



## 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)
Connor Arnold	At-Large Airport User Representative (Endeavor Air, Inc.)
Chris Swanson	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

July 19, 2023 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: 219 336 263#

*Cheryl Jacobson, Mendota Heights, 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 June 20, 2023 Meeting Minutes
- 1.2. Reports
  - 1.2.1. Monthly Operations Reports: May and June 2023
  - 1.2.2. Status of Aviation-Related Research Initiatives

#### 2. Public Comment Period

#### 3. Business

- 3.1. Nomination and Election of Co-chairs

#### 4. Information

- 4.1. Guest Speaker: MAC/MSP Update – MAC Executive Director/CEO Brian Ryks
- 4.2. Meet the Fleet

#### 5. Announcements

#### Adjourn

The meeting will be followed by an open house and reception to celebrate 20 years since the NOC first met in 2003.



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**

Wednesday, June 20, 2023, at 10:30 AM  
MAC General Offices  
6040 28<sup>th</sup> Avenue South  
Minneapolis, MN 55450



**Call to Order**

A special meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, June 20, 2023, at the Metropolitan Airports Commission (MAC), General Offices, Lindbergh conference room, a Teams teleconference option was also provided.

**Chair Hart** called the meeting to order at 10:31 a.m. The following participated in the meeting:

**Representatives:** S. Alig, C. Jacobson, P. Martin, L. Olson, S. Crosby,  
A. Moos, C. Potter, J. Hart, T. Cossalter, J. Klinger, J. Bergman

**Staff:** J. Lewis, K. Martin, D. Nelson, M. Ross, J. Egan, N. Pesky, E. Valencia, B. Juffer

**Others:** S. Doyle – FAA, N. Rao – FAA, H. Rand - Inver Grove Heights, D. O’Leary - Sun Fish Lake, K. Gallatin – St. Paul, L. Moore - Bloomington, M. Brindle - Edina, J. Riser – Edina, B. Hoffman – Saint Louis Park, K. Rodriguez – Richfield, C. Swanson – Richfield and a member of the community, Fred

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

**Community Representatives:** Alig, Bergman, Jacobson, Crosby, Martin, Olson

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

**1. Consent**

**1.1. Approval of May 17, 2023, Meeting Minutes**

There were no questions or revisions to the May 17, 2023, meeting minutes.

**Member Bergman** made the motion to approve the Consent Agenda and **Member Crosby** seconded it. The motion was approved unanimously.

**2. Public Comment Period**

There were no public comments.

**3. Business**

**3.1. FAA Noise Policy Review Michele Ross, Technical Advisor to the NOC**

During the May 2023 NOC meeting, Don Scata, FAA Noise Manager for the office of Environment and Energy, provided an informative update on the FAA’s [Noise Policy Review](#) efforts. On May 1, the FAA published a [Federal Register Notice](#) (FRN) that marked the start of a 90-day public comment period which runs through July 31, 2023. The FRN included a background on FAA Noise Policy Review efforts, requesting public feedback on eleven specific questions, and links to a companion [framing paper](#) that explains the previous foundational elements of the FAA’s Civil

Aircraft Noise Policy. Anyone may submit comments to the FAA on [Docket FAA-2023-0855](https://www.regulations.gov) at [regulations.gov](https://www.regulations.gov).

The NOC is holding this special meeting today, June 20, 2023, to discuss the letter that they would like to submit to the Metropolitan Airports Commission Board for consideration. The letter has been prepared and is included in today's meeting packet. In summary, the letter first requests that the FAA consider the outcomes from the ongoing research it is conducting to inform its decision making in the process. Next, the letter requests that the FAA consider the impact of frequent revisions to noise metrics. The MAC and surrounding communities have implemented corrective and preventative land use management strategies around the airport that require a stable metric. Thirdly, the letter notes that the revision to the policy would not reduce actual noise exposure. The letter asks the FAA to continue to explore and accelerate research on source noise reduction technology and incentivize operators to employ it. Finally, the letter notes that the use of companion metrics is an asset in decision making and communicating decisions and noise impacts to the public.

**Ms. Ross** concluded her comments and offered to take questions. **Chair Hart** thanked **Ms. Ross** and asked if there were any questions from the Committee Members in the room, or online via Teams or via phone. There were no questions.

**Requested Action:** Approve the attached letter and request the MAC Planning Development and Environment Committee endorse and file it on the Federal Docket number #FAA2023-0855 "Request for comments on the Federal Aviation Administration's review of Civil Aviation Noise Policy".

