

MEETING CHANGE NOTICE

The March 18, 2020 Noise Oversight Committee will begin at 1:30 p.m. at Richfield City Hall, 6700 Portland Avenue, Richfield, MN. (The Committee Pre-meeting will begin at 1:00 p.m. in the Bartholomew Meeting Room – NOC members, alternates, and at-large contacts only).

Due to limited parking, carpooling is greatly appreciated.

Additionally, user Co-Chair Jeff Hart will be acting Chairperson for the meeting.



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)
Todd Lawrence	Charter/Scheduled Operator Representative (Sun Country Airlines)
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)

MEETING AGENDA

March 18, 2020 at 1:30 PM

Richfield City Hall, City Council Chambers

6700 Portland Avenue, Richfield, MN 55423

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

***Note:** 1:00 to 1:30 PM – Committee Agenda Review Session

(NOC members, alternates, and at-large contacts only in the Bartholomew Room)

1. 1:30 Review and Approval of January 29, 2020 Meeting Minutes
2. 1:30 Review of Monthly Operations Reports: January and February 2020
3. 1:40 Public Comment Period
4. 2:00 2019 Annual Noise Contour Report and Residential Noise Mitigation Program Eligibility
5. 2:20 Eagan Request to the FAA
6. 2:40 MSP Complaint Data Assessment
7. 3:00 MSP 2040 Long Term Plan Stakeholder Engagement Update
8. 3:10 Minnetonka Mobile Noise Monitoring Study Plan
9. 3:15 Announcements
10. 3:15 Adjourn

Public Comment Notice: A public comment period of no more than 20 minutes will be added to each agenda. Members of the public wishing to address the NOC during this period are allotted 3 minutes to speak. Please complete and submit a speaker card prior to the start of the meeting or have arrangements made with your NOC representative prior to the meeting date.



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, January 29, 2020 at 1:30 PM

MAC General Office

Lindbergh Conference Room

Call to Order

A meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, January 29, 2020, in the Lindbergh Conference Room at the MAC General Office building. **Chair Miller** called the meeting to order at 1:33 PM. The following were in attendance:

Representatives: J. Hart; D. Miller; L. Olson; C. Koppen; P. Dmytrenko; C. Finlayson; P. Borgstrom; J. Bergman, L. Petschel, T. Cossalter, L. Moore

Staff: D. Nelson; B. Juffer; J. Lewis; M. Ross; R. Fuhrmann; B. Ryks; N. Pesky; B. Rief

Others: R. MacPherson – FAA; R. Mathews – FAA; H. Bjornson – FAA; S. Fortier – FAA; K. Mara – FAA; D. Nuccio – US Department of Housing and Urban Development (HUD); C. Diaz – US Representative Craig’s Office; D. O’Leary – Sunfish Lake; H. Rand – Inver Grove Heights; R. Goldser – Eagan; G. Norling – Mendota Heights; H. Leslie - Eagan; L. Grotz – Edina

1) Review and Approval of November 20, 2019 Meeting Minutes

A motion was made by **Co-Chair Hart, Delta Air Lines**, and seconded by **Representative Bergman, City of Apple Valley**. The motion passed unanimously; the minutes were approved.

2) Review of Monthly Operations Reports: November and December 2019

Michele Ross, Assistant Technical Advisor, reviewed and presented the November and December 2019 operations report for MSP airport.

November

- Total Operations: 31,426
- Nighttime Operations: 1,938
- North/South/Mixed (%): 44/36/11
- Complaints: 10,967
- Complaint locations: 221
- Hours of aircraft sound events: 416

December

- Total Operations: 32,840
- Nighttime Operations: 2,314
- North/South/Mixed (%): 35/45/12
- Complaints: 10,852
- Complaint locations: 187
- Hours of aircraft sound events: 367

- | | |
|-----------------------------------------|-----------------------------------------|
| • Runway 17 Dep Procedure: 99.5% | • Runway 17 Dep Procedure: 99.5% |
| • Eagan/Mendota Heights Corridor: 86.9% | • Eagan/Mendota Heights Corridor: 96.7% |
| • Crossing-in-the-Corridor day: 25.7% | • Crossing-in-the-Corridor day: 25.3% |
| • Crossing-in-the-Corridor night: 38.0% | • Crossing-in-the-Corridor night: 47.7% |
| • Runway Use System: 53.8% | • Runway Use System: 54.1% |

Ross also pointed out that there was a weather event on November 26 with strong northeasterly winds. MAC staff was able to coordinate with the FAA to alert them to the flights that were out of the corridor. This was an opportunity to use the real-time abatement tool to bring the awareness to the use of the procedure during the weather condition. **Ross** continued and presented the year end operations information from 2018 and 2019 for MSP airport.

