

**METROPOLITAN AIRPORTS COMMISSION**  
**ST. PAUL DOWNTOWN AIRPORT ADVISORY COUNCIL**  
**MEETING MINUTES**  
Tuesday, 13 November 2007, 4:00pm  
St. Paul Airport

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**Call to Order**

A meeting of the Downtown Airport Advisory Council (DAAC), having been duly called, was held Tuesday, 13 November 2007, in the Administration Building of the St. Paul Downtown Airport. Council Vice-chair Jacob Dorer called the meeting to order at 4:05 p.m. The following were in attendance:

**Representatives:** P. Adamson, G. Berquist, D. Brunsvold, F. Clayton, J. Dorer, J. Englin, A. Hunt, J. Jungwirth, D. Lessard, J. Miersch, C. Peterson, A. Rudd, K. Schmaltz

**Staff:** G. Fries, C. Leqve, P. Mosites

**Others:** B. Ahmauz – Twin Cities Aviation Inc; A. Claffin – MPCA; J. Dalton – Twin Cities Flight Training; M. Howard – St. Paul ATCT; J. Kummer – 3M; T. Olson – CCI

**1. Agenda Update**

Vice-chair Dorer noted that the person who was to present Agenda Item #3 was not able to attend today's meeting and, therefore, Item #3 would be removed from today's agenda.

**2. Approval of the 11 September 2007 Meeting Minutes**

IT WAS MOVED BY REPRESENTATIVE BERQUIST AND SECONDED BY REPRESENTATIVE CLAYTON TO APPROVE THE MINUTES OF THE 11 SEPTEMBER 2007 MEETING.

THE MOTION CARRIED BY UNANIMOUS VOTE.

IT WAS MOVED BY REPRESENTATIVE BERQUIST AND SECONDED BY REPRESENTATIVE CLAYTON THAT NO FUTURE MEETINGS OF THE ST. PAUL DOWNTOWN AIRPORT ADVISORY COUNCIL BE SCHEDULED ON DATES WHEN CITY, STATE OR GENERAL ELECTIONS ARE SCHEDULED TO BE HELD.

THE MOTION CARRIED BY UNANIMOUS VOTE.

**3. Introductions**

Scott Skramstad, Technical Advisor, introduced to the group Christene Sirois, MAC, who will be the Recording Secretary for the Council. He also noted several member appointments had been made since the last Council meeting and introduced Chief Warrant Officer Paul Adamson, who will be the primary representative for the Minnesota National Guard, and Kyle Schmaltz, who will be the alternate

representative for Signature Flight Support, to the group. **Skramstad** noted that Signature Flight Support has purchased Million Air/Regent Aviation and therefore replaces them as a Council user representative.

**Skramstad** reminded Council members that, if they have not done so already, they should identify an alternate representative for their respective organization who can participate in Council meetings if the primary representative is unable to do so.

### 3. Bylaw Modifications

**Scott Skramstad, Technical Advisor**, reminded Council members that proposed changes to the Council's Bylaws were included in the mailing sent to members previous to today's meeting. He noted that those proposals include: the replacement of Exec-U-Air, the U.S. Army Reserves and Wings, Inc. with H/C Inc., Minnesota Jet and St. Paul Flight Center/AVITAT, respectively, in the User Representation membership; and updating the Downtown Community Development Council to District 17 CapitolRiver Council in the Public Representation membership. He added that Regent Aviation Services, Inc. should be updated to Signature Flight Support in the User Representation membership.

**Skramstad** also reminded Council members that at its previous meeting the Council agreed to include language regarding unexcused absences in the Bylaws. **Skramstad** directed Council members to that language, contained in Section 6 under Article IV.