**Chair Hart** read the requested action item to the Committee then asked if any Committee Members would like to make a motion to approve it. **Member Bergman** made the motion to approve, and **Member Crosby** seconded it. The motion passed unanimously.

Next steps:

July 10, the letter will go to the PD&E Committee for approval. If approved at that meeting, it will be moved to the full Commission meeting on July 24<sup>th</sup> for their approval.

#### 4. Information

There were no information agenda items.

#### 5. Announcements

##### **July NOC Meeting**

Wednesday, July 19, 2023 @ 1:30 p.m.

Location: MAC General Offices + Teams

##### **NOC Summer Listening Session**

Wednesday, July 26, 2023 @ 6:00 p.m.

Location: MAC General Offices + Teams

##### **Experience MSP Event #4**

Tuesday, July 11, 2023 @ 4:30 p.m.

Location: Sabathani Community Center, 310 E 38<sup>th</sup> St, Minneapolis MN 55409

**Member Brindle**, At-Large-Representative, City of Edina, announced that she would be retiring from the NOC June 30. Julie Risser will be stepping into the position on July 1. Member Brindle stated that she has enjoyed her time on the NOC and that it has been a great learning experience. She said that she is proud of the airport and that the NOC's data collection progress over the past ten years has been impressive. She added that the information available to residents is considerable if they want to learn about the airport or want to understand what it is they're seeing in the sky, that data is available, and she very much appreciates that. She thanked the Committee for the experience and wished the Committee good luck going forward. She said that she would be keeping an eye on what's going on.

**Chair Hart** said on behalf of the NOC, that it has been a pleasure serving with Member Brindle. That she had certainly been an additive component to the whole process and has appreciated her contributions over the years.

**Ms. Ross** and **Member Olson** also thanked Member Brindle for her service on the NOC.

**Member Bergman** thanked Member Brindle, on behalf of the At Large Group, for a job well done. He went on to say that he appreciated that Member Brindle has always been fair in representing the City of Edina's interests. He wished her well in her next endeavors.

#### **Adjourn**

**Chair Hart** thanked the members of the Committee, NOC staff, and residents in attendance. The meeting was adjourned at 10:45 a.m.

# MEMORANDUM

ITEM 1.2.1

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Jack Egan, Assistant Manager, Community Relations

**SUBJECT:** REVIEW OF MSP MONTHLY OPERATIONS REPORTS: MAY AND JUNE 2023

**DATE:** July 5, 2023

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 May NOC meeting, MAC staff will provide a summary of this information for May and June 2023. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

# MEMORANDUM

ITEM 1.2.2

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Jennifer Lewis, Community Relations Coordinator

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

**DATE:** July 5, 2023

In accordance with the 2023 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 2023 or 2024 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 Summary**

Summary of Research Related to Aircraft Noise, Technology,  
Human Health, and Environmental Topics Pertaining to Aircraft Operating  
at Minneapolis-St. Paul International Airport

July 2023

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# 1. Introduction

Research is ongoing by various agencies in the U.S. and across the globe to evaluate the effects of aviation noise and other environmental impacts associated with aircraft operations. Much of this research explores technological solutions and leverages developing sciences evolving through many years of study.

This summary provides a description of research efforts in late 2022 and early 2023 that are most applicable to passenger service airports like Minneapolis-St. Paul International Airport (MSP) and are highlighted for consideration by the MSP Noise Oversight Committee (NOC) for future exploration.

## 2. Federal Aviation Administration (FAA)

### A. Noise Policy Review

*Follow-up to the Report to Congress: FAA Reauthorization Act of 2018 (Pub. L. 115-254) Section 188 and Sec 173*

The FAA Noise Policy Review serves as the most recent step in the congressional mandate for evaluating the decades-long historical federal standards for evaluating aircraft noise. In April 2023 the FAA Office of Environment and Energy published “The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds.”

Additionally, members of the FAA presented a summary of the Noise Policy Review to members of the NOC during its meeting on May 17, 2023 ([https://metroairports.org/sites/default/files/2023-05/20230517\\_presentation.pdf](https://metroairports.org/sites/default/files/2023-05/20230517_presentation.pdf))

The Noise Policy Review may be accessed here: [https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002\\_attachment\\_1\\_0.pdf](https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf)

A request for comments on the FAA’s Noise Policy Review until July 31, 2023 is published here: <https://www.federalregister.gov/documents/2023/05/01/2023-09113/request-for-comments-on-the-federal-aviation-administrations-review-of-the-civil-aviation-noise>

Previously, the Congress directed the FAA to evaluate alternative metrics for evaluating aircraft noise in response to Section 188 of the FAA Reauthorization Act of 2018. The FAA published its findings in a report to Congress on April 14, 2020 and included in its findings an evaluation of the current threshold of 65 dB Day-Night Level (DNL) in accordance with Section 173 of the Reauthorization Action of 2018.

