



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 16th of May 2018 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, 16th of May 2018, in the Lindbergh Conference Room at the MAC General Office. Chair Miller called the meeting to order at 1:31pm. The following were in attendance:

Representatives: D. Miller; J. Hart; R. Barette; P. Dmytrenko; L. Olson; J. Rokala; T. Link; D. Lowman; D. Sloan; A. Moos

Staff: D. Nelson; B. Juffer; A. Kolesar; C. Boyd

Others: M. Nolan – City of Edina; J. Winngar – FAA; S. Fortier – FAA; L. Moore – City of Bloomington; D. Sloan – City of Mendota Heights; B. Hoffman – City of Saint Louis Park; P. Martin – City of Bloomington; M. Sands – FAA; C. Carrino – MSP FairSkies; S. Devich – City of Richfield; Anette – City of Apple Valley; S. Heegaard – City of Saint Paul; S. Nienhaus – City of Burnsville; S. and G. Norling – City of Mendota Heights; L. Grotz – City of Edina; D. O’Leary – City of Sunfish Lake

Chair Miller, Eagan, started by welcoming a new representative for the City of Bloomington, Patrick Martin.

1. Review and Approval of the March 21, 2018 Meeting Minutes

Chair Miller, Eagan, asked if there were changes to the March Meeting Minutes, there were none and approval was moved by **Representative Goss, Delta**, seconded by **Representative Martin, Bloomington**, and passed unanimously.

2. Review of Monthly Operations Reports: March and April, 2018

Brad Juffer, Assistant Technical Advisor, stated that the MACNOMS system recorded 35,397 operations in March 2018 and 32,810 operations in April 2018. The March operations count is a 2.3% reduction from 2017 and April shows a steeper reduction of 3.4%.

Operations numbers were reduced specifically on March 5, April 13, 14 and 15 due to snow events. There were 242 operations on Saturday, April 14th this was the second lowest number of daily operations in 13 years; the first being on December 11, 2010, when only 110 flights

operated because 16.5" of snow fell in one day. Year to date, MSP operations through April 30 are at 128,910. This is just under a 3,000 flight reduction from 2017 or a 2.3% reduction.

In March 2018 there were 2,381 flights between 10:30 pm and 6:00 and 2,191 in April during the same timeframe. The March figure is a 60 flight reduction from March 2017 while the April number is a 48 operations increase from April 2017. Year to date night flights are up 4.6% which equates to 3 flights per night. Just under half of that increase can be directly attributable to Super Bowl traffic. A look at daily anomalies may provide more clarity as to how the overall operations are down but nighttime operations are up. The highest daily night totals for March and April were related to snow fall. The four time periods covering the night of March 5th into the 6th, April 2nd into April 3rd, April 3rd into 4th, April 13th into 14th, and April 15th into 16th accounted for 14% of night activity in the previous two months. The National Weather Service, Twin Cities, reported that the 26.1" of snow in April broke the April record for snowfall set in 1983. Outside of the snow events, March has higher activity overall for spring break which is also seen in the nighttime hours. These totals receded in the end of April when the weather cooperated.

The April snow storm brought an unusual runway configuration. The 159 arrivals to Runway 4 were more than the total combined arrivals on that runway for the past seven years (133). The 575 departures from Runway 4 add to the 2018 total which is up to 748 as of the end of April. This amount is more than any full year at MSP since the parallel runways were closed in 2007 and 2009 for construction. 54% of arrivals used 30L/30R or 35 and 45% used 12L or 12R. 47% of all departures used Runways 30L/30R while nearly 51% used 12L/12R or 17. This dichotomy is made possible through the use of Mixed Flows.

The Mixed Flow configuration splits for March and April were 37/44/10; Mixed Flow saw higher activity than the same months of 2017. The use of Mixed Flows YTD are 14.5%. Last year the hours spent in a Mixed Flow was only 7¼ % at this point. Mixed B also saw some use in March and April as 5 of the 129 hours in Mixed Flows was Mixed B. The higher use of Mixed Flows does not equally reduce the use of North and South flows exclusively, both have fallen from last year. North flows have dropped 6% while South flows have dropped 2.5%.

