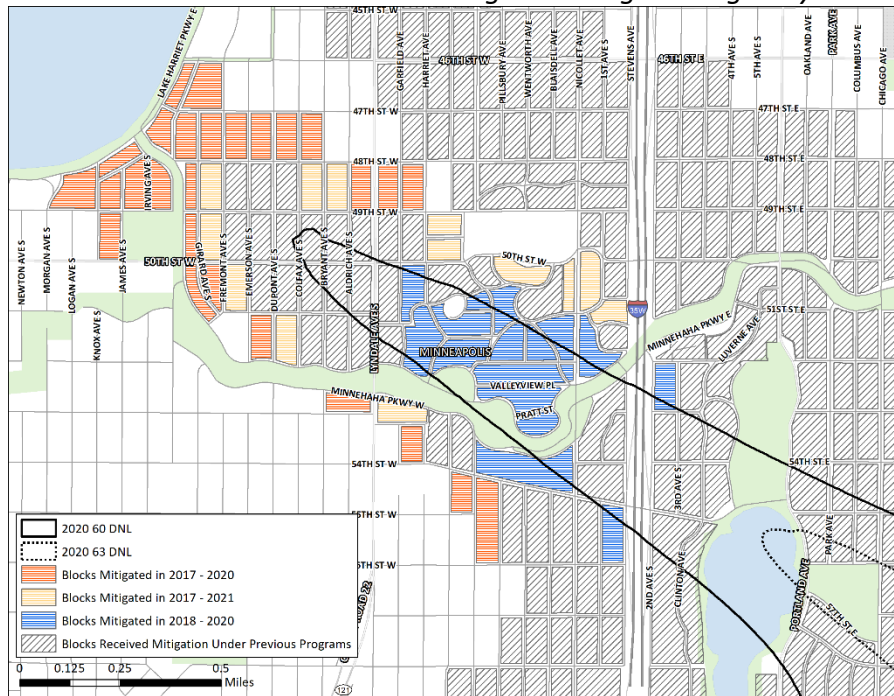
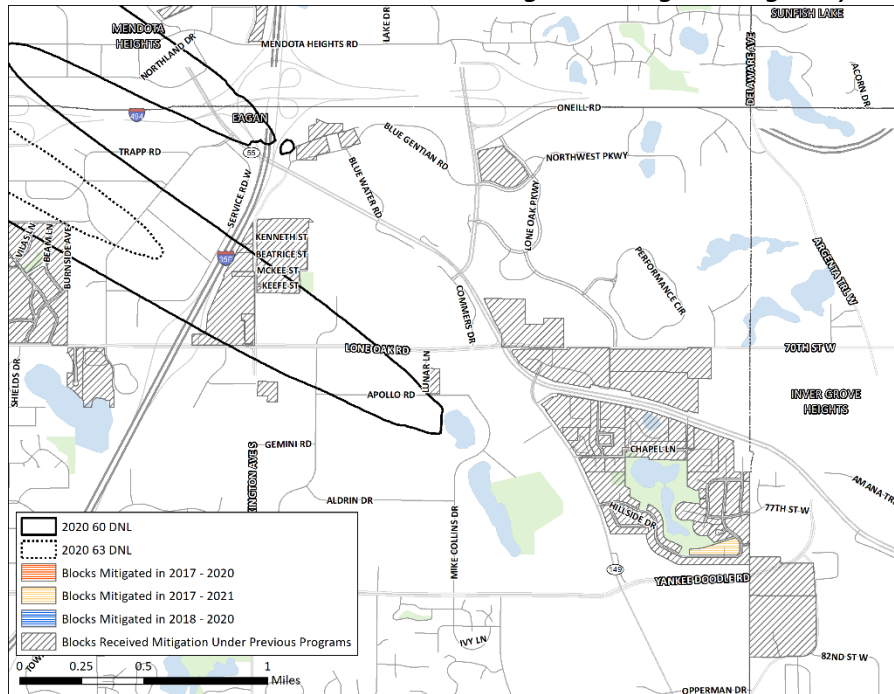


Figure 2: 2020 MSP Noise Contours with Mitigation Program Eligibility – Eagan



2019 Mitigation Program

In 2019, the MAC began the project to provide mitigation to 429 single-family homes that became eligible by virtue of the 2017 Actual Contour. As of January 19, 2021, including the homes transitioned from the 2017 and 2018 programs, 368 homes have been completed, 3 homes are in the construction or pre-construction phase and 56 homes declined to participate. The 2019 Mitigation Program does not include any multi-family properties. The total cost for the 2019 Mitigation Program through January 19, 2021 is \$13,201,527.

