



## Metropolitan Airports Commission (MAC)

Minneapolis-St. Paul International Airport (MSP)  
Noise Oversight Committee (NOC)  
MAC General Office Building  
Lindbergh Conference Room  
6040 28<sup>th</sup> Avenue South  
Minneapolis, MN 55450



### NOC Committee Members

Jeffrey Hart – Co-Chair (Delta Air Lines)  
Elizabeth Petschel – Co-Chair (Mendota Heights City Council)  
John Bergman, At-large Cities Representative (Apple Valley City Council)  
Angie Moos, Cargo Carrier Representative (United Parcel Service)  
Paulajeane Vick, At-large Airport User Representative (Delta Global Services)  
Karen Erazo, Charter/Scheduled Operator Representative (Sun Country Airlines)  
Cyndee Fields, City of Eagan Representative (Eagan City Council)  
Tom Fitzhenry, City of Richfield Representative (Richfield City Council)  
Doug Nelson, Minnesota Business Aviation Association Representative  
Dwayne Lowman, City of Bloomington Representative (Bloomington City Council)  
John Quincy, City of Minneapolis Representative (Minneapolis City Council)  
Gordon Goss, Chief Pilot Representative (Delta Air Lines)

### MEETING AGENDA

16 March 2016

1:30 pm

*(Jeffrey Hart, Delta Air Lines, will be the acting Chairperson for the meeting)*

**\*Note: 1:00 – Committee Agenda Review Session**  
(NOC members only in the Coleman Conference Room)

1. 1:30 – 1:35 Review and Approval of the January 20, 2016 Meeting Minutes
2. 1:35 – 1:45 Nomination and Election of NOC Co-Chair
3. 1:45 – 1:55 A Resolution Honoring Liz Petschel
4. 1:55 – 2:15 Review of Monthly Operations Reports: January and February, 2016
5. 2:15 – 2:30 MSP Converging Runway Operations: Elaine Buckner, FAA Air Traffic Manager
6. 2:30 – 2:40 MSP Draft 2035 Long-Term Comprehensive Plan (LTCP) Publication Update
7. 2:40 – 3:00 2015 MSP Annual Noise Contour Analysis
8. 3:00 – 3:20 FAA Reauthorization Bill Update
9. 3:20 – 3:30 Update on the FAA Stage 5 Noise Certification
10. 3:30 – 3:35 Review of January 27, 2016 Public Input Meeting
11. 3:30 Public Comment Period
12. Adjourn



## **MSP NOISE OVERSIGHT COMMITTEE DRAFT MEETING MINUTES**

Wednesday, January 20, 2016, 1:30 p.m.

MAC General Offices Building  
Lindbergh Conference Room

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### **Call to Order**

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held January 20, 2016, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Petschel called the meeting to order at 1:36 p.m. The following were in attendance:

**Representatives:** E. Petschel; J. Hart; A. Moos; K. Erazo, G. Goss; D. Lowman; D. Miller; L. Olson; T. Fitzhenry; A. Salmela; J. Bergman

**Staff:** D. Nelson; B. Juffer; L. Peilen; C. Leqve; G. Warren; M. Scovronski; J. Lewis; J. Felger

**Others:** E. Buckner, M. Olson, Federal Aviation Administration; J. Aul, J. Oleson, City of Bloomington; S. Nienhaus, City of Burnsville; B. Hoffman, City of St. Louis Park; P. Dmytrenko, S. Devich, City of Richfield; T. Link, City of Inver Grove Heights; M. Park, City of Sunfish Lake; M. McNeill, City of Mendota Heights; A. Swenson, City of Edina; T. Harris, DGS; R. Owen, Met Council; L. Grotz

### **1. Review and Approval of the November 18, 2015 Meeting Minutes**

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE HART TO APPROVE THE MINUTES OF THE NOVEMBER 18, 2015 MEETING. THE MOTION CARRIED BY UNANIMOUS VOTE.**

### **2. Review of Monthly Operations Reports: November and December 2015**

**Brad Juffer, Assistant Technical Advisor**, reported the number of complaints for MSP in November 2015 was 6,955 from 445 households and 5,913 complaints from 374 households in December 2015. Complaints in November 2015 were up 11% compared to 2014 and December complaints were up 13% compared to 2014.