IT WAS MOVED BY REPRESENTATIVE BERQUIST AND SECONDED BY REPRESENTATIVE HUNT THAT THE BYLAWS OF THE DOWNTOWN AIRPORT ADVISORY COUNCIL BE UPDATED AS FOLLOWS: ARTICLE IV, SECTION 4 – REPLACE EXEC-U-AIR, THE U.S. ARMY RESERVES, WINGS INC. AND REGENT AVIATION SERVICES INC WITH H/C INC, MINNESOTA JET, ST. PAUL FLIGHT CENTER/AVITAT AND SIGNATURE FLIGHT SUPPORT, RESPECTIVELY, IN USER REPRESENTATION MEMBERSHIP; UPDATE THE DOWNTOWN COMMUNITY DEVELOPMENT COUNCIL TO DISTRICT 17 CAPITALRIVER COUNCIL IN THE PUBLIC REPRESENTATION MEMBERSHIP; AND THE ADDITION OF SECTION 6, GOVERNING UNEXCUSED ABSENCES, TO ARTICLE IV.

THE MOTION CARRIED BY UNANIMOUS VOTE.

**Skramstad** reminded the group that a request had been brought forward at the previous Council meeting for additional public representation, specifically the addition of a representative for District 6. He noted that the request had been tabled in order for District 6 to be contacted and its interest in participating on the Council gauged. **Skramstad** noted that the Metropolitan Airports Commission supports additional public representation on the Council as long as the balance between public and government representation and airport user representation is maintained. He noted that, currently, there are eight total public and government representatives, and eight airport user representatives on the Council. **Skramstad** noted that the addition of District 6 to the public representation membership would require the addition of an airport user representative, most likely in an at-large capacity.

**Vice-chair Dorer** asked how the At-large Representative would be identified. **Skramstad** replied that it is the responsibility of the MAC to appoint the At-large Representative. He clarified that the current Council membership roster indicates "To be Determined" for one airport user representative position at this time, and that that position should be filled by the next Council meeting. The At-large Representative would be an additional "To be Determined" position.

It was noted that a potential representative for District 6 was present at today's meeting, and it was clarified that that person would not be eligible to vote on a motion today to increase public and airport user representation.

**Representative Peterson, District 5 Community Council**, asked how representation is quantified to determine representation balance, asking if district populations and airport user customers are factored into the determination. **Skramstad** noted the intent of the Council is work cooperatively to achieve solutions on issues related to the St. Paul Downtown Airport, and that a balanced forum is necessary to carry out that intent.

**IT WAS MOVED BY REPRESENTATIVE HUNT AND SECONDED BY REPRESENTATIVE BRUNSVOLD TO ADD DISTRICT 6 TO THE PUBLIC REPRESENTATION MEMBERSHIP AND TO ADD AN AT-LARGE POSITION TO THE AIRPORT USER REPRESENTATION MEMBERSHIP, WITH THE FULFILLMENT OF THAT POSITION TO BE DETERMINED.**

**THE MOTION CARRIED BY MAJORITY VOTE.**

#### 4. 2007 Noise Monitoring Study

**Scott Skramstad, Technical Advisor**, reminded the group that the MAC agreed to conduct an annual noise monitoring study at the St. Paul Downtown Airport as part of the supplemental conditions of agreement related to the construction of a floodwall at the airport. **Skramstad** reminded the group that five sites were selected for monitoring, one in each St. Paul district council represented on the Council and that the Council approved the sites and the framework for the study at its 11 September 2007 meeting. **Skramstad** noted that the study was conducted from 12:00am, 27 September to 12:00am, 3 October 2007. **Skramstad** distributed a draft of the 2007 study results, including runway use information that showed the total number of operations at the St. Paul Downtown Airport during the study time period. An airport noise complaint map was included with the information distributed, although **Skramstad** pointed out that no complaints were received during the 27 September – 3 October 2007 time period. The draft results also included: arrival-related and departure-related aircraft noise events; the top ten loudest aircraft events at each monitoring site; radar flight tracks during the study time period; summaries of aircraft vs. community DNL events at each monitoring site; photos of the noise monitoring sites; and weather observations for specific times during the study time period. **Skramstad** pointed out that the total number of operations for both arrivals and departures was similar for both a noise study conducted in 2001 and the 2007 noise study, with fewer overall operations in 2007 than in 2001. He noted there were 7 more nighttime operations during the 2007 study than there were during the 2001 study.