2018

- Total Operations: 405,305
- North/South/Mixed (%): 34/46/12
- Complaints: 139,524
- Complaint locations: 1,484
- Hours of aircraft sound events: 4,938
- Runway 17 Dep Procedure: 99.4%
- Eagan/Mendota Heights Corridor: 94.4%
- Crossing-in-the-Corridor day: 34.5%
- Crossing-in-the-Corridor night: 40.7%
- Runway Use System: 53.8%

2019

- Total Operations: 403,665
- North/South/Mixed (%): 36/44/13
- Complaints: 177,650
- Complaint locations: 1,406
- Hours of aircraft sound events: 5,248
- Runway 17 Dep Procedure: 99.5%
- Eagan/Mendota Heights Corridor: 92.5%
- Crossing-in-the-Corridor day: 28.8%
- Crossing-in-the-Corridor night: 44.1%
- Runway Use System: 54.4%

3) Public Comment Period

Chair Miller, City of Eagan, introduced the public comment period protocol and announced there was one speaker who submitted a comment card.

Ron Goldser, Eagan, verbally asked a question about how valid the noise complaint statistics are. Some people have decided to come into the NOC meeting to make their comments in person.

Goldser went on to discuss nighttime operations noting the percentage of flights of have decreased over Eagan the absolute quantity of overall flights over the area has increased. He also pointed out to the committee that a fellow advocate in Eagan, Ted Gladhill, sent an email to the committee chair. He paraphrased the email regarding nighttime flight activity to reflect Mr. Gladhill’s comments. Mr. Goldser indicated that nighttime flights should be held to a higher standard of noise reduction suggesting there should be a different corridor procedure for nighttime departures. **Goldser** mentioned a discussion he had with Brad Juffer about flight elevations where he asked why flights don’t take off higher and quicker which is due to the competition with arrivals. If you are flying longer out before you start turning at the same elevations, you will not run into the conflict with arrivals so use the longer distances for

departures before you turn. He mentioned that this is part of the recommendation before the FAA currently.

4) **VOR Minimum Operational Network**

Brad Juffer, Technical Advisor, mentioned that the overview was included in the agenda. He introduced Rebecca McPherson from the Federal Aviation Administration (FAA).

Rebecca MacPherson, Great Lakes Regional Administrator, FAA, noted she appreciates the opportunity to brief the Committee about the partial decommissioning of the MSP Very-High Frequency Omnidirectional Radial / Distance Measuring Equipment (VOR/DME) that will take place two years from now and partner with the Committee and the public. The FAA acknowledged community concerns related to this issue due to the past (2012/2013) Area Navigation (RNAV) implementation proposal at MSP. RNAV is a tool that can be used in various ways. The FAA has no intention of implementing the types of changes that were proposed in 2012/2013.

MacPherson explained the initial VOR Minimum Operational Network (VOR MON) project purpose and intent, saying the MSP VOR/DME will be partially decommissioned affecting the lateral navigation capability for pilots. The distance measuring (or “DME”) portion of the VOR/DME will remain in service. This equipment will continue to provide range information to pilots when procedurally required and GPS equipment is not used, or the GPS signal is not available. This VOR will be decommissioned as part of the FAA’s NextGen program where GPS based RNAV and Performance Based Navigation (PBN) will replace the legacy ground-based system. The MON allows aircraft to fly at an altitude of at least 5,000 feet, coast to coast, to an airport of safe landing using ground-based navigation such as an Instrument Landing System or VOR. It will provide navigation services so that an aircraft will never be more than 100 miles away from a point of safe landing. Its sole purpose is to provide an orderly, reliable and safe way to get flying aircraft out of the National Airspace System (NAS) and into a suitable airport in the event of a widespread GPS system disruption. The MSP VOR is not required to be part of this streamlined network; therefore, it will need to be decommissioned.

MacPherson then stated that the effect of the change at MSP for communities in and around MSP – there will be no difference. We do not expect there to be any difference using RNAV. The impact will not change.

The FAA is aware of the sensitivities in the communities. The FAA asked for the NOC members to assist the FAA in educating the community on these highly technical issues. A refresher course by the FAA could be offered if the members of the NOC are interested. In addition, because of the history at MSP, the FAA decided it will do an informational meeting in June or July to educate the community at large as to what the potential impacts of decommissioning the MSP VOR and how that will or will not change from what they are experiencing today. **MacPherson** continued by noting that this informational meeting will be conducted independently from the environmental process and will serve an important educational component to the community. It is anticipated that an environmental review will be started in early December 2020. It is also anticipated that by end of March 2022 there would be a

publication of the environmental report. The hope is that they will be able to decommission the VOR by the end of 2022.