**Juffer** reported the operations totals for November and December 2015 were 31,896 and 32,356. Total 2015 operations decreased by 6,000 operations or 1.5% when compared to 2014. Air Carrier Jet Operations for November and December were 29,371 and 29,828 and Nighttime

Operations were 1,632 and 1,840. Mr. Juffer also reviewed the Passenger Data for November noting over two million passengers flew on just over 16,000 flights which is a 16.7% gain from November 2014.

For November, there were 76 scheduled nighttime arrivals and 222 actual arrivals between 10:30 p.m. - 11:00 p.m., 388 scheduled and 430 actual arrivals during the 11:00 p.m. hour, and 177 scheduled and 285 actual arrivals during the 5:00 a.m. hour. There were 247 scheduled departures and 217 actual departures during the nighttime hours. For December, there were 114 scheduled arrivals with 205 actual arrivals during the 10:30 p.m. timeframe and 431 scheduled and 436 actual for the 11:00 p.m. hour.

**Juffer** reviewed the following noise abatement procedures at MSP: Runway 17 Departure Procedure, Eagan-Mendota Heights Departure Corridor Procedure, and the Runway Use System (RUS). In November and December, 99.8% of operations complied with the Runway 17 Departure Procedure. The Eagan-Mendota Heights Departure Corridor had a 95.3% compliance rate in November and a 92.4% compliance rate in December. The Crossing-in-the-Corridor procedure was used 55% in November and 43% in December during the night time hours and 32% in November and 30% in December during day time hours. Over 16,000 operations (51.55%) utilized the RUS High-Priority Runways in November and over 17,000 operations (54.23%) utilized the RUS High-Priority Runways in December.

**Representative Olson, Minneapolis**, asked if the number of complaints and complainants seem typical for this time of year. **Juffer** responded that it fits the trends of complaints overall. **Chair Petschel, Mendota Heights**, commented on the uncharacteristically warm fall and winter and the impact that may have on noise complaints. Normally, once fall arrives, the people to the south get a break on departures and people to the north get a break from arrivals. However, due to the weather pattern we've been locked in since September, this has not happened. She would like to see if there is some correlation between the two. **Representative Hart, Delta Air Lines**, asked if it would be beneficial to track the ratio of complaints to complainants and how that changes over time. **Chair Petschel** commented that the more data that can be collected regarding the type of complaints will be helpful in assessing changes and levels of dissatisfaction.

### **3. Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods**

**Dana Nelson, Technical Advisor**, reported that in May 2015, the FAA announced it would begin evaluating its methods for measuring aircraft noise. The results will be used to determine whether an update to FAA policies regarding the Day-Night Average Sound Level (DNL) metric is warranted, along with the parameters under which a home is eligible to receive federal funding for mitigation (65 decibel DNL).

This is a multi-year process which began in 2015 with a survey of public perceptions of aircraft noise. The survey will take place for a year's time in communities situated around 20 airports nationwide. The FAA is not disclosing the airport communities in which it will conduct the survey.

**Nelson** reported that the City of St. Louis Park, viewing this as an opportunity to address the FAA about noise impacts beyond the 65 decibel DNL noise level, passed a city resolution titled "Resolution Regarding Federal Aviation Administration Recognition of Aircraft Noise Impacts outside the Day-Night Average Sound Level (DNL) 65 Decibel Threshold".

**Representative Hoffman, St. Louis Park**, reviewed the resolution stating that the City believes that it needs to expand the awareness of people impacted by aircraft noise. The resolution asks the FAA to consider the true impacts to areas beyond the 65 decibel DNL area. The City will hand deliver the resolution to the FAA Headquarters in Washington, D.C.

