



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, May 20, 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, May 20, 2020, by teleconference only. Co-Chair Hart called the meeting to order at 1:30 p.m. The following were on the teleconference:

- Representatives:** M. Brindle; P. Dmytrenko; C. Jacobson; P. Martin; D. Miller; L. Olson; R. Barette; P. Borgstrom; C. Finlayson; J. Hart; C. Koppen; J. Malin
- Staff:** B. Anderson; J. Felger; P. Hogan, B. Juffer; K. Martin; D. Nelson; N. Pesky; M. Ross; K. Verdeja
- Others:** Y. Bizen – MAC Commissioner, District H; R. Bassler – FAA; R. MacPherson – FAA; D. O`Leary – Mayor Sunfish Lake; L. Petschel – Mendota Heights; H. Rand – Inver Grove Heights; L. Moore – City of Bloomington; T. Gladhill – Eagan and other members of the public

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

Community Representatives: M. Brindle; P. Dmytrenko; C. Jacobson; P. Martin; D. Miller; L. Olson
Industry Representatives: R. Barette; P. Borgstrom; C. Finlayson; J. Hart; C. Koppen; J. Malin

1. Consent

1.1. Review and Approval of January 29, 2020 Meeting Minutes

1.2. Reports

1.2.1. January and February 2020 Operations Reports

1.2.2. March and April 2020 Operations Report

1.2.3. MSP Complaint Data Assessment

Member Olson, City of Minneapolis wanted to acknowledge that the City of Minneapolis continues to make up a vast majority of the complaints, the NOC is rightfully assessing concerns in other communities, but Minneapolis residents still make up most of the people concerned with noise. Member Olson also asked if a break down could be given by time of day, she noted that narrower bands of time would be helpful.

Member Dmytrenko moved and Member Finlayson seconded approval of the Consent Agenda items listed above.

The motion passed on the following roll call vote:

**Ayes: Twelve Barette, Borgstrom, Brindle, Dmytrenko, Finlayson, Jacobson,
Koppen, Malin, Martin, Co-Chair Miller, Olson, and Chair Hart**

Nays: None

Abstain: None

2. Public Comment Period

Co-Chair Hart, Delta Air Lines, introduced the public comment period and gave the group guidelines for participating.

Mike Maguire, Mayor, City of Eagan, thanked the committee for the time spent addressing the City of Eagan's original nine requests, noting appreciation of the partnerships with the FAA and the MAC. Noted that Co-Chair Miller would read a formal letter from the City into the record.

The City of Eagan is seeking noise relief in a thoughtful way and want to continue to be a good neighbor. Eagan's request sought to find a better way to find noise compatible lands. The request also sought to adhere to the runway use system, which has long been the guiding policy document of the airport and the NOC. The Eagan/Mendota Heights Corridor was purposefully zoned for commercial and industrial uses. Many homes also have been mitigated for noise by the MAC. The Corridor is the best noise mitigation options at this airport. For this reason, the runway use system calls out 12L and 12R for the first priority for departing aircraft.

Mayor Maguire also stated that the second request the committee will discuss today attempted to use the river departure procedure. Unfortunately, the data showed adverse DNL noise impacts to those residents living along the Minnesota river. This demonstrates the difficulty to balance the burden of noise in and around our communities.

Mayor Maguire asked the MAC to continue to explore how to better use the river valley to reduce the impact to residents of airport noise and do what is in the best interest of the region and support sound policy. He asked that the NOC please support the city's first request in adherence to the runway use system.

Ted Gladhill, Eagan resident, stated that COVID-19 has brought a heightened state of awareness. With current operations running at a fraction of previous levels, there is no better time than now to try the requested changes. There is no rational excuse for using Runway 17 for planes flying to the east.

Mr. Gladhill asked the NOC to please continue to support the City of Eagan's letter and the options regarding the use of Runway 17.

3. Business

3.1. City of Eagan Request to Federal Aviation Administration (FAA)

Brad Juffer, Technical Advisor, reviewed that in August 2019 the Eagan City Council sent a letter to the NOC requesting endorsement of the recommendations crafted by the Eagan Airport Relations Commission to modify specific procedures to reduce the number of departures from MSP that fly over residential portions of Eagan. In November 2019 the NOC forwarded four proposals to the MAC Planning, Development and Environment Committee (PD&E) for review. The MAC Commission approved the NOC recommendations and forwarded the proposals to the FAA in December 2019. The FAA completed a high-level feasibility review in February 2020.

