



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
Wednesday, May 18, 2022, at 1:30 PM
MAC General Offices
6040 28th Avenue South
Minneapolis, MN 55450



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, May 18, 2022 in the Lindbergh Conference Room at the MAC General Office building. Chair Hart called the meeting to order at 1:30 p.m. The following were in attendance:

Representatives: J. Bergman, C. Jacobson, J. Hart, R. Krzos, P. Martin, L. Olson, C. Potter, A. Moos, C. Haven, D. Miller, R. Barrette

Staff: B. Juffer, J. Lewis, K. Martin, M. Ross, J. Welbes, B. Ryks, D. Nelson, B. Peters, J. Kedrowski, P. Mosites, N. Pesky, R. King,

Others: N. Jerome – Richfield, L. Moore – Bloomington, M. Brindle – Edina, R. Peterson – Burnsville, D. O’Leary – Sunfish Lake, N. Benson, J. Hogan – Rosemount, K. Gallatin – St. Paul, B. Hoffman – St. Louis Park, D. Langer – FAA, N. Rao – FAA, S. Fortier – FAA, E. Lorbach – FAA, H. Wulf – FAA, other members of the public

A quorum of at least four Community, and four Industry Representatives was established.

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

Industry Representatives: Barrette, Hart, Haven, Moos, Potter

1. Public Presentations

1.1. Third Amendment Consent Decree

MAC Chair Rick King thanked the Committee members for their excellent work, over the years, bringing together communities, businesses, and airlines to create a successful model that has been duplicated in other areas of the country. **Chair King** remarked that it is particularly noteworthy that the NOC, the Commission, and the Court have all approved the updated Consent Decree. He mentioned that he has heard many wonderful comments from community members about the benefits and protections they have received due to the Decree.

2. Consent

2.1. Resolution Honoring Dianne Miller

Brad Juffer, Technical Advisor, read a resolution, which passed by unanimous vote, honoring Dianne Miller for her work on the NOC. Chair King thanked Dianne Miller for not only the work

she has done with the Airport Commission but also with the City of Eagan and for the twenty years they worked together at Thomson Reuters. He commended her on her fair and balanced approach and congratulated her on her new position with the City of Eagan and her retirement from the NOC.

Chair Hart thanked Chair King for his comments and agreed that Dianne Miller’s work was exemplary, and she would be truly missed on the NOC panel.

2.2. Approval of January 19, 2022, and March 16, 2022, Meeting Minutes

There were no questions or revisions to the January 19, 2022, or the March 16, 2022, meeting minutes.

2.3. Reports

2.3.1. Monthly Operations Reports: March and April 2022

Michele Ross, Assistant Technical Advisor, provided the following March and April 2022 operations updates. 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>

| March | April |
|---|--|
| <ul style="list-style-type: none">• Total Operations: 26,942• Nighttime Operations: 1,834• North/South/Mixed: 57/30/4 (%)• RUS (Priority 1/2/3/4):42/9/0/48 (%)• RJ/Narrow/Wide: 34.9/62.4/2.7 (%)• Complaints: 10,922• Complaint locations: 208• Top 10 Households: 57%• Hours of events*: 372• Number of events*: 73,452• R17 procedure: 99.8%• EMH Corridor procedure: 90.3 %• Crossing procedure day: 26.5%• Crossing procedure night: 54.6% | <ul style="list-style-type: none">• Total Operations: 25,678• Nighttime Operations: 1,741• North/South/Mixed: 43/44/4 (%)• RUS (Priority 1/2/3/4):37/13/3/47 (%)• RJ/Narrow/Wide: 36.9/60.4/2.7 (%)• Complaints: 9,926• Complaint locations: 231• Top 10 Households: 57%• Hours of events*: 415• Number of events*: 76,645• R17 procedure: 99.3%• EMH Corridor procedure: 93.2%• Crossing procedure day: 23.4%• Crossing procedure night: 45.2% |

* Aircraft sound events above 65dB.

There were no questions or comments.

Chair Hart asked for a motion to approve the consent agenda.