**Commissioner Peilen, Metropolitan Airports Commission (MAC)**, thanked the City for reaching out to the MAC to cooperatively prepare the resolution. **Representative Park, Sunfish Lake**, stated that the City of Sunfish Lake is also preparing a similar resolution with the emphasis on departure noise fatigue.

#### 4. MSP Converging Runway Operations

**Elaine Buckner, MSP Air Traffic Manager**, provided an update on the status of the Converging Runway Operations (CRO) at MSP. **Buckner** reported that the FAA has determined that Runway 30R, in addition to Runway 30L, does not meet new converging runway separation requirements for Runway 35 aborted landings. The FAA will begin implementing procedures for Runway 30R similar to the procedures currently being used to separate arrivals on Runway 35 from departures on Runway 30L.

**Buckner**, also responded to a question from a previous meeting from **Representative Quincy, Minneapolis**, regarding the number of go arounds for Runway 35. She noted that within one mile of the approach end of Runway 35, unplanned go arounds rate is .02% per 1,000 operations. Since 2005, there have been 357,670 arrivals on 35 with 83 go arounds.

In response to a question from **Representative Olson, Minneapolis**, **Buckner** noted that the further out the aircraft is from the approach end of the runway, more options are available as to what to do with that aircraft. In response to a question from **Representative Goss, Chief Pilot**, **Buckner** stated that twice in the past five years additional mitigation has been implemented mainly due to winds.

#### 5. Wind and Aircraft Noise Complaint Trend Analysis

**Dana Nelson, Technical Advisor**, reviewed the trend analysis in wind and the relationship to aircraft noise complaints that is included in the 2016 NOC work plan. **Nelson** reviewed the analysis noting that winds in the summer are generally from the south and southeast with warmer temperatures, while autumn and winter trends favor winds from the north and northwest. The autumn and winter of 2015 produced higher than average temperatures and more south and southeast winds than previous years. As a result, south flow configurations lasted longer into the 3<sup>rd</sup> and 4<sup>th</sup> quarter and areas to the northwest experienced more arrival flights than previous years, while areas to the south and southeast saw an increase in departure traffic.

**Nelson** stated that although some areas did see more aircraft traffic, the overall number of operations at MSP are down from 2014 but nighttime operations have increased. The continuous use of south flow operations and increased nighttime flights have contributed to increased noise complaints.

**Nelson** presented a graphic showing the changes in noise complaints from 2014 to 2015 by zip code. It was noted that the large increase in the 55427 zip code area is mainly due to one person. **Nelson** stated that her team is trying to find a better way to report complaints to make it more valuable to the NOC and the public. **Representative Olson** requested that the same map be provided based on number of complainants.

**Chair Petschel** noted that other factors may be contributing to the increased noise complaints in the area north of Highway 110 such as increased operations to the east, north and west as a result of the deconfliction. **Representative Fitzhenry, Richfield**, noted the impact publicity can have on increased sensitivity to the noise. **Representative Lowman, Bloomington**, suggested looking at it from a seasonal perspective by including wind and weather information.

## 6. Airbus Aircraft Vortex Generators

**Dana Nelson, Technical Advisor**, reported that during approach, the Airbus A320 family of aircraft emit a high-pitched sound due to air flowing across vent openings under the wing. The high-pitched sound is perceived on the ground over 6 miles from the runway as the aircraft is approaching for landing, prior to land gear and flap extension. The 2016 NOC work plan includes an investigation into the noise reduction benefits of Vortex generators on Airbus A320 aircraft.

**Nelson** stated that the Vortex generator is a small piece of aluminum that is mounted upstream of air holes or vents on each wing and is reported to eliminate high pitched tones. All new Airbus aircraft delivered after 2014 will have these devices installed before delivery. Noise levels were recorded at six monitoring points near Frankfurt Airport and the Vortex generators provided 0.2 dB reduction up to 6 miles from the airport, 1.5 dB to 2.5 dB reduction from 6 to 9 miles from the airport and 3.0 dB up to 4.4 dB reduction over 9 miles from the airport.