**Skramstad** explained that two metrics referenced in the 2007 noise study are the Lmax, which is the maximum sound level in decibels (dB) during a particular noise event, and the DNL - or Day-Night Average Sound Level - which is the cumulative measure of noise exposure during a 24-hour day with a 10 dB penalty added to noise events occurring between the hours of 10:00pm and 7:00am. **Skramstad** noted both the aircraft and community DNLs are reported; aircraft DNL reflects only aircraft noise events, while the community DNL reflects everything but aircraft noise events. **Skramstad** pointed out that the FAA considers an area to be impacted by noise at an annual DNL of 65 or greater.

**Representative Berquist, District 3 Planning Council**, asked how a monitoring site would differentiate between sound generated by an aircraft and sound generated by a large truck. **Skramstad** replied that an 800-meter buffer zone exists around each monitoring site and that flight track data is correlated to noise events recorded within the zone to determine whether or not noise events correlate to aircraft overflights.

For reference in discussing noise events recorded at the study monitoring sites, **Skramstad** shared with the group a graphic depicting the sound levels of typical noise sources, and noted that normal conversation is typically at 60-65 dB; over 65 dB is the point at which noise may interfere with normal conversation.

**Skramstad** summarized data collected at each monitoring site:

Site #1: Roosevelt Elementary School

- There were 17 arrival events and 4 departure events that were 65 dB or greater, and 1 arrival event that was 80 dB.
- 80 dB is slightly louder than the noise generated by a car traveling 65mph, as experienced at a distance of 25 feet from the car.
- There were no noise events recorded at the Roosevelt site on 30 September 2007 due to inclement weather and heavy rains.
- The daily aircraft DNL ranged from 0.0 dB to 46.7 dB.

Site #2: Mears Park

- There were 40 arrival events and 20 departure events that were 65 dB or greater.
- The loudest event recorded at this site was an arrival that registered an Lmax of 79 dB, which is slightly louder than the noise generated by a car traveling 65mph, as experienced at a distance of 25 feet from the car.
- There were no noise events recorded at the Mears Park site on 30 September 2007 due to inclement weather and heavy rains.
- The daily aircraft DNL ranged from 0.0 dB to 51.4 dB.

Site #3: Bruce Vento Elementary

- There were 6 arrival events and 18 departure events that were 65 dB or greater, and 1 departure event that was greater than 80 dB.
- The loudest noise event was a departure off of Runway 32 that registered an Lmax of 82.9 dB, which is slightly quieter than a diesel truck traveling at 40mph, as experienced at a distance of 50 feet from the truck.
- The daily aircraft DNL ranged from 36.5 dB to 50.8 dB.
- The monitoring equipment at this site was vandalized at approximately 7:00pm on 29 September 2007, leading to equipment failure and loss of data from that time forward.

Site #4: Indian Mounds Park

- This site was located closest to the St. Paul Downtown Airport.
- There were 59 arrival events and 126 departure events that were 65 dB or greater, and 8 departure events that were 80 dB or greater.
- The loudest event recorded at this site was a departure off of Runway 31 that registered an Lmax of 86.4 dB, which is equivalent to a diesel truck traveling at 40mph, as experienced at a distance of 50 feet from the truck.
- The daily aircraft DNL ranged from 35.3 dB to 57.1 dB.
- This site was near the location of a monitoring site used in the 2001 noise study. The 2001 data were similar, with 52 arrival events at 65 dB or greater and 98 departure events at 65 dB or greater, with 1 arrival event and 18 departure events at 80 dB or greater. The daily aircraft DNL in 2001 for this area ranged from 35.9 dB to 56.6 dB.

