



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, September 20, 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, Saint Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, September 20, 2023, at the Metropolitan Airports Commission (MAC), General Offices, Legends conference room, a videoconference 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, C. Arnold, J. Bergman, G. Fitzer, C. Jacobson, J. Klinger, E. Koski, L. Moore, A. Moos, C. Potter, C. Swanson

Staff: J. Lewis, K. Martin, D. Nelson, N. Pesky, M. Ross, J. Sonju

Others: N. Rao – FAA, J. Ipsen – FAA, K. Archer – FAA, D. Drozdal – FAA, J. Ipsen – FAA, J. Marrs – FAA, N. Rao – FAA, K. Regotti – FAA, L. Reyes – FAA, A. Williams – FAA, J. Widing – Met Council, K. Gallatin – City of St Paul, D. O’Leary – Sunfish Lake, J. Risser – City of Edina, B. Raker – Eagan, G. Norling – Mendota Heights, S. Norling – Mendota Heights, N. Benson

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

Community Representatives: Alig, Bergman, Jacobson, Koski, Moore, Swanson

Industry Representatives: Arnold, Fitzer, Klinger, Moos, Potter

1. Consent

1.1. Approval of July 19, 2023, Meeting Minutes

There were no questions however there was one revision to the July meeting minutes, an error in the spelling of a Committee Member’s name. It will be corrected in the final minutes.

1.2. Reports

1.2.1. Monthly Operations Report: July and August 2023

Michele Ross, Technical Advisor, provided the following July / August operations updates prefacing 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>

July	August
• Total Operations: 29,317	• Total Operations: 29,789
• Nighttime Operations: 2,525	• Nighttime Operations: 2,342
• North/South/Mixed: 41/28/22 (%)	• North/South/Mixed: 32/51/10 (%)

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| <ul style="list-style-type: none"> • RUS (Priority 1/2/3/4):40/16/0/43 (%) • RJ/Narrow/Wide: 15/78/4 (%) • Complaints: 11,519 • Complaint locations: 390 • Top 10 Households: 45% • Hours of events*: 374 • Number of events*: 77,084 • R17 procedure: 99.0% • EMH Corridor procedure: 94.3% • Crossing procedure day: 36% • Crossing procedure night: 44.2% • RUS: 56.4% | <ul style="list-style-type: none"> • RUS(Priority1/2/3/4): 35/18/0/47(%) • RJ/Narrow/Wide: 25/72/3 (%) • Complaints: 12,956 • Complaint locations: 352 • Top 10 Households: 53% • Hours of events*: 401 • Number of events*: 81,186 • R17 procedure: 99.4% • EMH Corridor procedure: 92.2% • Crossing procedure day: 31.8% • Crossing procedure night: 30.2% • RUS: 52.9% |
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- * Aircraft sound events above 65dB.

Chair Jacobson asked for a motion to approve the consent agenda. **Member Bergman** made the motion and **Member Klinger** seconded it. The motion passed by unanimous vote.

2. Public Comment Period

There were no public comments.

3. Business

3.1. Establishment of RNAV Procedure Review Sub-Committee

Michele Ross, Technical Advisor, reminded the committee that the FAA is currently developing satellite-based area navigation, RNAV procedures, to replace the current ground-based procedures at MSP. The NOC has received four updates on this item since January of 2020, and the FAA provided will provide an update during this meeting. Throughout the project, NOC representatives have requested opportunities to learn more about the procedures and any potential changes to the noise environment around MSP and as such a Sub-Committee has been proposed to address these requests.

Per article nine of the NOC bylaws, the NOC may establish a Sub-Committee on an as needed basis as long as the Sub-Committee has a defined task along with a defined timeline to complete it. The tasks for the proposed RNAV procedure reviews committee were included with a draft charter and submitted as part of this meeting's agenda packet.

Proposed Sub-Committee tasks:

- Review proposed RNAV procedures for MSP.
- Review impacts of the proposed RNAV procedures for MSP.
- Review the FAA's engagement plan.

The timeline for the Sub-Committee would remain in effect until the new procedures have been implemented at MSP, or until December 31st, 2025, whichever is later. The bylaws stipulate that the Sub-Committee must be comprised of equal and appropriate representation, the Sub-Committee membership has been proposed to include three User representatives to be comprised of the User Co-chair, the Chief Pilot representative, and a scheduled airline representative and these positions

have been identified in terms of role, versus person, as it is anticipated that the timeframe will span multiple terms of NOC appointments. Similarly for Community Members, there would be three Community Members represented on the Sub-Committee. The Community Co-chair and a representative from the cities of Minneapolis and Egan.

Questions /Comments: there were none.

Action Requested:

APPROVE THE FORMATION OF AN AREA NAVIGATION (RNAV) PROCEDURE REVIEW SUB-COMMITTEE IN A MANNER CONSISTENT WITH THE PROVISIONS OF THE NOC BYLAWS.

Chair Jacobson entertained a motion for the requested action. **Member Bergman** made the motion and **Member Alig** seconded it. The motion passed unanimously via a voice vote.

4. Information

4.1. FAA Update on Converging Runway Operations

James Ipsen, FAA Supervisory Traffic Management Coordinator, stated that the FAA has been testing converging runway operations (CRO) procedures that increase spacing with a new Arrival/ Departure Window (ADW). What initially started as a 90-day test, has been extended until March 3rd of 2024 due to a number of factors. The traffic volume was not sufficient to properly vet the procedures. In August 2023, MSP was in CRO 11% of the time, which equates to only 54 hours. Aircraft actually landing on the runway was less than 2% of the time or about 10 hours, each month, so there has not been enough time to appropriately test the new procedures. In addition, the fleet mix has been limited and there have been some weather-related variables as well. The FAA is also looking for more opportunities to train the workforce.