**Nelson** reported that approximately 17% of the MSP arrivals in November 2015 consisted of Airbus A320 family aircraft and asked **Representative Goss, Chief Pilot**, to provide Delta's perspective regarding the benefits and drawbacks of the Vortex generators. **Representative Goss** explained how the Vortex generators work. Delta currently operates 126 A319s and A320s that are not modified. Over the next three years, Delta will take delivery of 45 A321s that will have the modification.

In response to a question, **Representative Goss** stated that the cost to replace the assembly is proprietary to Airbus.

## **7. Aviation Environmental Design Tool (AEDT) Update**

**Dana Nelson, Technical Advisor**, provided an update on the Aviation Environmental Design Tool (AEDT) noting that MAC's noise consultant, HNTB, continues to evaluate the differences between the AEDT and INM noise contours to understand the differences between the contours produced by each model. The FAA has indicated that the INM model will be replaced by AEDT. MAC staff is in communication with the Consent Decree cities to establish a path forward for the 2015 Annual Contour Report.

## **8. Public Comment Period**

There were no public comments.

## **9. Announcements**

**Chair Petschel** announced that due to other outside responsibilities, she will no longer be Co-Chair of the NOC, however, she will continue to participate on the Committee representing the City of Mendota Heights. A new Co-Chair will be elected at the March NOC meeting. **Representative Olson** thanked Chair Petschel for her time and efforts as Co-Chair of the NOC.

**Representative Miller, Eagan**, invited committee members to view the City of Eagan's town hall video regarding "Airport 101" after the meeting.

**IT WAS MOVED BY REPRESENTATIVE BERGMAN AND SECONDED BY REPRESENTATIVE OLSON TO ADJOURN THE MEETING. THE MOTION CARRIED BY UNANIMOUS VOTE.**

The meeting was adjourned at 2:44 p.m.

Respectfully Submitted,  
Jenn Felger, Acting Recording Secretary

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **NOMINATION AND ELECTION OF NOC CO-CHAIR**

**DATE:** March 2, 2016

At the January 20, 2016 Noise Oversight Committee (NOC) meeting, NOC Co-Chair Liz Petschel, announced that she will be stepping down from her Co-Chair position.

Article V of the NOC Bylaws outlines the process for the selection of Co-Chairs:

*“The airport user and community segments of the Committee shall each select a Co-Chairperson who will serve at the pleasure of the appointing group. Each Co-Chairperson will serve for a two-(2) year term or until his/her representation on the Committee terminates, or until replaced by the appointing group, whichever occurs first.*

*The powers and duties of the Co-Chairpersons are as follows:*

- 1. To review agendas.*
- 2. To preside over meetings - the presiding Chairperson will alternate every other meeting.*
- 3. By the mutual consent of the Co-Chairpersons, special meetings may be called, or upon request of a majority of the Committee, four (4) users and four (4) community representatives.*
- 4. To sign as Co-Chairpersons of this Committee, all instruments in writing that may require such signature, unless the membership shall otherwise direct, and to perform such other duties and tasks as these Bylaws or as the membership shall from time to time prescribe.*
- 5. Each segment of the Committee, by a majority vote, shall elect their respective Co-Chairperson.”*

At the March 16, 2016 NOC meeting a nomination process and vote will be conducted for community selection of their NOC Co-chair.

## COMMITTEE ACTION REQUESTED

CONDUCT COMMUNITY CO-CHAIR NOMINATION AND ELECTION TO ESTABLISH THE COMMUNITY CO-CHAIR.