Site #5: Highwood Hills Elementary

- There were 7 arrival events and 49 departure events at 65 dB or greater, and 1 departure event at 80 dB or greater.
- The loudest event recorded at this site was a departure off of Runway 14 that registered an Lmax of 83.7 dB, which is slightly quieter than a diesel truck traveling at 40mph, as experienced at a distance of 50 feet from the truck.
- The daily aircraft DNL ranged from 32.1 dB to 50.2 dB.
- The monitoring equipment at this site malfunctioned from approximately 5:00pm on 27 September through approximately 11:15am on 28 September 2007. The equipment malfunction led to a loss of data during that timeframe.

**Skramstad** summarized the study:

- The 2007 noise study results are similar to those of the 2001 Dayton's Bluff noise study.
- The daily average aircraft noise levels from operations associated with the St. Paul Downtown Airport are such that they would not be considered of a significant nature by the FAA.
- The highest Lmax recorded was from a single aircraft operation and registered 86.4 dB at Site #4: Indian Mounds Park.
- No noise complaints were received during the timeframe of the monitoring study.
- The 2007 noise monitoring study provides a representative sample of aircraft noise at each monitoring site and how the airport was used during the timeframe of the study.
- The study shows that aircraft noise monitoring, in combination with flight track data, is useful in determining where aircraft noise occurs, its magnitude and its source.

**Skramstad** noted that the 2007 study was modeled on the 2001 study and that future studies could be conducted using alternate monitoring sites. He suggested that what the Council would like included in future studies be a topic of discussion before a 2008 study is conducted.

**Vice-chair Dorer** asked if there are any data on how long noise events are sustained. **Skramstad** said those data are available and reminded the group that the DNL takes into account the duration of a noise event. He suggested that Council members let him know what additional data they would like included in the study so that he can update the study and bring it back to the Council.

**Berquist** asked if there are data showing the ambient background noise levels at each monitoring site without aircraft noise events. **Skramstad** referred the group to the Aircraft and Community DNL Charts contained in the draft study results. He reminded the group that the Community DNL is an average that takes into account all noise events recorded, except for aircraft noise events, during the study timeframe. **Dorer** noted that the aircraft DNL, which is an average, is not necessarily higher than the community DNL because there are not continuous aircraft overflights; **Skramstad** confirmed that assertion.

**Berquist** asked if it would be possible to see a graphic showing the specific background levels throughout the course of a 24-hour period. **Dorer** asked if it would be possible to see a scattergraph of all noise events, aircraft and community included. **Skramstad** said he will meet with the MAC's Noise Monitoring Specialist to determine whether or not those data are available and provide them to the Council if they are.

**Representative Clayton, District 17 Capitol River**, stated it would be helpful to know what the trends are in terms of aircraft types used at the St. Paul Downtown Airport, and the types of noise signatures associated with each type used. **Skramstad** noted that the data in the noise monitoring study represent a one-week sample and would not provide the information Clayton is seeking. He did state, however, that that information is available through other sources and can be provided.

**Representative Hunt, St. Paul**, suggested the final study include a glossary of terms. She asked if **Skramstad** would be available to meet with communities if there are questions about the study. **Skramstad** said he would be available and that a glossary of terms can be included in the final study. Hunt asked when additional noise monitoring will be conducted. **Skramstad** said that that falls under the purview of the Council. He noted the 2001 and 2007 studies were both conducted in the fall, which provided a good comparative analysis, but that the next study could be conducted any time during the year. **Dorer** asked if a noise monitor was located at the St. Paul Downtown Airport during the 2007 noise study. **Skramstad** said there was not. **Dorer** asked if the MAC generally monitors noise levels at the St. Paul Downtown Airport. **Skramstad** said it does not.

**Skramstad** noted he will incorporate what changes he can into an updated draft of the study and bring it back to the Council for further review at its next meeting.

