



## MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, November 10, 2021, at 6:00 PM  
\*\*By MS Teams, and Teleconference Only\*\*



### **Call to Order**

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, November 10, 2021, by teleconference only. Chair Miller called the meeting to order at 6:00 p.m. The following participated in the teleconference:

**Representatives:** R. Barette, J. Bergman, C. Jacobson, J. Hart, J. Klinger, D. Miller, A. Moos, L. Moore, C. Potter, K. Rodriguez

**Staff:** Y. Bizen, B. Juffer, J. Lewis, K. Martin, M. Ross, D. Nelson, L. Werner

**Others:** R. Krzos – City of Richfield, H. Rand – Inver Grove Heights, S. Fortier – FAA, J. Ronken – FAA, D. Langer – FAA, D. Drozdal – FAA, J. Ronken – FAA, K. Gallatin, Lori G., and other members of the public

**A quorum** of four Community Representatives, and four Industry Representatives was established by roll call attendance:

**Community Representatives:** Bergman, Jacobson, Miller, Moore, Rodriguez

**Industry Representatives:** Barrette, Hart, Klinger, Moos, Potter

### **1. Consent**

#### **1.1. Approval of September 15, 2021, Meeting Minutes**

There were no questions or revisions to the September 15 meeting minutes.

#### **1.2. Reports**

##### **1.2.1. Monthly Operations Reports: September and October 2021**

**Michele Ross**, Assistant Technical Advisor to the NOC, provided September 2021 data and preliminary data for October 2021. The data for October had not been finalized at the time of this meeting. (Presentation materials are available on <https://metroairports.org/msp-noise-oversight-committee>):

#### **September**

- Total Operations: 26,770
- Nighttime Operations: 1,301
- North/South/Mixed: 45/47/13 (%)
- RUS (Priority 1/2/3/4): 47/4/0/50 (%)
- RJ/Narrow/Wide: 45/52/3 (%)
- Complaints: 11,006
- Complaint locations: 315
- Top 10 Households: 59%
- Hours of events\*: 364

#### **October (preliminary)**

- Total Operations: 27,275
- Nighttime Operations: 1,296
- North/South/Mixed: (%)
- RUS (Priority 1/2/3/4): 42/10/0/47 (%)
- RJ/Narrow/Wide: 41/56/3 (%)
- Complaints: 11,177
- Complaint locations: 306
- Top 10 Households: 58%
- Hours of events\*:

- Number of events\*: 72,453
- R17 procedure: 99.8%
- EMH Corridor procedure: 96.4 %
- Crossing procedure day: 17.8%
- Crossing procedure night: 46.1%
- RUS: 50.5 %
- Number of events\*:
- R17 procedure: 99.6%
- EMH Corridor procedure: 94.1%
- Crossing procedure day: 20.1%
- Crossing procedure night: 35.2%
- RUS: 52.4%

\* Aircraft sound events above 65dB.

**Chair Miller** mentioned that Eagan has been receiving a lot of calls regarding noise. She remarked that she was not surprised given that Runway 17 had been closed for seven weeks and when flights returned it proved bothersome for residents. **Chair Miller** noted she is working with MAC staff to understand the issues and noted that headings 120 and 140 seem to be particularly bothersome for residents as well as sweeping westbound turns off the parallel runways for the residents of north Eagan. **Chair Miller** assured residents that have been calling that we are looking into those issues and will get back to them.

### 1.2.2. Review of Fall Listening Session

**Michele Ross**, Assistant Technical Advisor to the NOC, provided an overview of the Fall Listening Session held on October 27. Attendees included one resident from Mendota Heights. Also in attendance were FAA and MAC staff, and the following NOC representatives, including Jeff Hart, Cheryl Jacobson, Linea Palmisano, Loren Olsen, John Klinger, and Kevin Gallatin.

During the Fall Listening Session, the NOC typically requests work plan item suggestions for the coming year. Staff provided a brief overview of past work plans and the draft work plan for 2022.

During the Listening Session, the NOC At-Large representative from Saint Paul, Kevin Gallatin, noted that he had been hearing from Highland Park residents with concerns of ground noise from the airport, particularly noting noise from the air base on the northeast side of the airport. Minneapolis NOC reps echoed these concerns for Minneapolis residents. Staff noted the prevalence during the fall for temperature inversion – which is a weather conditions that can exacerbate ground noise. Temperature inversion can occur when the air above the ground is warmer than the air near the ground.

Given these concerns from residents, staff would suggest a 2022 Work Plan addition to have a guest speaker from the Air National Guard attend a 2022 NOC meeting and provide information on the airfield activity to help clarify the activity and associated sound for residents.