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **A RESOLUTION HONORING LIZ PETSCHER FOR HER DEDICATED SERVICE TO THE MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT NOISE COMMUNITY**

**DATE:** March 2, 2016

In recognition of Liz Petschel's many years of service to the Minneapolis-St. Paul International Airport (MSP) noise community and in light of her announcement that she will be stepping down from her Co-Chair position, MAC staff has drafted the attached resolution for consideration by the MSP Noise Oversight Committee.

## COMMITTEE ACTION REQUESTED

ADOPT RESOLUTION #01-2016 HONORING LIZ PETSCHER FOR HER DEDICATED SERVICE TO THE MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT NOISE COMMUNITY.





**MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT (MSP)**

**NOISE OVERSIGHT COMMITTEE (NOC)**

**RESOLUTION #01-2016**

**A RESOLUTION HONORING LIZ PETSCHEL FOR HER DEDICATED SERVICE TO  
THE MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT NOISE COMMUNITY**

WHEREAS, the MSP Noise Oversight Committee is the primary advisory body to the Metropolitan Airports Commission (MAC) on topics related to aircraft noise at MSP; and,

WHEREAS, Liz Petschel has held a role in representing the City of Mendota Heights on the Noise Oversight Committee since 2004; and

WHEREAS, Liz Petschel was elected to serve as the NOC Co-Chairperson by the Noise Oversight Committee Community Member Representation in 2013 and has demonstrated strong leadership in that role; and

WHEREAS, Liz Petschel served on the Mendota Heights Airport Relations Commission from 1999 to 2011; and

WHEREAS, throughout her years of service Liz Petschel has served the people of her city and the MSP airport noise community with fairness, compassion, dedication, and a willingness to help, she has earned the respect and admiration of fellow NOC members and the Metropolitan Airports Commission for her knowledge, experience, and leadership,

NOW THEREFORE BE IT RESOLVED, that we, the members of the Noise Oversight Committee of the Minneapolis-St. Paul International Airport, do hereby extend to Liz Petschel our sincere gratitude for her nineteen plus (19+) years of dedicated service to the airport noise community and wish her continued success, genuine happiness, and good health in the years to come.

Adopted by the Noise Oversight Committee of the Minneapolis-St. Paul International Airport this 16<sup>th</sup> day of March, 2016.

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Amie Kolesar, NOC Secretary

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Bradley Juffer, Assistant Manager—Noise, Environment & Planning

**SUBJECT:** **REVIEW OF MONTHLY OPERATIONS REPORTS**

**DATE:** March 2, 2016

Each month the Metropolitan Airports Commission (MAC) produces a Technical Advisor's Report for the Noise Oversight Committee (NOC). This report provides information on the Minneapolis-St. Paul International Airport (MSP), such as aircraft noise complaints, aircraft operations and noise levels associated with MSP aircraft operations.

Additionally, the MAC produces four monthly reports assessing the compliance with established noise abatement procedures: the Runway 17 Departure Analysis Report, the Eagan-Mendota Heights Corridor Report, the Crossing-in-the-Corridor Analysis and the MSP Runway Use System (RUS) Report.

At the March 16, 2016 NOC meeting, MAC staff will provide a summary on these five monthly operations reports for the months of January and February, 2016.

# MEMORANDUM

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ITEM 5

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **MSP CONVERGING RUNWAY OPERATIONS: ELAINE BUCKNER, FAA AIR TRAFFIC MANAGER**

**DATE:** March 2, 2016

At the January 20, 2016 NOC meeting, Elaine Buckner, FAA MSP Air Traffic Manager, informed the group that the FAA has determined that Runway 30R, in addition to Runway 30L, did not meet new converging runway separation requirements for Runway 35 aborted landings. She also reported that beginning in February, FAA MSP Air Traffic Control will begin implementing procedures for Runway 30R similar to the procedures being used to separate arrivals on Runway 35 from departures on Runway 30L.

Ms. Buckner will provide an update on the CRO procedures to the NOC at the March 16, 2016 meeting.