## 5. Overview of Existing STP Noise Abatement Plan

**Scott Skramstad, Technical Advisor**, reminded the group that the MAC agreed to consult with neighborhood representatives to update the noise abatement plan for the St. Paul Downtown Airport as part of the supplemental conditions of agreement related to the construction of a floodwall at airport. He noted the update will examine use of the runways at the airport, appropriate flight tracks for aircraft arriving and departing the airport, voluntary restraints on nighttime aircraft operations and recommended procedures for any such operations that must occur, and voluntary restraints on nighttime aircraft engine run-ups. **Skramstad** pointed out that the goal of the noise abatement plan is to minimize noise impacts over nearby residential areas, to the extent possible, by maximizing over flight of compatible land use areas. He noted the current plan incorporates five elements: takeoff and approach procedures that use preferred runways to route over non-residential areas such as the Mississippi River and interstate highways; traffic pattern procedures; maintenance run-up procedures; nighttime procedures; and helicopter procedures.

**Skramstad** stated that, in accordance with the current noise abatement plan, when there is an opportunity for an operator to incorporate noise abatement procedures in to an operation, the preferred runway for use is Runway 14 for both piston and jet aircraft. When using this runway, departure operations would be over the Mississippi River. During non-tower hours, when operators can select their runway, the preferred runway for departures is Runway 14 and the preferred runway for arrivals is Runway 32.

Additional recommendations include:

- During visual conditions, pilots using Visual Approach Slope Indicator (VASI) when approaching a runway so that they maintain altitude at or above the glide slope – which means maintaining a slightly higher altitude while over residential areas.
- Jet aircraft should use the National Business Aircraft Association Noise Abatement Procedures when arriving at or departing from the airport.
- Aircraft departing off of Runway 14 or Runway 32 turn away from residential areas and try to gain altitude over non-populated areas.
- Itinerant traffic will turn to a southerly heading after crossing the departure end of the runway and attaining an altitude of 500 AGL

**Skramstad** noted that an additional recommendation was made in 2001 but not formally adopted as part of the official noise abatement plan for the St. Paul Downtown Airport. That recommendation was for pilots to delay turns until they reached Highway 5 or until they reached Interstate 35E.

**Skramstad** noted that, when discussing traffic pattern procedures, reference is typically being made to flight training or aircraft approaching or departing the airport. During flight training, aircraft often engage in touch-and-go operations and operate in a rectangular pattern around the airport at the Traffic Pattern Altitude (TPA). At the St. Paul Downtown Airport, the TPA was established in 1985 as 1,200 feet, which is 400 feet higher than the federal standard of 800 feet. **Skramstad** noted that jet aircraft training is discouraged at the St. Paul Downtown Airport, as is conducting extended legs (which would go out over more residential areas) in the traffic pattern. **Skramstad** added that aircraft remaining in the traffic pattern should use Runway 13/31 whenever possible.

**Representative Berquist, District 3 Planning Council**, asked if it would be possible to see a 3-dimensional graphic of the traffic pattern procedures. **Skramstad** said he will see what he can do.

**Skramstad** noted there are not many engine maintenance run-ups at the airport, but that any conducted between 5:00pm and 10:00pm should be conducted in areas designated for that purpose. The run-up pads were located on the east side of the airport to maximize their distance from residential areas; after construction is completed at the airport, the run-up pads will be moved to be even further from residential areas. **Skramstad** stated that aircraft undergoing run-ups should be parked on a heading of 270° to 320° so that they are pointed toward the Mississippi River, rather than toward residential areas. **Representative Peterson, District 5 Community Council**, asked how often run-ups are conducted. **Skramstad** replied that scheduled maintenance is required and depends on what type of certification for which an aircraft is used. He added that maintenance run-ups are different from pre-takeoff engine runs, and that maintenance run-ups are typically conducted at 60-65% of full power. **Berquist** asked why maintenance run-ups are conducted between 5:00pm and 10:00pm. **Skramstad** replied that an operator may have an operation to conduct that requires it.

