



ITEM 1



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 20th of July 2016 at 1:30pm

MAC General Offices Building –
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 July 2016, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Fitzhenry called the meeting to order at 1:33pm. The following were in attendance:

Representatives: P. Vick; K. Erazo; D. Miller; E. Petschel; P. Dmytrenko; J. Oleson; L. Olson; J. Hart; A. Moos; J. Bergman; G. Goss

Staff: D. Nelson; B. Juffer, L. Peilen; C. Leqve; A. Kolesar; G. Warren; N. Ralston; P. Mosites; B. Ryks; J. Welbes; W. Anderson; L. Wiff; J. Lewis;

Others: A. Swenson- City of Edina; A. Nemcek-Rosemount; G. Putnam-Mpls, J. Hardon-Mpls; L. Rudolph-Richfield; J. Awl-Bloomington; S. Devich-City of Richfield; D. Amundson-Mpls; C. Carrino-Edina; M. Regan-Gonzalez-Richfield; T. Link-Invergrove Heights; M. McNeill-Mendota Heights; B. Hoffman-St Louis Park; D. Coker- Bloomington; L.Grotz-Edina; E. Brant-Mpls; L. Brant-Mpls; K. Quinn-Mpls; K.Thorkelsay-Mpls

Chair Hart, Delta, brought the meeting to order and announced an agenda item addition of 7.5 on runway use trends.

1. Review and Approval of the 18 May 2016 Meeting Minutes

Chair Hart, Delta, requested a motion to approve the minutes from the May NOC meeting, **Representative Petschal, Mendota Heights**, made the motion with a second from **Representative Oleson, Bloomington**, and was passed unanimously.

2. Review of Monthly Operations Reports: May and June 2016

Brad Juffer, Assistant Technical Advisor, reported 11,063 noise complaints in May and 12,227 in June. 94% of complaints for those two months were through the website. May complaints rose 27% from May 2015 and June complaints were down 4.6% from June 2015. The June drop may be in part due to the launch of a new customer website. Use of the website was consistent with the previous website however there were lower daily totals in the days immediately after launch. As customers become more familiar with the new site, the numbers will rebound to seasonal expectations. The major goal of creating this website was to improve the quality and integrity of the data. In May there were 971 complaint locations and in June there were 723 locations although

complaint counts were similar. Factoring in less complaint locations and similar counts, the average complaints per location jumped from 11.4 in May to 16.9 in June

Aircraft operations followed general trends in May and June. There are slightly wider year over year totals for May and June 2015 vs May and June 2016 and year to date MSP traffic is up 1.9% over 2015.

May and June saw a 43/57% split between regional jets and mainline aircraft; this is only a tenths of a percent difference from the May and June 2015 number of 42/58%.

In passenger reporting, 2.91 million people flew through MSP in April 2016 and 3.06 million in May. On average, 95 people were on every airplane in April and that number rose to 97 in May.

In May and June combined, 66,790 operations occurred between 6AM and 10:30PM. The remaining 4,291 aircraft operated during MSP night time resulting in a 6.04% rate. During the same time period in 2015 there were 3,821 night time flights which resulted in 5.48%. The bulk of those operations occurred in June and were a result of weather delay.

Looking closer, in May there were 1,291 scheduled operations and 1,745 actual during MSP night time hours. The major deviation from scheduled to actual is in the 5AM hour, that component represents 120 more actual arrivals than were scheduled. In June MSP saw significant deviations between the 1,417 scheduled and the 2,291 actual operations. Storms on June 10 and 14 accounted for many of these disruptions and specifically during 10:30pm, 11pm and midnight.

Regarding noise abatement, 99.8% of jets in May and 99.6% of jets in June complied with the Runway 17 departure procedure. 36 total jets for those 2 months turned prior to the 2.5 turn point.

93.7% and 95.5% of all 12L/12R carrier jets remained in the corridor in May and June. 1.7% of the deviations were north of the corridor and 3.7% south of the corridor. In May and June of 2015 these numbers were 93.4% and 93.3%.

The crossing the corridor procedure was used 42% in May and only 48% in June during the night time hours. During the day time hours, that number dropped to 34% in both months.

