



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, 20th of March 2019 at 1:30 PM

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 March 2019, in the Lindbergh Conference Room at the MAC General Office building. Chair Miller called the meeting to order at 1:30 PM. The following were in attendance:

Representatives: D. Miller; R. Barette; G. Goss; B. Hoffman; J. Malin; P. Martin; L. Olson; P. Dmytrenko, J. Miller; C. Koppen; C. Finlayson;

Staff: D. Nelson; B. Juffer; A. Kolesar; J. Lewis; N. Pesky; D. Anderson; N. Ralston; B. Ryks;

Others: D. Sloan – City of Mendota Heights; L. Grotz – City of Edina; L. Moore – City of Bloomington; L. Petschel – City of Mendota Heights; D. O’Leary – City of Sunfish Lake; A. Nemcek – City of Rosemount; L. Palmisano – City of Minneapolis; M. Doran – City of Richfield

Prior to the agenda, Brian Ryks, MAC Executive Director/CEO, asked to address the Noise Oversight Committee. Ryks stated that one of his priorities has been to enhance stakeholder engagement at the MAC and that has led to restructuring and reorganizing. A new department has been created and noise related items have been adopted in to that department. He announced that Dana Nelson has been selected as the new Director of Stakeholder Engagement. Ryks emphasized the importance and continued effort to partner with the NOC to discuss ways to minimize noise impacts and thanked the members for their involvement and partnership.

1) Review and Approval of the January 16, 2019 Meeting Minutes

Minutes were not approved as there was not a quorum.

2) Review of Monthly Operations Reports: January and February, 2019

Brad Juffer, Assistant Technical Advisor, stated there were 30,743 operations in January and 27,944 operations in February. The 40 flight increase in January combined with the 2,056 flight reduction in February equates to a reduction of just over 2,000 flights from the first 2 months of 2018. Super Bowl traffic in 2018 and a record 39 inches of snow in February 2019, were two of the contributing factors to a 3.3% decline of operations.

MACNOMS tallied 2,126 operations between 10:30 PM and 6:00 AM at MSP in January and 2,276 operations during those times in February. For these two months, the nighttime total increased from 2018 by 465 flights or an average of nearly eight flights per night.

Juffer moved on to runway flow and the January splits for North, South, and Mixed flows were 44%, 32%, and 18%, respectively. A total of 126 hours were spent in a mixed flows (either Mixed A – arrivals and departures on Runways 30L and 30R and departures on Runway 17) or Mixed B – arrivals and departures on Runways 12L and 12R and arrivals on Runway 35). These 126 hours represent the 3rd highest monthly total since Runway 17/35 opened. The North, South, and Mixed flows split in February was 41%, 45%, and 8%, respectively. Overall for the combined months of January and February of 2019, the split was 43/38/13 percent, respectively. These numbers are similar to the same two months of 2018, however, **Juffer** explained subtle details are often important.

During 2018, South Flow occurred for 21.1% of the hours in January and February, almost identical to the 21.9% in 2019. **Juffer** pointed out the difference was the use of Straight South Flow (arrivals and departures only on 12L and 12R), which was only 8.8% in 2018 and increased to 16% in 2019. Winds and snow removal activities led to less available time for Runway 17 in 2019. The use of North Flow in January and February was 43% in 2019 compared to 42% in 2018. Looking at 2019, this was 39.5% in Straight North Flow (arrivals and departures on Runways 30L and 30R) compared to only 3% of the full North Flow (arrivals and departures on Runways 30L and 30R with arrivals on Runway 35). Snow removal and runway availability again contribute to the change in this case. Additionally, the FAA considers upcoming arrival demand in 15 minute segments when determining the need to use Runway 35.

Juffer reported a total of 58,687 operations were recorded in the MAC's Noise and Operations Monitoring System in January and February. The Runway Use System's first priority runways were used 40.1% of the time, combined with 14.8% for second priority equates to 54.9% use for high priority runways.

In 2019, Straight South Flow was used often compared to previous years. In February only 3,330 departures used Runway 17, which was the lowest monthly total in four years. Many of those departures ended up on Runway 12R. Additionally, while North Flow was used for 43% of the hours in the first 2 months of 2019, there were only 447 arrivals on Runway 35 or 1.5%.

Juffer moved on to MSP Carrier Jet Usage; the CRJ9 was the most used carrier jet aircraft type so far in 2019 followed by the B738 and the CRJ2. This is a change from last year when the CRJ2 was the most used aircraft type. The split of Regional Jet, Narrow Body and Wide

Body use for the first two months of the year was 39%, 58%, and 3%, respectively. This is consistent with the same time last year.