Representative Petschel, City of Mendota Heights, said the FAA's first attempt to implement RNAV procedures at MSP created distress within the surrounding communities. As a result, the NOC developed a community engagement roadmap for the FAA to re-engage with the communities related to RNAV procedures. The communities have very low levels of trust. The community is deeply scarred by previous interaction with the FAA over this type of navigational change. The FAA needs to provide the staff and resources to engage with the communities directly. The FAA should review the roadmap and take the recommendations to heart versus what seems to be happening is the FAA is stating what they are willing to do as though the roadmap was never drafted.

Rebecca MacPherson noted the community outreach proposed for June and July is a direct result of the roadmap. This type of engagement will not be done in other communities. The FAA understands it is their role to communicate the impact of these changes to the communities in a manner that is easily understandable. The FAA would appreciate NOC members, to the extent that they feel comfortable, emphasizing to their communities that the proposed changes are not the same as 2012/2013. The FAA has adapted over the past eight years. **MacPherson** noted that a similar project was done at Chicago O'Hare. **Petschel** noted that is the type of example that was requested in reference to a case study to include additional information in terms of noise complaints, etc., to share with the group. **MacPherson** replied that the Chicago O'Hare case study and complaint profile will be incorporated into the outreach in June and July. **MacPherson** went on to note that there will be no narrowing of departure headings in Minneapolis.

Representative Bergman, City of Apple Valley, commented that this has been implemented in Chicago and Nashville and sharing the information from those cities, even with the differences between MSP, could serve to provide some level of comfort to communities. Illustrate the facts with figures, maps, diagrams, etc.

Representative Petschel, City of Mendota Heights, commented that outreach should be specific to communities at the end of each runway and not just one general overview. **MacPherson** responded that the FAA will provide that information during their outreach in June and July.

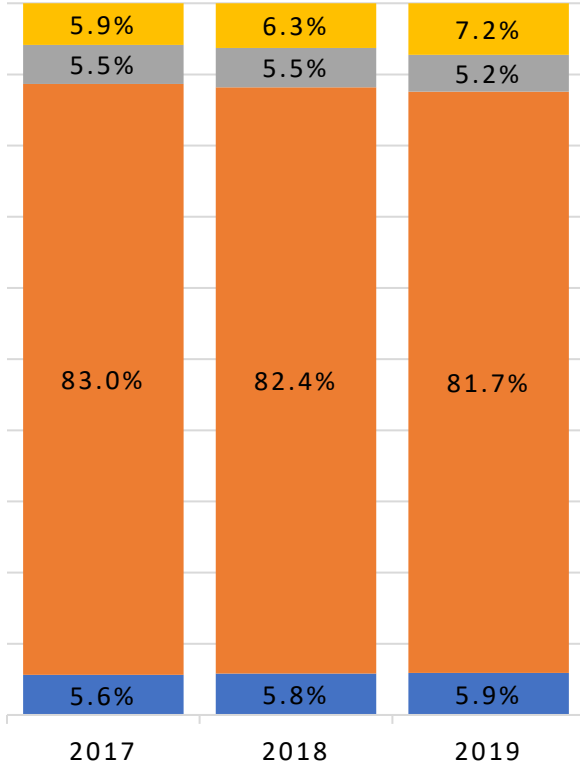
Representative Finlayson, Endeavor Air, asked if RNAV could be used to increase compliance with existing noise abatement procedures. He noted that as an operator, he wants to be 100% in compliance with what the community wants. **MacPherson** replied that the timing of the project may preclude the FAA from adding that work but could be done through an alternate process.

Representative Olson, City of Minneapolis, questioned whether new procedures would be incompatible with existing abatement procedures. If it is indeed true that the new tracks mimic the existing tracks, then we can engage with our communities. But we cannot rush the process.