Co-chair Miller moved, and **Member Martin seconded** approval of the Consent items listed above. The motion passed on the following roll call vote:

Ayes: Eleven - Barrette, Bergman, Hart, Haven, Potter, Jacobson, Krzos, Martin, Miller, Moos, Olson

Nays: None

Abstain: None

3. Public Comment Period

There were no public comments.

4. Business

4.1 Nomination and Election of Community Co-Chair

Brad Juffer, Technical Advisor, reviewed the NOC bylaws. The Co-chair position serves the group they represent. One co-chair represents the users, and the other co-chair represents the communities. A co-chair's duties include reviewing agendas, presiding over meetings on an alternate meeting rotation, call special meetings and, as necessary, sign documents.

The co-chair position is elected for a two-year term. If a co-chair is unable to complete the two-year term an election is held to select a replacement. The NOC is electing a replacement co-chair to finish out Dianne Miller's term, which runs until June 2023.

Chair Hart opened the floor for nominations for co-chair.

Member Bergman nominated **Member Cheryl Jacobson** from the community of Mendota Heights. There were no other nominees, so **Chair Hart** moved that the committee elect **Member Jacobson** by unanimous consent. The motion passed by unanimous vote and **Chair Hart** congratulated and welcomed **Co-Chair Jacobson**.

5. Information

5.1. MSP Air Service Updates

Brian Peters, Director Air Service Development, gave an overview of MSP monthly enplanements, average daily departures and schedule review, active and suspended routes, and highlights.

Based on the 2019 baseline year, MSP has essentially recovered to about 80 percent of total passengers' monthly enplanements. The first two months of 2020 tracked 6.3 percent above 2019 levels. The pandemic drove passenger levels down in March 2020 followed by a slow rebound since April 2020. 2021 had continued rebound moving from a low of 60 percent up to about 72 percent recovery by December of 2021. January 2022 started at 73 percent and has now recovered to 80 percent. Some projections for the year project an 85 percent recovery for the year.

When January 2022 schedules were first published there were 436 average daily departures scheduled by all airlines at MSP in May with an expectation of 465 average daily departures

by September. Since then, there have been several adjustments by airlines at MSP, this is a phenomenon occurring throughout the industry due in large part to the pilot shortage. Instead of the original forecast with recovery of 85 percent, MSP will be operating at the levels that were occurring in June/ July of 2021. The number of seats has not been drastically reduced as airlines are supplementing with larger aircraft.

Terminal 1 airlines are consistent with overall seat trends, slightly above 2021 but still below 2019. Terminal 2 airlines are essentially at or near 2019 passenger levels. Sun Country is operating about 20 percent above 2019 levels. Southwest and other carrier levels are slightly below 2019 levels.

April and May of 2020 showed 105 suspended routes with only 91 actives. In May of 2021 MSP had 183 active routes and 40 suspended. Today there are 190 active routes and 28 suspended routes. August is showing 202 active routes and 23 routes suspended. Suspended routes are primarily small spoke cities and a few international routes such as Seoul and Tokyo.

On April 11 London service resumed for the first time in two years. April 28, Iceland Air began operating four times per week and then went to daily in June. Delta Vancouver service resumed on May 5. Delta's Amsterdam service increased from one per day to two-three per day on May 5. Air France service returned May 9. Delta's Reykjavik service resumes on May 26. Condor returns for the first time since the pandemic on June 1 and will operate three times per week. Delta's Montreal service resumes on June 28. Seoul, and Tokyo should resume at the end of October this year. Overall recovery of international services, and this is just from July to December, Asia will be about 35 percent recovered Canada 72 percent, Europe 85 percent, and Mexico and the Caribbean have been over indexing this year at about 136 percent.

Air Canada will launch first ever service to Montreal on June 1. That will give them two destinations out of MSP, as they also serve Toronto. Allegiant started Knoxville service on March 28, Delta started Asheville service on April 16, and will start Burlington, Vermont on June 7. Sun Country is launching seven new routes, two of which started in April, Charleston, and Jacksonville on April 7 and 8, Pittsburgh and Spokane June 2 and June 9 Buffalo also on June 9, Sun Country's first ever service to Canada starts on June 15 and they also start service to Burlington Vermont on June 16.