# MEMORANDUM

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ITEM 6

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **MSP DRAFT 2035 LONG-TERM COMPREHENSIVE PLAN (LTCP)  
PUBLICATION UPDATE**

**DATE:** March 2, 2016

At the behest of elected officials and residents, the MAC proposed to defer publication of the MSP Draft 2035 LTCP document pending availability of runway use data reflecting implementation of the Federal Aviation Administration's (FAA's) revised safety standards for Converging Runway Operations (CRO) on Runways 35 and 30L at MSP. At the time of the decision to defer publication, the MAC anticipated that a sufficient set of data would be available by the end of December 2015 in order to determine if use of the new procedures would necessitate adjustments to the runway use assumptions that were used to generate the forecast 2035 LTCP noise contour.

However, in January 2016, FAA announced that the new CRO procedures also need to be applied to converging operations on Runways 35 and 30R, in addition to 30L. This action will re-start the clock for the FAA's procedure evaluation period and MAC's data collection window, which began February 29, 2016 and is currently expected to last for approximately five to six months. After the FAA evaluation period is complete, several months of actual runway use data will be collected and assessed to determine if adjustments are needed to the current runway use assumptions used to generate the 2035 LTCP noise contours. We will monitor FAA's evaluation progress closely and proceed with assessing runway use assumptions as soon as practical. MAC staff will update the NOC on the timeline after FAA completes its evaluation period.

At the March 16, 2016 NOC meeting, MAC staff will provide an update on the MSP Draft 2035 LTCP publication timeline.

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **2015 MSP ANNUAL NOISE CONTOUR ANALYSIS**

**DATE:** March 2, 2016

In October 2007, the Metropolitan Airports Commission (MAC) and the cities of Minneapolis, Richfield and Eagan, received judicial approval of a Consent Decree that provided settlement of the noise mitigation lawsuits filed in 2005. Among the several conditions of the Consent Decree, the MAC was required, by March of each calendar year, to prepare an Annual Noise Contour Analysis that reflects an assessment of actual noise generated by operations at Minneapolis-St. Paul International Airport (MSP).

In September 2013, the First Amendment to the original Consent Decree received judicial approval. The First Amendment provides terms and conditions that extend the Noise Mitigation Program out to the year 2024 and new eligibility requirements for participation in the program.

Specifically, the First Amendment Section 9.4(b) states, with relevance to the Annual Actual Noise Contour area map for Noise Mitigation Program eligibility, that:

*“The home is located, for a period of three consecutive years, with the first of the three years beginning no later than calendar year 2020 (i) in the actual 60-64 DNL noise contour prepared by the MAC under Section 8.1(d) of this Consent Decree and (ii) within a higher noise impact mitigation area when compared to the Single-Family home’s status under the noise mitigation programs for Single-Family homes provided in Sections 5.1 through 5.3 of this Consent Decree or when compared to the Multi-Family home’s status under the noise mitigation programs for Multi-Family homes provided in Section 5.4 of this Consent Decree. The noise contour boundary will be based on the block intersect methodology. The MAC will offer noise mitigation under Section IX of this Consent Decree to owners of eligible Single-Family homes and Multi-Family homes in the year following the MAC’s determination that a Single-Family or Multi-Family home is eligible for noise mitigation under this Section.”*

The only residential properties that meet the mitigation eligibility criteria per the First Amendment to the Consent Decree are located within the City of Minneapolis.

There are 234 single-family units that meet the first year of eligibility within the 63 DNL contour for the 5 Decibel Reduction Package described in the Consent Decree, as amended. In addition, there are 72 single-family units that were previously eligible for the homeowner reimbursement noise mitigation program and another 177 single-family units previously outside of the program that meet the first year of eligibility in 2015 for the 60-62 DNL noise contour noise mitigation package options described in the Consent Decree, as amended.