There were no questions or comments.

### 1.2.3. Review of Residential Noise Mitigation Program Implementation Status

This item is included as a report only.

**Chair Miller** asked the Committee if they had any questions. Hearing none, Chair Miller asked for a motion to approve the consent agenda.

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

**Ayes:** Ten - Barrette, Bergman, Hart, Klinger, Potter, Jacobson, Miller, Moore, Moos, Rodriguez

**Nays:** None

**Abstain:** None

## 2. Public Comment Period

There were no public comments.

## 3. Business

### 3.1. Review and Approval of the 2021 NOC Accomplishments, 2022 NOC Work Plan, 2022 NOC Meeting Dates

**Brad Juffer**, Technical Advisor to the Noise Oversight Committee provided an overview of the 2021 NOC Accomplishments, 2022 NOC Work Plan, and 2022 NOC Meeting Dates and highlighted some 2021 Accomplishments:

- Ongoing review of MSP monthly operations reports (aircraft noise complaints, operations, runway use, noise events, and compliance with noise abatement procedures) though often overlooked, awareness of activity at MSP has been important in 2021 as the ongoing recovery of travel during the pandemic has caused disruptions not seen before.
- Updates from Delta and Sun Country Airlines and the MAC's Director of Air Service Development about current and projected airline schedules as well as impact to airport operations resulting from the COVID 19 pandemic.
- Updates on airfield construction activities, allowed the NOC to also have a future awareness of airfield impacts and activity.
- Fleet Mix and Nighttime Operations Assessment, 2020 MSP Complaint Data Assessment, MSP 2020 Annual Noise Contour Report, are annual reports and studies that are done each year for the Committee.
- FAA briefing regarding the Neighborhood Environmental Survey
- Update regarding the FAA's efforts to re-evaluate noise measurements methods at U.S. airports. The FAA briefing regarding the Neighborhood Environmental Survey was handled at the special meeting in February to respond to the Federal Register Notice on the Neighborhood Environmental Survey.
- Honoring Pam Dymtrenko's service and her contribution to the NOC.

**Juffer** noted that the NOC's endorsement for the continuation of the Noise Mitigation Program in a manner consistent with the provisions of the Consent Decree and the request for MAC staff to continue exploration of the program with the parties to the Consent Decree was duly noted and appreciated by MAC Commission and Staff. **Juffer** personally thanked on behalf of MAC staff, the Committee members for volunteering their time and talent. The Draft NOC 2022 Work Plan was presented to the NOC in September. Items I thru K were added since that draft was distributed. Staff also provided recommendations on 2022 NOC meeting dates.

**Chair Miller** asked if there were any questions or comments from the Committee; hearing none, she asked if there was a motion for the following requested action.

**Requested action:** APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2021 MSP NOC ACCOMPLISHMENTS, 2022 MSP NOC WORK PLAN AND 2022 NOC MEETING DATES

**Member Bergman moved**, and **Member Potter seconded** the requested action. There was no further discussion from the Committee, so a roll call vote was taken.

The motion passed on the following roll call vote:

**Ayes:** Ten - Barrette, Bergman, Hart, Jacobson, Klinger, Potter, Miller, Moore, Moos, Rodriguez

**Nays:** None

**Abstain:** None

#### 4. Information:

##### 4.1. Update on the MSP Long Term Plan and Associated Stakeholder Engagement

**Lydia Werner**, Airport Planner, provided a status update of the MSP Long-Term Plan (LTP) and associated engagement activities. The MAC is responsible for long-term planning for each of its airports. The MSP Airport LTP is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations.

The LTP was started in 2019 with the inventory, baseline conditions and forecasts were completed prior to the COVID-19 pandemic. Due to the pandemic, planning was put on pause. When signs of air service recovery became apparent, Ricondo and Associates were reengaged to look at forecasts again and they are in the process of updating them now. 2020 actual numbers, operations, payments, etc., will be considered as well as the recovery period specific to Minneapolis, estimated to be between the 2022 to 2025 timeframe. This will be published on the website under the LTP tab within the next few weeks along with a shared and updated, executive summary.

The MAC is currently working with three firms: Ricondo for terminal planning, Kimley-Horn for landside planning, and HNTB for airside planning. Work scopes are being finalized for each of the firms and will also cover facility requirements and alternatives analysis of development. Phasing and environmental land use considerations is work that is yet to be completed.

Most of the work is anticipated to be completed by the mid-2022, with a draft document going out for a public comment period. A MAC Board approval will then be sought, followed by a Met Council review. There will be opportunities for public engagement, some events have already occurred as well as three public events in the future. The stakeholder advisory panel meetings are scheduled to begin again in December 2021.