2020 Mitigation Program

In 2020, the MAC began the project to provide mitigation to 243 single-family homes that became eligible by virtue of the 2018 Actual Contour. As of January 19, 2021, including the homes transitioned from the 2018 and 2019 programs, 152 homes have been completed, 112 homes are in the construction or pre-construction phase and 26 homes declined to participate. The 2020 Mitigation Program does not include any multi-family properties. The total cost for the 2020 Mitigation Program through January 19, 2021 is \$4,687,111.

2021 Mitigation Program

In 2021, the MAC began the project to provide mitigation to 16 single-family homes that became eligible by virtue of the 2019 Actual Contour. As of January 19, 2021, 16 homes are in the pre-construction phase. The 2021 Mitigation Program does not include any multi-family properties. To date, there have not been any financial expenditures attributed to the 2021 Mitigation Program.

The 2020 Annual Noise Contour Report is available at: www.macnoise.com/noise-mitigation-program/msp-annual-noise-contour-analysis-reports.

MAC staff will present the 2020 Annual Noise Contour Report at the March 17, 2021 NOC meeting.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

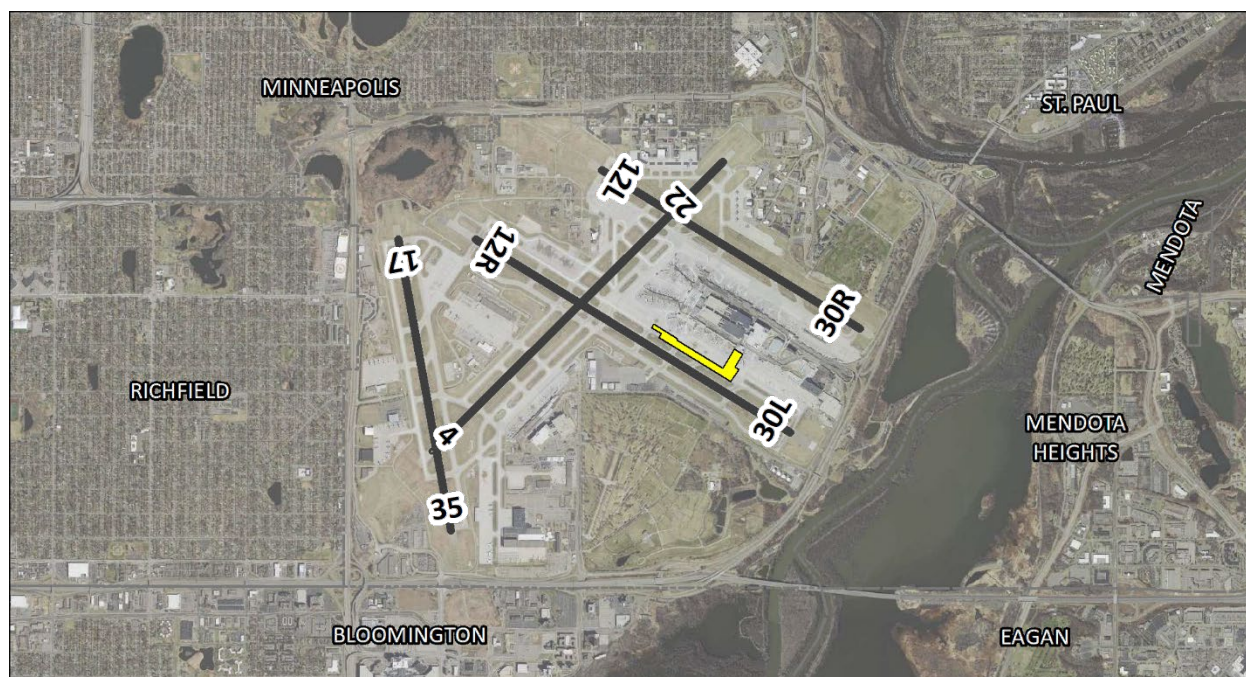
FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **2021 MSP AIRFIELD CONSTRUCTION SCHEDULE**

DATE: March 3, 2021

The MAC is preparing to undertake two construction projects on the airfield at MSP that could impact typical runway use.