There were no questions or comments.

5.2. **MSP Construction Updates**

Pat Mosites, Construction Project Manager Airport Development, spoke of two current, major projects at MSP; the continued reconstruction of the G concourse pavement area, which has reached its life expectancy, as well as work on a section of taxiway Bravo. The work has started and will continue thru October of this year. Concurrently, work is being done to replace passenger boarding bridges from G12-G15. Prep work is also underway for a future project to do another infill on the G concourse. Advanced utility work is being done to speed

up the process for taxiway Papa preconstruction, adjacent to the north parallel. Phase one involves work on the Papa 10 connector area which involves coordinating with airlines and the FAA tower. That effort will be ongoing most of the summer should wrap up prior to the apron work, also the fuel system as well as other electrical advanced lighting systems are being moved further away from the terminal to meet fire codes. Also, the new firehouse construction will be ongoing for the next two years.

Last year grading work was done on the north end of 17/35. This year, after Labor Day, 17/35 will be closing for six weeks to do the work on south end of the runway in order to return the surface to its proper design criteria. It does not affect the pavement, just the slope areas which get built up with sand and grass over time. Work will be done on runway 4/22 on that end to finish that portion up as well. This is all part of the FAA part 139 inspection. The north and south parallels runways are scheduled for construction in 2023 as well as joint seal work on the south end of 17/35 as well as some adjacent taxiways.

Between the Fed Ex and UPS ramp MAC will be installing a lighting system to help guide the aircraft to that area.

Every year MAC has a briefing with the tower and the airlines to talk about construction efforts. Modeling is done to help the tower make decisions about aircraft routing around the areas under construction.

Member Olson commented that during the construction related runway shutdowns, if the wind allows, please consider balancing traffic so as not to put undue noise burden on adjacent neighborhoods.

Sean Fortier, FAA Traffic Mgmt Officer for the Minneapolis district representing the Minneapolis air traffic control tower and TRACON, to discuss some of the runway use impacts for the major projects **Mr. Mosites** covered.

One of the impacts of that project is that ATC cannot taxi aircraft larger than the 757-300 through the area because of the wingtip clearance. Some of the taxi flows will be adjusted so as not to impact the runway use system based on that impact at the taxiway level. There is still some disruption when there are very large aircraft, group 6 aircraft, which would be the 747-8 will not be able to taxi down Taxiway W (south parallel) taxiway and ATC will have to create a gap and taxi these aircraft down the runway and then get the aircraft back on Taxiway A to reach the end of Runway 30L, some minor disruptions and increase in spacing but overall, not an anticipated impact to runway use change.

Phase one of the Taxiway P project involves the feeder at P10 entrance to Runway 12L for aircraft. When the airport is in the south flow configurations this is more impactful period from the standpoint the full-length runway is not actively available unless ATC cross aircraft to the other side and have the aircraft enter from Taxiway R. A gap needs to be created to get aircraft across to have the aircraft line up to depart on Runway 12L. During periods of

darkness, outside of daylight operations, ATC also cannot use line up and wait procedures, which is when an aircraft enters a runway and waits for the runway to be cleared to depart. That procedure expedites the departure of an aircraft so not being able to use that may cause additional departure delays on the runway. This is something that would not be realized if the airport were in a 12/17 operation or in a 12 South only operation when aircraft are departing to the southeast if there were impactful periods of time when aircraft were not able to accept an intersection departure, the aircraft may be moved to Runway 12R. Typically aircraft that are not able to accept that departure are already going to be departing Runway 12R. Thus far ATC has not noticed any additional delays or any considerable change to the runway use.

During runway safety area grading that will occur adjacent to 17/35 and 4/22, the airport will operate in a straight north or south flow and thus runway 17/35 will not be available. ATC will do their best to follow the runway use system and balance the flow.

There were no questions or comments.

5.3. **Spring Listening Session**

Michele Ross, Assistant Technical Advisor, stated that this year we are working to encourage participation by promoting events on our website and sending out news articles. At the Spring Listening Session, we focused on flight activity occurring over Edina in the month of March. In attendance was one resident from Edina, one from Bloomington and one from Burnsville, the Edina City Manager as well as some FAA staff MAC staff and our esteemed representatives John Bergman and Mary Brindle.

