



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



NOC Committee Members

Jeff Hart	User Co-Chair, Scheduled Airline Representative (Delta Air Lines)
Cheryl Jacobson	Community Co-Chair, City of Mendota Heights Representative
Sarah Alig	City of Eagan Representative (City of Eagan)
Ryan Barette	Minnesota Business Aviation Association Representative
John Bergman	At-Large Community Representative (Apple Valley City Council)
Cameron Haven	At-Large Airport User Representative (Endeavor Air, Inc.)
Nellie Jerome	City of Richfield Representative (City of Richfield)
John Klinger	Chief Pilot Representative (Delta Air Lines)
Emily Koski	City of Minneapolis Representative (Minneapolis City Council)
Patrick Martin	City of Bloomington Representative (Bloomington City Council)
Angie Moos	Cargo Carrier Representative (United Parcel Service)
Casey Potter	Charter/Scheduled Operator Representative (Sun Country Airlines)

MEETING AGENDA

September 21, 2022 at 1:30 PM

IN-PERSON AND VIRTUAL MEETING FORMATS AVAILABLE

MAC General Office Building, Lindbergh Conference Room, 6040 28th Avenue South, Mpls, MN 55450

Microsoft Teams Link: [Click here to join the meeting](#) or **By Phone:** 612-405-6798, ID: 217 673 729#

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 Coleman Conference Room)

1. Consent

- 1.1. Approval of July 20, 2022 Meeting Minutes
- 1.2. Reports
 - 1.2.1. Monthly Operations Reports: July and August 2022

2. Public Comment Period

3. Business

4. Information

- 4.1. Update on Eagan Request to the FAA
- 4.2. Update on the FAA's Neighborhood Environmental Survey
- 4.3. Draft 2023 Work Plan
- 4.4. Review of Summer Listening Session

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
 Wednesday, July 20, 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, July 20, 2022, at the MAC, General Offices, Lindbergh conference room. Chair Jacobson called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, R. Barette, M. Brindle, C. Jacobson, J. Hart, P. Martin, A. Moos, L. Olson, C. Potter, H. Rand, B. Wall

Staff: B. Juffer, J. Lewis, M. Ross, D. Nelson, N. Pesky, K. Verdeja

Others: R. Bantth – MBAA, S. Hofer – Minneapolis, N. Jerom – Richfield, K. Gallatin – St. Paul, B. Hoffman – St. Louis Park, E. Lorbach – FAA, J. Ipsen – FAA, D. Paulsen – MN Air National Guard

A quorum of four Community and four Industry Representatives was established.

Community Representatives: Alig, Brindle, Jacobson, Martin, Rand, Olson

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

1. Consent

1.1. Approval of May 18, 2022, Meeting Minutes

There were no questions or revisions to the May 18, 2022, meeting minutes

1.2. Reports

1.2.1. Monthly Operations Reports: May and June 2022

Michele Ross, Assistant Technical Advisor to the NOC, provided the following May and June 2022 operations updates. She prefaced that 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>

MAY

- Total Operations: 25,966
- Nighttime Operations: 1,753
- North/South/Mixed: 35/53/5 (%)
- RUS (Priority 1/2/3/4): 35/17/1/48 (%)
- RJ/Narrow/Wide: 38.4/58.2/3.4 (%)
- Complaints: 8,899
- Complaint locations: 264

JUNE

- Total Operations: 26,548
- Nighttime Operations: 1,821
- North/South/Mixed: 36/42/14 (%)
- RUS (Priority 1/2/3/4): 39/16/0/45 (%)
- RJ/Narrow/Wide: 35.0/61.6/3.4 (%)
- Complaints: 9,332
- Complaint locations: 305

- Top 10 Households: 54%
 - Hours of events*: 393
 - Number of events*: 77,216
 - R17 procedure: 99.5%
 - EMH Corridor procedure: 88.8 %
 - Crossing procedure day: 30.3%
 - Crossing procedure night: 31.7%
 - RUS: 51.6%
- Top 10 Households: 52%
 - Hours of events*: 367
 - Number of events*: 74,634
 - R17 procedure: 99.5%
 - EMH Corridor procedure: 95.2%
 - Crossing procedure day: 32.4%
 - Crossing procedure night: 38.8%
 - RUS: 54.4%

* Aircraft sound events above 65dB.

Questions / Comments: **Ms. Ross** responded to an inquiry from **Co-Chair Hart** if there was a way that the moving bar chart aircraft type data presented could be translated into noise information. **Ms. Ross** mentioned the NOC has a noise contour map and staff can look into options for certification levels for aircraft types.