**Skramstad** reminded the group the St. Paul Downtown Airport noise abatement plan has not been updated since at least 2001 and reiterated his request that Council members review the information he distributed in order to discuss it at the next Council meeting. **Berquist** asked if it would be possible to see hard copies of both the old noise abatement plan and the plan with proposed changes, for comparison. **Skramstad** said it would be.

**Skramstad** pointed out that, according to the plan, helicopter training is prohibited in the traffic pattern between 10:00pm and 8:00am.

**Skramstad** stated that additional items in the noise abatement plan that may need to be updated include:

- No training in the traffic pattern training between 12:00am and 7:00am
- No intersection takeoffs between 10:00pm and 7:00am
- No aircraft not meeting federal noise standards (Part 36) can operate between 10:00pm and 7:00am

**Skramstad** noted the last item no longer applies as all aircraft were required to meet Part 36 noise standards as of 1 December 2000. He clarified that Part 36 is a federal noise certification process and that any aircraft applying for an air-worthiness certificate must go through the Part 36 process.

**Skramstad** reminded the group they were sent the noise abatement plan via e-mail prior to today's meeting but that he would re-send it so that everyone had a chance to review it prior to the next Council meeting. **Berquist** asked how Council members could submit additional questions they may have about the plan. **Skramstad** said it was his intent to have Council members review the plan and come to the next Council meeting with any questions they may have and be prepared to discuss the plan. It was agreed that Council

members could contact **Skramstad** during the next month with any questions they may have about the plan, and that **Skramstad** would e-mail all of the questions received after one month to Council members.

**Berquist** asked what the tower hours are for the St. Paul Downtown Airport. **Greg Fries, MAC Airport Manager – St. Paul Downtown Airport**, replied that the tower hours are 6:00am-10:00pm during weekdays and are 7:00am-10:00pm on weekends. He added that the FAA tower located at the airport is open and operating during those hours and is not staffed after 10:00pm. **Jim Englin, West St. Paul**, added that, outside of those hours, pilots self-announce their intentions.

**Peterson** noted that the recommendations in the noise abatement plan appear to be suggestions, and asked if any of the recommendations are structured so that there are consequences for not following them. **Skramstad** replied that the St. Paul Downtown Airport is operated as a public-use facility. He noted that the Airport Noise and Capacity Act, national legislation passed in 1990, required all aircraft to become compliant with new noise standards by 2000. In turn, the Act put in place strict protections against airlines and airport operators being discriminated against at public-use facilities, based on noise.

## 6. STP Noise Complaints

**Scott Skramstad, Technical Advisor**, informed the group that a total of 7 complaints were received during September and October 2007. There were three complainants, two from St. Paul and one from South St. Paul. Five of the complaints were filed via the Internet. Two of the complaints were for arrival operations, five were for departure operations. Two of the complaints were for jet operations and five were for prop operations. **Vice-chair Dorer** noted that he had intended to let his community know when the noise monitoring study was being conducted to see if that influenced the number of noise complaints submitted. **Skramstad** stated that every noise complaint received about a MAC Reliever Airport goes through his office. He noted, however, that noise complaints are not a complete source or indicator of what may or may not be happening at an airport in terms of noise impacts. He did state, however, that noise complaints can be valuable in identifying trends that may need to be investigated.

**Representative Peterson, District 5 Community Council**, suggested that an outreach may need to be conducted in order to let communities know a mechanism exists for registering noise complaints. **Skramstad** suggested that ways to inform communities be an agenda topic at a future Council meeting.

**Skramstad** noted that noise complaint information will be provided to the Council at each of its meeting.

## 7. Other Items Not on the Agenda

**Representative Berquist, District 3 Planning Council**, submitted the following four resolutions for consideration and adoption by the Council.