The agenda consisted of fleet mix changes soon coming to MSP, summer construction projects, differences between Aircraft sound events and community sound events, noise monitoring locations and where the monitoring equipment is sited and why, as well as some of the amenities that could be provided in our aircraft viewing areas.

5.4. **Meet the Fleet**

Brad Juffer, Technical Advisor, shared the latest Meet the Fleet video. This video features a Delta A350 aircraft tour by Captain Martha Whitaker.

<https://metroairports.org/meet-fleet>
https://www.youtube.com/watch?v=YjeDHKIV_o

Juffer thanked Delta Airlines, Captain Whitaker, and MAC Staff for the production of this informative video.

6. **Announcements**

July NOC Meeting

Wednesday, July 20, 2022 @ 1:30 pm

Summer Listening Session

Wednesday, July 27, 2022 @ 6:00 pm

7. Adjourn

Chair Hart thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:34pm.

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: MAY AND JUNE 2022**

DATE: July 6, 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>.

At the July NOC meeting, MAC staff will provide a summary of this information for May and June 2022. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

MEMORANDUM

ITEM 1.2.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Jennifer Lewis, Community Relations Coordinator

SUBJECT: **SUMMARY AVIATION-RELATED RESEARCH INITIATIVES**

DATE: July 6, 2022

In accordance with the 2022 NOC Work Plan, MAC staff have enclosed an updated listing of aviation-related research initiatives pertaining to aircraft noise, technology, human health, and environmental topics.

A summary of the research projects that were completed, active, initiated, or anticipated in 2022 or 2023 is provided in the attached report, and includes work by the Transportation Research Board (TRB), the FAA's Centers of Excellence (ASCENT), and other researchers.



Aviation-Related Research Update

Summary of Research Pertaining to Aircraft Operations
at Minneapolis-St. Paul International Airport

July 2022



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Introduction

Evaluating and improving effects of aviation on humans and our environment is the focus of tremendous research across the globe. In the United States, the Federal Aviation Administration (FAA) has partnered with numerous agencies and organizations for their expert analysis and development of recommendations that feed into aviation policies and programs, support the betterment of aviation in the national airspace system and local airports, and create a more sustainable environment while serving the transportation needs of our society.

Some recent notable aircraft noise and environmental research efforts in 2021 and early 2022 are summarized below. These notable studies are being shared as work that pertains most closely to flight activity at Minneapolis-St. Paul International Airport (MSP) to inform the MSP Noise Oversight Committee (NOC) in accordance with the NOC 2022 Work Plan.

Federal Aviation Administration (FAA)

Continuous Lower Emissions Energy and Noise (CLEEN) Program

Since 2010, the FAA's Continuous Lower Energy, Emissions and Noise (CLEEN) Program has partnered with industry experts to develop technologies specifically focused to reduce noise and emissions while improving energy efficiency for subsonic aircraft.

According to the FAA, the goals of the CLEEN Program are tied to the environmental standards that aircraft and engines are required to meet as a part of airworthiness certification. As aircraft technology advances, the FAA has made the CLEEN goals increasingly more aggressive. In 2015, the FAA initiated CLEEN II, which builds upon the successes that were achieved in the original phase.

In September 2021, a third phase of this research and development program began. This phase, called CLEEN III, also builds upon work for reducing aircraft noise, emissions and fuel burn; but it also includes goals for community noise exposure, aircraft engine particulate matter emissions, and expands the framework to consider technologies applicable for both subsonic and supersonic aircraft.

More detail on this work may be found here:

https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen

Research Collaborations Overview

Research collaborations are conducted on an ongoing basis and detailed by ASCENT and the Transportation Research Board. More information about each research agency and the referenced projects is accessible through the website links provided for each organization and project on the following pages.

ASCENT

The Aviation Sustainability Center, called ASCENT—previously referred to as the FAA's Center of Excellence program—conducts aviation-related research to develop “science-based” solutions to challenges posed by aircraft operations. Projects undertaken by ASCENT are funded by the FAA, National

Aeronautics and Space Administration (NASA), US Department of Defense (DOD), Transport Canada, and the US Environmental Protection Agency (EPA).