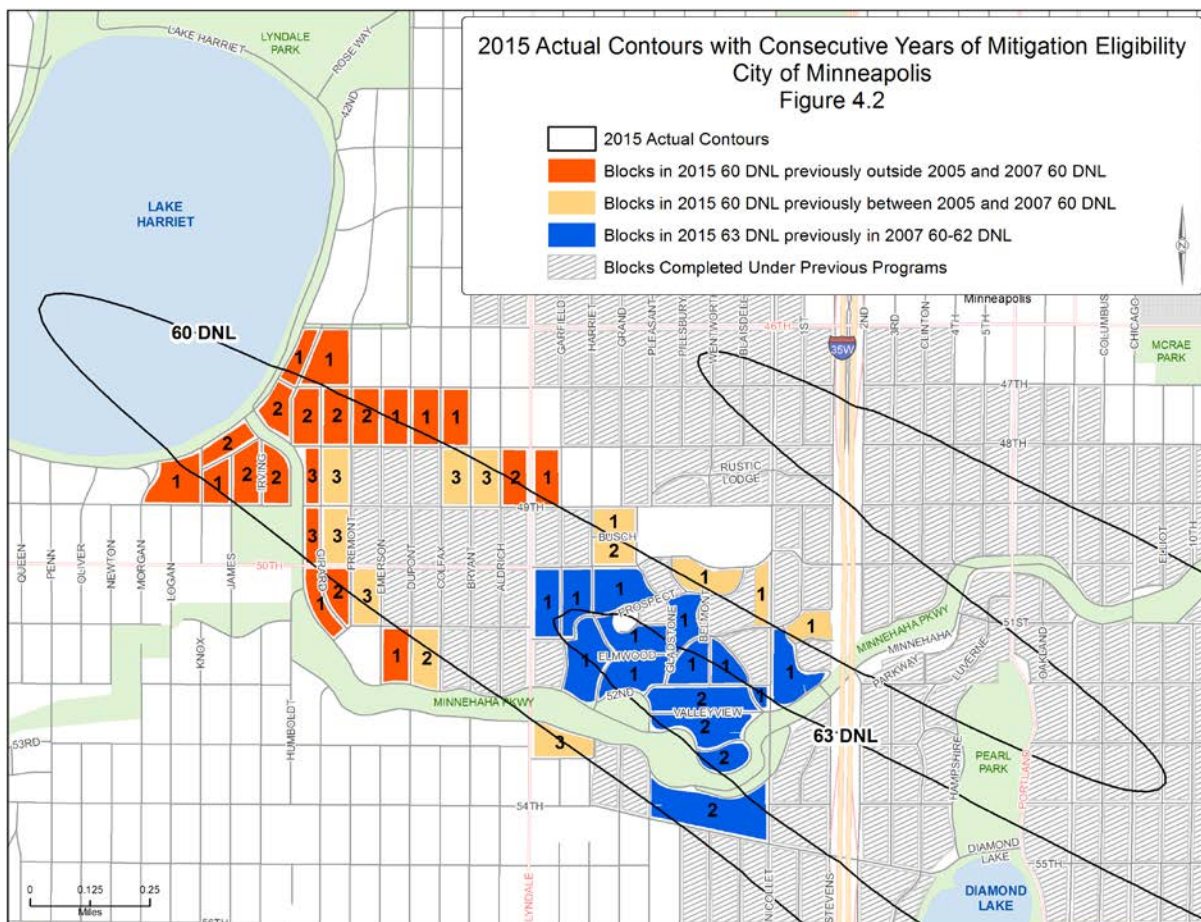
All single-family and multi-family units that met the first year of the higher noise impact mitigation eligibility requirement by virtue of the 2014 actual noise contour achieve a second consecutive year of increased noise impact with the 2015 actual noise contour. There are 120 single-family units that meet the second year of eligibility within the 63 DNL contour for the 5 Decibel Reduction

Package described in the Consent Decree, as amended. In addition, there are 39 single-family units that were previously eligible for the homeowner reimbursement noise mitigation program and another 126 single-family units previously outside of the program that meet the second year of eligibility in 2015 for the 60-62 DNL noise contour noise mitigation package options described in the Consent Decree, as amended.