According to the Runway Use System numbers, high priority runways were used 54.05% of the time in May and 52.83% in June. This change is almost entirely the result of the use of the Mixed A configuration. Mixed-A was used 12.43% of the hours in May and 10.14% of the hours in June. In December 2015 Mixed-A was used 11.4% of the hours and August 2015 was used 13.3% of the time and those are the 2 highest months for the use of high priority runways.

Regarding May arrivals: May had fairly balanced winds with slightly more South flow winds than North. The runway percentages show a similar balance. North and Mixed-A flows were used for 41.62% of hours while South flow saw 49.7% of the hours.

Regarding May departures: 12L, 30L and 30R saw usage between 17% and 22%, Runway 17 was used 35.5% of all departures as it was utilized in both south flows and Mixed-A configurations. 17 is not used extensively in the evening as departures switch to 12R in South flows.

Regarding June arrivals: the split between North and South flows were slightly closer as North/Mixed-A was used 42.6% of hours while South flows saw 48.9% of the hours. The use of Runway 35 was slightly higher in June.

Regarding June departures: There is a small shift in flow percentages which added units to Runway 30L and 30R and similar numbers were subtracted from 12L, 12R, and 17.

3. Guest Speaker: Brian Ryks, MAC Executive Director and CEO

Dana Nelson, Technical Advisor introduced the new MAC Executive Director and CEO, Brian Ryks. **Brian Ryks, MAC Executive Director and CEO**, thanked the NOC Committee for the opportunity to introduce himself and thanked them for their involvement in the Committee. Ryks replaced longtime CEO Jeff Hamiel in May 2016 and like Hamiel, started in the noise office at MAC. From there Ryks moved on to manage noise programs at both Stapleton and Denver Intl. airports in Colorado. Ryks continued by giving a brief history of where he is from as well as his years of work in airports across the country. Ryks stressed the importance of communication and collaboration and the fortunate circumstance MAC is in to have the NOC and to bring together key stakeholders. He thanked the Committee members for their dedication and said he is looking forward to working together in the years to come.

4. Review Residential Noise Mitigation Program Implementation Status

Dana Nelson, Technical Advisor, provided background information on the amendment of the consent decree 2013 and established a noise mitigation program based on actual noise contours that the noise office published. In order for a home to be eligible, it must be within the 60 DNL contour and in a higher noise impact area for three consecutive years. 2015 is the first time homes qualified for that criteria and MAC will begin the noise mitigation program in 2017. There are a total of 138 single family homes entering year one of eligibility for mitigation and 88 multi-family homes. These 226 homes will be the focus for the 2017 mitigation program.

Pat Mosites, Project Manager, was involved in the initial consent decree program and reviewed the initial packages that were offered and stated that in 2017 there will not be any homes eligible for the full mitigation package but there may be homes eligible in 2018 and 2019. The contract will be designed and open for bids by late 2016 and then awarded in January 2017. Mitigation milestones will be followed and letters confirming residential eligibility have been sent out. The first homeowner orientation meeting will be in February 2017 and there will be two meetings in order to reach the full eligible audience. Design visits will begin shortly after and the residents will be able to make mitigation design decisions based on their eligibility. **Representative Olson, Minneapolis**, thanked staff for their communication and collaboration with the residents and the city. **Olson** acknowledged that surveys had been sent out asking for information and wondered if those surveys are being returned and if there are questions attached to those survey responses. **Mosites** responded that as of the day of this meeting, out of 138 homes that have been contacted, there have been about 75 replies. Many questions that are received are from new home owners who would like information on what was done to the home prior to their purchase. Other noise related questions are then forwarded to the noise office where they can more accurately assist and answer those questions.