The Airside, Landside and in Terminal working groups met in October to reengage and get back up to speed on project status. These groups will continue to meet throughout the LTP process.

There were no questions or comments from the Committee.

##### 4.2 Update on Eagan Request to FAA

**Brad Juffer**, Technical Advisor to the Noise Oversight Committee, noted that in September of 2019, the Eagan City Council sent a letter to the NOC requesting endorsement of the recommendations developed by the Eagan Airport Relations Commission to modify specific procedures to reduce the number of departures from MSP that fly over residential portions of Eagan. The NOC considered the letter and the specific requests in November 2019 and forwarded its endorsement of four requests to the MAC Commission for review. In December 2019, the MAC

Commission unanimously approved forwarding the proposals to the Federal Aviation Administration (FAA). The FAA conducted a high-level safety and feasibility review of these proposals and determined two had merit and warranted further consideration. The NOC reviewed the two proposals in May 2020, including comprehensive noise modeling and analysis to determine the potential impact of the changes. After review, the NOC concluded that one amended proposal should continue through the process and forwarded the request to the MAC Commission. In June 2020, the MAC reviewed and unanimously supported sending the amended proposal to the FAA to conduct the next step in the process: a feasibility and safety assessment. The FAA responded to the MAC Commission's June 2020 letter and participated in the September 2020 NOC meeting. The FAA tentatively determined that the suggested procedure was feasible but was unable to do a more detailed feasibility and safety analysis due to current traffic levels at the airport. **Juffer** introduced **Sean Fortier**, FAA to provide a status update.

**Fortier** said that due to the constraints with the state of air service recovery and as well as construction at MSP, the FAA has yet to test the recommended Runway 17 procedures. Operations are currently at about 80 percent of 2019 levels and the recovery is anticipated to be very slow in returning to 2019 levels. Therefore, FAA did not feel that it was prudent to move forward and start to work on this process of procedure development parameters testing even though major construction is complete, and Runway 17 and all other surfaces are available for use. Additionally, during the upcoming winter months North flow is typically favored and not ideal for testing.

FAA is meeting in November with the local safety council, a collaborative work group that exists to evaluate safety. The group is comprised of air traffic controllers and managers who evaluate various safety issues and make recommendations to the facility for implementation of new procedures, processes, or any other type of activity. The group will be tasked with developing and testing process parameters and procedures to implement a testing period. Once the personnel are trained on the testing procedures and parameters, FAA would begin testing in earnest. A typical testing period is 90-120 days. The timeframe will be determined by the safety council. The testing period will most likely start late January to early February, which would lead into the Spring months when South flow is favored for the heart of the testing period.

When a test like this is developed, there is typically a 30 day look ahead evaluation period as well as a 30 day look back and try to make determinations of the efficacy or possible impact to safety and efficiency of our noise abatement procedures and runway use. FAA will work with the MAC throughout the evaluation. FAA will be seeking input from the MAC and sharing information, as appropriate, with the NOC to inform the Committee of the process and progress. There are always time periods within the testing process to either extend or terminate testing, if safety issues are found, or make permanent the procedure post evaluation.

To recap the timeline, FAA will be meeting with the local safety council, November 23<sup>rd</sup>.

**Chair Miller** thanked **Fortier** and mentioned that she appreciated the level of effort and teamwork. Chair Miller mentioned it is a great example of partnership between the MAC, the FAA and local communities and the Committee is looking forward to more updates in the new year.

#### 4.3 Meet the Fleet

**Brad Juffer**, Technical Advisor to the Noise Oversight Committee, noted that MAC staff launched an exciting video series to bring our airports to our neighbors. In partnership with our talented NOC pilots, Meet the Fleet gives viewers a behind-the-scenes look at various aircraft types that frequent MSP. The videos feature commentary from pilots who share interesting facts about specific aircraft, identifying characteristics, common routes, and an up-close look at the fleet. The third video in the series highlights the Boeing 737-800. MAC staff would like to personally thank Sun Country Airlines and Chief Pilot, Casey Potter for participating in this video and lending their equipment and expertise to this effort: [www.youtube.com/watch?v=37Kl96UK7tw](http://www.youtube.com/watch?v=37Kl96UK7tw)

There were no questions or comments from the Committee.

#### 5 Announcements

##### January NOC Meeting

Wednesday, January 19, 2022 @ 1:30 pm

Location TBA

##### Winter Listening Session

Wednesday, January 26, 2022 @ 6:00 pm

Location TBA

#### 6. Adjourn

**Chair Miller** thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 6:45 pm.