Juffer gave an overview of the FAA Departure Procedure Adjustment Process. He then presented the FAA's response to the four requests from the City of Eagan:

Request 1: The original request from the Eagan City Council asked for departures from MSP Runway 17 with an initial fix of COULT or ZMBRO be directed instead to Runway 12R. When the NOC evaluated this proposal, two changes were made. First the NOC added Runway 12L to the request to give the FAA more latitude to accommodate the request. Additionally, the NOC added language to the request to ensure that no unnecessary delay would be experienced by arrivals to the to the runways. The FAA responded to this requested by indicating that "During times with low arrival demand, MSP Tower finds it feasible and safe to move departures with an initial fix of COULT to Runway 12L." The FAA determined they could not accommodate ZMBRO departures as part of this request. Additionally, the response from the FAA was isolated only to Runway 12L and Runway 12R was not included.

Requests 2 and 3 asked for the FAA to vary the use of Runway 17 departure headings and Request 3 asked for the FAA to better fan aircraft by increasing the use of a 180-degree heading. In both cases, "The FAA has determined that there is no value in further consideration of this request since it raises safety and efficiency concerns. Runway 17 departure headings are currently varied to the maximum extent possible".

Request 4 asked the FAA to move Runway 12R and 12L westbound departures to Runway 17. "The FAA has determined that this request potentially has merit if limited to night-time operations. It should be noted that MSP Air Traffic Control does not direct aircraft to follow landmarks or geographical features. "

The FAA's response letter also specifically addressed the outreach expected during this process. Specifically, the letter stated, "...the Agency recommends the MAC collaborate with its resident air carriers and other commercial entities with a stake in the outcome." The MAC has kept airport users up to date on this process primarily during a routine monthly forum of airport users conducted by the FAA. MAC staff shared an update with users in May and as of today have not heard any feedback from airport users on the proposals.

The FAA also discussed the community outreach in the letter with the following, "...the FAA anticipates that the MAC will work with the NOC to make sure there will be broad community acceptance of the proposed changes since some of the changes may simply move noise from one community to another."

Juffer discussed Requests 1 and 4 in more detail. After review of flight data from 2018 and 2019, MAC Staff modeled a change in 9.2 daily departures being redirected from Runway 17 to Runway 12L. The modeled change indicated that there would be no areas off airport where the DNL would increase by more than 0.25 dB DNL. Areas in southern Minneapolis, eastern Richfield, eastern Bloomington and central Eagan would experience a decrease in the number above noise level as a result of this request. Conversely, different areas in southern Minneapolis, Mendota Heights, northern Eagan and western Inver Grove Heights show an increase. In both cases, the change dissipated as you get further away from the runway.

The FAA's response to Request 4 would direct departures with an initial fix of SCHEP or ORSKY from Runways 12L or 12R to Runway 17. **Juffer** noted that the FAA's response indicated that this would be a night-time change, as westbound departures using the parallel runways to the south during the day typically only do so for operational reasons. Additionally, the FAA's response indicated that MSP Air Traffic Control does not direct aircraft to follow landmarks or geographical features. After review of flight data from 2018 and 2019, MAC Staff modeled a change of 3.1 average daily departures moving from the parallel runways to Runway 17. Areas of eastern Richfield, southern Bloomington and northern Burnsville saw a modeled change of up to 1.7 dB DNL increase and between a 1 to 3 event increase while areas in Mendota Heights, Eagan and Inver Grove showed modeled decrease in DNL up to 1.0 dB DNL and similar decreases in events above 65 dB.

Letters from neighboring cities were received by the NOC and are available attached to these minutes.