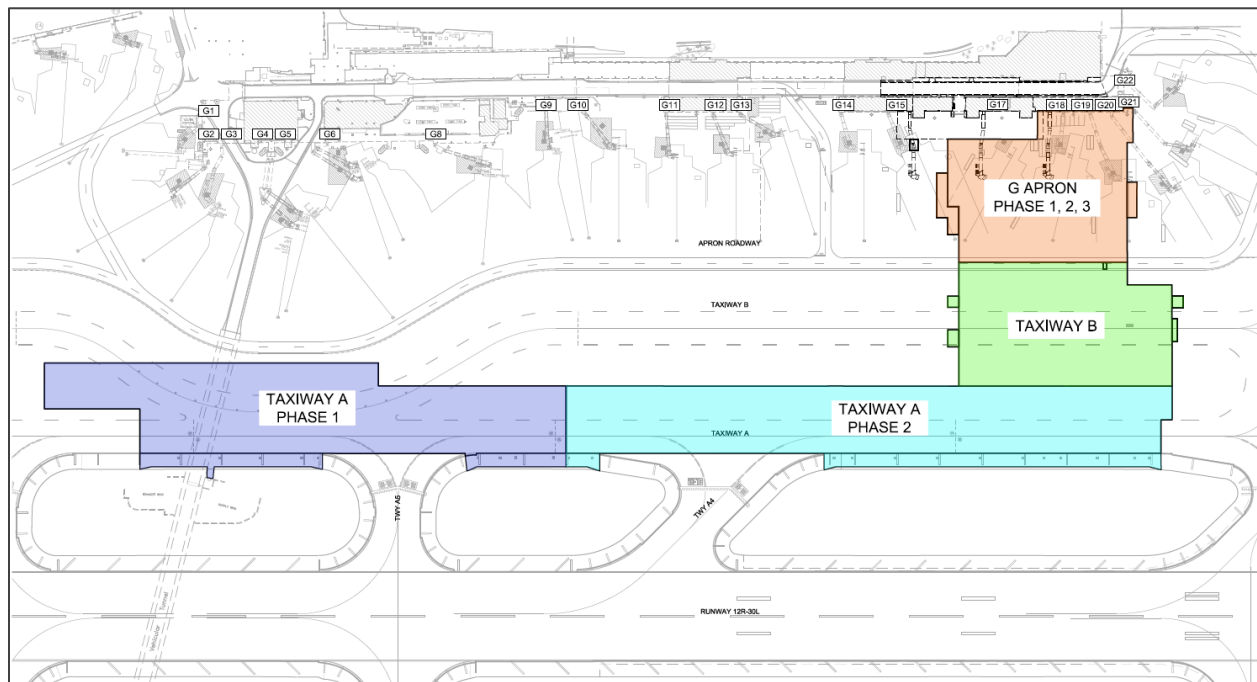
The first project provides for reconstruction of some airfield taxiways. The project area includes Taxiway A from Taxiway A3 to just west of the 12R-30L Tunnel, a portion of Taxiway B, the associated apron near Gates G15 through G19 and a 75-foot-wide strip of the G Concourse Apron adjacent to Taxiway A. Work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, pavement marking and taxiway centerline and edge lights.



The project is expected to be completed in three phases as identified in the figure below. Taxiway A construction in Phase 1 and 2 is slated for April through August. During Phase 1, the FAA intends to follow the Runway Use System when able. Ground maneuvering conditions will increase complexity of the MSP operation during this phase. As such, communities should expect an increase in the use of Runway 17.

When northerly winds are present, FAA will attempt to use a Mixed A configuration (30s/17) before Straight North Flow (30s). With southerly winds present, the use of South Flow (12s/17) allows for greater airport capacity with a reduction of arrival spacing restrictions to Runway 12R.

Taxiway B construction during Phase 3, is expected to occur between August and November.