Next **Juffer** reported the aircraft noise complaints received by the MAC. A total of 12,307 complaints were logged for MSP in January and 6,972 in February. The complaint count in January is more than double the complaints received in January. The February count was 954 more than last year. Complaints were filed from 234 locations in January and 132 locations in February. The January location total is an increase of 48 locations from 2018 while the February count is 44 lower than 2018. The Top 10 locations in January and February filed 13,379 complaints accounting for 69% of all complaints received. The majority of all locations (67%) of customers filed 10 or less complaints for the previous 2 years.

Regarding sound monitoring, aircraft events over 65 decibels (dB) occurred for 373 hours in January and 257 hours in February. Overall, this is a 14.1% increase in the Time Above 65 dB for January and February compared to 2018. The Number of Events Above 65 dB was 75,314 in January and 57,926 in February. This is a total increase of 12.1% compared to 2018.

Juffer reported the compliance with noise abatement procedures, beginning with the Runway 17 Departure Procedure, which was used 99.4% in January 2019 and 99.5% in February. The Eagan-Mendota Heights Departure Procedure was used 95.9% in January and 93.0% in February. The daytime use of the Crossing-in-the-Corridor Procedure was 30.7% and 27.0% in January and February, respectively, The Crossing use at night was 41.4% in January and 40.0% in February.

Representative Dmytrenko, Richfield, mentioned the increase of complaints without the locations increasing and asked if there was a point when the MAC would step in and reach out to communities differently. **Juffer** responded that there is not a certain threshold to trigger outreach, but rather complaint trends and locations are evaluated comprehensively. Often residents will reach out to the MAC via the website or with a phone call and receive extra information regarding their concerns. However, the MAC does record when residents create an account and when complaints are submitted so mining that data and setting specific thresholds for additional outreach is possible.

Representative Martin, Bloomington, asked for clarification on the complaint data for January of 2018 versus 2019 and if it's fair to assume the airport was in South Flow twice as much in 2019 than 2018 or is it just that complaints increase this much when the airport is just in a South Flow. **Juffer** responded that he does not think the increase in South Flow was that drastic, rather the factors that tend to drive increased complaints in that flow may have played into the complaint increase. For example, the day of week, time of day, temperature contribute to fluctuations in complaints. **Juffer** noted that in the last few months, South Flow has contributed to more complaints than in previous months.

Representative Olson, Minneapolis, asked if increased Straight South and Straight North flows is a developing trend. **Juffer** responded that wind and snow removal activity does not always allow the use of Runway 17/35. The other variable in North Flow is the Converging Runway Operations (CRO), at times not necessitating the use of Runway 35 based on

demand. **Dana Nelson, Technical Advisor**, added that Runway 35 requires different weather minimums. Additionally, FAA went through a working group to develop and implement with standard protocol to determine when they will go into and come out of CRO based on demand. The FAA has indicated that they have not experienced the level of demand within 15-minute blocks that would require as much use of Runway 35. **Olson** asked that the NOC be provided with more information on this topic. **Nelson** responded that she has a request to FAA to provide an update at the May NOC meeting.

3) Public Comment Period

No public comments

4) 2018 Annual Noise Contour Report and Mitigation Eligibility

Brad Juffer, Assistant Technical Advisor, reminded the group that as dictated by the Consent Decree, the MAC is required to prepare an annual noise contour report by March 1st that examines the airport operations at MSP for the previous year. The 2018 annual contour was developed by HNTB Corporation using the Aviation Environmental Design Tool version 2D. That contour was the basis for the 12th Annual Noise Contour Report which was published and sent to the parties of the Consent Decree on February 28th, 2019.

Address lists and the interactive mitigation map were also updated to reflect the new contour. The publishing was accompanied by a website article that was distributed to those subscribed to receive our noise news articles. .

Juffer reported that the 2018 contours were developed using the FAA reported operational level of 406,913 operations. This is a reduction of 30.1% from the 582,366 operations included in the forecast 2007 contour. The 2007 forecast contour included 274.9 average daily Hushkit operations. During 2018, there was less than one average daily operation in a Hushkit (0.8 average operations per day). On average, there were three fewer nighttime operations in the 2018 contour compared to the 2007 contour. These three factors result in a contour that is 28% smaller in the 60 dB DNL and 39% smaller in the 65 dB DNL.

While the total contour is significantly smaller than the forecast 2007 contour, there are two areas where the 2018 60 dB DNL contour extends beyond the 2007 forecast contour, those areas are the focus for our mitigation program.

