



## MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 20th of September 2017 at 1:30pm

MAC General Office  
Lindbergh Conference Room

### Call to Order

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 20th of September 2017, in the Lindbergh Conference Room at the MAC General Office. Chair Hart called the meeting to order at 1:38pm. The following were in attendance:

**Representatives:** T. Link; J. Oleson; G. Goss; J. Hart; D. Miller; P. Dmytrenko; J. Miller; L. Olson; R. Barette;

**Staff:** D. Nelson; B. Juffer, C. Leque; A. Kolesar; J. Christenson; M. Baker; P. Hogan

**Others:** J. Aul – City of Bloomington; D. Langer-FAA; M. Doran – City of Richfield; M. Brindle – City of Edina; K. Terrell – MSP Fair Skies; D. Ingraham – Northern Planes District, FAA; S. Nienhaus – City of Burnsville; S. Heegaard – City of Saint Paul; P. Litke – FAA; B. Donley – Plymouth; J. Winingar – FAA, MSP Tower; M. Sands – FAA, MSP Tower; J. Moore – Star Tribune; C. Carino – MSP Fair Skies; K. Mara – MSP FAA; M. Nolan – City of Edina; M. Doran – City of Richfield; M. McNeill – City of Mendota Heights; B. Hoffman – City of Saint Louis Park; R. Ditto – FAA, SYSUPS; L. Grotz – City of Edina; M. Brindle – City of Edina; S. Devich – City of Richfield

**Chair Hart, Delta**, requested a motion to approve an agenda change to add an MSP FairSkies presentation to the second agenda item. **Representative Oleson, Bloomington**, moved the motion. **Representative Olson, Minneapolis**, seconded, and the motion was passed unanimously.

### 1. Review and Approval of the July 19 17, 2017 Meeting Minutes

**Chair Hart, Delta** started the meeting by mentioning there was not a quorum and therefore July and September meeting minutes will be approved at the November NOC Meeting.

### 2. Presentation from MSP FairSkies Coalition

**Steve Kittleson, MSP FairSkies Coalition**, introduced himself and Kevin Terrell and started the presentation by saying that MSP FairSkies Coalition would like to reduce noise and have no surprises with use of the airspace around MSP. **Kittleson** stated that MSP FairSkies has observed MSP airport noise increasing. **Kittleson** said that they send shape data from a 55dB DNL contour to the University of Minnesota to place on a population map. Based on this

information, he then presented a map on the power point presentation, comparing 2015-2017 and stated that noise has increased 30% in the last two years. **Kittleson** mentioned the recent ruling of the Washington D.C. US Court of Appeals and Circuit Judge Griffith's statement at the hearing and said "The petitioners argue that the FAA's approval of the new flight routes was arbitrary and capricious. We agree".

**Kevin Terrell, MSP FairSkies Coalition** reiterated that MSP FairSkies doesn't want surprises from the FAA, that Phoenix Sky Harbor had surprises that resulted in a court case; that the Governor of Maryland wants to sue the FAA for airport noise; that the number of people exposed to noise near LaGuardia Airport has increased from 370,000 in 2010 to 774,000 in 2016. **Terrell** related all of these instances to the FAA's implementation of NextGen and that MSP FairSkies doesn't want to see that at MSP.

**Terrell** believes that in order to succeed in the prevention of a similar situation occurring, that all parties need to agree on the problem. Then there needs to be baseline data, improvement goals need to be set, and then there needs to be collaboration to reach the goals. To start, **Terrell** believes the baseline measurement of 65 dB DNL needs to be lowered to 55 dB DNL as studies have shown a negative association at 55 dB DNL. He also states the other issue with the current baseline data, is that MSP doesn't look at population counts but instead actual dwellings. He also suggested that the noise metrics be calculated by single events not averages, modeled noise, or daily averages.

**Terrell** placed a list of things MSP FairSkies would like to see done in order to create baseline data and drive progress: a 55dB DNL contour produced annually by MAC staff, have that contour then turned into a noise exposure map, finally, use a single event metric with an N65 contour and also turn that into a noise exposure map.