5. Update on Turboprop Departures over Mendota Heights

Dana Nelson, Technical Advisor, reminded the committee that at the previous meeting the noise office brought a study on turboprop operations over Mendota Heights. The information was related to early morning departures, north of highway 110. The corridor procedure is laid out but only applicable to carrier jet operations, so typically air traffic control turn the slow moving aircraft outside of the corridor to allow for faster moving aircraft departures. Based on NOC direction, the noise office collected data and brought forth a study and the DAA said they would look at options to alleviate some of the intrusive operations. **Elaine Buckner, FAA Air Traffic Manager**, said the first thing they looked at was if the FAA could keep the turboprop planes in the corridor for a longer period. Keeping in mind the FAA's three goals: safety, orderly, and expeditions. The result is that

a longer time in the corridor for turboprops is unsafe due to speed difference and therefore not plausible. However, the FAA is reviewing the possibility of earlier turns and there should be another update at the September 2016 NOC meeting. **Representative Petschal, Mendota Heights**, asked if what they're looking at will benefit every area affected by turboprops or if the results will only positively impact Mendota Heights. **Buckner** responded that everyone is in consideration while looking at possible changes to turboprops in the corridor. **Chair Hart, Delta**, asked how the two offices are working to better communicate this information to the public. **Nelson** stated that the week prior, the noise office provided the Mendota Heights Airport Relations Commission with this information and the FAA findings. Any updates will also be communicated to officials so they can spread the word to their communities appropriately.

6. NextGen Standard Terminal Arrival Routes (STARs) Amendment Update

Elaine Buckner, ATC Manager, presented a graphic that shows a north flow with three changes. Two changes are from 30L and one from 30R. The altitude in these changes is descending from 8,000ft. There are 303 operations on that particular route in a year. The next graphic shown is a transition from 30R to the west. The new line is blue on the graph shows that location and again the descent is at 8,000 ft. In a year there are about 63 aircraft that fly along this route. A question was asked regarding the course of origin and the next graphic depicts that. These changes do not increase or decrease flights but will result in a scheduling change for those flights. **Representative Oleson, Bloomington**, asked for clarification on the FAA point names and it was clarified that the names were FAA jargon to keep the routes clear and abbreviated. Another question that was asked of **Buckner** at the July NOC meeting was if there will be outreach to communicate the changes, her answer was yes. FAA is teaming up with the Noise Office at MAC to work on communication outreach to notify the public, with detail, of these changes. **Representative Miller, Eagan**, asked if as a resident experiencing flight between 8k-11k feet overhead, will a person be able to hear that aircraft. **Dana Nelson, Technical Advisor**, responded that typically at 11k feet usually the answer is no. However, if a resident can see the aircraft and not only hear it, they may experience the aircraft differently. These procedures were originally supported by NOC for the OPD and reducing carbon emissions. **Representative Olson, Minneapolis**, asked for clarification on why these changes are occurring. **Buckner** responded that when new procedures are put in place, there is a period of observation by pilots, air traffic control, and FAA. Part of that process is then to have participants come back together to give feedback. Last fall that meeting occurred and the conclusion was that adjustments needed to be made in order to make all arrivals and departures more seamlessly. **Olson** asked **Buckner** to clarify the definition of significant impact as it relates to the environmental screening.

7. Noise Program Community Engagement Assessment and Enhancement Plan

Dana Nelson, Technical Advisor, commented that the engagement plan is in full swing and presented the brochure handed out prior to the meeting that is part of the plan. **Nelson** went on to discuss the brochure's content as well as distribution plans. In tactic one of this plan, the Noise Office is teaming with Public Affairs and Marketing (PAM) to create five videos providing information about the noise office and noise topics. Tactic two, PAM brought on a new employee in charge of more of the writing aspect of public affairs. As such, it is the Noise Office's responsibility to build a relationship and make sure written public information given to this employee is clear and timely. Tactic three is soliciting feedback from the community to understand the effectiveness of the Noise Office's communication. The surveys to obtain this feedback began the week of July 11, 2016 and are conducted by an external consultant. The anticipated end is to be the end of July and the survey sample includes NOC Communities and At-Large Communities. The sample consists of 800 residents and the sample size selected is in relation to the community size. The communities are

then split into Tier 1 and Tier 2 categories so a more comparable sample may be pulled based on location in relation to the airport. The other part of this plan is to interview 18 stakeholders such as NOC representative, MAC Commissioners, staff members, elected officials and MSP FairSkies partners. These interviews will start around mid-July and will be completed by mid-August, 2016. The feedback received from these interviews and surveys will become part of the enhancement plan and that plan moving forward will be presented to the NOC in November 2016.