Member Brindle noted that a newspaper article included a discussion of Delta spending more money on larger aircraft and wondered how many of them are anticipated to be at MSP and the resulting noise implications. **Co-Chair Hart** responded the new aircraft anticipated are 737 Max and they are a quieter than the aircraft they are replacing.

1.2.2. Status of Aviation Noise, Environment and Health-Related Research Initiative

Brad Juffer, NOC Technical Advisor, introduced this topic referring to the 2022 NOC Work Plan saying that MAC staff have reviewed aviation-related research initiatives pertaining to aircraft noise, technology, human health, and environmental topics and information regarding initiatives were provided in the agenda packet. There was no presentation on the topic though **Ms. Lewis** was available to answer any questions. There were no questions.

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

Member Martin moved, and **Member Brindle seconded** approval of the Consent items listed above.

The motion passed by unanimous vote.

2. Public Comment Period

There were no public comments.

3. Business

3.1. Hybrid Meeting Approval

Brad Juffer, Technical Advisor to the NOC, explained the process that took place to arrive at staff's recommendation to host future NOC meetings in a hybrid format which would allow for greater participation from NOC members, alternates, stakeholders, and the public.

There were no questions.

Co-Chair Hart moved, and **Representative Brindle** seconded:

Approve future NOC meetings be conducted with hybrid meeting option for committee members and public to participate.

The motion passed by unanimous vote.

3.2. November 16, 2022, NOC Meeting Time

Brad Juffer, Technical Advisor to the NOC, gave a brief history of why the NOC chose to conduct one evening meeting, per year, in November of each year since 2019, as an attempt to increase community participation. Mr. Juffer went on to share that since community participation did not increase, in subsequent years, staff recommends and is seeking approval to return the November meeting time to 1:30 p.m. starting with the November 16, 2022, NOC meeting.

Co-Chair Hart moved, and Member Moos seconded:

Approve the November 16, 2022, NOC meeting start time of 1:30 p.m.

The motion passed by unanimous vote.

4. Information

4.1. Guest Speaker: 133rd Airlift Wing, MN Air National Guard, Lt. Col. Denny Paulsen, Director of Operations for the Minnesota Air National Guard

Brad Juffer, Technical Advisor to the NOC, introduced **Lt. Col. Denny Paulsen** who gave a brief background of the 133rd Airlift Wing at MSP which included their 100 plus year history, both Federal and State mission, type, and number of aircraft as well as the future of the C-130 fleet.

Lt. Col. Paulsen mentioned that the 109th squadron has eight C-130 aircraft (as does the 934th). They are required to train 24/7 to be ready at moment's notice. When possible, the surrounding communities are provided with notifications of increased noise activity outlining the expectation and duration of noise generating activity at the base. He went on to say that in an effort to reduce engine noise, the C-130 propellers are being replaced with quieter, more efficient units. He also shared that the C-130 warm up time is typically longer than commercial airliners due to mission preparations and communications protocol.

Chair Jacobson thanked **Lt. Col Paulsen** for the helpful notification that went out to Eagan residents about increased flight activity in June which was shared on the city's social media page.

Mr. Kevin Gallatin – St. Paul, asked how long the C-130 engines typically run prior to take off and how many aircraft are usually involved in a mission. **Lt. Col. Paulsen** remarked that engine run time is typically 10 to 15 minutes, prior to takeoff, depending on mission complexity. A typical mission involves one or two aircraft though about once a month they will involve four aircraft but that is a rarer occurrence. He also mentioned that the 934th squadron has a similar training frequency, and they will occasionally work together staggering takeoffs within 30 minutes to a one-hour timeframe.

Member Olsen asked about other military aircraft that use MSP and which runways are typically used. **Lt. Col. Paulsen** replied that other military aircraft using MSP may be stopping here as a matter of convenience for gas or another reason. In terms of runway

utilization, the squadron will generally use the parallel runways due to base proximity but depending on flight destination they follow ATC direction.

4.1. Meet the Fleet - Brad Juffer, Technical Advisor,

Brad Juffer, Technical Advisor to the NOC, noted that the third Meet the Fleet video, released in November 2021, featuring NOC member Casey Potter with a Boeing 737-800 was submitted by the MAC to be considered for a Telly Award, which showcase the best work created within television and across video, for all screens. Telly Award winners represent work from some of the most respected advertising agencies, television stations, production companies and publishers from around the world." Past Telly Award winners include HBO, ESPN, Microsoft, MLB, The History Channel, Time Warner, BET, Bloomberg and many more. Over 12,000 entries were received from all 50 states and across 5 continents.