Here is a link to the Report to Congress: [www.faa.gov/about/plans\\_reports/congress/media/Day-Night Average Sound Levels COMPLETED report w letters.pdf](http://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf)

## **B. National Sleep Study**

The FAA is in the process of conducting a National Sleep Study. The Study runs through September 2024 and involves collecting information from study participants related to the effects of aircraft noise on their sleep. The FAA stated it will use the information from this collection to inform potential updates to or validation of the national aviation noise policy.

More information may be found: <https://clinicaltrials.gov/study/NCT05035940>

## **3. Research Agency Overview**

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

### **A. Transportation Research Board**

The mission of the Transportation Research Board (TRB) promotes innovation and progress in transportation through research. According to the TRB website, the organization facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encouraged their implementation.

The Airports Cooperative Research Program (ACRP) is sponsored by the Federal Aviation Administration (FAA) and managed by the National Academies through TRB. 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: <http://www.trb.org/AboutTRB/AboutTRB.aspx>

### **B. 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, NASA, DOD, Transport Canada, and the US EPA.

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

Research Agency Project Table

<b>Agency</b>	<b>Project #</b>	<b>Project Title</b>	<b>Project URL</b>	<b>Status</b>
TRB	01-52	<b>Strategic Futuring of Airports and their Role in the U.S. Airport System</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5197">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5197</a>	<b>In Progress</b>
TRB	02-94	<b>Update ACRP WebResource 4: Airport Air Quality Resource Library</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5082">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5082</a>	<b>In Progress</b>
TRB	02-95	<b>Understanding Airport Air Quality and Public Health Studies Related to Airports: An Update to ACRP Report 135</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5083">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5083</a>	<b>In Progress</b>
TRB	02-96	<b>Update ACRP Report 99: Guidance for Treatment of Airport Stormwater Containing Deicers</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5084">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5084</a>	<b>Publication expected in fall 2023</b>
TRB	02-99	<b>Incorporating Environmental Justice and Equity Principles and Data into Airport Decision-Making</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5200">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5200</a>	<b>In Progress</b>
TRB	03-71	<b>Guidance for Planning for Future Electric Vehicle Growth at Airports</b>	<a href="http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5399">http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5399</a>	<b>In Progress</b>
ASCENT	3	<b>Cardiovascular disease &amp; aircraft noise exposure</b>	<a href="https://ascent.aero/project/noise-impact-health-research/">https://ascent.aero/project/noise-impact-health-research/</a>	<b>Annual Report 2022</b>
ASCENT	18	<b>Health impacts quantification for aviation air quality tools</b>	<a href="https://ascent.aero/project/health-impacts-quantification-for-aviation-air-quality-tools/">https://ascent.aero/project/health-impacts-quantification-for-aviation-air-quality-tools/</a>	<b>Annual Report 2022</b>
ASCENT	22	<b>Evaluation of FAA climate tools</b>	<a href="https://ascent.aero/project/evaluation-of-faa-climate-tools/">https://ascent.aero/project/evaluation-of-faa-climate-tools/</a>	<b>Annual Report 2022</b>
ASCENT	23	<b>Analytical approach for quantifying noise from advanced operational procedures</b>	<a href="https://ascent.aero/project/analytical-approach-for-quantifying-noise-from-advanced-operational-procedures/">https://ascent.aero/project/analytical-approach-for-quantifying-noise-from-advanced-operational-procedures/</a>	<b>Annual Report 2022</b>