Co-Chair Miller, City of Eagan, read the letter sent by the City of Eagan to the NOC on May 20, 2020 into the minutes. Miller noted that the use of Runway 17 for operations with a COULT fix has put an undue burden on the residents of Eagan to have to formally make a request for a change to something that should never have happened in the first place. MSP should use the corridor and the crossing in the corridor procedure. **Member Brindle, At-Large**, read the letter from the City of Inver Grove Heights into the minutes. **Member Jacobson, City of Mendota Heights**, read the letter from the City of Mendota Heights into the minutes. **Mayor O'Leary, Sunfish Lake**, read the letter from the City of Sunfish Lake into the minutes.

Member Jacobson offered an amendment to the requested action, requesting that the MAC PD&E forward to the FAA a request to conduct a feasibility and safety assessment as amended by the NOC – Direct departures from Runway 17 with an initial departure fix of COULT to Runway 12R or Runway 12L unless the departure would impede or be impeded by arrival traffic to those runways and provided these departures would utilize the Crossing-in-the-Corridor noise abatement procedure.

Member Brindle and **Member Rand** (City of Inver Grove Heights) asked if the change would shift noise to fly over their more densely populated residential areas. **Member Dmytrenko** and **Co-Chair Hart** had clarifying questions regarding the RUS. **Juffer** clarified that use of either parallel runway is considered Priority 1, regardless if operations are balanced across either runway. This request as listed or as amended would be more consistent with the RUS as it would move more operations to parallel runways during periods of low demands.

Member Martin, City of Bloomington, voiced concerns about Request 4 to the committee as this request would move operations over the residential areas adjacent to the river valley during nighttime hours. **Member Brindle** commented that Request 4 may create more noise and what the next steps

should be in this Request. **Member Dmytrenko** also felt that Request 4 would cause more harm than benefit, including sideline noise as well as an increase in nighttime overflights.

Juffer stated that the NOC would need to determine whether to pursue the request and forward to the FAA. Based on the letter read by **Co-Chair Miller, the City of Eagan** understood that this may not have had the intended impact they had hoped for, thus the City of Eagan requested to withdraw Request 4.

Request 1 to the FAA has been amended as follows:

Member Jacobson moved and Member Dmytrenko seconded to:

1. **Recommend that the MAC Planning, Development & Environment Committee (PD&E) forward the proposal for the Federal Aviation Administration (FAA) to conduct an appropriate feasibility and safety assessment of Request #1, as refined by the Noise Oversight Committee (NOC), which states: Direct departures from Runway 17 with an initial departure to fix of COULT to Runway 12R and Runway 12L unless the departure would impede or be impeded by arrival traffic to those runways and provided these departures would utilize the Crossing-in-the-Corridor noise abatement procedure; and**
2. **Recommend that the MAC Communicate to the FAA the desire for the FAA's findings to be provided in writing and contain rationale for their decision, how these changes will be put into practice and when and how the Crossing-in-the-Corridor procedure would be applied. The motion passed on the following roll call vote:**

Ayes: Twelve **Barette, Borgstom, Brindle, Dmytrenko, Finlayson, Jacobson, Koppen, Malin, Martin, Co-Chair Miller, Olson, and Chair Hart**

Nays: None

Abstain: None

4. Information

4.1. 2019 Annual Noise Contour Report and residential Noise Mitigation Program Eligibility

Brad Juffer, Technical Advisor, reviewed the background of the Consent Decree. In February 2020, the MAC published the 13th Annual Noise Contour Report. One of the purposes of producing the annual contour is to determine which homes may meet the requirements to be eligible for sound insulation as prescribed by the Amended Consent Decree. The Annual Contour Report also compares the 2019 contour against both the 2007 forecast contour as well as the 2018 actual contour.

Juffer reviewed the 2019 MSP contour and compared it to the 2018 contour and the 2007 forecast contour. Following review of the contours, the residential mitigation parcel eligibility was reviewed. After comparing the contour reports from 2019 to 2018, there are no areas in Minneapolis that have 1, 2 or 3 years of eligibility after the 2019 contour. There is one block in Dakota County that will receive the partial package treatment in 2021.

The MAC will contact eligible homeowners. At this time, there is nothing for the homeowners to do to initiate the 2021 mitigation process. Materials regarding the Residential Noise Mitigation Program are available at: <http://www.macnoise.com/noise-mitigation-program>.