Mr. Juffer was pleased to announce that the B737-800 Meet the Fleet video was awarded a Silver Telly in the Non-Broadcast General-Information category and a Bronze Telly in the Non-Broadcast General-Travel & Tourism Category. **Mr. Juffer** gave a special thanks to Member Potter and Sun Country and to Michele Ross, Abby Kes, and Kari Jo Skogquist, from the MAC, for their work.

Mr. Juffer introduced the newest Meet the Fleet episode, featuring the Lockheed Martin C-130 aircraft featuring **Lt. Col. Paulsen**.

Video link:

<https://metroairports.org/meet-fleet>

5. Announcements – Chair Jacobson reminded the members of the summer listening session:

Summer Listening Session

Wednesday, July 27, 2022 @ 6:00 pm

Location: Eagan City Hall

3830 Pilot Knob Road, Eagan MN 55122

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:25 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: JULY AND AUGUST 2022

DATE: September 7, 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 September NOC meeting, MAC staff will provide a summary of this information for July and August 2022. 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: Michele Ross, Assistant Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: September 7, 2022

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. Comments can be made in-person or virtually for those participating using Microsoft Teams.
- 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, Assistant Director, Terminal Operations and Facilities

SUBJECT: UPDATE ON EAGAN REQUEST TO FAA

DATE: September 7, 2022

In September 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 MSP runway use and procedures in an effort to reduce the number of departures from MSP that fly over residential portions of Eagan.

MAC staff conducted a thorough analysis of the eight requested adjustments and presented these analyses to the NOC for consideration in November 2019. Analyses included review of headings, abatement procedure use, altitude of Runway 17 departures and aircraft noise modeling using the Aviation Environmental Design Tool (AEDT). Four of the recommendations were found to be infeasible as they would move air traffic from one residential area to another and/or would adversely affect the efficiency of the airport.

The NOC forwarded its unanimous endorsement of the other four requests to the MAC Commission for review. In December 2019, the MAC Commission unanimously approved forwarding the proposals to the FAA.

The FAA provided the results of their high-level review in February 2020. This review determined that two of the recommendations, with some modification, had merit and warranted further consideration. The first that the FAA determined had merit was to move departures from Runway 17 with an initial departure fix of COULT and ZMBRO to Runways 12L or 12R; however, the FAA noted that ATC would need to limit the proposal to a departure fix of only COULT and only moving the departures to Runway 12L to maintain safety and efficiency. The other recommendation that the FAA determined had merit was to move Runway 12R and 12L westbound departures to Runway 17 to direct these aircraft over noise-compatible areas of the Minnesota River. The FAA's evaluation was that this proposal would need to be limited to nighttime operations. Figure 1 below shows monthly departures at MSP with initial departure fix and Figure 2 shows monthly departures at MSP with a COULT initial departure fix.

The NOC reviewed the FAA's response and MAC staff further evaluated the two remaining recommendations in May 2020. This evaluation included comprehensive noise modeling and analysis to determine the potential impact of the changes. One recommendation that FAA determined to have merit was ultimately not supported by the NOC after further evaluation given that residential areas on the north and south boundaries of the Minnesota River would be impacted by the nighttime departures that would be moved from the Eagan Mendota Heights (EMH) Corridor to Runway 17, and therefore not in the spirit of the NOC's practice to not move noise from one neighborhood to another.