<i>Research Agency Project Table</i>				
<b>Agency</b>	<b>Project #</b>	<b>Project Title</b>	<b>Project URL</b>	<b>Status</b>
ASCENT	37	<b><i>CLEEN II technology modeling &amp; assessment</i></b>	<a href="https://ascent.aero/project/cleen-ii-technology-modeling-and-assessment/">https://ascent.aero/project/cleen-ii-technology-modeling-and-assessment/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	43	<b><i>Noise power distance re-evaluation</i></b>	<a href="https://ascent.aero/project/noise-power-distance-re-evaluation/">https://ascent.aero/project/noise-power-distance-re-evaluation/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	44	<b><i>Aircraft noise abatement procedure modeling &amp; validation</i></b>	<a href="https://ascent.aero/project/aircraft-noise-abatement-procedure-modeling-and-validation/">https://ascent.aero/project/aircraft-noise-abatement-procedure-modeling-and-validation/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	48	<b><i>Analysis to support the development of an engine NVPM emissions standards</i></b>	<a href="https://ascent.aero/project/analysis-to-support-the-development-of-an-engine-nvpm-emissions-standards/">https://ascent.aero/project/analysis-to-support-the-development-of-an-engine-nvpm-emissions-standards/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	51	<b><i>Combustion concepts for the next-generation aircraft engines</i></b>	<a href="https://ascent.aero/project/combustion-concepts-for-the-next-generation-aircraft-engines/">https://ascent.aero/project/combustion-concepts-for-the-next-generation-aircraft-engines/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	52	<b><i>Comparative assessment of electrification strategies for aviation</i></b>	<a href="https://ascent.aero/project/comparative-assessment-of-electrification-strategies-for-aviation/">https://ascent.aero/project/comparative-assessment-of-electrification-strategies-for-aviation/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	53	<b><i>Validation of low-exposure noise modeling by open-source data management &amp; visualization systems integrated with AEDT</i></b>	<a href="https://ascent.aero/project/validation-of-low-exposure-noise-modeling-by-open-source-data-management-and-visualization-systems-integrated-with-aedt/">https://ascent.aero/project/validation-of-low-exposure-noise-modeling-by-open-source-data-management-and-visualization-systems-integrated-with-aedt/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	54	<b><i>AEDT evaluation &amp; development support</i></b>	<a href="https://ascent.aero/project/aedt-evaluation-and-development-support/">https://ascent.aero/project/aedt-evaluation-and-development-support/</a>	<b><i>Annual Report 2022</i></b>
ASCENT	55	<b><i>Noise generation &amp; propagation from advanced combustors</i></b>	<a href="https://ascent.aero/project/noise-generation-and-propagation-from-advanced-combustors/">https://ascent.aero/project/noise-generation-and-propagation-from-advanced-combustors/</a>	<b><i>Annual Report 2022</i></b>

Research Agency Project Table

<b>Agency</b>	<b>Project #</b>	<b>Project Title</b>	<b>Project URL</b>	<b>Status</b>
ASCENT	61	<b>Noise certification streamlining</b>	<a href="https://ascent.aero/project/noise-certification-streamlining/">https://ascent.aero/project/noise-certification-streamlining/</a>	<b>Annual Report 2022</b>
ASCENT	67	<b>Impact of fuel heating on combustion and emissions</b>	<a href="https://ascent.aero/project/impact-of-fuel-heating-on-combustion-and-emissions/">https://ascent.aero/project/impact-of-fuel-heating-on-combustion-and-emissions/</a>	<b>Annual Report 2022</b>
ASCENT	72	<b>Aircraft noise exposure and market outcomes in the us</b>	<a href="https://ascent.aero/project/aircraft-noise-exposure-and-market-outcomes-in-the-us/">https://ascent.aero/project/aircraft-noise-exposure-and-market-outcomes-in-the-us/</a>	<b>Annual Report 2022</b>
ASCENT	75	<b>Improved engine fan broadband noise prediction capabilities</b>	<a href="https://ascent.aero/project/improved-engine-fan-broadband-noise-prediction-capabilities/">https://ascent.aero/project/improved-engine-fan-broadband-noise-prediction-capabilities/</a>	<b>Annual Report 2022</b>
ASCENT	80	<b>Hydrogen and power-to-liquid (ptl) concepts for sustainable aviation fuel production</b>	<a href="https://ascent.aero/project/hydrogen-and-ptl-concepts-for-sustainable-aviation-fuel-production/">https://ascent.aero/project/hydrogen-and-ptl-concepts-for-sustainable-aviation-fuel-production/</a>	<b>Annual Report 2022</b>

## 4. International Civil Aviation Organization (ICAO)

The ICAO Environmental Report 2022 summarizes progress made during the past three years in environmental protection activities it undertakes in key areas that include aircraft noise, air quality, climate change, sustainable fuels, etc.

