



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**  
Wednesday, July 15, 2020 at 1:30 PM  
\*\*By Teleconference Only\*\*



**Call to Order**

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, July 15, 2020, by teleconference only.

**Chair Miller** called the meeting to order at 1:30 p.m. The following were on the teleconference:

**Representatives:** R. Barette, P. Borgstrom, P. Dmytrenko, J. Falk, J. Hart, C. Jacobson, C. Koppen, P. Martin, D. Miller, L. Olson\*, L. Palmisano\*, C. Stene, C. Koppen, M. Brindle

\*Member Palmisano left the meeting at 2:32pm - Member Olson took her place at that time.

**Staff:** D. Anderson; R. Fuhrmann; P. Hogan; B. Juffer; J. Lewis; K. Martin; D. Nelson; N. Pesky; M. Ross; B. Ryks

**Others:** Y. Bizen – MAC Commissioner, District H; R. Bassler – FAA; R. MacPherson – FAA; D. O`Leary – Mayor Sunfish Lake; H. Rand – Inver Grove Heights; Hank Moody; Scott Norling– Mendota Heights and other members of the public

A quorum of four Community Representatives and four Industry Representatives was established by roll call attendance:

**1. Consent**

**1.1. Review and Approval of May 20, 2020 Meeting Minutes**

**1.2. Reports**

**1.2.1. Monthly Operations Reports: May and June 2020**

**May**

- Total Operations: 8,796
- Nighttime Operations: 351
- North/South/Mixed: 40/46/3
- Complaints: 3,417
- Complaint locations: 144
- Hours of aircraft sound events: 103
- R17 procedure: 95.5%
- Crossing procedure day: 36.9%
- Crossing procedure night: 45.7%
- RUS: 51.1%

**June**

- Total Operations: 10,355
- Nighttime Operations: 447
- North/South/Mixed: 37/55/2
- Complaints: 4,208
- Complaint locations: 188
- Hours of aircraft sound events: 128
- R17 procedure 98.5%
- Crossing procedure day: 38.8%
- Crossing procedure night: 65%
- RUS: 50.9%

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

**Co-Chair Hart moved, and Member Palmisano seconded approval of the Consent items listed above.**

**The motion passed on the following roll call vote:**

**Ayes: Twelve** Barette, Borgstom, Brindle, Dmytrenko, Falk, Co-Chair Hart, Jacobson, Koppen, Martin, Chair Miller, Olson, Palmisano

**Nays: None**

**Abstain: None**

## **2. Public Comment Period**

**Chair Miller, City of Eagan**, introduced the public comment period and gave the group guidelines for participating.

**Scott Norling, Mendota Heights resident**, thanked Brad Juffer for pointing out during past NOC meetings that the Eagan-Mendota Heights corridor contains some Mendota Heights residential parcels and would like the NOC to continue to keep that in mind when considering noise policy. **Mr. Norling** stated that the residential area begins 1.5 miles off Runway 12L and is often subjected to loud noise events as airplanes are approximately 1,200 feet above homes. He noted that this is only a concern during departures on Runway 12L as the predominate flight path used is an early turn to the NE which passes over the residential area. This is not an issue for landing operations because that flight path takes planes over noise compatible use areas within the corridor. **Mr. Norling** believes a methodology can be developed in the future to mitigate noise for these close in neighborhoods. The track his community desires is in very close proximity to an existing track today and overflies commercial and industrial parcels within the corridors.

## **3. Business**

### **3.1. Flight Procedure Change Request Guidelines**

**Brad Juffer, Technical Advisor**, introduced this item by explaining that it is intended to guide residents that may initiate future requests of the NOC to consider adjustments to FAA flight procedures at MSP. It was modeled after the guideline document in place for mobile noise monitoring requests. **Juffer** explained that in 2019, residents in the City of Eagan crafted several adjustment requests for NOC consideration. When that process began, there was no established minimum criteria for a request, and there was no expectation for how those requests would be considered. After they were created in August, the FAA then laid out a series of steps that would need to be followed for the requests to receive due consideration. **Juffer** highlighted that the draft guideline document seeks to provide a framework that may be used in the future. The document was crafted to provide residents with a reasonable expectation of the process and give them guidance on how requests will be considered and why.