Figure 1 – Monthly MSP Departures with Initial Departure Fix

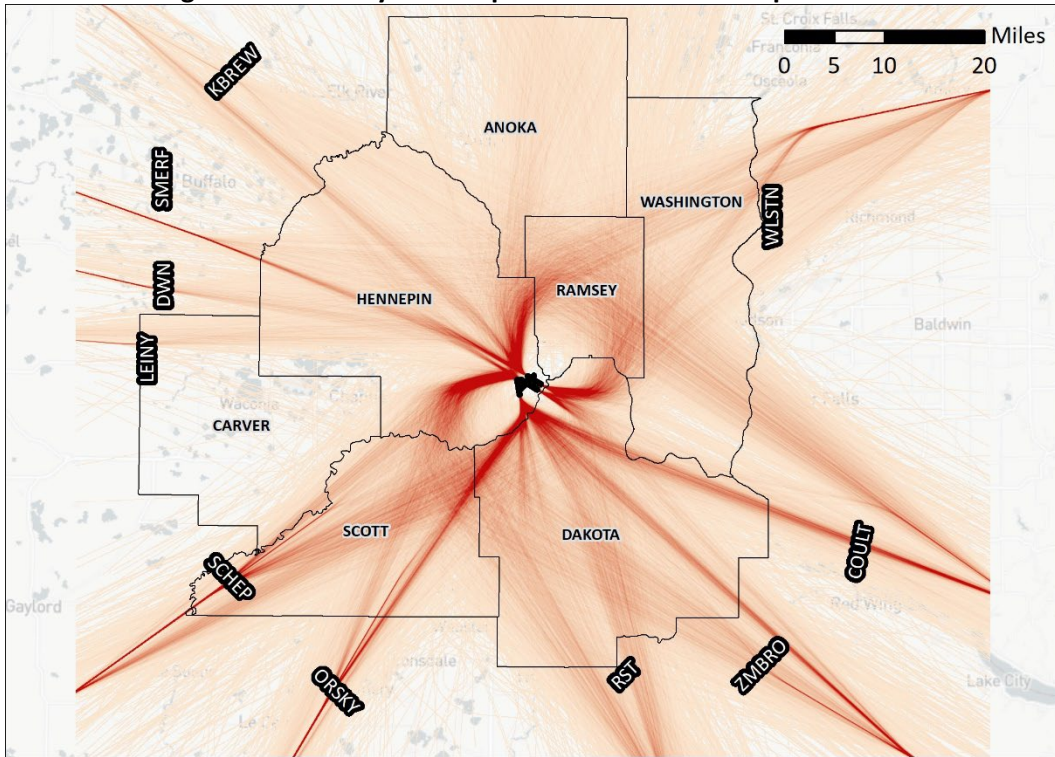
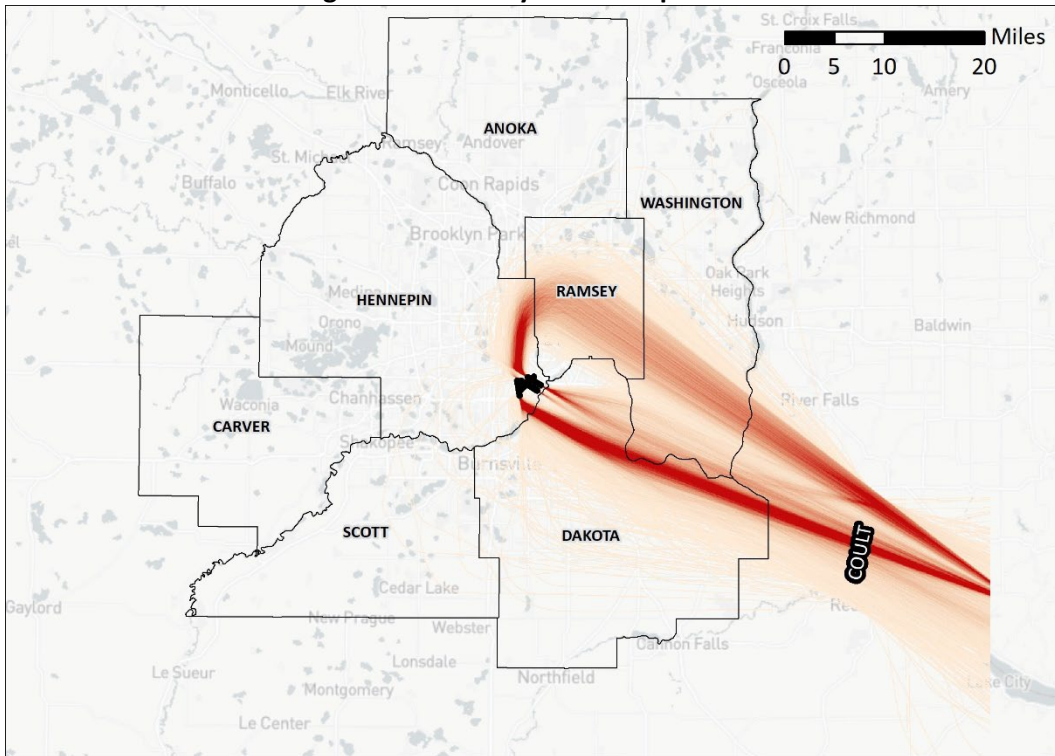


Figure 2 – Monthly COULT Departures



Modeling results of the other recommendation, moving departures with a COULT fix from Runway 17 to Runway 12L, anticipated that a change of 9.2 average daily departures would be shifted from Runway 17 to Runway 12L. The results of modeling found that most of the area where the number of noise events would increase were over compatible land uses within the EMH Corridor or east of the EMH Corridor. Decreases in the number of noise events were found to occur in western Richfield, southeastern Minneapolis, eastern Bloomington, and central Eagan. The NOC determined that this adjustment could provide relief to Eagan residents without moving air traffic noise from one incompatible area to another and should be forwarded to the MAC Board for support.