2017 – 2019 COMPLAINTS AND OPERATIONS BY TIME

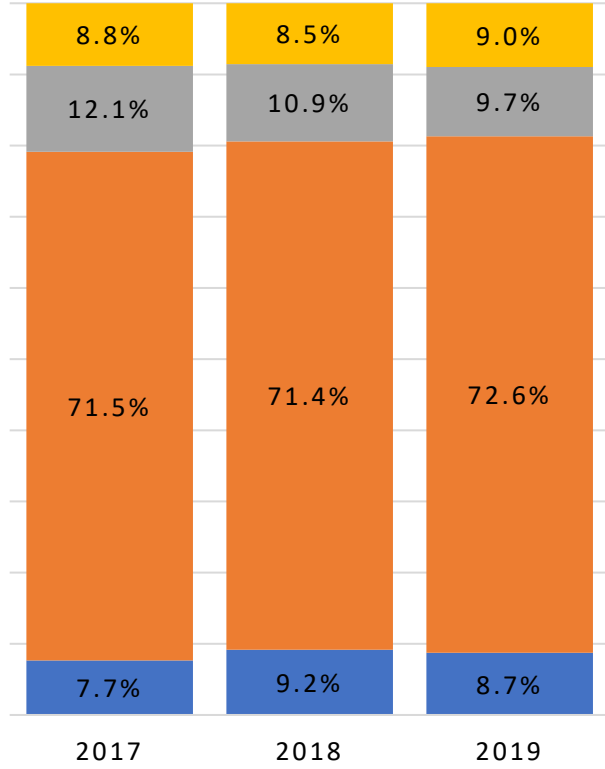
OPERATIONS BY TIME PERIOD

■ MORNING ■ DAY ■ EVENING ■ NIGHT



COMPLAINTS BY TIME PERIOD

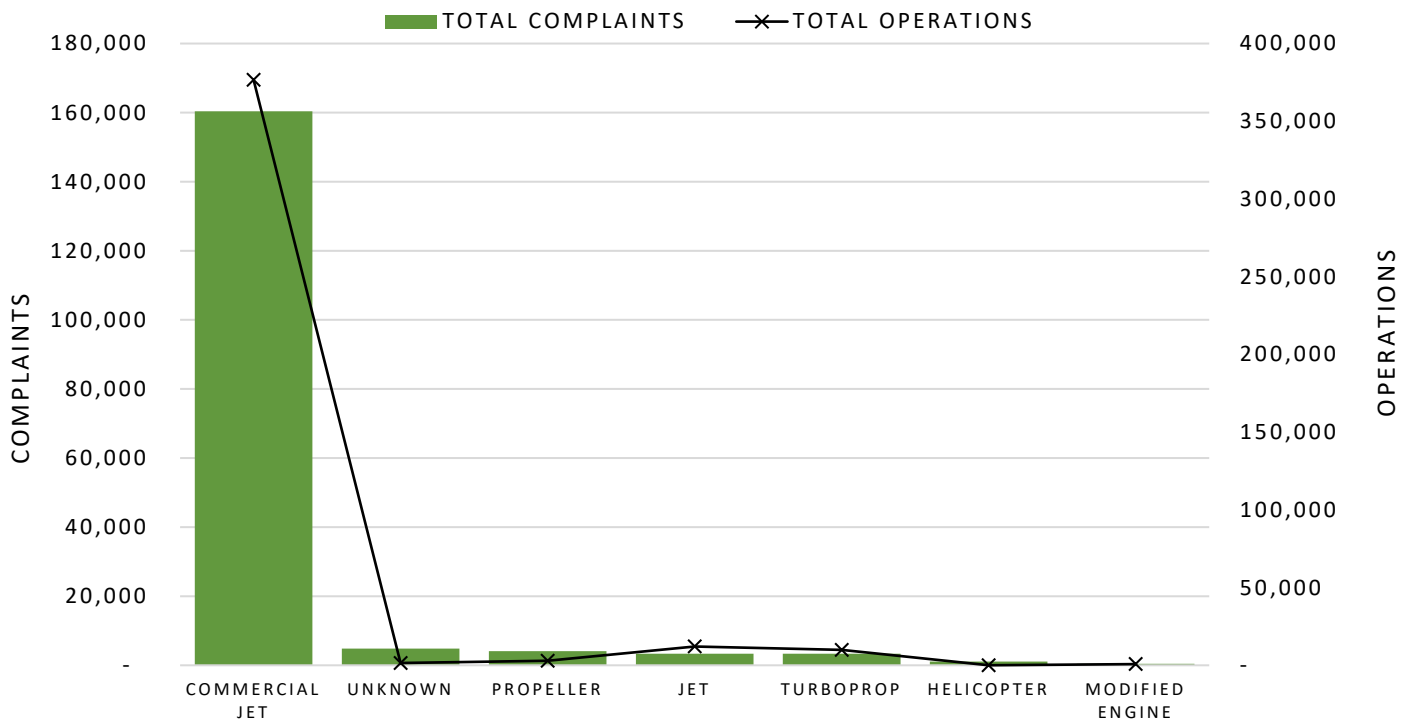
■ MORNING ■ DAY ■ EVENING ■ NIGHT



Note:

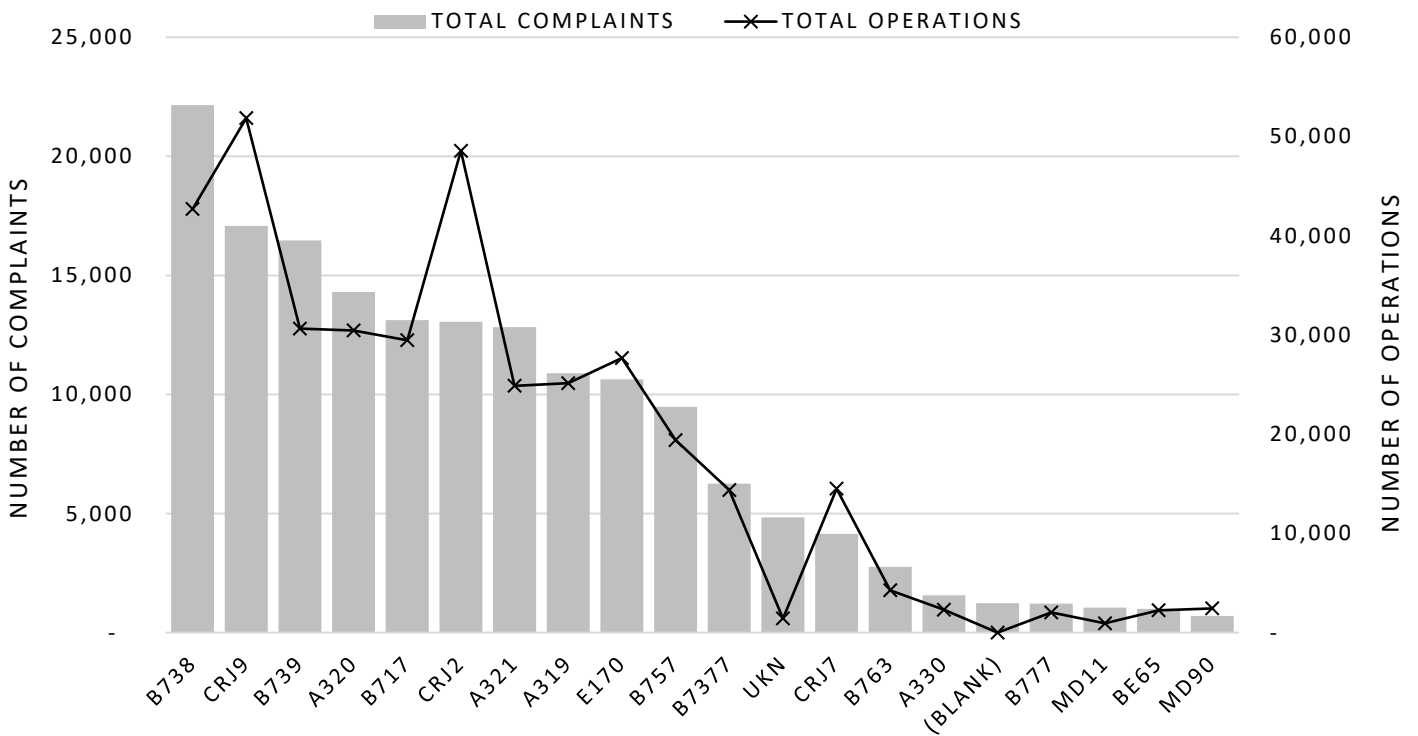
Morning: 6:00 AM – 7:30 AM
Day: 7:30 AM – 9:00 PM
Evening: 9:00 PM – 10:30 PM
Night: 10:30 PM – 6:00 AM

2019 COMPLAINTS BY AIRCRAFT CATEGORY



Operation Type	Total Complaints	Total Operations	Ratio
Commercial Jet	160,378	376,603	0.43
Unknown	4,838	1,430	3.38
Propeller	4,078	2,876	1.42
Jet	3,368	12,093	0.28
Turboprop	3,342	9,888	0.34
Helicopter	1,076	21	51.24
Modified Engine	414	754	0.55

