



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**
Wednesday, 15th of May 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, 15th of May 2019, in the Lindbergh Conference Room at the MAC General Office building. Chair Hart called the meeting to order at 1:30 PM. The following were in attendance:

Representatives: J. Hart; D. Miller; R. Barette; P. Dmytrenko; C. Finlayson; B. Hoffman; L. Moore; D. Sloan; A. Moos; L. Olson

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

Others: R. Sekonski - FAA; L. Grotz – City of Edina; G. Albjerg – HNTB; B. Whalen – City of Richfield; S. Fortier – FAA; R. MacPherson – FAA; C. Chaves – City of Minneapolis; H. Rand – City of Inver Grove Heights; T. Postiglione – FAA; S. Heegaard – City of St. Paul; M. Doll – City of Burnsville; M. Brindle – City of Edina; M. Sands – FAA; D. Langer – FAA; R. Owen – City of St. Paul

1) Review and Approval of January 16, 2019 and March 20, 2019 Meeting Minutes

Chair Hart, Delta, asked for approval of the January and March 2019 NOC minutes. The motion was moved by **Co-chair Miller, Eagan**, and seconded by **Representative Hoffman, Saint Louis Park**. The motion passed unanimously and the minutes were approved.

Dana Nelson, Director – Stakeholder Engagement, announced that Brad Juffer was promoted to Manager of Community Relations and will serve as the Technical Advisor for the NOC.

2) Review of Monthly Operations Reports: March and April, 2019

Brad Juffer, Technical Advisor, reviewed and presented the March and April 2019 operations report for MSP airport.

March 2019

- 35,3121 total operations
- 2,877 nighttime operations

April 2019

- 32,968 total operations
- 2,665 nighttime operations

- North/South/Mixed flows 46/30/16
- RJ/Narrow/Wide split 39/58/3
- 13,111 complaints
- 251 complaint locations
- 408 hours of aircraft sound events
- R17 procedure 99.3%
- Crossing procedure day: 30%
- Crossing procedure night: 48%
- EMH Procedure: 95.9%
- RUS: 56%
- North/South/Mixed flows 37/48/8
- RJ/Narrow/Wide split 39/58/3
- 15,473 complaints
- 303 complaint locations
- 478 hours of aircraft sound events
- R17 procedure 99.7%
- Crossing procedure day: 26%
- Crossing procedure night: 40%
- EMH Procedure: 89.3%
- RUS 53%

Representative Olson, Minneapolis, asked to clarify Mixed Flow A as a north flow over the city of Minneapolis and using R17 for departures. **Juffer** affirmed and elaborated on the runway distribution of R30L and R30R and R17 in that configuration.

3) Public Comment Period

C. Chaves, Minneapolis, stated her presence at the meeting was to understand what the NOC does and to understand the long-term plan for the airport and the noise. **Chair Hart, Delta**, thanked Chavez for the comments and asked her to stay after the meeting to discuss her concerns.

4) Converging Runway Operations (CRO)

Brad Juffer, Technical Advisor, introduced Rebecca MacPherson, FAA Regional Administrator for the Great Lakes Region.

Rebecca MacPherson, FAA, announced that she will attend all future NOC meetings to provide a consistent national and local FAA perspective. The FAA is changing its methods on addressing noise and ensuring the regional administrators will attend all noise related roundtable discussions.

MacPherson stated that when the airport expanded in 2005, CRO wasn't considered a problem so assumptions made regarding noise concerns have sometimes proven to be incorrect. While a lot of work and research went into the best made assumptions, intervening events prove to occur. **MacPherson** stated that the FAA made the determination and moving forward, unmitigated converging runway operations will be avoided because it presents a true safety hazard. The FAA deems this such a serious safety consideration that they have changed their policy regarding CRO. Mitigations have been put in place, at MSP the FAA decided to create an ADW south of R35. If an aircraft is in the ADW window, departures will be halted from R30L and R30R. This will create some loss of efficiency, pre-CRO the landing rate was about 75-90 aircraft per hour and a departure rate of about 60/hour. With the new implementation the landing rate is about 74-84 aircraft/hour and the departure rate has not been calculated. **MacPherson** stated that the preference of the FAA is to not use the CRO configuration and related mitigations because it can be complicated. As a result, the FAA produced a new order stating that R35 will be used "on demand", meaning when capacity peaks, R35 will be used to accommodate traffic levels. An environmental review of some kind will occur in the future and when the FAA has more details, they will inform the MAC and the NOC as well provide community outreach.

MacPherson answered questions from representatives regarding runway use, other airports that have experienced CRO, and transparency with residents. **Co-chair Miller, Egan**, requested MacPherson write a brief summary of her review and associated information to then be shared with the community.

5) MSP Airport Long-Term Plan and Stakeholder Engagement

Dana Nelson, Director – Stakeholder Engagement, provided an update on the MSP Airport Long-Term Plan and associated Stakeholder Engagement Program.

A project website on the www.mspsairport.com site has more information about the planning process. The website includes:

- Project Overview
- Community and Stakeholder Engagement
- Progress and Schedule
- Documents and Links
- Frequently Asked Questions
- Contact Us
- Newsletter Sign-up

The first Stakeholder Advisory Panel meeting is scheduled for Monday, June 10.

6) Runway 17 Departure Operations Report Scope

Brad Juffer, Technical Advisor, provided background on the R17 Departure Evaluation as it was added to the 2019 NOC Workplan. The objective is to work collaboratively with stakeholders south of the airport to identify concerns related to R17 departures and highlight trends and changes. Juffer presented the scope, as developed by MAC staff in collaboration with residents and the Eagan ARC. The scope intends to compare pre-CRO R17 data to post-CRO data as well as assumptions from the Environmental Assessment and actual operations data. **Juffer** provided the NOC with timeline expectations and answered questions regarding data compilation and comparison as well as fleet mix and altitude.

7) Website Redesign

Brad Juffer, Technical Advisor, presented the intent to redesign the www.metroairports.org website and the www.macnoise.com website and combine them. He asked for representative input on the websites as well as from the communities. The goal is to make the sites as useful as possible.

8) Spring Listening Session

Brad Juffer, Technical Advisor, reviewed the Spring Listening Session in Mendota Heights, MN. Seven residents attended as well as MAC Staff, NOC Members, and FAA Staff. The conversation focused on R12L and R12R departures. City of Mendota Heights live streamed and recorded the meeting. The recording may be found on the city website.

9) Announcements

Summer Listening Session will be in the City of Edina. Specifics will be announced at the July NOC meeting.

10) Adjourn

A motion to adjourn was requested by **Chair Hart, Delta**, moved by **Co-Chair Miller, Eagan**, and seconded by **Representative Olson, Minneapolis**. The meeting adjourned at 2:40 pm.

The next meeting of the NOC is scheduled for **Wednesday, 17 July, 2019 at 1:30 PM**

Respectfully Submitted,

Amie Kolesar, Recording Secretary