In June 2020, the MAC Commission reviewed and unanimously supported sending the recommendation to move departures with an initial fix of COULT from Runway 17 to Runway 12L 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 the low traffic levels at the airport due to the impacts of the COVID-19 pandemic. FAA indicated that once traffic levels and the use of Runway 17 returned to regular levels, ATC would be able to begin to test this procedure.

Beginning in January 2022, ATC began to direct departures with a COULT fix that would have typically been assigned Runway 17 to Runway 12L or 12R when airport traffic demand allowed. This practice is consistent with the request from the City of Eagan and the documented Runway Use System (RUS) at MSP. Figures 3 through 5 below, show departures that utilized Runways 12L, 12R, and 17, respectively, with an initial COULT departure fix.

Figure 3 – Runway 12L COULT Departures (2022)

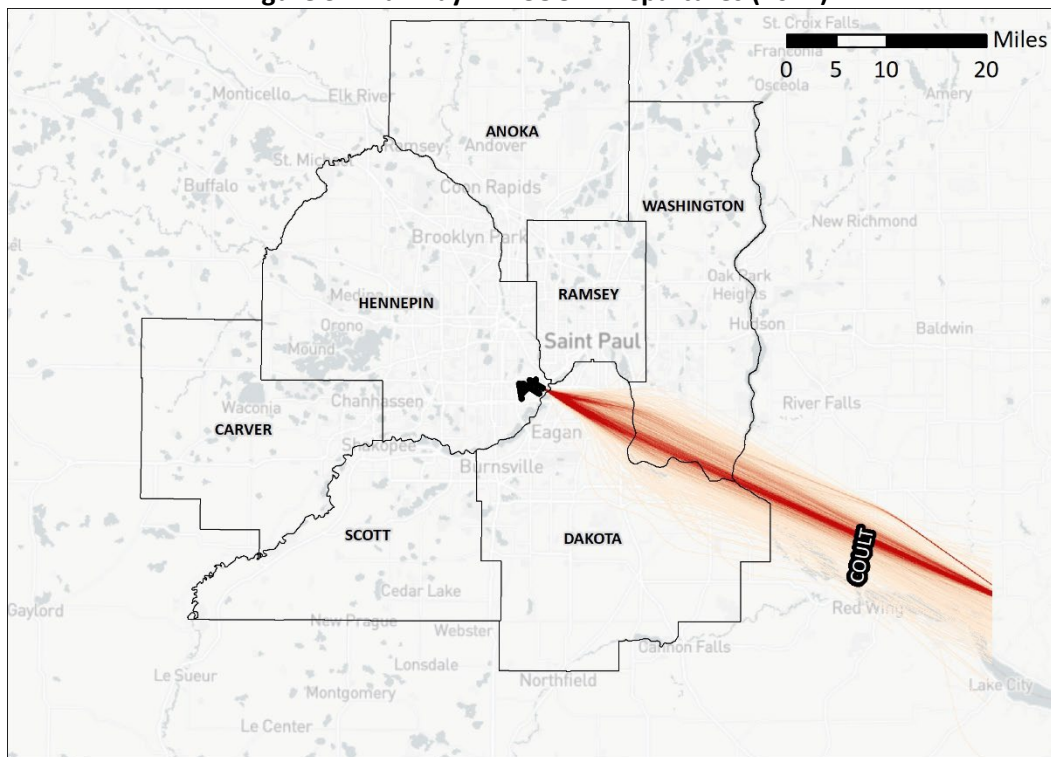


Figure 4 – Runway 12R COULT Departures (2022)