**Terrell** stated that MSP FairSkies came to what they think is a reasonable goal and a good airport for comparison is Amsterdam Schipol Airport. MSP FairSkies' target is to reduce the population impacted by 55 dB DNL noise at MSP by 50% by 2025 and ensure it's fairly distributed. In an effort to collaborate, MSP FairSkies listed a number of ways to collaborate with NOC which include changing Noise Oversight Committee to Noise Reduction committee; add representatives on the NOC that are from the school board, elected citizen groups, or an appointed Ombudsman.

In conclusion, **Terrell** showed a list of the requests for the NOC's consideration.

**Representative Olson, Minneapolis**, stated that Minneapolis supports creating a 55 dB DNL and N65 style map. A national discussion surrounding the use of 55 dB DNL as a standard metric is occurring and as such, Minneapolis is advocating for that as well. She then asked MSP FairSkies if there was a certain way to have them produced or presented. **Kittleson** responded that both the Annual Report to the Legislature and the Annual Noise Contour Report are two opportunities for this report to be added. **Terrell** stated that MSP FairSkies is not advocating for additional mitigation to the 55 dB DNL.

### 3. Review of Monthly Operations Reports: July and August, 2017

**Brad Juffer, Assistant Technical Advisor**, started by reporting that 37,665 flights operated at MSP in July increasing to 38,511 operations in August. This represents a 1.2% decrease and a

1.7% increase from 2016. Year to date operations at MSP are 279,774 which is currently 1.1% above the previous year.

During night time hours, 2,346 flights operated at night in July accounting for a 21% drop from 2016. 2,213 operations occurred at night in August 2017 which was a 16% drop from 2016. For all of 2017, through September 19<sup>th</sup>, there have been 17,933 MSP nighttime flights which is 640 less flights or a 3.4% drop at night from 2016.

The runway flow at MSP in July was 31% in the north flow, 54% in the south flow and 7% mixed flow. In August, those numbers changed to 32%, 42% and 16% of the time. While the north flow stayed consistent, south flows were reduced and in part replaced by hours in a mixed flow in August. The 2017 splits are similar to the same time period in 2016.

In July 2017 the carrier jet splits were 37% regional jets, 60% narrow body aircraft, and 3% and wide body aircraft. That gap fell slightly in August to 38%, 59%, and 3%. The numbers for in 2016 for July and August were exactly the same at 41% regional jets, 56% narrow body aircraft, and 3% wide body aircraft.

There were 16,293 complaints filed in July and an additional 16,727 complaints filed in August, collectively, this number is 44% higher than last year. In 2017, complaints were filed from 557 locations in July and 615 locations in August; in 2016 those numbers were 625 and 584. On average there were 2.3 operations for every complaint in both July and August in 2017. These numbers are lower than they were in 2016 as our complaint totals continue to rise and the operations numbers are very similar to 2016.

In July each location filed 29 complaints, on average, and that dropped to 27 in August. Median complaints per household has held steady at 3 for every month in 2017. Using a map, **Juffer** showed the top 10 complaint locations which filed 52% of all complaints during the previous months. The Top 50 locations recorded 80% of the complaints and the top 100 locations recorded 88% of all complaints in July and August. Overall, there were 632 locations or 75% of all households shown to file 10 or less complaints.

On monitoring, aircraft events occurred for just under 454.5 hours in July and roughly 507 hours in August. That time is the result of 94,434 aircraft sound events in July and 98,847 events in August. The total events are down from 2016.

Time Above per Operation was 43 seconds July and 47 seconds in August. In 2016 those numbers were 46 and 48. The N65 count above per operation was 2.51 sound events per operation in July and 2.57 sound events per operation in August. This means that each operation triggered a sound event at 2.5 RMTs. These numbers are down from earlier this summer and are consistent with the same time last year. The average duration of events was 17 seconds in July and 18.5 seconds in August.

Runway 17 procedure was consistently used for 99.8% of the time for both months. A total of 29 jets on R17 turned westbound early. The corridor procedure was used 94.7% of the time in July increasing to 94.3% of the time in August. In July, 95 jets were north of the corridor and 139 were south. In August, 86 jets were north of the corridor and 110 jets were south.

Crossing Procedure was used during the day 37% (1532) of the time in July and in August it was used 37% (1211) of the time. During night time hours, the procedure was used only 37% (93 flights) of the time in July and 35% (52 flights) of the time in August.