The contour contracted in areas along Runways 30L and 30R arrival lobes in Eagan and Inver Grove Heights. The contour also shrunk in Richfield and Minneapolis along Runways 30L and 30R departure lobes. This is the result of variations in runway use between 2017 and 2018 and a decrease in North Flow operations in 2018. Less North Flow gave way to more South Flow operations in 2018. The result is growth in the contour on the Runway 12L and 12R arrival lobes in Minneapolis. Additional growth is visible in the area of Runway 17 departures over the Minnesota River and a minor increase on the Runway 12L departure path. There is also a small growth on the Runway 4 arrival due to the snow storms of 2018.

The actual 2018 60 dB DNL contour encompasses 137 fewer acres of land than the 2017 contour (a 1.2% reduction). The 63 dB DNL contour is 25 acres smaller than 2017 (a 0.6% reduction). The primary driver of the smaller contour was a reduction of 8,790 total operations from 2017.

Juffer reported on mitigation eligibility, which he explained is strictly defined in the Consent Decree. The language stipulates that the home must meet the following criteria to be eligible for mitigation.

1. The home has to be located in a community with local land use controls and building performance standards to ensure the practices are consistent with the noise mitigation provided by the MAC.
2. The home has to be in the actual 60 dB DNL noise contour for three consecutive years and within a higher mitigation area than the original program.

The Amended Consent Decree program is ongoing now and will be active through 2024. The program provides residential sound insulation materials to homes out to the 60 dB DNL threshold. This program is the most advanced noise mitigation program in the country as the federal standard stops at 65 dB DNL.

The Consent Decree also defines the level of mitigation eligibility.

- Eligible homes in the 63-64 dB DNL will receive a Full 5 dB Reduction Package. The package was creatively named to indicate that the goal of the package is to reduce interior noise levels by an average of 5 dB
- Eligible homes in the 60-62 dB DNL will receive a partial noise reduction package. Homes in this area have 2 options. The homeowners can choose to receive air conditioning and \$4,000 of additional products and services or no air conditioning and \$14,000 of products and services.
- It is important to note that the mitigation is provided in the year after eligibility has been determined. For example, homes that were identified in the 2018 Annual Contour Report released in February 2019 will receive their upgrades in 2020.

Juffer reported historic residential mitigation has occurred in two programs, the first from 1992-2006 and again from 2007-2013.

Mitigation during the MSP Residential Noise Mitigation Program from 1992 –2006 included:

- 7,800 single family homes
- 1,327 multi-family units
- 19 schools

Mitigation during the original Consent Decree from 2007-2013 included:

- 404 single family homes received full mitigation package
- 5,055 single family homes received partial mitigation package
- 1,773 single family homes participated in reimbursement program
- 1,976 multi-family units

During the Amended Consent Decree as a result of the 2013 – 2017 actual noise contours, 230 homes became eligible for the Partial Noise Reduction Package in 2017 – 2019. These homes were previously in areas that were included in the Homeowner Reimbursement

program. Any package received was reduced by the amount received in the reimbursement phase.

In 2017 – 2019, 322 homes were eligible for the Partial Noise Reduction Package without any deduction. Also on these blocks were 88 multi-family units. The multi-family program offers pull-through air conditioning units or acoustical air conditioning covers if the building is already equipped.

Finally, 298 homes became eligible for the Full 5 dB Reduction Package as a result of being in the 63 dB DNL for three consecutive years. These homes were previously eligible for the Partial Noise Reduction Package. Any new improvements received in 2017 – 2019 will consider previous work completed.

Cost of the program to date is: \$7.5m with the majority of 2019 costs yet to be included.

As a result of the 2018 Annual Contour Report, 243 additional homes became eligible for mitigation; all 243 homes are located in the City of Minneapolis.

- 24 homes are located on a block that was previously eligible for the Homeowner Reimbursement Program are now eligible for the Partial Noise Reduction Package. The values of any previous reimbursements will be deducted from the improvements made in 2020.
- 140 homes on 6 blocks that were outside any previous program are eligible for the Partial Noise Reduction Package in 2020.
- 79 homes on 4 blocks that were previously eligible for the Partial Noise Reduction Package are now eligible for the Full 5 dB Reduction Package.

Juffer also reported that the 2018 actual noise contour provided one year of eligibility for 313 single family homes and 525 multi-family units, all in Minneapolis. If these homes stay in the same contour area in the 2019 and 2020 Annual Contour Reports, they will be eligible for mitigation in 2021 and construction activities will commence in 2022.

There is currently one block in Eagan with 16 homes with two years of eligibility that were previously eligible for the Homeowner Reimbursement Program. If this block stays in the 60 dB DNL contour in the 2019 Annual Contour Report released in 2020, the homes will receive mitigation in 2021. The value of their packages will be reduced by the value paid out during the reimbursement phase.