Fleet mix: the split of carrier jets for March and April was 42/55/3 between RJs, narrowbody aircraft and widebody aircraft. The CRJ-200 was once again the most used aircraft type at MSP for the previous 2 months, however the CRJ9 was slightly higher in March. 23% of MSP operation was in a B737-700 or newer model 737. As detailed in March, Delta has removed the MD-80 from their MSP schedule. In April, American also temporarily stopped scheduling MD-80s at MSP; for the month, there were only 22 operations of that aircraft type. In July of 2017, FedEx began using a DC-10 more frequently than the MD-11; in April 2018 that began to revert back to the MD-11. Additionally, in April a FedEx feeder aircraft was changed from a Falcon-20 to a CRJ-200; while bigger, the CRJ is quieter than the Falcon aircraft it is replacing.

Noise complaints were filed from 228 locations in March and 268 locations in April. In 2017 those numbers were 331 and 407. Those locations filed 10,799 complaints in March and 8,607 complaints in April. These numbers show over a 2,400 or 18% complaint reduction from 2017 for March and 5,300 reduction in complaints, 38%, in April. Year to date complaints are down by over 15,000 total or 33% from 2017.

In March 2018 there were 145 unique areas that filed a complaint. 93% of those areas had between 1 and 3 locations submit a complaint. As previously stated, there were fewer complaints and complaint locations in March, as such, there were no unique areas with more than 10 locations filing a complaint.

In April, 1 out of the 160 areas had more than 10 locations. In April this area in Minneapolis filed 60 complaints from 12 locations. The same area had 185 complaints from 4 locations the previous month but 93% of all areas had 1-3 locations included. 13 locations filed more than 300 complaints or roughly 5 per day. On the opposite end, 97 locations or 50% filed less than 8 complaints or roughly 1 per week.

On to sound monitoring, aircraft events occurred for 425 hours in March and roughly 381 hours in April. This is a 19% reduction in the time above 65 attributable to aircraft for March and April compared to 2017 and a 22% reduction YTD. The 86,128 events for March and 76,429 events in April are fewer events than the same months in 2017. The total events fell by 14% in both March and April and the total is down 17% for the YTD through the end of April. In the first 4 months of 2017 the average event lasted 18 and ½ seconds and for the first 4 months of 2018 the average event lasted 17 ¼ seconds. While this isn't a seismic shift, it is a positive data point; the first 4 months have had less events overall and they have been slightly shorter in duration.

Regarding noise abatement: R17 procedure was consistent at 99.2% in March and 99.6% in April; a total of 59 jets turned westbound early. The corridor procedure was used only 89.6% in March and dropped again to 87.4% of the time in April. The seasonal northeast winds have a tendency to push aircraft south of the corridor and that is evidenced by the breakdowns. For the previous 2 months, only 72 jets were north of the corridor while 653 were south. Crossing Procedure was used during the day 32% of the time in March and 37% in April. The procedure was used only 29% of the time at night in March and 32% of the time in April.

The use of High priority runways in March receded from all-time highs in January and ended at 53% for both March and April, although accomplishing it with a switch in the flows.

Before opening for questions, **Juffer** addressed a question posed by Representative Lowman, Bloomington, at March's NOC meeting related to climate change and the impact of weather and wind at the airport. Juffer asked the airport planner and there is analysis done on the coverage needed for runways as it relates to weather. There was also a presentation given at a NOC meeting in January 2015 on the topic. **Juffer** recounted a portion of that presentation that a state climatologist stated that they couldn't imagine a scenario where the general circulation pattern would be so disruptive that the seasonal wind direction would change. The climatologist then stated that if that occurred, we would be facing a much bigger issue than airport noise abatement.

3. NOC Bylaw Subcommittee Recommendations

Dana Nelson, Technical Advisor, began by restating the establishment of the NOC Bylaw Review Subcommittee as a response to an MSP FairSkies request. The following NOC Members volunteered to participate: Alex Mason, Endeavor Air, Dwayne Lowman, Council Member – City of Bloomington, Capt. Gordy Goss, Delta Air Lines – Chief Pilot, and Loren Olson, City of Minneapolis. The group met twice since January and established an objective:

“Evaluate the committee meeting structure of the NOC Bylaws, identify opportunities for improved citizen input during meetings, and develop recommended changes for consideration by the full NOC”. The group then focused on Article VIII, *Committee Meetings*, of the NOC Bylaws, and focused on subsection 4, 5, and 6. These subsections revolved around NOC meeting times and locations, items added to future agendas, and the public comment period at NOC meetings. The subcommittee made suggestions to each of the items and the redline edits were included in the full packet distributed to the NOC Members. The committee will deliberate and action will be taken on the edits at the July 18, 2018 NOC Meeting (*details on specific changes may be found on the MAC Noise website, under the 2018 NOC Meetings Presentation section*).