Finally on the runway use. High priority runways were used 52.1% of the time in July and 55.4% of the time in August. The August percentile of 55.4% is the second highest total since **Juffer** and his team began tracking its use.

**Juffer** also said that the NOC requested a Help Video to navigate the new Noise website, it is complete and ready to be viewed.

**Representative Olson, Minneapolis**, commented that the number of complaints looks very large. **Juffer** responded that while the number is high, numbers in 2011 were higher. **Juffer** also clarified that the number of complainants isn't as high as his team has seen in the past. In 2015, there were over 1000 unique addresses associated with complaints. **Olson** followed up by asking if there was a map that showed the individual houses with the number of complaints. **Juffer** directed her to the map on the online reports section but **Olson** commented that she would like to see it in the report presented to the NOC. **Representative Miller, Eagan**, commented about scheduled night time operations, it appears that in August there were more scheduled night time flights, not just actual. **Miller** then asked if it was possible to obtain the data from the airlines as to why more night time flights were being scheduled. **Juffer** mentioned that in terms of data, Delta generally has a larger schedule in the summer months and that tends to reduce when school starts. However he said that he will look into the information and the data and try to understand the increase in scheduled night time flights. **Chair Hart, Delta**, asked about RUS and month over month the Mixed Flow seems to be doubling. **Juffer** said the same pattern occurred last year, that the Mixed Flow hours in August of 2016 were about 15% use and then again in 2017.

#### 4. Update on Phoenix Sky Harbor International Airport PBN

**Chad Leqve, MAC Director of Environment**, stated that FAA implemented RNAV at Phoenix Sky Harbor International on September 18<sup>th</sup>, 2014. After that, the city became concerned and engaged in the actions occurring at the airport. The FAA responded that they would reconstitute a working group to see what could be done in terms of procedure modification and provide relief to the community. The community relied on those representations and at the end of a very long process, there were no changes presented to the community in order to modify any procedures. As a result, in June 2015, the city filed with the DC Circuit to review the FAA decision. This file alleged that the implementation was arbitrary and capricious. Litigation was filed and questions before the court were presented as part of this process, one being on the concept of timeliness. Challenges to FAA final decisions need to occur within 60 days of the final administrative decision. In this situation, the FAA alleged that the final decision occurred on September 18<sup>th</sup>, 2014; the three judge panel on the case agreed with that statement. The follow up question became, how can you hear a petition that is over 6 months beyond that final determination date? There is a narrow exception, as it relates to court precedent on relieving that 60 day appeal requirement. After looking at the case, two of the three judges on the panel decided in favor of the city; although they were beyond that 60 day window, the court ruled that they were reasonable in filing their expectation at a later date because they were trying to collaborate with the FAA.

The court ruled that the FAA failed to adequately consult with the City of Phoenix under the NEPA Act, under the National Historic Preservation Act, and under Section 4(f). The court had a number of instances that substantiated their position. One was that the FAA unreasonably concluded a categorical exclusion was appropriate. FAA inappropriately applied DNL 65 standards under NHPA and Section 4(f). The FAA assumed that historic districts and parks were all urban and they also neglected to consult with city representatives and state historic preservation officers.

**Leqve** then reminded the Committee on the situation at MSP and the fact that the NOC's RNAV Resolution established MSP is an airport that has "Extraordinary Circumstances" and this impacts how the category exclusion is applied. MSP has a strong record of having that involvement from the community, as well as from the communities and the airlines. The NOC resolution also provides a strong message with all stakeholders aligned around a set of local expectations if the FAA considers implementing RNAV departure procedures at MSP.

**Leqve** concluded with the fact that the FAA is reviewing a possible new noise metric. The expectation is that the report will be out before the end of 2017 and that will lead into what is called the "Three Policy Analyses". These are evaluations on any new noise threshold recommendation, such as the possible 55 dB DNL instead of the 65 that's used today. If there was to be a change, the FAA would need to review and evaluate all policies on how a new metric is implemented.