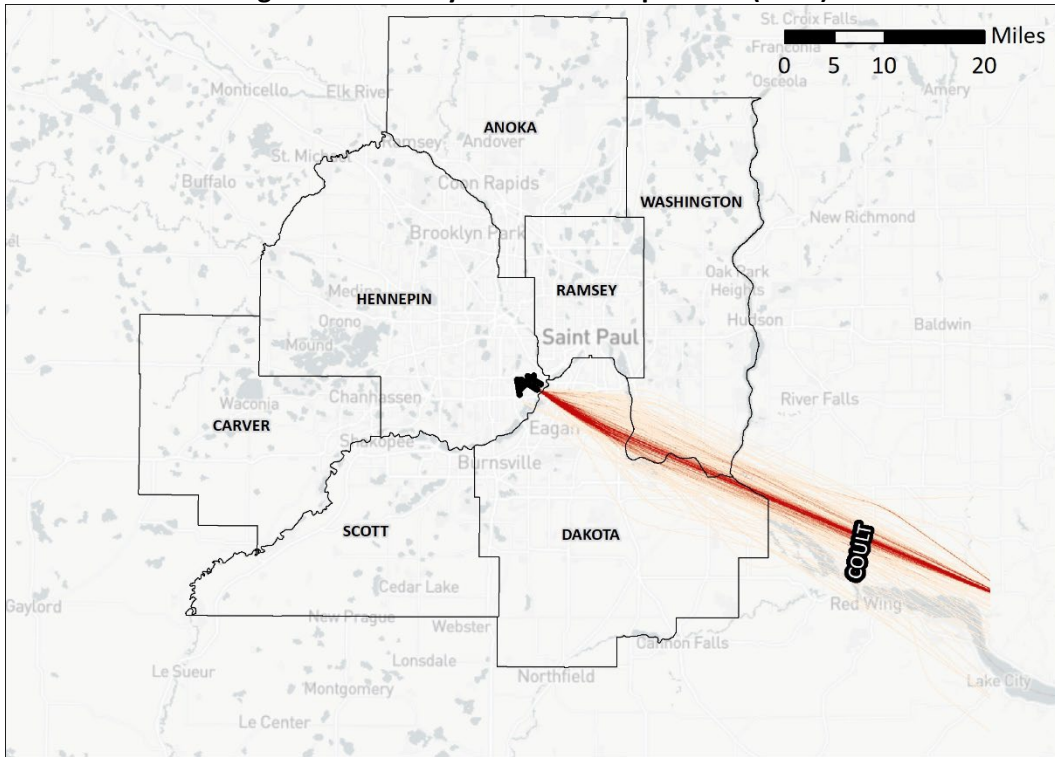
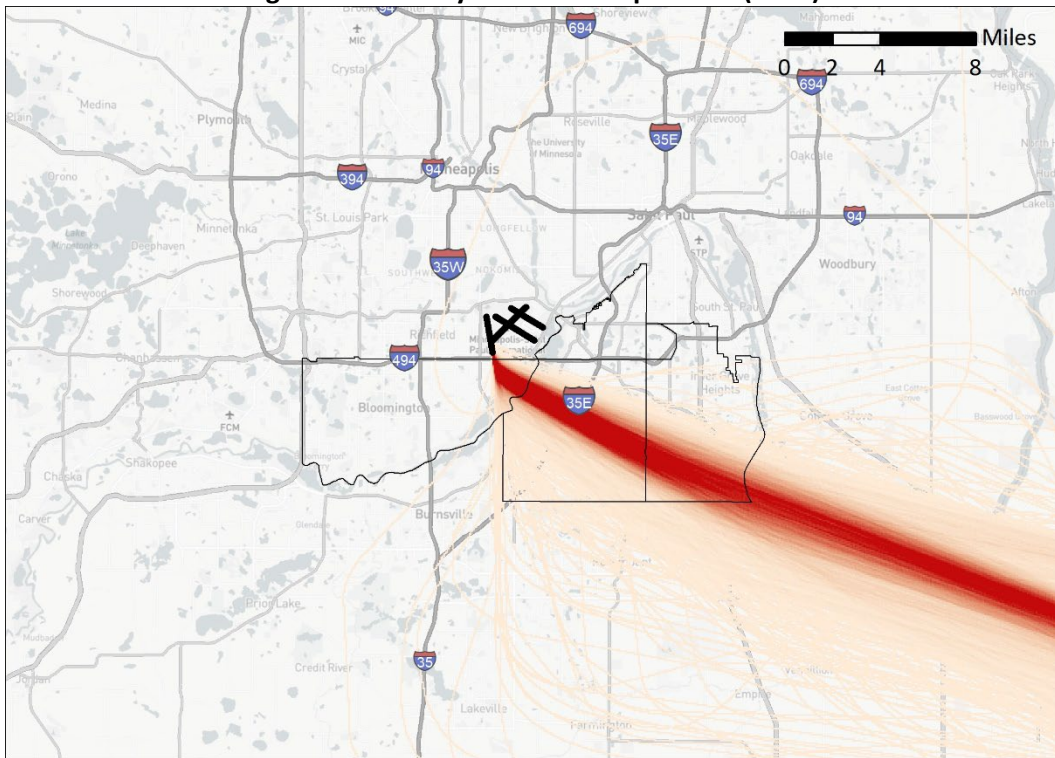


