



MSP NOISE OVERSIGHT COMMITTEE
FINAL MEETING MINUTES
Wednesday, January 18, 2023, 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, November 16, 2022, at the Metropolitan Airports Commission (MAC), General Offices, Lindbergh conference room, a teleconference option was also provided. **Chair Jacobson** called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, M. Brindle, C. Haven, C. Jacobson, P. Martin, L. Olson
Members: J. Hart, A. Moos, C. Potter, B. Wall participated virtually.

Staff: J. Lewis, K. Martin, D. Nelson, N. Pesky, M. Ross, P. Mosites, T. Studanski,
R. Fuhrmann, J. Sonju, C. Boyd, J. Lea

Others: L. Moore – Bloomington, D. O’Leary – Sunfish Lake, H. Rand – Inver Grove Heights, D. Langer – FAA, S. Fortier, N. Rao - FAA, H. Wulf – FAA, K. Regotti – FAA, M. Jenny – FAA, J. Hogan – Rosemount, Nick Benson – JetTip, K. Hughes – HNTB, Y. Xu – HNTB, P. Huckilt, J. Egan

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

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

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

1. Public Presentations

1.1. Guest Speaker: MAC/MSP Updates

Roy Fuhrmann, MAC Chief Operating Officer, thanked the NOC, on behalf of MAC’s CEO, Brian Ryks, and the rest of the MAC team for their partnership in supporting and sustaining operations that benefit our communities and the State of Minnesota and millions of travelers.

The MAC was established in 1943 by the State of Minnesota and is governed by a 15-member policy board. The MAC currently operates seven airports and is one of the largest airport systems in America.

The COVID-19 pandemic impact on the airport industry with U.S. airports experiencing losses of \$40 billion between March 2020 – March 2022. In the same period global airport losses totaled \$142.8 billion. MAC revenues, in particular, are down \$310 million since 2019. Due to the severe revenue decline the MAC chose to defer \$300 million in capital improvement projects scheduled for 2020 – 2021. CIP funding for 2022 was budgeted for \$267.3 million an increase of \$185 million from 2021.

The MAC experienced a 95% drop in passenger enplanements between February and April of 2020 and the last several months has been trending consistently between 20%-25% below 2019 levels, though MEA travel was busy this year with a peak count of 42,000 passengers on October 20th.

February through April 2020 also showed a dramatic decline in parking revenues of 97% from a pre-pandemic high of \$10 million for the month of February 2020. Parking revenues have been recovering steadily and are currently 80-90% of pre-pandemic values. MSP concessions have been slowly recovering as well and will be 95% recovered by month end with three new venues opening.

Air service has recovered from a low of 90 routes suspended April /May 2020 to 199 active routes for December (one less than the 200 pre-pandemic high.) Sun Country recently announced 15 new routes for 2023 beginning operations between April - June. Average daily departures are down from 470 in 2019 to hovering just over 360 currently. Passenger counts have not been impacted due to airlines utilizing larger aircraft. Airlines are now operating more than 80% of pre-pandemic international routes. Delta's second MSP-HND route is tentatively set to restart in March.

The MAC reliever airports saw increased activity over the pandemic due to increased interest in private aviation. The system saw a 3% dip in 3rd quarter operations for a total of 106,654 compared to a year ago. Based on current activity and projections, total operations for 2022 is still on track to surpass 2021 year-end #s of 352,000, by one to two percent.

A few capital improvement projects that have been a focus throughout the pandemic.

- The award-winning Silver Ramp was completed in 2020 adding 5,000 new public parking spaces, as well as space for rental car agencies and a multi-modal transportation center. The Silver Ramp is operating to its full intent with public parking open on the top five levels.
- Terminal One Operational Improvements program continues momentum with expanded lobbies, building out ticket counters, improved baggage belt systems and new Terrazzo flooring on the Departures level.
- Expanding the South Checkpoint is also a key project as well as the six new larger carousels on the Arrivals level with two more opening early next year and the last three sometime in 2024.
- A major expansion of the G17-22 concourse was finished earlier this year which added 50,000 square feet of new public space that includes an expanded central corridor and gates.
- The MAC and Delta will invest another \$240 million over the next three years to modernize the rest of Terminal 1 concourses.
- Delta will complete the interior construction of its third Delta Sky Club in the Spring of 2023.
- One of the more high-profile CIP projects for the MAC this year is the construction of Aircraft Rescue & Firefighting Station. Work is now underway on the structure, located near MSP's Air Traffic Control Tower. This will replace an existing fire station— which has functional challenges and has reached the end of its intended lifespan. This is a \$43 million project- with \$16 million of that coming from federal funds. Once this project is completed, we will begin a connecting project: a new Safety and Security Center, which allow us to consolidate Airport Police, Emergency Communications, Airside Operations, an Emergency Airport Operations Center, and an Airport Operations Center in the same facility. Construction on the Safety and Security Center is scheduled to begin in 2024.