4.2. Converging Runway Operations Update

Rebecca MacPherson, Great Lakes Regional Administrator, FAA, provided an update on Converging Runway Operations (CRO). FAA was unable to conduct the public outreach as intended this spring for the Categorical Exclusion (CATEX) for CRO procedures due to COVID-19. Given the circumstances, a temporary CATEX has been issued through December 2020. The ability to gather large crowds while ensuring social distancing as well as the travel required by FAA staff makes an in person CRO CATEX workshop infeasible at this time. FAA intends to hold a virtual workshop in August to allow enough time to prepare materials and work with NOC members and to notice, engage and allow for meaningful comment. There will likely be a website to submit written comments. The CRO workshop in August will not be as comprehensive as the virtual workshops for the Florida Metroplex project given the size and scope of that project, however, those meetings are a good example of the type of meaningful engagement that can be conducted in a virtual setting. Florida Metroplex meetings will start in Mid-June. More information is available on the FAA website. The setting allows for a better educational opportunity than in person workshops.

MacPherson briefly discussed the Eagan request item. She stated the amendment to Request 1 would have to revert it back to box three for a high-level safety and efficiency review. More extensive review would occur at a later time or part of the environmental review process. FAA will do their best to provide high-level review prior to the July NOC meeting, however current conditions may not allow that to be possible. The FAA has had to significantly change how they are using their personnel as a result of the pandemic. Specifically the FAA has undertaken a program to segregate crews so that there is no crossover so that in the event of a positive diagnosis, they can clean the towers and bring in new crews that have not been exposed. Segregated work schedules can often result in staff not being available at the same time which makes it very difficult to coordinate and may extend the amount of time it takes for review and other activities to be completed.

MacPherson also gave an update on the VOR-MON program related to MSP. VOR decommissioning at MSP has been significantly delayed as a result of COVID-19 by at least 10 months, from Sept 2022 to August 2023. It does give the FAA more time to plan the type of outreach discussed at the January NOC meeting. It also gives the FAA more time to look at the potential for the use of RNAV procedures to mitigate noise south of the airport. The pandemic has had an adverse impact on flight testing and other projects due to the safety of FAA staff. Delays related to moratorium (currently extended through June 12, 2020 and will likely be extended again) on FAA staff travel.

Co-Chair Hart shared his appreciation with Ms. McPherson on how the FAA is continuing to keep NAS open under unprecedented conditions – FAA has gone above and behind.

Co-Chair Miller requested a status on when the weblink will be provided to submit written comments on CRO. FAA indicated there is no timeline but will likely be around the time of the workshop.

4.3. MSP 2040 Long-Term Plan Stakeholder Engagement Update

Dana Nelson, Director, Stakeholder Engagement, gave an update on the Long-Term Plan for MSP. She gave a brief summary of the process that has taken place to date. Activity continues on finishing the airfield capacity study and the facility requirements analysis phases of the plan. Once these two phases are completed, MAC has decided to pause the long-term plan process. The decision was made to

allow MAC and its stakeholders to focus on recovery regarding COVID-19 and give time to better understand the lasting impacts the virus will have on the level of facility needs and alternatives.

The plans to pause the process have been shared with MetCouncil and the Stakeholder Advisory Panel as well as sent to our GovDelivery subscription list.

5. Announcements

Brad Juffer, Technical Advisor, presented a new NOC logo. The previous NOC logo had been with the committee since the NOC was formed. Special thanks to Abby Brownell in Stakeholder Engagement and Lisa Ruetten with the MAC Strategic Marketing team for creating an updated logo. The intent was for the logo to provide a sense of place and to connect the airport to our community to incorporate the balance that this group represents. One of the most iconic pieces of our airport is the roofline of Terminal 1. The new NOC logo includes that element of the roof. This feature continues from the street to the aircraft ramp and provides that visible connection between the community and the airport.

6. Adjourn

A motion to adjourn was requested by Chair Hart, moved by Member Olson, and seconded by Member Dmytrenko. The meeting adjourned at 3:32 pm.

The next meeting of the NOC is scheduled for **Wednesday, July 15, 2020 at 1:30 PM.**

Respectfully Submitted,
Kalae Verdeja, Recording Secretary