7.5 Runway Use Trends

Dana Nelson, Technical Advisor, added this item to bring to attention how the runway use numbers are coming along from March-June of 2012-2016. Runway 17 departures experienced an increase of almost 10% and up to 34% in 2016. Runway 30L had a departure percentage decrease of about 10% and 20% in 2016. There was quite a difference in the wind and the variation is notable as well. In 2016, a lot of the wind came from the SE which promotes configuration with departures off Runway 12L/12R, 17 and then arrivals on 12L/12R. There wasn't a lot of variation in night time departures but that information is still provided. All arrivals at MSP had some notable variations. The arrivals on Runway 35 dropped from 12% to 3% in 2016. 12R arrivals increased about 7% up to 30% in 2016. 12L decreased about 5% to 26% in 2016. The wind did support these changes. One thing to point out for night time arrivals is that the 12R arrival percentage increased 7% up to 33% in 2016.

Due to CRO Operations that began last fall, an external consultant, HNTB, evaluated the runway configuration decisions and assess changes. They were to then take those decisions and formulate them into potential runway use percentages that would be able to be used in the Long Term Comprehensive Plan (LTCP). There is also an assessment of arrival use on 12R/12L due to feedback at the last Public Input Meeting from communities NW of the airport. A scope is being developed and the office is working with residents to ensure specificity of change is evaluated.

Representative Dmytrenko, Richfield, commented that she's received complaints from her residents about noise and it seems to be related to CRO and early turns of aircraft. There was an analysis done and planes seem to be turning early and into un-mitigated areas based on operations reports from 2015-2016. **Nelson** responded that her office can pull the data and meet with Richfield residents and the FAA to discuss that information. Then collectively the discussion can focus on data as well as experience. **Representative Miller, Eagan**, commented that regardless of the reason for the changes that there should be communication to the residents explaining the change. There seems to be a lot of complaints during the shoulder hours, specifically 6-7am, and Miller is wondering if there have been changes made and if more planes are in the corridor because of this. **Representative Olson, Minneapolis**, asked what HNTB is looking for when assessing the CRO. **Nelson** responded that they're assessing specifically the change in configuration and if that's a result of CRO. They're also having conversations with the FAA to see if their decision making process has changed as well.

8. Public Comment Period

Representative Bergman, Apple Valley, made a motion to introduce Edina resident and MSP FairSkies member Connie Carrino. **Representative Petschal, Mendota Heights**, seconded the motion. **Carrino** thanked everyone for the opportunity to speak. The perspective she and her neighbors hold is that the planes seem to be flying lower and slower resulting in more pollution and noise in their neighborhood. After observing technical reports on the MAC Noise Website, it seems that in recent years, airlines have packed flights into fewer peak hours. She stated that research

and information was previously shared with the NOC. MSP FairSkies would like to make sure the information they share with residents is accurate and as a result, made a few requests. **Carrino** requested the last ten years of flight operations data compared by hour. MSP FairSkies would like this so they can make a report to compare total operations, by hour and over time. **Chair Hart, Delta**, asked Carrino to clarify if she is referring to arrivals or departures when discussing the planes being lower and slower. **Carrino** responded that departures seem to be lower and slower. However she heard at the Public Input Meeting in March 2016 that arrivals were seeming to have the impact. Majority of the lower and slower planes are departures and recently there have been some arrivals as well. **Dana Nelson, Technical Advisor**, requested of the NOC that they add an agenda item to provide MSP FairSkies with the information they requested. **Representative Petschal, Mendota Heights**, made the motion that once the noise office obtains this information, they share it with the NOC. The motion was passed unanimously. **Representative Dmytrenko, Richfield**, asked how time consuming this work is in reality as hourly information for ten years seems ominous. **Nelson** responded that because of the MACNOMS system it's fairly easy to dig into historical information regardless of variable.

9. Announcements

Chair Hart, Delta, stated that moments before the meeting that a press release occurred stating that Delta received permission to start flying from MSP to Haneda airport in Japan.

10. Adjourn

Co-Chair Fitzhenry made a motion to adjourn the meeting and it was seconded by **Representative Olson, Minneapolis** and passed unanimously.

The meeting adjourned at 3:11 p.m.

The next meeting of the NOC is scheduled for Wednesday, 21 September 2016.

Respectfully Submitted,
Amie Kolesar, Recording Secretary