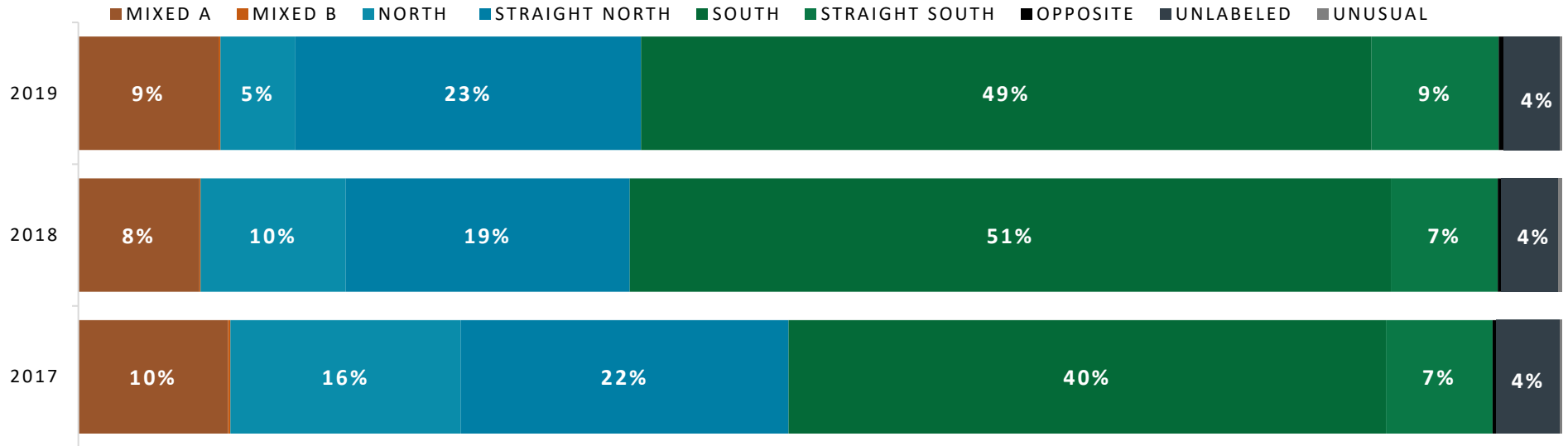
2019 COMPLAINTS BY AIRCRAFT TYPE



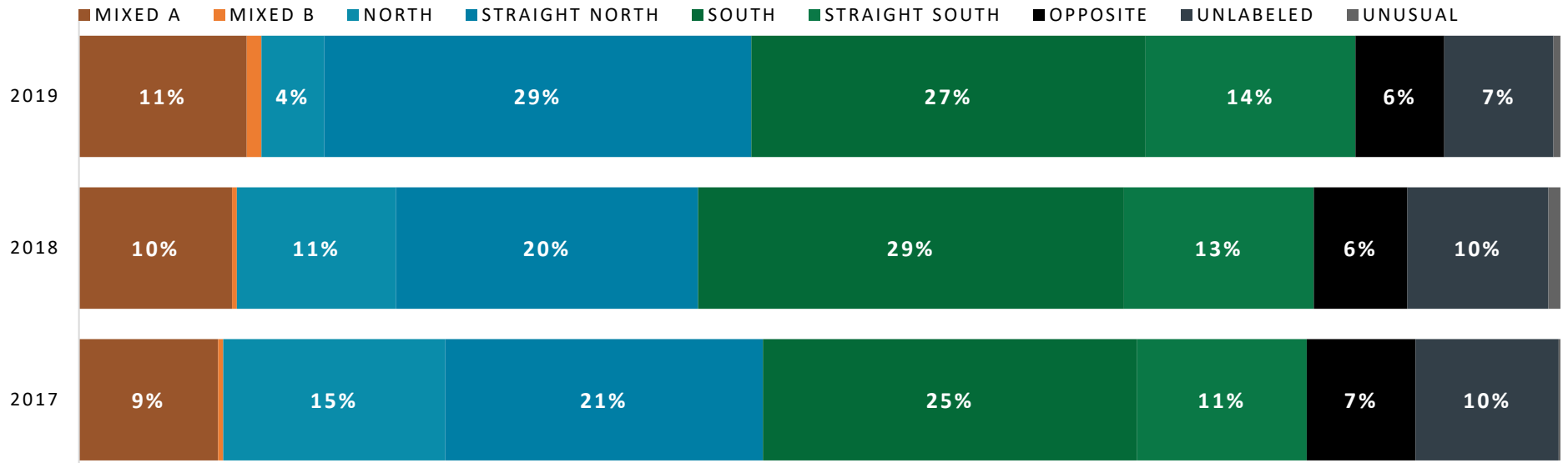
2019 TOP 10 FLIGHTS THAT GENERATED COMPLAINTS

Operation Number	Aircraft Type	Airport	Flight ID	Date and Time	Number of Complaints
24191800	B739	MSP	DAL371	1/12/2019 7:28	24
25030719	A109	--	N90NM	8/10/2019 3:32	24
24597204	UKN	FCM	--	5/7/2019 16:32	22
24429478	BE65	MSP	BMJ72	3/28/2019 7:18	21
24948135	UKN	FCM	--	7/24/2019 7:03	21
24191771	B737	MSP	SWA6936	1/12/2019 7:47	21
25111517	MD11	MSP	FDX915	9/1/2019 3:58	21
25166616	CRJ9	MSP	SKW4045	9/20/2019 6:53	20
24867877	UKN	MIC	N2240G	7/8/2019 19:40	20
24592042	B738	MSP	DAL2340	5/6/2019 20:51	19