- Resolution #1: Provide Local Phone Number and Local E-mail Connection for Holman Field Noise Complaints

WHEREAS the Metropolitan Airports Commission agreed in June of 2006 to “establish a process that will have a person available during business hours to take and respond to Holman Field aircraft noise and operations complaints”; and

WHEREAS the statutory purposes of the Metropolitan Airports Commission includes to "(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation and to that end provide for noise abatement; and (3) promote the overall goals of the state's environmental policies and minimize the public's exposure to noise and safety hazards around airports." (Minn Stat 473.602); and

WHEREAS the present phone number system provides the ability to complain about Holman Field related noise only as an option of a menu that could be very confusing and discouraging to many that would provide public input concerning impact of aircraft noise in our neighborhoods. Therefore, be it

RESOLVED that the Metropolitan Airports Commission, in fulfilling its requirement to receive public input in the Saint Paul Downtown Airport Noise Abatement Plan will provide a unique 651 phone number that will be used solely for complaints concerning aircraft noise coming from airline traffic in and out of Holman Field. And be it further

RESOLVED that the Metropolitan Airports Commission provide each District Council with a monthly report concerning all communications concerning aircraft noise coming from Holman Field Operations along with the location of the household originating the communication with enough data to indicate which block the communication originated from but without the exact address to protect the privacy of the communicator.

- Resolution #2: Multi-lingual Options for Public Input

WHEREAS the Metropolitan Airports Commission agreed in June of 2006 to "establish a process that will have a person available during business hours to take and respond to Holman Field aircraft noise and operations complaints"; and

WHEREAS the statutory purposes of the Metropolitan Airports Commission includes to "(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation and to that end provide for noise abatement; and (3) promote the overall goals of the state's environmental policies and minimize the public's exposure to noise and safety hazards around airports." (Minn Stat 473.602); and

WHEREAS one of the purposes of the Downtown Airport Advisory Council is to "study and evaluate complaints and problems concerning airport and aircraft operations"; and

WHEREAS the population of non-English speakers in Dayton's Bluff is 20% and the total number of Latinos on the West Side is over 30%; and

WHEREAS the "study" of complaints could not be considered complete if the input of non-English speakers is not included. Now, therefore be it

RESOLVED that the Metropolitan Airports Commission provide capabilities within their existing e-mail complaint system to translate and document all messages from non-English e-mail computer complaints. And be it further

RESOLVED that the Metropolitan Airports Commission provide a translation option to have someone discuss their complaint during the "work day"; and be it further

RESOLVED that the Metropolitan Airports Commission provide each District Council with a monthly report concerning all communications concerning aircraft noise coming from Holman Field Operations along with the location of the household originating the communication with enough data to indicate which block the communication originated from but without the exact address to protect the privacy of the communicator.

- Resolution #3: Plain Language Translation of Saint Paul Downtown Airport Noise Abatement Plan

WHEREAS the Metropolitan Airports Commission at their June 07, 2006 meeting agreed to the requirements as set forth by the Saint Paul City Council permitting the Floodwall to be constructed at the Rivers edge around Holman Field; and

WHEREAS the Metropolitan Airports Commission agreed to "immediately initiate an update of the Saint Paul Downtown Airport Noise Abatement Plan"; and

WHEREAS the Metropolitan Airports Commission agreed in June of 2006 to "establish a process that will have a person available during business hours to take and respond to Holman Field aircraft noise and operations complaints"; and

WHEREAS the statutory purposes of the Metropolitan Airports Commission includes to "(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation and to that end provide for noise abatement; and (3) promote the overall goals of the state's environmental policies and minimize the public's exposure to noise and safety hazards around airports." (Minn Stat 473.602); and

WHEREAS the discussion of the Saint Paul Downtown Airport Noise Abatement Plan would be more fruitful if all airline related jargon would be translated into language that would provide understanding by all neighbors in the Districts impacted by air craft noise. Now, therefore be it

RESOLVED that the Metropolitan Airports Commission provide as much assistance as necessary to translate and footnote all items in the Saint Paul Downtown Airport Noise Abatement Plan to make said plan be understandable to all members of the neighborhoods impacted by the aircraft noise; and be it further

RESOLVED that the Metropolitan Airports Commission provide multilingual translations of the Saint Paul Downtown Airport Noise Abatement Plan to distribute to those that are non-English speaking. The language requirements will be provided by each district council.

