



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**
Wednesday, March 16, 2022, at 1:30 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, March 16, 2022, by teleconference only. Chair Hart called the meeting to order at 1:30 p.m. The following participated in the teleconference:

Representatives: J. Bergman, P. Borgstrom, T. Cossalter, C. Jacobson, J. Hart, R. Krzos, P. Martin, L. Olson, C. Potter

Staff: B. Juffer, J. Lewis, K. Martin, M. Ross, C. Boyd, J. Welbes, M. Takamiya, B. Ryks, D. Nelson

Others: H. Rand – Inver Grove Heights, L. Moore – Bloomington, M. Brindle, R. Peterson, D. Langer – FAA, J. Ronken – FAA, W. Eckenrode - FAA, N. Rao – FAA, S. Fortier – FAA, G. Hines – FAA, Ashleigh Walter, Lori G., Janet Westenberg, and other members of the public

A quorum requires four community representatives, and four industry representatives to be established by roll call attendance. **A quorum was not established** as there were only three user industry representatives in attendance at the start of the meeting. Member Potter joined the call later in the meeting.

Community Representatives: Bergman, Jacobson, Krzos, Martin, Olson

Industry Representatives: Borgstrom, Cossalter, Hart, Potter

1. Consent

1.1. Due to the absence of a quorum, approval of the January 19, 2022, meeting minutes will be moved to the next NOC meeting, May 18, at 1:30pm.

1.2. Reports

1.2.1. Monthly Operations Reports: January and February 2022

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>

Michele Ross, NOC Assistant Technical Advisor, provided January and February 2022 operations updates.

January

- Total Operations: 24,260
- Nighttime Operations: 1,437
- North/South/Mixed: 42/42/9 (%)

February

- Total Operations: 22,638
- Nighttime Operations: 1,431
- North/South/Mixed: 54/28/11 (%)

- RUS (Priority 1/2/3/4):38/15/0/47 (%)
 - RJ/Narrow/Wide: 36/61/3 (%)
 - Complaints: 7209
 - Complaint locations: 137
 - Top 10 Households: 66%
 - Hours of events*: 241
 - Number of events*: 52,968
 - R17 procedure: 99.3%
 - EMH Corridor procedure: 90.8 %
 - Crossing procedure day: 25.6%
 - Crossing procedure night: 45.9%
 - RUS: 55.2%
- RUS (Priority 1/2/3/4):43/10/0/47 (%)
 - RJ/Narrow/Wide: 35/62/3 (%)
 - Complaints: 7,341
 - Complaint locations: 130
 - Top 10 Households: 67%
 - Hours of events*: 232
 - Number of events*: 49,592
 - R17 procedure: 99.2%
 - EMH Corridor procedure: 90.2%
 - Crossing procedure day: 25.2%
 - Crossing procedure night: 42.5%
 - RUS: 71.7%

* Aircraft sound events above 65dB.

Chair Hart asked the Committee if they had any questions following the operations updates for MSP for the months of January and February.

2. Public Comment Period

Janet Westenberg, 5893 Portland Avenue offered comments regarding aircraft takeoff noise and asked what the hourly limitations were for nighttime flight operations. She commented that flight noise can be heard from 5:00 AM through midnight and occasionally at 2:00 AM, noting that aircraft fly low and over her house. Some aircraft fly higher for takeoff and others have lower altitude. The higher altitudes have less noise. She recognizes that the flight path can vary. She said she always lodges complaints for noise disruptions after hours. Ms. Westenberg asked if there is a possibility to vary flight paths to provide noise relief. She commented that quieter planes would be a huge plus for the community.

Chair Hart noted that staff would respond to Ms. Westenberg's questions.

3. Business

There were no business items on the agenda

4. Information

4.1. 2021 Annual Noise Contour Report & Noise Mitigation Program Eligibility

Brad Juffer, NOC Technical Advisor, provided an overview of the 2021 Annual Noise Contour and mitigation program eligibility. The amended Consent Decree requires the MAC to produce an annual noise contour analysis report for MSP by March 1 of each year. The 2021 report was developed in partnership with HNTB, using Aviation Environmental Design Tool, AEDT 3D, the newest version of the FAA's noise modeling software. The report was compiled and published on March 1st and is the 15th iteration of the report.

Juffer reviewed the 2021 contour size and compared it to the 2007 Forecast Contour and the 2020 Actual Contour. The 2021 level of operations were 48 percent below what was anticipated in the 2007 forecast. Nighttime aircraft movements were 32 percent below the 2007 forecast. And Stage 3 hushkit operations that were modeled when developing the 2007 forecast are largely gone, dropping from

275 average per day to 0.5 per day average. The 2021 contour grew from 2020 as a result of the operations recovering slowly from the lows in May of 2020. Total operations were 24 percent greater than 2020. Nighttime operations were 43 percent higher than those in 2020. Total traffic in 2021 was down 25 percent from 2019. All 10 of the runway ends in 2021 had operational values that were between 2019 and 2020.

In the end, the 2021 contour did fall directly between 2019 and 2020. The 2021 65 dB DNL contour came in at 3,350 acres an increase of 35 percent, while the 60 dB DNL contour was 8,500 acres, an increase of 30 percent. As expected, that 8,500 acres falls right between 2019 and 2020 and is in line with where the contour was in 2010 and continues to be well short of what was forecasted as part of the 2005 and 2007 contours.

Juffer covered residential mitigation eligibility and areas where homes had become eligible prior to 2021. The 2021 contour did not, because of size, and could not, because of language in the First Amendment, enter new homes in the First Amendment program. While not yet approved, the 2021 contour also would not have provided any first-year eligibility to homeowners under the 3rd Amendment to the Consent Decree as drafted.