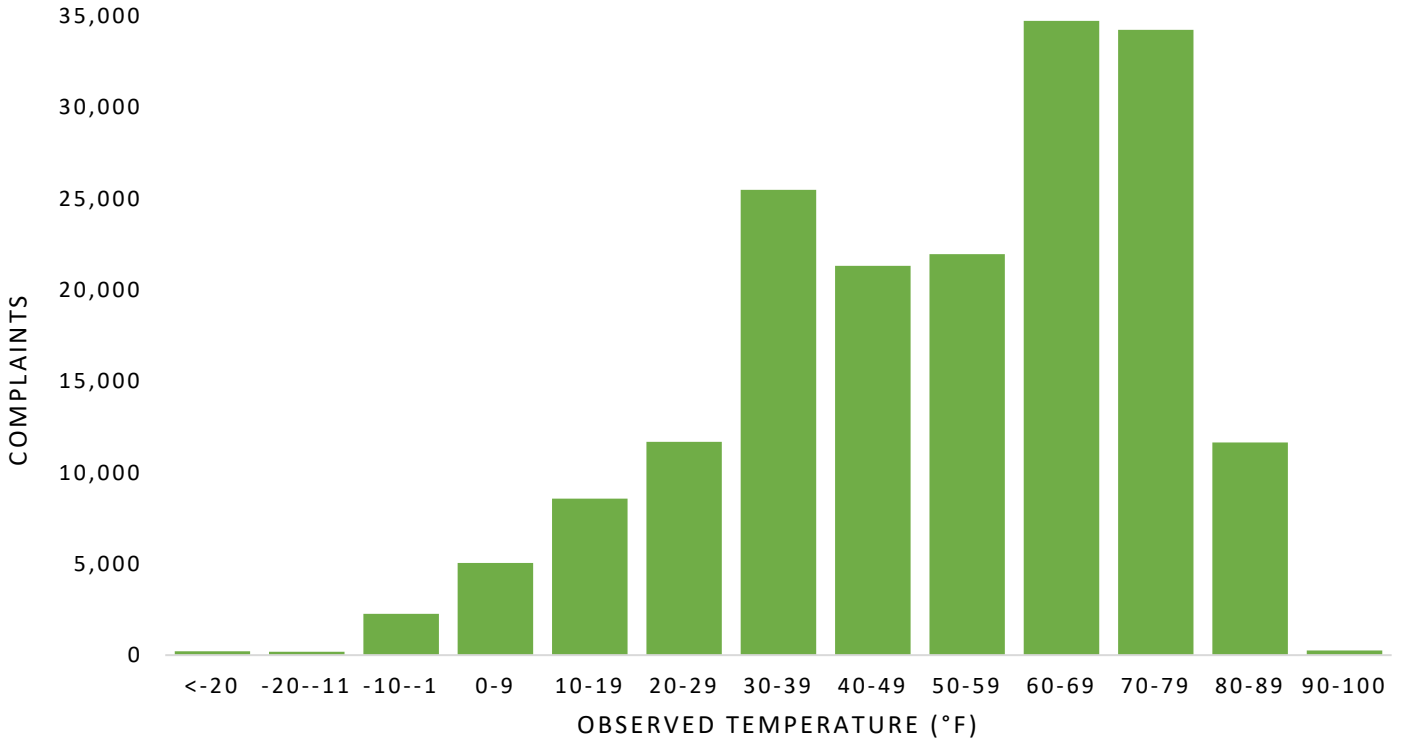
2017 – 2019 COMPLAINTS BY FLOW



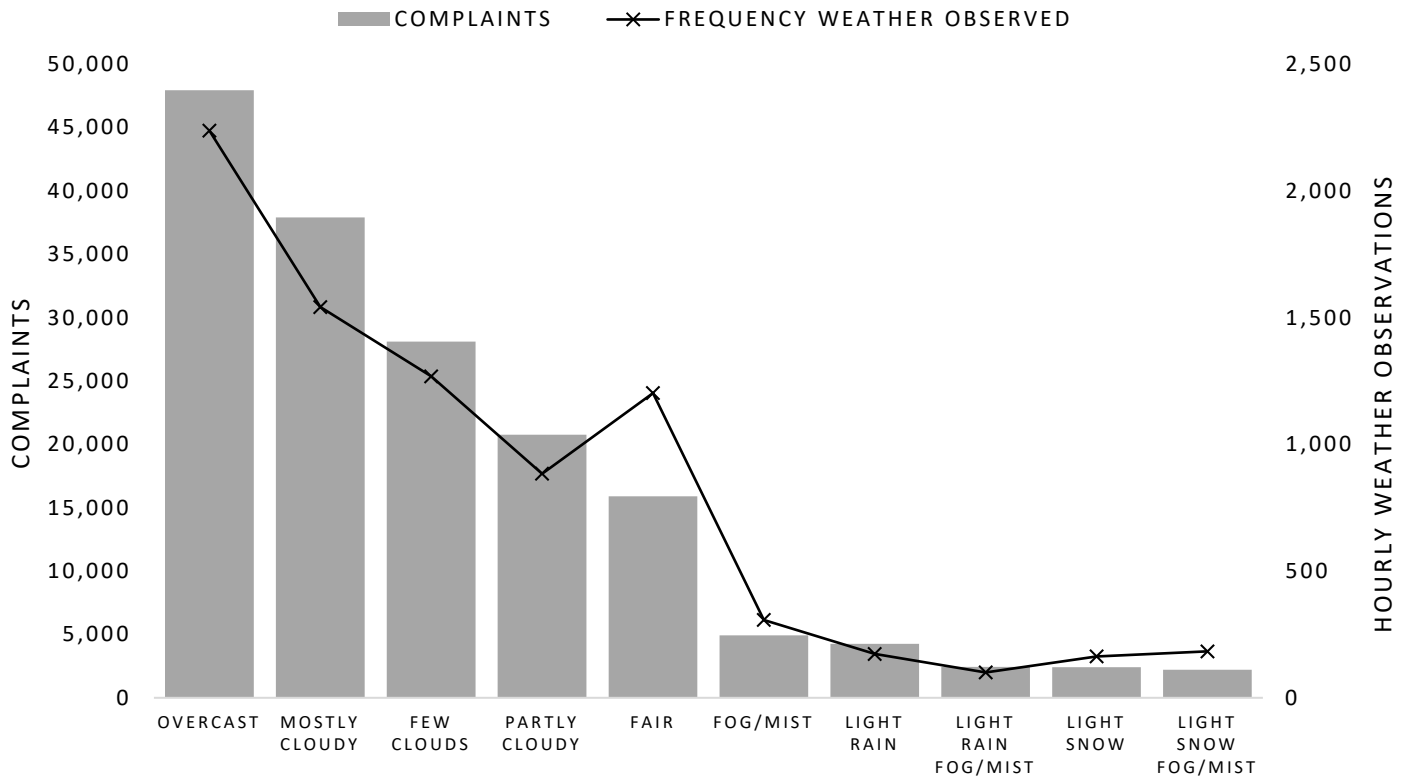
2017 – 2019 TOTAL FLOW



2019 COMPLAINTS BY TEMPERATURE



2019 COMPLAINTS BY WEATHER



MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Director, Stakeholder Engagement

SUBJECT: **MSP 2040 LONG TERM PLAN STAKEHOLDER ENGAGEMENT UPDATE**

DATE: March 4, 2020

The MAC is responsible for long-term planning for each of its airports. The MSP Airport Long-Term Plan (“the Plan”) is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations.

A robust community and stakeholder engagement program – including creation of a Stakeholder Advisory Panel – will accompany various phases of the planning process, providing ample opportunities for public information, input and discussion.

An overview of engagement program updates and upcoming Stakeholder Advisory Panel activities will be shared at the March 18, 2020 NOC meeting.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

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

DATE: March 4, 2020

The 2020 NOC Work Plan includes an item to conduct a mobile noise monitoring study in the City of Minnetonka. The original request was received by the Committee via a mobile noise monitoring request from the City of Minnetonka through At-Large Community Representative, Mary Brindle. It was approved by the NOC upon the approval of the 2020 Work Plan on November 20, 2019.

The purpose of the study is to collect measurements in the northeastern portion of the City of Minnetonka of aircraft-related sounds associated with operations from the Minneapolis-St. Paul International Airport, in accordance with established [Mobile Sound Monitoring](#) procedures.

MAC staff intends to conduct mobile monitoring during May 2020 and has developed the data collection plan in partnership with staff at the City of Minnetonka.

The attached document outlines the plan for the Minnetonka Mobile Noise Monitoring Study. Staff will provide an update to the NOC at its March 18, 2020 meeting.

Minnetonka Mobile Monitoring Study 2020 – Outline

Purpose