The report is available here: [www.icao.int/environmental-protection/Documents/EnvironmentalReports/2022/ICAO%20ENV%20Report%202022%20F4.pdf](http://www.icao.int/environmental-protection/Documents/EnvironmentalReports/2022/ICAO%20ENV%20Report%202022%20F4.pdf)

## 5. Other Noteworthy Research Efforts

### A. Health

#### *Nurses' Health Study*

Environmental Health Perspectives reported in April 2023 that results of a Nurses' Health Study (NHS) were published and describe associations between aircraft noise exposure and shorter durations of sleep. The study was conducted using an ongoing nationwide U.S. prospective cohort started in 1976 comprised of 121,701 female registered nurses who were 30–55 years of age at initial enrollment.

The Environmental Health Perspectives article is published here: <https://ehp.niehs.nih.gov/doi/10.1289/EHP10959>

More information about the study is available here: <https://doi.org/10.1289/EHP10959>

### B. Electric Aircraft

#### *MIT Electric Aircraft Initiative*

MIT Electric Aircraft Initiative is a dedicated extension the Massachusetts Institute of Technology (MIT) Department of Aeronautics and Astronautics focused on research for the development of electric aircraft.

During the June 2023 American Institute of Aeronautics and Astronautics Aviation (AIAA) Forum, MIT unveiled a new compact and lightweight design for electrifying jet aircraft that meets power-to-weight ratio propulsion needed for commercial service in regional jets. Read the full article reported by IEEE.org here: <https://spectrum.ieee.org/electric-airplane>

More information about AIAA is available here: <https://www.aiaa.org/>

View the MIT Electric Aircraft Initiative website here: <https://electricaircraft.mit.edu/mit-launches-electric-aircraft-initiative/>

ASCENT Project 52 -- Comparative Assessment of Electrification Strategies for Aviation provides additional perspectives here: <https://ascent.aero/project/comparative-assessment-of-electrification-strategies-for-aviation/>

## *NASA Electrified Powertrain Flight Demonstration (EPFD)*

The National Aeronautics and Space Administration (NASA) Electrified Powertrain flight Demonstration (EPFD) program focuses on development and testing of aircraft powered by electric propulsion. There are several experimental aircraft currently being evaluated using various technologies and partnerships. One partnership is with MagniX and AeroTech to advance development on an all-electric multi-engine De Havilland Canada Dash 7 aircraft for commercial aviation service. (<https://aerotec.com/magnix-announces-milestone-in-nasa-program-to-accelerate-electric-flight-technologies-for-commercial-aviation/>)

Boeing is a partner on the Sustainable Flight Demonstrator project, which intends to become commercial airline service ready by 2030. (<https://www.popsci.com/technology/nasa-boeing-announce-sustainable-flight-demonstrator/>)

Progress on the X-57 all-electric multi-engine propeller driven aircraft continued until NASA announced on June 23, 2023 it would conclude its research on this groundbreaking and revolutionary research by September 2023 due to cost, safety, and availability of parts. (<https://www.nasa.gov/feature/x-57-project-creates-paths-toward-electric-aviation>)

More about EPFD is available here:

[www.nasa.gov/aeroresearch/programs/iasp/epfd/description/](http://www.nasa.gov/aeroresearch/programs/iasp/epfd/description/)

## *EcoPulse Hybrid-Electric Aircraft*

A partnership with Airbus, Daher and Safran is a collaboration in France that is currently advancing development of EcoPulse, a distributed hybrid-electric aircraft demonstrator. The goal is to test fly the aircraft later in 2023.

Read more here: <https://www.airbus.com/en/innovation/low-carbon-aviation/hybrid-and-electric-flight>

## **C. MT-Propeller**

MT-Propeller is a German company founded in 1981 that is currently developing an innovative 11-blade propeller with an objective to be quieter and better performing than other propellers. Other innovations by this company include the first 7-bladed propeller used on a general aviation airplane, an electric constant speed propeller, a fully reversible hydraulically controlled constant speed propeller, a five-blade composite turbine propeller, and other industry leading designs for aircraft propellers that raise the bar for efficiency.

More information may be found on the company's website: [www.mt-propeller.com/en/entw/about\\_firsts.htm#11](http://www.mt-propeller.com/en/entw/about_firsts.htm#11)

# MEMORANDUM

ITEM 2

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Manager, Community Relations

**SUBJECT:** PUBLIC COMMENT PERIOD

**DATE:** July 5, 2023

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](mailto:nocsecretary@mspmac.org).