In the City of Minneapolis, some homes received the full 5 dB whole home package, other homes received the partial package less any previous reimbursement, and other the homes received the partial package. In Eagan, a single block with 16 homes were eligible for the partial package less previous reimbursement.

Staff also considered how each program has been referenced. Knowing that it is important to have clarity and simplicity when talking to homeowners, the Contour Report was updated this year to reflect new titles to align our vocabulary and bring congruence across the organization. This is especially true because eligibility does not carry over from one program to another. So, the programs will no longer include reference to Consent Decree and instead will use new titles that reference program years. As of January 2022 the investment into all of the different programs is over \$511 million dollars.

- Full Report: https://metroairports.org/MSP_2021_Noise_Contour
- Address Eligibility List (2017-2021): <https://metroairports.org/do-i-qualify>
- Mitigation Map: <https://customers.macnoms.com/mitigation/>

4.2. Update on MSP Long Term Plan & Associated Stakeholder Engagement

Dana Nelson, Director, Stakeholder Engagement provided an overview of the MSP Long Term Planning process. The MSP Long Term Plan process began in 2019 with an inventory of MSP as well as Aviation Forecasts which were completed prior to the COVID pause. Aviation forecasts were updated with actual 2020 numbers and a post-pandemic recovery period. Consultants have been reengaged for remaining tasks. The LTP process should be completed and submitted for the MAC Council process review by the end of 2022.

Planning areas include the following:

- Baseline of existing facilities – inventory and document existing facilities and aviation activities to establish baseline conditions.

- Forecasts – forecast MSP aviation activity levels (passengers, cargo, and aircraft operations) for the milestone years between 2020 and 2040.
- Facility Requirements Gap Analysis - determine any facility deficiency gaps between the baseline condition and desired future conditions based on forecasted activity levels.
- Development Concepts - develop and evaluate alternative means to remedy facility deficiencies identified through the process.
- Proposed development - determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board.
- Environmental considerations - prepare an overview of factors that should be considered when determining the appropriate level of environmental review needed to implement the plan.

Nelson went over the activities completed to date, the COVID pause and the reinitiation of the activity forecast. There were five public engagements around this planning though one event (April 2020) was canceled due to the pandemic. There have been four stakeholder advisory panel meetings to date with two more scheduled.

Stakeholder Engagement Program is a high engagement approach utilizing the following:

- Stakeholder Advisory Panel – several NOC members serve on this panel.
- Project Milestone Events
- Project Website <https://mspairport.com/long-term-plan>
- Project E-Newsletters
- Updates at the NOC and MAC's PD&E Committee
- Additional Public Presentations are available upon request

MSP Long Term Plan Virtual Engagement will be a series of short pre-recorded, high level, video presentations posted on the project website. This will allow the audience, members of the public, scheduling flexibility where they can watch the videos at their convenience. We are trying to draw a consistent line from our 2019 Experience MSP (MOA), using the same wordmark and color scheme.

Video topics include:

1. Introduction and Welcome | MAC
2. MSP Airport Long-Term Plan Update | MAC
3. Existing Conditions – Landside | Kimley Horn
4. Airfield Capacity Study | HNTB
5. Updated Activity Forecasts | Ricondo

This work will culminate in a live, Teams, virtual public meeting with the opportunity to talk about the video content, and LTP. Subject matter experts will be available to answer questions.

Experience MSP Promotion will use a variety of channels to direct people to the project website to watch the videos and encourage viewers to submit questions in advance of the public meeting.

- Post cards sent to residential addresses around MSP
- Electronic newsletters (MAC, MSP, LTP)
- Local community channels (Ms. Nelson will reach out to NOC Community Members to share an electronic flyer to see which distribution channels would be beneficial for the

- community. Also reaching out to local community centers and libraries to inform the public about access to the videos and virtual meeting.
- Share with stakeholder advisory panel
 - Project website
 - Metroairport.org event
 - Print ads
 - Social media

A virtual Public Meeting will be held on April 12, 4:30pm – 6:00pm with an open house format. There is not a prepared presentation as this information will be covered by the video series. Presenters and MAC engagement staff will be present to answer questions. Participation guidelines will be similar to our NOC meetings, and we ask that questions are submitted in advance and via the chat meeting function.

Chair Hart asked about how to find the meeting details? **Nelson** said that she will extend an invitation to NOC members and all electronic newsletters will have a link to the meeting and other pertinent information.

4.3. Review of Winter Listening Session

Michele Ross, Assistant Technical Advisor to the NOC, provided an overview of the MSP Winter Listening Session, held on January 26, 2022. The event was included on the metroairports.org website and a news article and email was distributed. NOC community representatives were encouraged to share the event with their communities.

The event was attended by one resident from Minneapolis, one resident from Saint Paul and one professor of aviation from Trinidad. Also in attendance were Sean Fortier, Josh Ronken, Kurt Mara, and Dominika Drozdal with the FAA, NOC representatives Jeff Hart, Emily Koski (and staff Melissa Hill), Loren Olsen, John Bergmann, John Klinger, Kevin Gallatin, and Ryan Krzos, MAC Commissioner Yodit Bizen, and five MAC staff.

In addition to promoting the event to encourage participation, the content of the MAC presentation was assessed and updated to provide information not previously presented at a NOC meeting. The staff presentation included an overview of some of the community questions and concerns that MAC received in 2021 by general topic areas as well as a review of emails received by the NOC.

Post presentation discussion topics included:

- Mitigation information about a previously mitigated home.
- Mitigation program and airport operation information.
- Ground noise disturbance in Saint Paul.

5. Announcements

Spring Listening Session

Wednesday, April 27, 2022 @ 6:00 pm

May NOC Meeting

Wednesday, May 18, 2022 @ 1:30 pm

6. Adjourn

Chair Hart thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:19pm