**Member Falk, Sun Country Airlines**, asked Juffer, if this document would have been in place last August, would the community's voice have been heard to a point where there would be action? **Juffer** responded that the Community has been heard and the NOC is still in a process of working through potential procedure adjustment requests with the FAA. Had the document been available last summer, it would have aligned expectations between community members and the NOC and FAA capabilities.

Several proposals put together by the community were deemed to be infeasible, either by the NOC or the FAA and may not have been formally requested by the community if this document had been available at the time. From staff's perspective, it is meant to ensure everyone is starting from the same page, and with a framework for each specific request.

**Member Jacobson, City of Mendota Heights**, asked how the procedure change guidelines interact with the NOC work plan and if the work plan feeds into this as a precursor to the request guidelines or if they are separate? **Juffer** responded that the work plan is drafted in September and formalized in November and December of each year, for the following year. Items are routinely added to this plan based on input received from the community, through contact with staff, or through a listening session. Items are added to the current year or future years depending on meeting space, time, and capacity.

**Member Palmisano, City of Minneapolis**, stated she was not sure that this document is necessary as the committee already takes these factors into consideration when it discusses a concern from the community or the city. She said she worries that adding this step will feel like a barrier and would like the phrases, "no impact to efficiency" and "not moving noise to another community" to be reconsidered as any change would likely result in either or both to some degree. Member Palmisano suggested that rather than saying "must not" in the guidelines, instead write, "be mindful of these considerations". **Juffer** thanked Member Palmisano for her feedback and stated that the language would be revised to not be overly restrictive or over burdensome for communities to submit a request.

**Chair Miller** stated similar concerns as Member Palmisano's and suggested removing the word "criteria" and replacing it with the word "guidelines" so as not to cut off conversations with the community. Regarding the phrase, "The request must not duplicate a request that was previously evaluated", Chair Miller suggested adding the qualifier "unless there have been operational changes", because a request two or five years ago may have merit in the future. Chair Miller also suggested adding a qualifier to the phrase "must not move noise from one residential community to another" to "from one residential area of a community to another residential area of a community" because if there is a way to use a prescribed noise abatement procedure, there would be some merit in that. **Juffer** thanked Chair Miller for her feedback and stated that adjustments to the language will be made and that staff will bring an edited document back for a vote in September and that formal adoption would be requested at that time.

#### 4. Information

##### 4.1. Guest Speaker: MAC/MSP Update Brian Ryks, MAC Executive Director / CEO

**Mr. Ryks** spoke of the unprecedented challenges to the aviation industry, and more specifically the MAC, due to COVID-19. The pandemic hit at the beginning of Spring travel, dropping the daily passenger screening forecasts from between 40-50,000 passengers a day to less than 2,000. Airlines cut 105 routes down from 200 prior to the pandemic. Daily operations dropped from more than 1,200 per day to less than 400 per day and 1.9 million available seats were cut down to only 600,000. U.S. airports are now facing the loss of \$23 Billion (ACI-NA) this year due to the dramatic drop in travel demand. Globally, the air transport industry (IATA) is estimating losses beyond \$100 Billion.

**Mr. Ryks** detailed the MACs immediate response of both helping to prevent the spread of COVID-19 at MSP and accommodating the needs of airlines and airport business partners. MAC had recently

invested in IT which allows 35% of our employees to work remotely, limiting exposure for the system. MAC have had only 11 Covid cases at MSP out of 27k people that work there.

As planes were pulled from service around the world, where to put them became an issue. MSP has over 40 aircraft parked on ramp areas and taxiways awaiting the return of travel demand.

There has been a severe impact on MAC's non-aeronautical revenues which include food and beverage, retail, news and convenience, passenger services, auto rentals, parking, and ground transportation services. This represents over \$194 Million or more than 47 percent of the MAC's total budgeted operating revenues for 2020.

**Mr. Ryks** said that lately there have been signs of a slow recovery as enplanements in May had doubled from the low of 70,000 in February and April. This is still down 91% from the same time in 2019. Airlines are restoring routes and frequencies to destinations with now 142 active routes, (139 domestic, 3 international), up from 91 two months ago.