In August, MSP was in a northwest flow roughly 48% of the time and a southeast flow about 52% of the time. MSP used converging runways only 11% of the time, it was one of the least used configurations during this time. The airport operated in a Runways 30L, 30R and 17 configuration 12% of the time and in a Runways 30L and 30R 25% of the time. The airport operated in a Runways 12L, 12R, and 17 configuration the majority of the time at 46%.

Comparing runway use in July and August of this year to 2018 data (similar weather patterns compared to 2023 that year). MSP was in configuration arriving aircraft to Runways 30L, 30R and 35 in July and August roughly 10% of the time that was up a bit in 2018, 17% being the highest. The runway flows and configurations are pretty consistent with past performance. There was one outlier in July of 2023 MSP was in 30/17 or the mixed day for almost 30% of the time due to wind. There was a lot more southwest wind at MSP which pushed runway use into that configuration, but otherwise comparable to 2018.

Questions/ Comments:

Mr. Dan O'Leary brought forward a point of order regarding slide 23; a typo was noted regarding the March 2023 date - the correct date is March 2024.

4.2. FAA Update on MSP VOR Discontinuance and the MSP Performance Based Navigation (PBN) Area Navigation (RNAV) Procedure Design Update

Nitin Rao, FAA Community Engagement Officer, provided an update on the status of the MSP VOR, or Very High Frequency (VHF) Omnidirectional Range, discontinuance project, the associated new procedures being developed. The FAA developed a working group consisting of FAA staff (including MSP Tower, TRACON, the Center at Farmington (ARTCC), as well as FAA's Operations Support Group in Dallas, for procedure design, and the Great Lakes Regional Administrator's Office), the local airport authority, as well as industry representatives. So, in the case of FAA, it includes local air traffic control. The MAC, as the airport authority, represented the community's interest. Citizen participation is welcome, and it's recommended that they go through their local NOC representative or the MAC to provide input. Lastly, industry expressed interest in improved safety.

There have been three in-person work group meetings; January of 2023, May of 2023, and August 2023. Preliminary design has been completed focusing on enhancing safety and efficiency, modernizing the National Airspace System (NAS), and leveraging existing noise abatement practices. In regard to reducing complexity, the proposed procedures will allow pilots to know the flight path they are taking, prior to departure from the gate. This will enable a more direct route while also reducing the potential for communication errors between pilots and the air traffic controllers as well as deconflicting the airspace.

The new Area Navigation (RNAV) preliminary procedures will leverage the existing noise abatement practices, noticeable especially for communities to the south. The preliminary design was completed in August of 2023. The goal, in conjunction with discontinuing the VOR, is to develop new procedures and incorporate community interest as much as possible while considering industry and FAA safety input. It is important to note that many MSP procedures are currently waived pending necessary criteria updates. The updates would have typically been done already based on current criteria needs, however the decision was made to complete the updates for criteria in conjunction with the VOR project in order to leverage both the VOR-MON initiative, which is a nationwide initiative to eliminate costly and redundant navigational aids, but also get the procedures up to current criteria within the FAA standards.

The FAA will be meeting with the MAC Executive Leadership on October 12th to go over the preliminary procedures. Procedure simulations will be shown regarding how aircraft are going to fly using satellite-based navigation versus how those aircraft fly today using ground-based navigational aids. Additionally, there will be a scheduled meeting with the newly formed NOC Sub-Committee, as soon as possible after October 12th. MAC executive leadership will be invited to join industry to talk about the new procedures. The environmental review process will begin in early 2024. The level of environmental review will be determined once the procedures are finalized around spring or summer. Public workshops are anticipated, the format of which is to be determined. The FAA has had a lot of success since COVID doing virtual workshops, with more attendance than for in-person workshops, so that is something that is being considered.

Questions/ Comments:

Chair Jacobson asked **Mr. Rao** if the waived procedures, and the need for them to be updated, equaled change? **Mr. Rao** replied that he was not an expert in the topic and would find the answer and report back to Chair Jacobson.

4.3. Review of Summer Listening Session

Michele Ross, Technical Advisor, provided an overview of the event, hosted by the City of Eagan at their City Hall on July 26th. There were five Eagan residents, four residents attended from Burnsville, one from Mendota Heights, along with two additional residents from unknown locations.

Topics discussed included the Runway Use System (RUS), a review of MSP Noise Abatement Procedures and departure thrust usage, and the impact of filing noise complaints as well as how to file them and how the information is used. Also discussed was south flow traffic and how that may have impacted Eagan and Burnsville residents.

Ms. Ross offered to take questions, but there were none.

4.4. Draft 2024 Work Plan

Michele Ross, Technical Advisor, shared that each September the NOC assembles a work plan for the following year. A 2024 preliminary draft NOC work plan has been included in today's meeting packet.

The NOC welcomes input and suggestions from members anytime between now and the November 15, NOC meeting. The Fall Listening Session, October 18, will include a brainstorming session with airport neighbors to solicit input on items they would like to see on the work plan. All recommendations will be brought to the November NOC meeting for approval. The work plan will then be presented at the PD&E Committee Meeting in December.

Questions/Comments:

Chair Jacobson asked what was the best way for a NOC member or a resident to propose a 2024 work plan item. **Ms. Ross** responded providing input at the current meeting or she suggested attending the October listening session or contacting the MAC's Community Relations Office.

5. Announcements

November NOC Meeting

Wednesday, November 15, 2023 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

Member Bergman mentioned that the National League of Cities Conference is in November.

NOC Fall Listening Session

Wednesday, October 18, 2023 @ 6:00 pm

Location: MAC General Offices + Teams

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff, and residents in attendance. The meeting was adjourned at 2:14 pm.