For more information: <https://ascent.aero>

Transportation Research Board (TRB)

The Transportation Research Board (TRB) is part of the National Academies of Sciences, Engineering, and Medicine promoting leadership and innovation for all modes of transportation. Research efforts related to aviation are handled through the Airports Cooperative Research Program (ACRP) and are sponsored by the FAA.

ACRP research topics are selected by an independent governing board appointed by the U.S. Secretary of Transportation that includes individuals from airports, universities, FAA, and the aviation industry.

For more information: www.trb.org/AboutTRB/AboutTRB.aspx

| Research Agency Project Table | | | | |
|-------------------------------|------------|--|---|----------|
| Agency | Project # | Project Title | Project URL | Status |
| ASCENT | 76 | IMPROVED OPEN ROTOR NOISE PREDICTION CAPABILITIES | https://ascent.aero/project/improved-open-rotor-noise-prediction-capabilities/ | Active |
| ASCENT | 77 | MEASUREMENTS TO SUPPORT NOISE CERTIFICATION FOR UAS/UAM VEHICLES AND IDENTIFY NOISE REDUCTIONS OPPORTUNITIES | https://ascent.aero/project/measurements-to-support-noise-certification-for-uas-uam-vehicles-and-identify-noise-reduction-opportunities/ | Active |
| ASCENT | 79 | NOVEL NOISE LINEAR DEVELOPMENT ENABLED BY ADVANCE MANUFACTURING | https://ascent.aero/project/novel-noise-linear-development-enabled-by-advance-manufacturing/ | Active |
| TRB | ACRP 01-52 | STRATEGIC FUTURING OF AIRPORTS AND THEIR ROLE IN THE U.S. AIRPORT SYSTEM | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5197 | Pending |
| TRB | ACRP 02-89 | A PRIMER AND FRAMEWORK FOR CONSIDERING AN AIRPORT NOISE AND OPERATIONS MONITORING SYSTEM (NOMS) | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4839 | Complete |
| TRB | ACRP 02-95 | UNDERSTANDING AIRPORT AIR QUALITY AND PUBLIC HEALTH STUDIES RELATED TO AIRPORTS: AN UPDATE TO ACRP REPORT 135 | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5083 | Active |

| Research Agency Project Table | | | | |
|-------------------------------|------------|--|---|---|
| Agency | Project # | Project Title | Project URL | Status |
| TRB | ACRP 02-97 | UPDATE TO THE GUIDELINES, TOOLS, AND RESOURCES RELATED TO ACRP REPORTS 11, 147, AND 160 (Adapting to changes in regulation, technology, and industry practices) | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5198 | Pending |
| TRB | ACRP 02-99 | INCORPORATING ENVIRONMENTAL JUSTICE AND EQUITY PRINCIPLES AND DATA INTO AIRPORT DECISION-MAKING | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5200 | Active |
| TRB | ACRP 03-51 | ELECTRIC AIRCRAFT ON THE HORIZON -- AN AIRPORT PLANNING PERSPECTIVE | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4625 | Completed, but results are not yet published |
| TRB | ACRP 03-56 | AIRSIDE PLANNING, DESIGN, CONSTRUCTION, OPERATIONS, AND MAINTENANCE: WEBRESOURCE | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4844 | Completed, but WebResource is not yet available |
| TRB | ACRP 03-60 | INCORPORATING SHOCK EVENTS INTO AVIATION DEMAND FORECASTING AND AIRPORT PLANNING | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5026 | Active |
| TRB | ACRP 03-61 | IMPLEMENTING AND IMPROVING DATA ANALYTICS CAPABILITIES AT AIRPORTS | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5027 | Active |
| TRB | ACRP 10-29 | AIRCRAFT JET BLAST ESTIMATION TOOL | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4852 | Active |
| TRB | ACRP 11-08 | ACRP INSIGHT EVENT--FUTURE OF AVIATION | http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4853 | Active |

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: July 6, 2022

Members of the public are welcome to attend NOC meetings. 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, speak clearly into the microphone 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 3.1