The second project will be conducted on the runway safety area near Runway 17-35. A runway safety area is the area adjacent to a runway that is prepared and suitable for reducing the risk of damage to airplanes in the event of an aircraft excursion from the runway. The safety area must be maintained so that it is clear of debris, drained and graded and able to support aircraft, snow removal equipment and aircraft rescue and firefighting operations. The specifications for a runway safety area exist to ensure proper drainage and prevent ponding water adjacent to the runway. The work for this project is intended to restore runway safety area slopes to FAA specifications. This work is expected to be completed in two separate three-week periods. To ensure the safety of the construction crews and aircraft, Runway 17-35 will be closed during the project. This project is expected to begin in August.

At the March 17, 2021 NOC meeting, MAC staff and FAA will provide the Committee an update on this item.

MEMORANDUM

ITEM 4.3

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **MINNETONKA MOBILE NOISE MONITORING REPORT PLAN**

DATE: March 3, 2021

The 2021 NOC Work Plan includes conducting a Mobile Monitoring Study in the City of Minnetonka.

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

The scope of the study is attached and MAC staff will provide an overview at the March 17, 2021 NOC meeting.

Minnetonka Mobile Monitoring Study 2021 Draft Scope

Purpose

Collect aircraft sound measurements related to flight activity over the northeastern portion of the City of Minnetonka, specifically flights associated with the Minneapolis-St. Paul International Airport (MSP), in accordance with established [Mobile Sound Monitoring Guidelines](#).

Study Plan

Monitoring is proposed to occur in May 2021, with data collection for one week (seven consecutive days). The data will be presented in a report at the July 21, 2021 Noise Oversight Committee (NOC) meeting. Start date and results could be impacted by flight activity, the monitoring site, community or environmental factors at that location, and weather.

This study will monitor sound at one location. A back-up location may be identified for unanticipated challenges during the monitoring period. The location of the mobile monitor(s) will be in accordance with established [Mobile Sound Monitoring Guidelines](#) as follows:

- Where flight operations are at altitudes, concentrations, and configurations creating sound levels above community sound levels.
- Under or near known aircraft flight paths so as to capture sound data from aircraft operating to and from MSP.
- Away from known community sound sources (such as large arterial roads, train tracks, factories, transit centers, natural and other gathering spots) that may interfere with collection of aircraft sound data.
- Areas where permanent sound monitoring sites are not already measuring aircraft sound.
- Predominantly residential area.
- Within 100 feet of electrical power.
- On public property (preferred).

Location Options

1. Water Tower (Cedar Hills Drive)
2. Fire Station # 2 (1815 Hopkins Crossroad)
3. Southwest Corner of Ford Park
4. LH Tanglen Elementary School
5. Hopkins High School

A back-up location may be identified if the above targeted locations pose unforeseen challenges. The monitoring period may be adjusted if a backup location is chosen to achieve the required dataset. MAC staff will communicate any location changes and/or scheduling changes to the City of Minnetonka as soon as possible.

Study Will Provide:

- Analysis of sound data collected from mobile equipment and any relevant permanent sound monitoring sites in nearest vicinity to the City of Minnetonka.
- Analysis of aircraft and community sound levels in the vicinity of the mobile monitoring equipment using the collected data.
- Analysis of modeled versus monitored sound data.

Study Will Not Provide:

- Residential sound mitigation eligibility.
- Changes to annual day-night-level (DNL) aircraft noise contours.

MEMORANDUM

ITEM 4.4

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **2021 WINTER LISTENING SESSION**

DATE: March 3, 2021

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

On January 27, 2021 at 6:00 P.M., MAC Community Relations staff conducted a virtual Listening Session via Microsoft Teams. One resident from Mendota Heights, one resident from Minneapolis and two additional residents joined the call. Also in attendance were Sean Fortier and Dominika Drozdal with the FAA, NOC representatives Jeff Hart, Linea Palmisano, Loren Olsen, and Paul Borgstrom, MAC Commissioner Yodit Bizen, and five MAC staff.

MAC staff opened the meeting and asked each of the audience members to introduce themselves and where they were from. Staff then provided a brief NOC update and an overview of the January NOC meeting. The presentation slides are available on the Listening Session page on our website: www.macnoise.com/our-neighbors/msp-quarterly-listening-sessions.

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

- Arrival path of aircraft arriving to Runways 30L and 30R.
- Military operations and clarification of the FlightTracker tool.
- Request for complaints by City by airport flow.

The next Listening Session will be held on April 28, 2021. Further details will be made available on the www.macnoise.com website.