A couple of the key priorities of the MSP Long-term Plan is to forecast future activity levels in terms of passengers and aircraft, and to plan infrastructure to meet that future demand. In this case, the plan will have a 20-year outlook. There is significant involvement from the many stakeholders inside and outside the airport including the Stakeholder Advisory Panel and external/internal working groups for each area of planning focus area. Public engagement is a key part of the planning process. More events will be scheduled as we move through the conclusion of this planning process. The tentative timeline is to complete the first public draft December 2022 (post meeting correction – first public draft anticipated for 2023). The approval process includes Met Council and then the full MAC Board. The goal is to have a fully approved plan by the end of the year.

The MAC's 2030 sustainability goals include reducing emissions by 80%, diverting 75% of waste through reduction, reuse, and recycling, reducing water usage by 15% as well achieving an employee engagement score of 85%. Sustainability at the MAC has been operationalized through employee working groups, a leadership committee and broad engagement.

The MAC is committed to excellence with investment in facilities and diligent work over many years to make MSP more accessible for all travelers. The Travelers with Disabilities Advisory Committee is an active partner in this work. The partnership is results oriented bringing forth multi-million-dollar investments through terminal improvements, more accessible restrooms, and other programs such as Aira, Hidden Disabilities Sunflower, and Navigating MSP to provide an accessible environment to those with special needs. A new training center featuring a mock aircraft cabin, donated by Delta Air Lines, opened earlier this year in Concourse C to help even more people feel comfortable flying—through the Navigating MSP program. A “Talk to Text” program will be piloted this fall to convert live gate announcements to nearby displays for the deaf and hard-of-hearing.

Over the past year MSP has received three key awards recognizing commitment to passengers.

- Airports Council International's (ACI) Best Airport in North America award, which we have won five out of the past six years.
- The Air Transport Research Society (ATRS) Most Efficient Airport in North America four out of the past five years.
- In September, MSP was named the #1 Airport in the mega airport category by J.D. Powers. This highlights the work of not just the MAC, but the many airline, tenants, and other partners at MSP.

Despite the impacts from the pandemic, MSP is a major economic catalyst for the Twin Cities and greater region. A pre-pandemic economic study (by InterVistas Consulting, Inc.) in 2016 determined that MSP has an annual economic output of \$15.9 Billion total economic output. It creates 86,000 direct or indirect jobs. MSP operations generate \$973 million in local, state, and federal taxes and lastly, MSP supports the generation of \$2.5 Billion in visitor spending.

Fuhrmann thanked the Committee and meeting attendees for their time and encouraged people to stay connected thru our websites MSPAirport.com and MetroAirports.com.

Chair Jacobson thanked Mr. Fuhrmann for his very informative presentation and asked if anyone had any questions; hearing none, she moved on to item 2, Consent Agenda.

2. Consent

2.1. Approval of July 20, 2022, Meeting Minutes and the September 21, 2022, Meeting Minutes

There were no questions or revisions to the July 20, 2022, meeting minutes and no questions or revisions to the September 21, 2022, meeting minutes.

2.2. Reports

2.2.1. Monthly Operations Reports: September and October 2022

Michele Ross, Technical Advisor, provided the following September and October 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>

SEPT

- Total Operations: 25,289
- Nighttime Operations: 1,369
- North/South/Mixed: 37/56/1 (%)
- RUS (Priority 1/2/3/4):47/4/0/49 (%)
- RJ/Narrow/Wide: 36/61/4 (%)
- Complaints: 8,187
- Complaint locations: 268
- Top 10 Households: 56%
- Hours of events*: 376
- Number of events*: 74,443
- R17 procedure: 99.8%
- EMH Corridor procedure: 97%
- Crossing procedure day: 17.1%
- Crossing procedure night: 34.2%
- RUS: 50.8%

OCT

- Total Operations: 25,384
- Nighttime Operations: 1,401
- North/South/Mixed: 45/41/6 (%)
- RUS (Priority 1/2/3/4):44/8/0/48 (%)
- RJ/Narrow/Wide: 33/63/4 (%)
- Complaints: 8,193
- Complaint locations: 217
- Top 10 Households: 48%
- Hours of events*: 389
- Number of events*: 75,738
- R17 procedure: 99.6%
- EMH Corridor procedure: 96.9%
- Crossing procedure day: 19.8%
- Crossing procedure night: 42.5%
- RUS: 51.6%

* Aircraft sound events above 65dB.

Questions / Comments: There were no questions or comments

2.2.2 Review of Fall Listening Session

The Fall Listening Session review was not presented at this meeting though **Chair Jacobson** offered to take questions. There were no questions.

2.2.3 Review of Residential Noise Mitigation Program and Implementation Status

The Residential Noise Mitigation review was not presented at this meeting though **Chair Jacobson** offered to take questions. There were no questions.