Chair Diane Miller, Eagan, asked if there were questions or comments by subsection. **Representative Sloan, Mendota Heights**, commented that in the past, some meetings were held in different cities, and asked if attendance changed as a result of that. **Nelson** responded that there didn't seem to be an increase in attendance when the meetings were held at a location other than the MAC General Office. **Miller** commented that it would be a helpful recommendation to allow the Chair the discretion to call on public speakers even if they hadn't signed up via the speaker card. **Co-Chair Hart, Delta**, agreed with this recommendation. **Representative Dmytrenko, Richfield**, asked for clarification behind allotting 20 minutes to the public comment period instead of the previous 15 minutes. **Representative Goss, Delta**, commented that the time increase was thought to allot for questions during the public comment period as well as if the Chair used their discretion and allowed for a speaker to use more than the allotted 3 minute/speaker time. **Representative Barette, MBAA**, asked if it was possible to allow public speakers to guess time needed for their topic during the public comment period and add that to their comment card, thus allotting the time in the agenda. **Representative Lowman, Bloomington**, commented that thus far that hasn't been an issue but mentioned it would be helpful for the Chair to use their discretion on extending the Public Comment period on a case by case basis. **Goss** responded that the Subcommittee thought that if a community member had a topic to discuss at such length, that they would open up an agenda item versus leaving that item in the Public Comment period.

4. Evaluate Mendota Heights Airport Relations Commission Runway 12L Departure Proposal

Dana Nelson, Technical Advisor, stated that at the end of 2017 she had a meeting with Scott and Gina Norling, Gina sits on the Mendota Heights Airport Relations Commission. They brought a proposal related to 12L departures and keeping departures towards the middle of the corridor for longer to prevent overflights of residential areas. The Mendota Heights Corridor has been in place since the mid-1980's and **Nelson** suggested the Norlings put together a proposal and bring it before the NOC for consideration. **Nelson** was communicating with the FAA and **Sean Fortier, FAA**, is in attendance to discuss the proposal.

Nelson showed a graph, illustrating the corridor and that it's a 90 degree heading on 12L and a straight out heading on 12R. The corridor is 3miles from departure end of both runways. This information is reported every month in the monthly reports. There is about 90% compliance in the corridor each month, there is also a crossing of the corridor procedure and that procedure is to keep operations at the center of the corridor.

Nelson went into the history of the corridor and that the corridor procedures were defined and implemented in 1974 and the existing procedures were then established in the mid-1980's. In the 90's the MAC made two proposals for altering Corridor operations and that was evaluated in the Part 150 Update. Nelson displayed a graph illustrating the 12L Operational Trends from 2001-2017 and then compared them to trends on 12R and 17.

Sean Fortier, FAA, introduced himself said he oversees management of all facilities in the northern Midwest region. He reiterated Nelson's comments and stated that he and his team have been reviewing the proposal. He also stated that while efficiency is always a factor in procedures, safety is the number one priority. During periods of high demand, the split controller operation is necessary, therefore multiple runways are used at one time. This is necessary to maintain runway flows because you have different controllers working each runway set. In order to maintain proper safety between departing aircraft, there will be a minimum of a 15 degree separation but often a 20 degree separation will be implemented for added safety. Meteorological changes need to be considered and when an aircraft takes off, the wind may shift or not mimic the same wind pattern on the ground. The additional heading degrees, allow for this shift.