# MEMORANDUM

**TO:** MSP Noise Oversight Committee (NOC)  
**FROM:** Michele Ross, Manager, Community Relations  
**SUBJECT:** **NOMINATION AND ELECTION OF CO-CHAIRS**  
**DATE:** July 5, 2023

The role of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) is to provide a balanced forum for discussing MSP airport concerns. The NOC is comprised of both community and airport user representatives who identify and study airport noise issues and solutions. The NOC monitors compliance with existing noise policies and noise abatement procedures and shares that information with the public. The NOC makes recommendations regarding airport noise concerns to the Metropolitan Airports Commission (MAC) Planning, Development, and Environment Committee (PD&E) and full Commission.

Per the NOC Bylaws Article 2, Part 6, the “primary representatives and alternate representatives of Designated Communities and, Users and At-Large Communities shall be appointed to serve for two (2) years.” Pursuant to this bylaw provision and in consideration of the present appointment cycle, NOC appointments were required as of June 26, 2023, as the preceding appointment cycle began on June 26, 2021. Designated Communities, At-Large Communities, and Users have made their appointments.

Within the Airport Users group, Connor Arnold and Brandon Orstad replaced Cameron Haven, Reilly Norton and Daisy Saenz in the At-Large representation. All other Airport User representatives were re-appointed by their respective authorities.

Within the Community group, Chris Swanson replaced Nellie Jerome as the City of Richfield representative, Julie Risser replaced Mary Brindle as the City of Edina representative and Jeff Thomson replaced Gregg Lindberg as the City of Burnsville alternate representative. Kris Wilson was added by the City of Inver Grove Heights as an alternate representative, Michael Privec was added by the City of St. Louis Park as an alternate representative, and Eric and Gretchen Funk were added by the City of Sunfish Lake as alternate representatives. All other representatives were re-appointed by their respective cities. In a separate action, the At-Large Communities chose John Bergman of Apple Valley as their primary representative and Brian Hoffman of St. Louis Park as the alternate representative.

The process for the selection of Co-Chairs is found in the NOC Bylaws in Article V, given below:

*“The airport user and community segments of the Committee shall each select a Co-Chairperson who will serve at the pleasure of the appointing group. Each Co-Chairperson will serve for a two-(2) year term or until his/her representation on the Committee terminates, or until replaced by the appointing group, whichever occurs first.*

*The powers and duties of the Co-Chairpersons are as follows:*

1. *To review agendas.*

2. *To preside over meetings - the presiding Chairperson will alternate every other meeting.*
3. *By the mutual consent of the Co-Chairpersons, special meetings may be called, or upon request of a majority of the Committee, four (4) users and four (4) community representatives.*
4. *To sign as Co-Chairpersons of this Committee, all instruments in writing that may require such signature, unless the membership shall otherwise direct, and to perform such other duties and tasks as these Bylaws or as the membership shall from time to time prescribe.*
5. *Each segment of the Committee, by a majority vote, shall elect their respective Co-Chairperson."*

At the July 19, 2023 NOC meeting a nomination process and vote will be conducted for airport user selection and community selection of their respective NOC Co-Chairs.

COMMITTEE ACTION REQUESTED

CONDUCT USER AND COMMUNITY CO-CHAIR NOMINATIONS AND ELECTIONS TO ESTABLISH THE RESPECTIVE CO-CHAIRS TO SERVE FOR TWO YEARS FROM JUNE 26, 2023 THROUGH JUNE 25, 2025.

# MEMORANDUM

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ITEM 4.1

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Manager, Community Relations

**SUBJECT:** **GUEST SPEAKER: MAC/MSP UPDATE**  
**BRIAN RYKS, MAC EXECUTIVE DIRECTOR/CEO**

**DATE:** July 5, 2023

At the July 19, 2023 NOC meeting, MAC Executive Director / CEO, Brian Ryks, will provide a MAC/MSP update to the NOC.

# MEMORANDUM

ITEM 4.2

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Manager, Community Relations

**SUBJECT:** MEET THE FLEET

**DATE:** July 5, 2023

The MAC Stakeholder Engagement department and Community Relations office strives to grow our community engagement efforts and expand our offerings to connect with the many people that are interested in our airports.

To continue to provide our communities with an insight into aviation, MAC staff has produced a new video in the award-winning Meet the Fleet video series. In partnership with our talented NOC pilots and other airport tenants, Meet the Fleet gives viewers a behind-the-scenes view of different aircraft types that frequently use the MAC's system of airports. 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 19, 2023 NOC meeting, staff will share the first Meet the Fleet video for 2023, featuring the Piper Archer, one of the most often used aircraft for flight training and personal use at MAC's six reliever airports.