Figure 5 – Runway 17 COULT Departures (2022)



Since implementation of this as a best practice for controllers, there has been measurable change in the use of Runway 17. MAC staff conducted an analysis of departures on Runways 17, 12L and 12R between the hours of 7:00 A.M. and 10:00 P.M. with a COULT departure fix for the months of January through July for 2017, 2018, 2019, and 2022. The table below lists runway use for MSP departures with an initial fix of COULT.

All Time Periods					
Runway	2017	2018	2019	2022	Trend
12L	6%	9%	11%	15%	
12R	4%	3%	2%	3%	
17	90%	88%	87%	82%	

Low Demand (5 or fewer Arrivals; 5 or fewer Departures in 15 minute segment)					
Runway	2017	2018	2019	2022	Trend
12L	9%	11%	11%	28%	
12R	5%	4%	3%	7%	
17	86%	85%	86%	65%	

As shown, the use of Runways 12L and 12R for departures to the COULT fix has increased 4 and 1 percent, respective to runway, for all time periods. During low demand periods, the use of Runways 12L and 12R increased 17 and 4 percent, respectively. Comparably, the use of Runway 17 for COULT departures has decreased 5 percent in all time periods, and 21 percent in low demand time periods.

Implementation of this best practice by ATC has had a measurable achievement of the City of Eagan’s objective to reduce the number of departures from MSP that fly over residential portions of Eagan.

At the September NOC meeting, FAA and MAC staff will provide an update on this item.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **UPDATE ON FAA'S NEIGHBORHOOD ENVIRONMENTAL SURVEY**

DATE: September 7, 2022

In January 2021, through a Federal Register Notice, the FAA released a summary to the public of the research programs it sponsors on civil aircraft noise that could potentially inform future aircraft noise policy. Excerpts from the Notice are included in this memo. The Notice included measures the FAA is undertaking to gain a broad understanding of aircraft noise and any potential impacts, from many different perspectives. These measures were grouped into three distinct areas:

1. Effects of Aircraft Noise on Individuals and Communities
2. Noise Modeling, Noise Metrics, and Environmental Data Visualization
3. Reduction, Abatement, and Mitigation of Aviation Noise

One of the elements of this research included a Neighborhood Environmental Survey (NES). Working with statisticians, noise experts, and other Federal agencies that have statutory, regulatory, or other policy interests in aviation noise, the FAA conducted a nationwide survey to update the scientific evidence on the relationship between aircraft noise exposure and its annoyance effects on communities around airports, based on today's aircraft fleet and operations. This effort is also known to the NOC as the Community and Noise Survey as well as the FAA's Work to Reevaluate the DNL metric. This study was originally initiated in 2015.

This notice invited comments on the FAA's aircraft noise research program, including the survey, through a 90-day total period which closed on April 14, 2021. The NOC approved a resolution at a special meeting held February 17, 2021, to submit a letter of public comment on the federal docket. The letter was endorsed by the MAC Board in March 2021 and submitted to the FAA. The FAA received over 4,000 comments ([FAA-2021-0037-001](#)).

In a letter to the FAA in March 2021, the House Quiet Skies Caucus requested that the FAA explain plans to move forward to review FAA's aviation noise policy considering the updated aircraft noise annoyance data from the NES. In response, in September 2021, the FAA signed an Interagency Agreement with the Federal Mediation and Conciliation Service (FMCS) to help design an inclusive and participatory policy review framework and process that will facilitate internal and external stakeholder discussions.

At the September NOC meeting, FAA will provide an update on this item.

MEMORANDUM

ITEM 4.3

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: **DRAFT 2023 NOC WORK PLAN**

DATE: September 7, 2022

Each September, the NOC membership reviews the proposed draft Work Plan for the coming year. The final draft is presented as a NOC agenda item at the November meeting and is then presented to the MAC Planning, Development and Environment Committee by the NOC Co-chairs. The preliminary list of 2023 Work Plan topics are provided below:

DRAFT 2023 MSP NOC WORK PLAN

1. Residential Noise Mitigation Program

a) Review Residential Noise Mitigation Program Implementation Status

Description: Staff from MAC Airport Development will update the NOC on the current Mitigation Program.