Looking at the proposal sent to the NOC and thus FAA, if the changes were to be made, it would reduce the available headings from three to one. This heading reduction leads to a reduction in capacity and moving aircraft off the runway in the most expeditious means possible. This reduction will impact runway 17 as the heading reduction on 12L will reduce the heading on 17 and thus reducing capacity there as well. This will then lead to longer taxi times for customers and ultimately the shift in capacity will result in moving aircraft noise from one community to another, an act the FAA does not support. **Representative Sloan, Mendota Heights**, stated that the point of the proposal was to extend the point out another 6/10th of a mile before the planes turned north. It would only be extending the corridor further out from the airport. The suggestion wasn't to eliminate a departure path but that a later turn will give people noise relief. **Fortier** responded that because it would be a committed turn point further out, that would become a committed heading which would thus reduce capacity because the controller would be required to maintain those points. **Co-Chair Hart, Delta**, expanded on Fortier's explanation that three headings are assigned off a runway-an immediate turn to that particular heading. This proposal suggests that departures stay on one particular heading for 6/10 of a mile further and that reduces capacity because you can't depart another aircraft until the prior one has reached its heading and thus turned. **Representative Olson, Minneapolis**, asked if there was an FAA restriction that required an aircraft assigned to a heading to maintain that heading and not be redirected. **Fortier** responded that a redirection can be applied but at a later point. This requires further controller action to be taken to ensure adequate spacing before the subsequent aircraft departs. This action also causes a delay. **Nelson** interjected and said that ATC is going to either ensure 3 miles of separation, nose to tail, or they're going to require 15 degrees of divergence. The proposal would eliminate the 15 degree divergence option and require every aircraft to have a 3 mile separation, nose to tail. **Sloan** stated that regardless of if this proposal is accepted, that a few meetings ago when Fair Skies was presenting that they wanted more community impact on the NOC and that this is a great example of such an impact. The Norlings are residents of Mendota Heights, they put together this proposal and brought it to the City Council and then were able to bring it before the NOC and the FAA. Regardless of outcome, this is a good example of community involvement with the NOC. **Olson** said she understands the proposed corridor change impacts the speed at which aircraft are departing and then asked if MSP is always at such a capacity that ATC needs to always be considering expeditious departures. **Fortier** said that there are times when ATC implements the crossing the corridor procedure and that meets the same need as the one in the proposal.

5. Review and Discuss Runway Use System Priorities

Dana Nelson, Technical Advisor, the current runway Use System (RUS) was preceded by the Preferential Runway System (PRS). PRS was established in the 1980's and officially approved in 1990, it established the priority for arrival and departure runways. Nelson presented a graph to illustrate the four priority runways and their percentage of operations that utilized each priority during all hours of the day and then during nighttime hours.

2017 Departures:

- Priority 1, 12L/R 18.8% of operations during all hours in the day and 42.9% of operations during night time hours.
- Priority 2, 17, 31% of operations during all hours in the day and 6.3% of operations during night time hours.
- Priority 3, balanced 4/22, 0.1% of operations during all hours in the day and <0.1% of operations during night time hours.
- Priority 4, 30L/R, 50.1% of operations during all hours in the day and 50.7% of operations during night time hours.

2017 Arrivals:

- Priority 1, 30L/R 50.5% of operations during all hours in the day and 58.2% of operations during night time hours.
- Priority 2, 35, 6.4% of operations during all hours in the day and 3.3% of operations during night time hours.
- Priority 3, balanced 4/22, 0.1% of operations during all hours in the day and 0.1% of operations during night time hours.
- Priority 4, 12L/R, 43.0% of operations during all hours in the day and 38.4% of operations during night time hours.

Nelson added that the MAC Noise website provides tools and reports that illustrate RUS and how the system works in different flows. Each month, each runway's arrivals and departures are broken down and analyzed. **Nelson** reiterated that the FAA uses the RUS as a guide when traffic and wind allow. Air traffic demand is a significant consideration for air traffic control, and thus there are traffic demand periods per 15 minute segments. When there are less than 3 operations in a 15 minute period, that is considered a low demand period. During a low demand time segment, there is more opportunity to follow the RUS. A medium demand period is when there are 3.5-15 operations in a 15 minute segment and a high demand period is when there are more than 15 operations in that time segment. As the demand increases per 15 minute time segment, RUS opportunities decrease.

Based on the average operations per hour, thus far in 2017, midnight-4am are low demand hours, high demand periods are at 7am, 9am-11am, 1pm-4pm, 6pm, and 8pm. The other hours of the day are in a medium demand time period.

Chair Miller, Eagan, commented that a communication challenge is in talking about flow by grouping usage of 12L/R and 17 together and then grouping usage of 30L/R and 35 together. The challenge lies in that priority is so rarely being used that when mashing the runway use together, the full story is not being told. **Miller** asked FAA if 17 use will continue to decline and use levels will return to pre-CRO levels. **Sean Fortier, FAA**, commented that the FAA is always striving for increases in efficiency and the most efficient would be the combination 30L/R and 35 grouping that resembled that prior to CRO. **Nelson** reminded the NOC that an update on CRO and its process is part of the 2017 work plan. Updates on FAA tools, tests, and timelines will be presented to the NOC as part of that item, as well as expectations for its

impact on runway use. **Representative Olson, Minneapolis**, commented that it seems going back to pre-CRO means returning to a heavier runway use north of the airport. **Olson** then reminded the group that pre-CRO, there were more noise complaints coming from Minneapolis because the north flow was favored. She also stated that CRO has helped to achieve greater balance and the current noise complaint data supports the balance in runway use and thus noise. **Olson** then requested to be able to see runway use by operation percentage each month, expecting that it will provide more clarity on the regular use statistics of each runway.

6. Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods

Dana Nelson, Technical Advisor, stated that in May 2015, FAA announced it would start to update the dose-response relationship between noise exposure and the percentage of people who are highly annoyed. This is part of a larger effort by the FAA which includes: studying the relationship between noise and sleep disturbance, cardiovascular health, and children's cognitive learning. The FAA indicated the survey results are planned to be released in Q2 2018, however they are still undergoing inter-agency review (DOD and HUD). The results will be released in the form of a report, covering the purpose of the study, the scientific approach and the survey results. The FAA stated that the results will be released on their website and announced through the federal register to begin the process of taking stakeholder feedback. The release of the results will not include any discussion on implications to changing policy.

Nelson communicated details about the survey that FAA had shared, including that the survey was 12 questions long and was called the "Neighborhood Environmental Survey". This survey was sent to residents around 20 undisclosed airports throughout 2016 and early 2017. Airports selected were done so based on annual jet operations, number of households in the 65 DNL, and number of households in the 60-65 DNL; this included 95 airports. The final 20 airports were determined using Balanced Sampling, some of those factors include: geographic balance, number of operations, percentage of nighttime operations, and population in the vicinity of the airport.

The FAA's response goal was to have 500 resident responses per airport, totaling to 10,000 respondents. Residents were selected by running noise contours in 5 dB bands from DNL 50-70 using flight data for the 20 airports. The FAA plans to use the Federal Register to publish a link to an FAA website to view the detailed noise annoyance survey report. The FAA has also built a new section of its website with information on: fundamentals of noise and sound, community response to noise, and history of noise.

https://www.faa.gov/regulations_policies/policy_guidance/noise/history/.

Representative Link, Inver Grove Heights, asked if the survey looks at the perception of noise as well as the scientific analysis of noise. **Nelson** responded that the survey is identifying respondents based on their aircraft noise level and then evaluating their annoyance level to aircraft noise. The annoyance level is what they will use to plot the dose response curve. **Link** followed up by asking if the report will include scientific analysis on relationship between noise and sleep disturbance, cardiovascular health, and children's cognitive learning. **Nelson** responded that this report will only include the residents' perception of noise and the other studies are ongoing, either funded by FAA or cooperative research, and will all be included when a broader policy conversation occurs. **Representative Dmytrenko, Richfield**, asked what the timeline is for receiving the full report and related information. **Nelson** responded that the FAA said they will not wait for the other studies to be completed before starting policy discussions.

Nelson also said she doesn't think that it will be years before the results of this particular study come out nor will it be years before a policy discussion starts; seems likely the former may even occur sometime in 2018. **Representative Olson, Minneapolis**, mentioned that Congress is working on the next update to the FAA bill and the House version includes the provisions that would require this study be reported on in the next year. **Representative Goss, Delta**, asked if the intent is to keep the 20 airports anonymous. **Nelson** responded that the FAA initially stated the airports would stay anonymous but that she's not sure if their position on that has changed throughout this process. **Goss** asked if the questions themselves would stay anonymous and **Nelson** responded that the questions will be included in the report as well as a deeper analysis on responses and even question location within the survey. **Representative Martin, Bloomington**, asked how the determination was made to have the survey distributed to residents in the 60-65 DNL and how many surveys of this nature have occurred in the past. **Nelson** responded that the threshold dates back to the early 1970's, the Act was passed by Congress to establish a national threshold. Later there was an exercise done to establish a similar survey but it was on all transportation noise and did not define a time period. This process developed the Schultz Curve and it was determined that majority of the population is highly annoyed at the 65 DNL.

7. Review of the Spring Listening Session

Brad Juffer, Assistant Technical Advisor, reviewed the April 25th Spring Listening Session. Five residents attended the meeting and are from Minneapolis, Apple Valley, and Eagan. The meeting was also attended by representatives from FAA, MAC Commission, and City of Minneapolis. The conversation focused on the percentage of MD-80 and MD-90 aircraft, MSP nighttime and early morning cargo operations, overall trends, RNAV, and the MAC Residential Noise Mitigation Program.

8. Public Comment Period

Chair Miller, Eagan, mentioned that two people requested to speak, **Scott Norling** from Mendota Heights and **Connie Carrino** from MSP FairSkies. Miller moved to allow them both to speak and the motion was seconded by **Co-Chair Hart, Delta**.