The MAC has launched a health-safety program, Travel Confidently. It contains guidelines, best practices and measures supported by health agencies and our industry. This encompasses the entire airport community including, airline partners, concessionaires, federal agencies – like the TSA as well as the more than 20,000 employees working at MSP. The program consists of six steps the MAC is taking to keep travelers and employees safer: robust cleaning, facial coverings, social distancing, hand sanitizing, shields, and touchless parking. The cleaning program includes particular focus on high touch areas as well as providing electrostatic disinfectant spraying overnight in public areas of both Terminals 1 and 2. Travelers can pick up a care package with mask and hand sanitizer at info booths – the MAC is moving toward a mask requirement.

Travel Confidently is also a messaging campaign which begins at MSPairport.com where travelers can get the latest information on the health safety efforts before they arrive at the airport. At the airport, travelers will see banner signs, stanchions, etc. reminding people of best practices.

The MAC is very involved at a federal level pushing for consistent travel guidelines throughout the industry. The MAC will continue to monitor recommendations from state and federal agencies, best industry practices and even adopt the latest technologies and innovations to make the journey through the airport even safer while continuing to help people get to where they need to go.

**Member Palmisano** thanked Mr. Ryks for his vision and thoughtful approach in managing COVID-19 at the MAC and at MSP and recognized the importance of bringing back international air service for the community. She also thanked Mr. Ryks for the airport's recent comments on supersonic aircraft noise as it is an important item coming down from the FAA. **Mr. Ryks** thanked Member Palmisano and mentioned he feels very strongly about the supersonic certifications and also mentioned that the MAC is working to bring international flights back to MSP, like Mexico City.

**Co-Chair Hart, Delta Airlines**, commented on slide ten, showing a large variance in daily flight operations between last year and the current year. Co-Chair Hart stated that the recent uptick in flight activity is due to the 60% load factor cap for social distancing. If planes were operating at full capacity, flight operations would decrease. **Mr. Ryks** thanked Co-Chair Hart for his comments.

**Chair Miller** thanked Mr. Ryks for taking the time to be with the committee and his very informative presentation.

#### **4.2 Runway 30L and 30R Departure Operations Report**

**Michele Ross, Assistant Technical Advisor**, provided an overview of the Runways 30L and 30R Departure Operations Report which was part of the 2020 NOC workplan. The full report is available in the agenda packet on MACNoise.com.

**Member Pam Dmytrenko, City of Richfield**, thanked staff for the information and remarked that it was helpful to see the departure data for each runway. She remarked that residents in Richfield and Minneapolis have noticed changes since Runway 17, mixed flow, operations have decreased and asked if that could be a direct correlation to runway closure and increased north flow use? **Ross** stated there have been changes in runway usage due to substantially reduced flight operations as well as periods of time when a parallel runway is closed due to regular maintenance. Per the Runway Use System, Runways 12L and 12R are used as a first priority for departures and Runways 30L and 30R are used as a fourth priority for departures.

**Member Dmytrenko** remarked on the substantial use of the 230-degree heading off runway 30L having a big impact on the Richfield community. She asked why aircraft typically get that assignment? **Ross** stated that figure 15 in the report, breaks down the use of headings by time of day as well as airline schedules and destinations. She explained that primarily the 230-degree heading off runway 30L is used to avoid any conflicts with operations occurring on Runway 30R. There is also a need to avoid conflicts with the airspace around Flying Cloud Airport. While MSP has had a substantial drop in aircraft operations the activity at Flying Cloud has remained similar to last year's operations and there is a need to protect that airspace.

#### **5. Announcements**

**Juffer** announced there will be a virtual Summer Listening Session next Wednesday, July 22 @ 6pm. Details can be found on the NOC website and calendar as well as the listening session page. There is a phone number and link so people can participate. MAC is looking forward to restarting those discussions with our neighbors and listening to what residents have to say.

There were no other announcements from Committee members.

#### **6. Chair Miller adjourned the meeting at 2:49pm**

The next meeting of the NOC is scheduled for **Wednesday, September 16, 2020 at 1:30 PM.**

Respectfully Submitted,  
Kris Martin, Recording Secretary