- Resolution #4: Funds for Distribution of Information to Impacted Communities

WHEREAS the Metropolitan Airports Commission at their June 07, 2006 meeting agreed to the requirements as set forth by the Saint Paul City Council permitting the Floodwall to be constructed at the Rivers edge around Holman Field; and

WHEREAS the Metropolitan Airports Commission agreed to “immediately initiate an update of the Saint Paul Downtown Airport Noise Abatement Plan”; and

WHEREAS the statutory purposes of the Metropolitan Airports Commission includes to “(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation and to that end provide for noise abatement; and (3) promote the overall goals of the state’s environmental policies and minimize the public’s exposure to noise and safety hazards around airports.” (Minn Stat 473.602); and

WHEREAS two of the purposes of the Downtown Airport Advisory Council is to “study and evaluate complaints and problems concerning airport and aircraft operations.” And “To disseminate information to the affected communities, neighborhoods and users of the airport.” And “To bring information from the affected communities, neighborhoods and users of the airport back to the Metropolitan Airports Commission”; and

WHEREAS the Metropolitan Airports Commission has agreed to conduct a annual study of aircraft noise in the areas surrounding the airport; and

WHEREAS the Saint Paul Downtown Airport Noise Abatement Plan includes PUBLIC INPUT; and

WHEREAS Each District council will participate in a “Holman Field: Airplanes and Your Quality of Life” Program. The program will explain the Saint Paul Downtown Airport Noise Abatement Plan and how residents can communicate with Metropolitan Airports Commission; and

WHEREAS To print and distribute the Saint Paul Downtown Airport Noise Abatement Plan and communication information will require staff time funding and printing and distribution funding to properly notify all of our neighbors impacted by the noise of the airport. Now, therefore be it

RESOLVED that the Metropolitan Airports Commission will provide \$3,000 for each District Council (1, 3, 4, 5, 6, 17) to assist with the initial community outreach and public input aspect of their agreement.

**Berquist** stated that it is his understanding that the Metropolitan Airports Commission has a statutory responsibility to deal with neighborhoods concerning noise issues and that he feels meeting these resolutions would fulfill that obligation.

**Vice-chair Dorer** asked if tables could be arranged in a U-shape for future Council meetings.

**Scott Skramstad, Technical Advisor**, noted that he will post the updated noise monitoring study on the [www.macnoise.com](http://www.macnoise.com) website when revisions to it are complete, and will communicate the link to the study to Council members.

**Representative Peterson, District 5 Community Council**, asked if anyone would be in favor of a later meeting time for the Council meetings. Skramstad noted the previous incarnation of the Council had met at 3:00pm and that concern had been raised over such an early meeting time; therefore, a 4:00pm meeting time was established. **Berquist** suggested the meeting time be changed to a later time in order to make it

possible for residents to attend meetings. It was noted that the Council meets every two months. **Representative Hunt, St. Paul**, asked if it would be possible to alternate meeting times, meeting earlier one meeting and later one meeting. **Jim Englin, West St. Paul**, noted that alternate representatives are to attend meetings when a representative can not. **Berquist** reiterated his point that residents may want to attend the meetings and should be able to do so. **Englin** pointed out that the purpose of having representatives on the Council is for those representatives to communicate information to their respective constituents if they are not able to attend meetings.

**IT WAS MOVED BY REPRESENTATIVE BERQUIST AND SECONDED BY REPRESENTATIVE PETERSON TO SCHEDULE THE NEXT COUNCIL MEETING TO BEGIN AT 5PM.**

**THE MOTION FAILED.**

**8. Establish Next Meeting Date**

The next meeting of the Downtown Airport Advisory Council is scheduled for 4:00pm, Tuesday, 8 January 2008

The meeting adjourned at 5:37pm.

Respectfully submitted,

Christene Sirois, Secretary  
612.725.6455