Scott Norling, Mendota Heights, thanked the group for considering the proposal and encouraged them all to look at the Q&A slides in the packet. **Norling** stated that he is a resident affected by aircraft noise and also works for Leidos in Eagan, formally of Lockheed Martin, where they work on air traffic control modernization programs. **Norling** stated that some of his neighborhoods experience 80-90 dB noise events and that's because the aircraft are only 1200-1300 feet over the neighborhoods in that area of Mendota Heights. Using his own observations as well as the flight tracker tool, **Norling** stated that he has noticed patterns and has a few questions related to those observed patterns. Why during high demand periods are there departures every minute and on the same track? **Norling** observed that it took about one minute for the aircraft to achieve the 3 mile separation standard. During non-high demand periods, the same track appears to be used and concentrated over the same neighborhoods. **Norling** had a few specific examples to present if anyone had questions. The 12L proposal that he created is a higher usage of an existing track, it is not a new track. **Norling** agrees that diverging of flights is important but stated that since Runway 12L is used double to triple as often he was hoping that a larger bulk of the traffic could be moved slightly south; slightly meaning a couple thousand feet laterally in distance. **Norling** stated that during lower demand times, this delayed divergence would be easier to utilize, since it only takes one minute for the 3 mile separation standard to be achieved. **Norling** referenced the last NOC minutes where Co-Chair Hart, Delta,

mentioned he would like to see runway use and operational tactics to reduce noise; he stated that his proposal does just that. **Norling** referenced the January 2018 NOC minutes where Chad Leque, MAC, stated that his team is always looking for ways to reduce the noise contour and that his proposed tactic does just that. **Norling** quoted parts of the description of the Eagan/Mendota Heights Corridor and said he would like to see some flexibility exercised, thinks that turning aircraft further south will reduce the areas of sensitive land use areas impacted, and that implementation of this procedure will help achieve the NOC's noise reduction goal.

Connie Carrino, MSP FairSkies, asked to clarify that out of all requests made by MSP FairSkies, over the years, to the NOC, the only one considered and acted on is the most recent, to change the public comment period and to make meetings more approachable. **Carrino** mentioned that she lives in Edina and her city is represented by an at-large member. She continued that concerns in her city are not the same as those of the other cities represented by the same at-large member and thus makes outreach a challenge. **Carrino** applauded the Mendota Heights residents and the support from their representative. As such, it would make more sense to align cities from similar areas, for example, having a representative for Saint Louis Park and Edina, specifically. A number of MSP FairSkies members are residents of Minneapolis, and would like the option of having the Minneapolis representation expanded to other cities of impact, like Edina. **Carrino** asked if the entire packet for the meeting is available to the public or if the meeting presentations are all that is available. **Dana Nelson, Technical Advisor**, stated that she will pass that packet on to Connie Carrino. **Carrino** asked if the NOC has ever considered offering an audio recording or video recording of the meeting. Providing either to the public will assist in making the meetings more approachable and will assist in navigating the technical content.

Representative Olson, Minneapolis, said the topic of video recording the meetings has come up and that she wants the group to explore that option. **Amie Kolesar, NOC Secretary**, stated that audio recordings of each meeting are made and the recording is retained for a year from the date it was made. Olson suggested making the audio recordings easier to access by the public. **Representative Goss, Delta**, mentioned that the sub-committee brought up the possibility of video recording the meetings and while majority of the sub-committee members are in favor of a recording, it's less of a by-law issue and more of an available technology restraint. **Nelson** said that if that becomes a request from the NOC that she will assist in its navigation through MAC's internal resources. **Miller** asked where the MAC Commission meetings were live streamed. **Nelson** responded www.metroairports.org, and that she would send the direct link to the members.

9. Announcements

Dana Nelson, Technical Advisor, informed the group that the MAC hired a new VP of Strategy and Stakeholder Engagement, Naomi Pesky.

Summer Listening Session is on Tuesday, July 17, 2018 at the Richfield City Hall.

The next NOC Meeting on July 18th, 2018 at the MAC General Office.

Representative Goss, Delta, announced that while NOC will be contacting MSP FairSkies when action is taken on their items, that other organized groups that express aircraft noise concern should be notified as well.

10. Adjourn

A motion to adjourn was requested by **Chair Hart, Delta**, moved by **Representative Olson, Minneapolis**, and seconded by **Co-Chair Miller, Eagan**.

The meeting adjourned at 3:31 p.m.

The next meeting of the NOC is scheduled for Wednesday, 18th July, 2018

Respectfully Submitted,
Amie Kolesar, Recording Secretary