Collect measurement in the northeastern portion of the City of Minnetonka of aircraft related sounds associated with operations from the Minneapolis-St. Paul International Airport, in accordance with established Mobile Sound Monitoring Guidelines.

Suggested timing and duration of the study

Targeted start is May 2020 with data collection for one week. The data will be shared with City of Minnetonka staff and residents and presented in a report at the July 15 NOC meeting. Start date and results could be impacted by the monitoring site, community or environmental factors at that location, and weather.

Number of mobile noise monitors and location criteria

This study will use one monitoring location. A back-up location may be identified for unanticipated challenges during the monitoring period. The location of the mobile monitor will be in accordance with established Mobile Sound Monitoring Guidelines as follows:

- Located to monitor aircraft operations at MSP
 - Under/near known aircraft flight paths
- Where flight operations are at altitudes, concentrations, and configurations creating sound levels above community sound levels
- 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 gathering aircraft sound data
- In areas where the permanent sound monitoring sites are not already monitoring aircraft noise levels
- Predominantly residential
- Within 100 feet of electrical power
- On public property (preferred)

Possible locations

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

A back-up location will be identified in the event that the above targeted locations pose unforeseen challenges. The monitoring period will be adjusted if the 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.

What the data will provide

- Analysis of sound data collected from the mobile equipment and sound data collected at permanent noise monitoring sites near Minnetonka.

- An assessment of mobile data collected will determine aircraft noise levels and community noise levels in the areas where the mobile equipment is placed.
- An assessment of modeled versus monitored data.

What the data will NOT provide

- Residential sound insulation eligibility
- Changes to annual DNL noise contours
- Changes to aircraft operations.