Representative Olson, Minneapolis, stated that MSP's mitigation program is not only a good program but helps to show goodwill to being a good neighbor. It helps improve people's daily lives and **Olson** acknowledged that this has been a good partnership. **Olson** also said that they are constantly making effort to reduce noise levels and this program doesn't negate those efforts. This group needs to be more creative in ways to reduce nighttime operations.

Representative Martin, Bloomington, asked why the 2007 forecast was so accurate with nighttime operations and so off in the daytime operation projection. **Juffer** responded that the

total forecasted operations showed robust growth based on expected passenger levels and was not able to account for the 2008 economic crash, consolidations, nor was it able to gauge the aircraft model change. Nighttime operations is forecasted as a percentage of total operations. Therefore, they tend to be more accurate.

5) MSP Airport Long-Term Plan and Stakeholder Engagement Update

Dana Nelson, Technical Advisor, stated that the MSP Long-Term Plan is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations. It will focus on evaluating when facility improvements are needed to accommodate projected demand in a manner that is safe, efficient, orderly and cost-effective and that maintains and enhances customer service. It does not, however, authorize construction or improvements to facilities, nor does it serve as a basis for determining eligibility for noise mitigation programs. The Plan helps the MAC better understand and plan for future facility needs.

The Long-Term Plan goals are:

- Plan for future facilities that will meet projected passenger activity levels in a manner that maintains and enhances customer service, while facilitating a seamless experience.
- Produce a development plan that positions the MAC to meet future demand levels, enhance financial strength, leverage environmental stewardship, and infuse sustainable thinking.
- Conduct the planning process in a manner that includes meaningful stakeholder engagement processes.

The planning process has its own steps and processes:

1. Baseline Existing Facilities
 - a. Inventory and document existing facilities and aviation activity levels to establish baseline conditions
2. Forecasts
 - a. Forecast MSP aviation activity levels (passengers, cargo, and aircraft operations) for the milestone years between 2020 and 2040
3. Gap Analysis
 - a. Determine any facility deficiency gaps between the baseline condition and desired future conditions based on forecasted activity levels
4. Development Concepts
 - a. Develop and evaluate alternative means to remedy facility deficiencies identified through the process
5. Proposed Development
 - a. Determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board
6. Environmental Considerations
 - a. Prepare an overview of environmental factors that should be taken into consideration when implementing the plan

In conjunction with the MSP Long-Term Plan is the Stakeholder Engagement Program. There are a number of components to this program and process and it will start with a Stakeholder Advisory Panel. This program will have milestone updates, a website, a newsletter, public events, updates to NOC and PD&E Committee, and there will be an option for additional public presentations.

The stakeholder advisory panel is made of 27 individuals and includes:

- Airport Tenants
- Federal Partners
- Local Communities
- Passenger Groups
- Regional Businesses
- Tourism Associations

Nelson presented a timeline schedule to the group with a projected quarterly timeline, review dates, events, and comment periods. This project is scheduled to close in the fourth quarter of 2020.

Representative Olson, Minneapolis, said that Councilmember Linnea Palmisano was present at the meeting and will be representing the City of Minneapolis through this process.

6) NCAA Final Four Aircraft Activity Update

Brad Juffer, Assistant Technical Advisor, said the MAC expects peak arrivals on April 6th and peak departures on April 8th and into the morning of April 9th. MAC provided fact sheets for the local communities in Minneapolis and those around the reliever airports. This information is on the website and provided at this meeting. Cities can link this information to their local informational sites as well.

7) Winter Listening Session Update

Brad Juffer, Assistant Technical Advisor, informed the group that the Winter Listening Session was in late January and was attended by four residents from Eagan, MAC staff, and NOC members. The conversation focused primarily on Runway 17 and involved discussing wind direction, nighttime operations, Area Navigation (RNAV), Converging Runway Operations (CRO), Noise Mitigation Eligibility, and future NOC work plan items.

8) Announcements

- The spring Listening Session will be Wednesday, April 24, 2019 at 7:00 PM at the Mendota Heights City Hall.
- NOC Member terms expire in June 2019. Member appointment requests will be mailed to the city and carrier partners.

9) Adjourn

A motion to adjourn was requested by **Chair Miller, Eagan**, moved by **Representative Dmytrenko, Richfield**, and seconded by **Representative Olson, Minneapolis**.

The meeting adjourned at 2:40 pm.

The next meeting of the NOC is scheduled for **Wednesday, 15 May, 2019 at 1:30 PM**

Respectfully Submitted,

Amie Kolesar, Recording Secretary