TO: MSP Noise Oversight Committee (NOC)
FROM: Brad Juffer, Manager, Community Relations
SUBJECT: HYBRID MEETING APPROVAL
DATE: July 6, 2022

Due to the health pandemic and consistent with Governor’s Orders, the MSP Noise Oversight Committee (NOC) held meetings entirely via conference call or web-based video conference between May 2020 and March 2022. Staff has explored the possibility of holding hybrid meetings in the future and believe that hybrid NOC meetings are feasible with majority vote of representation in attendance at a meeting, in accordance with the following clause in Article VIII, Section 4 of the Bylaws:

All meetings shall be held at the general offices of the MAC or at such other place or places from time to time as the Committee, by majority vote of representation in attendance at a meeting, determines.

In a hybrid meeting format, NOC representatives will be able to attend meetings in person or virtually and continue to fulfill their duty as outlined in Article I – Committee Mission, Article III – Powers and Duties of Membership, and Article IV – Voting Rights of Membership. Members of the public will also be allowed to attend meetings in person or virtually and will be invited to participate during defined public comment periods on the agenda.

REQUESTED ACTION

APPROVE FUTURE NOC MEETINGS BE CONDUCTED WITH HYBRID MEETING OPTION FOR COMMITTEE MEMBERS AND PUBLIC TO PARTICIPATE.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)
FROM: Brad Juffer, Manager, Community Relations
SUBJECT: **NOVEMBER 16, 2022 NOC MEETING TIME**
DATE: July 6, 2022

Article VIII, Section 1 of the MSP Noise Oversight Committee (NOC) bylaws specifies that meetings will be held every other month with day and time to be determined by the Committee. The NOC has a long-standing tradition of holding meetings on the 3rd Wednesday of odd-numbered months beginning at 1:30 PM.

In 2018, the NOC appointed a Bylaw Review subcommittee to evaluate the committee meeting structure, identify opportunities for improved citizen input during meetings, and develop recommended Bylaw changes for consideration by the full NOC.

The subcommittee recommended specific changes to NOC Bylaws to increase citizen input during meetings. Those changes included relaxing requirements for a public comment period while providing the NOC co-chairs more flexibility to add agenda items.

Additionally, the subcommittee recommended that an evening NOC meeting be added to future schedules to allow for greater citizen input. The NOC Bylaws do not specify a meeting time and the recommendation by the subcommittee did not require Bylaws to be modified.

The NOC held the first evening meeting under this recommendation in November 2019. Five public commenters spoke at the meeting regarding one agenda item, while one person provided general comments. Evening meetings were also held in November 2020 and November 2021. No public comments were received at these meetings.

The 2022 NOC meeting schedule approved by the Committee in November 2021 did not list a time for the November 2022 meeting. Due to lack of public participation, NOC members requested the meeting time return to 1:30 PM.

REQUESTED ACTION

APPROVE THE NOVEMBER 16, 2022 NOC MEETING START TIME OF 1:30 PM.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: **GUEST SPEAKER: 133RD AIRLIFT WING, MN AIR NATIONAL GUARD, LT. COL DENNY PAULSEN**

DATE: July 6, 2022

Residents that attended the 2021 Fall Listening Session raised questions regarding ground noise from maintenance runup activity on the military air base portion of the MSP airfield. The 2022 NOC Work Plan included an item to invite a member of the Minnesota Air National Guard (ANG) to speak about their activities.

At the July meeting, Lt. Col. Denny Paulsen from the 133rd Airlift Wing of the ANG will attend and discuss ANG operations at MSP.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Manager, Community Relations

SUBJECT: MEET THE FLEET

DATE: July 6, 2022

In 2021, MAC staff launched an exciting video series to bring our airports to our neighbors. In partnership with our talented NOC pilots, Meet the Fleet will give viewers a behind-the-scenes view of different aircraft types that frequently use MSP. The videos feature commentary from pilots sharing interesting facts about specific aircraft, identifying characteristics, common routes flown and up-close footage of the fleet.

At the July NOC meeting, staff will share the fifth [Meet the Fleet](#) video.