2. MSP Noise Program Specific Efforts

a) 2022 Actual Noise Contour Report

Description: Each year in March, under the terms and conditions of the amended 2007 Consent Decree, MAC publishes an Annual Contour Report for the previous year. Staff will provide an update on the Contour Report and mitigation efforts underway in support of the Amended Consent Decree program.

b) MSP Fleet Mix and Nighttime Operations Assessment

Description: MSP is federally obligated to stay open 24 hours per day. Recognizing the impacts of nighttime operations, the NOC regularly assesses nighttime trends in airport operations. This is an annual assessment reviewing actual and scheduled nighttime operations at MSP.

c) MSP Annual Aircraft Noise Complaint Data Assessment

Description: Complaints are one of the tools the MAC uses to communicate with the community about aircraft activity and report to the NOC about concerns received from airport neighbors. This annual assessment reviews MSP complaints and households filing complaints.

d) Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives

Description: This is an annual report on the status of scientific, engineering, and medical research literature prepared by universities, governmental organizations, and transportation boards located within the United States.

- PARTNER – Partnership for AiR Transportation Noise and Emissions Reduction
- TRB – Transportation Research Board, which manages Airports Cooperative Research Program (ACRP)
- FICAN – Federal Interagency Committee on Aviation Noise

e) Update on Converging Runway Operations at MSP

Description: The FAA began applying new CRO mitigation strategies for both parallel runways in March 2016. The FAA will provide updates on CRO strategies.

f) Update on the MSP Long Term Plan Update and Associated Stakeholder Engagement

Description: The MAC is currently preparing the 2040 Long-Term Plan. The MAC will provide updates to the NOC on the progress of the LTP and associated stakeholder engagement until the Plan's expected completion in early 2023.

g) Update on the FAA's Neighborhood Environmental Survey

Description: In 2021, the FAA released a summary of the research programs it sponsors on civil aircraft noise that could potentially inform future aircraft noise policy. The agency is assessing the survey results to determine if changes to the federal noise measurement methods and/or compatible land use considerations are warranted. The NOC will receive updates on this process as developments are made.

h) Guest Speaker: Brian Ryks, MAC Executive Director / CEO

Description: NOC will receive an update on the MAC organization, recent accolades, trends in passengers and operations, and future development at MSP in addition to other pertinent topics.

i) VOR-MON

Description: In 2020, the FAA presented to the NOC information about the nationwide VOR Minimum Operational Network (MON) program. The FAA will be invited to provide an update on the status of the regional VOR network set for decommissioning, the proposed timeline for these activities, community engagement plan and the potential impact to airport operations at MSP.

3. Continue to Review Input Received from the NOC Listening Sessions as Possible Agenda Items

This is an information item; no NOC action is requested at this time. The October Listening Session will be held to solicit Work Plan ideas from the public. MAC staff will report the results to the NOC at its November meeting.

The final 2023 Work Plan will be placed on the NOC Agenda for November 16, 2022, with a request to recommend approval of the final 2023 NOC Work Plan to be presented by the NOC Co-Chairs to the MAC Planning Development and Environment Committee on December 5, 2022.

MEMORANDUM

ITEM 4.4

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Assistant Manager, Community Relations

SUBJECT: 2022 SUMMER LISTENING SESSION

DATE: September 7, 2022

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.

To encourage participation in the Listening Session, 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.

On July 27, 2022 at 6:00 P.M., MAC Community Relations staff conducted a Listening Session at the City of Eagan City Hall. Participants could participate in person or via Microsoft Teams. Three residents from Eagan participated in the meeting. Also in attendance were Eric Lorbach and Sean Doyle with the FAA, NOC representatives Jeff Hart, Sarah Alig, Emily Koski, Loren Olsen, and Cheryl Jacobson, MAC Commissioner Yodit Bizen, staff from the office of Representative Angie Craig and six MAC staff.

The staff presented an overview of recent MSP airport activity. The presentation slides are available on the Listening Session page on our website: <https://metroairports.org/msp-quarterly-listening-sessions>.

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

- Runway 17 operations.
- Review of MSP Noise Abatement Procedures.
- Nighttime activity.

The next Listening Session will be held on October 26, 2022. Further details will be made available on the <https://metroairports.org/community-connection/aircraft-noise> website.