#### 5. Evaluate and Enhance the Reporting of the Runway Use System (RUS)

**Dana Nelson, Technical Advisor**, reminded the NOC members that an item on the 2017 work plan was to create a holistic view of the RUS and airport configurations. When discussing the topic of the RUS, the term "flow" is often mentioned and refers to various airport configurations at MSP. There is a North Flow, the FAA refers to this as arrivals and departures on the 30s and 35. A Straight North Flow refers to arrivals and departures on only the 30s. A South Flow refers to arrivals and departures on the 12s and 17 but a Straight South Flow refers to arrivals and departures on only the 12s. There is also a configuration called Mixed Flow A, arrivals on the 30s and departures are on 17. This configuration uses the RUS-established number one priority for arrivals, over the Eagan/Mendota Heights Corridor and the second priority for departures. Mixed Flow B refers to departures on the 12s and arrivals on 35. The FAA uses Mixed Flow B less often than Mixed A, but **Nelson** reported that as of late, they seem to be utilizing B more regularly. The two Mixed Flow configurations are an attempt to have optimal use of the RUS. The final configuration is called the Opposite Direction Flow but this is the most challenging configuration to follow. This flow is only utilized when winds are light, and when traffic demands are light.

**Nelson** and her team are proposing to expand the interactive reports website, under abatement, the RUS by Flow information. This information will show the number of hours spent in a particular flow, by year and month. The data tables list percentage of time in each configuration, not the percentage of operations in each configuration. **Representative Olson, Minneapolis**, asked if nighttime RUS can skew the average numbers and percentage and as such, if you can view the data by daytime hours and nighttime hours only. **Nelson** responded that the data can filter to only show nighttime or all hours. **Representative Miller, Eagan**, asked why the data is showing percentage of time and not just operations. **Nelson** responded that percent of operations and exact operation are both shown in other reports and showing it again would be redundant.

**6. Investigate Noise-Reducing Landscaping Options**

**Dana Nelson, Technical Advisor**, reported that the 2017 work plan included a discussion on options for landscaping to reduce ground noise. **Nelson** reviewed landscaping done at Amsterdam's Schiphol Airport. This airport is on over 6,800 acres of land, compared to MSP's 3,400 acres. Schiphol Airport created ridges off an end of their newest runway to dampen low frequency ground noise and it has shown to reduce the noise by 2-3 dB. These options are not feasible at MSP due to the lack of airport property and the property surrounding the airport is controlled by municipalities. **Nelson** concluded that if communities were willing to develop their land with these landscaping options it would only provide noise reduction benefit if the landscaping was done close to the airport, as these options do not reduce overflight noise.

**7. Status of FAA Center of Excellence/ASCENT, TRB and FICAN Research Initiatives**

**Dana Nelson, Technical Advisor**, stated that the agenda packet included a report of projects that were completed, active, initiated, or anticipated in 2017/2018 by the Transportation Research Board (TRB), FAA's Center of Excellence/ASCENT, Federal Interagency Committee on Aviation Noise (FICAN), or recent studies concerning health related effects of aircraft noise. **Representative Olson, Minneapolis**, mentioned that she would like the group to review the abstracts for each study and discuss them as well as the outcomes and how to incorporate them into the regular NOC process. **Nelson** responded that this is a good time for the Committee members to review these initiatives and consider whether they'd like further review and discussion on any particular initiative be added to the 2018 NOC work plan.

**8. Review of July 26, 2017 Listening Session**

**Dana Nelson, Technical Advisor**, reported that 9 residents attended the Summer Listening Session at the Apple Valley Municipal Center. The presentation slides from that meeting are available on the MAC Noise website. Representatives from Delta and the FAA were both in attendance, in addition to MAC staff and Apple Valley representatives. Most residents were from the south metro area and thus the questions asked revolved around runways 17 and 35, nighttime operations, noise monitoring, RUS, CRO, and components of the Federal Environmental Impact Study. All questions asked at the meeting were answered. **Nelson** added that MAC staff had a follow up meeting with an Inver Grove Heights resident and NOC representative, Tom Link.

**Nelson** concluded with announcing the fall listening session scheduled for October 25<sup>th</sup>, 2017 at 7pm at the MAC General Office Building.

**9. Public Comment Period - None**

**10. Announcements - None**

**11. Adjourn**

A motion to adjourn was requested by **Chair Hart, Delta**, moved by **Representative Miller, Eagan**, and seconded by **Representative Oleson, Bloomington**.

The meeting adjourned at 3:03 p.m.

The next meeting of the NOC is scheduled for Wednesday, 20 September 2017.

Respectfully Submitted,  
Amie Kolesar, Recording Secretary