Chair Jacobson asked for a motion to approve the Consent Agenda. **Member Martin** moved to approve the agenda; **Member Brindle** seconded the motion. The motion passed by unanimous vote.

3. Public Comment Period

There were no public comments.

4. Business

4.1. Review and approval of the 2022 NOC accomplishments, 2023 Work Plan and 2023 NOC

Michele Ross, Technical Advisor, spoke about the 2022 NOC Accomplishments listed in the presentation, and in the agenda packet, as representative of the work that the Committee had undertaken in the past year. **Ross** highlighted item 2 on the list: evaluating citizen input received during quarterly listening sessions as possible discussion topics for future NOC meetings as representing important opportunities to hear from communities directly.

The importance of the completed Fleet Mix and Nighttime Operations Assessment was noted. The report includes certificated noise levels for aircraft operating at MSP and aircraft altitude trends. She went on to talk about the 2021 MSP Complaint Data Assessment and the MSP 2021 Annual Noise Contour Report.

Ross thanked the Committee members on behalf of Dana Nelson, Jennifer Lewis, and the rest of MAC staff, for volunteering their time and talent over the past year.

Ross went on to speak about the 2023 Draft NOC work plan, noting that since the plan was presented last September, item G was added regarding MSP construction updates. There will be some ongoing construction activities in 2023 which would also be presented later in the agenda.

The 2023 meeting dates were also presented to the Committee:

- January 18, 1:30pm
- March 15, 1:30pm
- May 17, 1:30pm
- July 19, 1:30pm
- September 20, 1:30pm
- November 15, 1:30pm

Questions / Comments:

Member Olson mentioned the Fleet Mix report contains altitude information but would like to request more details regarding headings, possibly by quadrant.

Member Olson also remarked about decommissioning the VOR and the new RNAV, GPS based procedures. She would like to ensure there is sufficient time in agendas to thoughtfully develop a robust plan for those procedures, allowing time for public interactions.

Ross said that she has taken note of Member Olson's comments and will update the Fleet Mix report with the requested scope changes though she noted it would not change the action as proposed.

Chair Jacobson thanked Member Olson for her comments. Hearing no additional questions, **Chair Jacobson** moved to the action item.

Requested Action:

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2022 MSP NOC ACCOMPLISHMENTS, 2023 MSP NOC WORK PLAN AND THE 2023 NOC MEETING DATES.

Chair Jacobson asked for a motion to approve the above action item. **Member Brindle** moved to approve the motion; **Member Alig** seconded the motion. The motion passed by unanimous vote.

5. Information

5.1. 2023 Construction Updates

Michele Ross, Technical Advisor, spoke about the planning for airfield construction that will impact runway use over the next two years. The north parallel runway will be closed for an extended period of time in 2023 and the south parallel runway will be closed for an extended period of time in 2024. The design and planning work of these projects is currently in active development and more specific detail will be provided early in 2023. Similar to the work that has resulted in closure of Runway 17 the past two years, the work for this project will ensure runway safety area slopes are consistent with Federal Aviation Administration (FAA) specifications. The runway safety area is the area adjacent to a runway that is designed to reduce the risk of airplane damage in the event of an aircraft excursion from the runway. The safety area must be maintained so that it is clear of debris, and drained and graded so that it is able to support aircraft, snow removal equipment and aircraft rescue and firefighting operations.

During the north parallel closure there will also be some runway/taxiway reconstruction – with the objective to use the closure to the fullest extent to reduce future closures. When runways are closed, the arrivals and/or departures that would normally use that runway are directed by air traffic control to use an open runway. While the north parallel runway is closed, aircraft will use the south parallel runway (12R/30L) and Runway 17/35.

This item was brought forward to the Committee at this time because it will result in impacts to runway use that are likely to be noticeable to communities. Residents of the communities of Minneapolis, Eagan, Richfield, Bloomington, and Edina, that live under the flight paths of the runways that are open during construction may notice increases in aircraft activity as these runways will need to accommodate all MSP operations without the north parallel runway. Because the project is in active development and planning, and as included on the work plan that was just approved – there will be a more detailed updates regarding the project and timelines in 2023.

Ross offered to take questions.

A question was asked about the timeline for the runway closures.

Ross reiterated that the design and planning work of these projects is currently in active development and more specific detail will be provided early in 2023. They are anticipating the runway closures will take effect after the July holiday.

Chair Jacobson asked if there were any other questions; hearing none she moved the agenda to item 6, announcements.

6. Announcements

MAC Planning Development & Environment

Monday, December 5, 2022 @ 10:30 am

Location: Commission Chambers – T1

January NOC Meeting

Wednesday, January 18, 2023 @ 1:30 pm

Location: MAC General Offices + Teams

NOC Winter Listening Session

Wednesday, January 25, 2023 @ 6:00 pm

Location: MAC General Offices + Teams

7. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff and residents in attendance. The meeting was adjourned at 2:41 pm