All single-family and multi-family units that met the second year of the higher noise impact mitigation eligibility requirement by virtue of the 2014 actual noise contour achieve a third year of consecutive increased noise impact with the 2015 actual noise contour. There are 119 single-family units within the 2015 60-62 DNL noise contour that were previously eligible for the homeowner reimbursement noise mitigation program and another 18 single-family units previously outside of the program that meet the third and final year of eligibility in 2015 for the 60-62 DNL noise contour noise mitigation package options described in the Consent Decree, as amended.

There are 88 multi-family living units within the 2015 60-64 DNL noise contour that were previously outside the program that meet the third and final year of eligibility in 2015 for the Multi-Family Home Mitigation Package described in the Consent Decree, as amended.

Figure 4.2 from the report provided below shows the blocks in Minneapolis that have met the first, second and third consecutive year(s) of noise mitigation eligibility:



Beginning in 2017, the MAC will offer additional mitigation, based on previous mitigation provided, to single-family homes and multi-family units achieving their third and final year of eligibility by virtue of the 2015 actual noise contour. In cases where homes have received previous reimbursements or mitigation, those improvements will be deducted from the efforts required to increase the homes' mitigation relative to the actual noise level, per the amended Consent Decree.

The 2015 MSP Annual Noise Contour Analysis also notes that aircraft activity at MSP decreased in 2015 compared to 2014. The Federal Aviation Administration reported 404,374 aircraft operations at MSP in 2015, which is approximately 1.8% fewer operations than occurred in 2014.

The 2015 MSP Annual Noise Contour Analysis is available on the Internet at: <http://www.macnoise.com/pdf/msp-2015-annual-noise-contour-report-web.pdf>.

At the March 16, 2016 NOC meeting, the MAC staff will provide a briefing of the 2015 MSP Annual Noise Contour Analysis.

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Chad Leqve, Director of Environment

**SUBJECT:** **FAA REAUTHORIZATION BILL UPDATE**

**DATE:** March 2, 2016

U.S. Congressional leaders are currently drafting a bill that would extend Federal Aviation Administration (FAA) authorization to operate, which is set to expire at the end of March 2016.

In early February 2016, a House bill was introduced by Representative Bill Shuster (R-PA) which included the transfer of Air Traffic Control services currently provided by the FAA to a not-for-profit corporation, outside of the federal government (H.R. 4441). The proposed bill would have limited the FAA's role to aviation safety oversight and regulation.

The bill drew opposition from both Democrat and Republican members of the House and Senate. In late February, the bill was sidelined and instead, leaders began focusing on a temporary reauthorization extension, given the approaching March 31, 2016 deadline.

At the March 16, 2016 NOC meeting, MAC staff will provide an update on the FAA reauthorization.



# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Bradley Juffer, Assistant Manager—Noise, Environment & Planning

**SUBJECT:** **UPDATE ON THE FAA STAGE 5 NOISE CERTIFICATION**

**DATE:** March 2, 2016

On January 14, 2016, the Federal Aviation Administration (FAA) issued a Notice of Proposed Rulemaking (NPRM) to modify 14 Code of Federal Regulation (CFR) Part 36 to establish a new noise standard for subsonic jet airplanes and subsonic transport category large airplanes. This NPRM is soliciting comments on the new standard until April 13, 2016.

The FAA has regulated aircraft noise since the inception of 14 CFR Part 36 in 1969. Part 36 has been amended numerous times.

- 1973 – Part 36 was updated to designate a noise stage to all newly produced airplanes
- 1977 – Stage 3 was introduced and required new type certificates applied for on or after 1985 to comply with the new requirements
- 1990 – After passage of the Airport Noise and Capacity Act, Part 36 was updated to require a phase out of Stage 2 operations by December 31, 1999 for aircraft over 75,000 pounds
- 2005 – Part 36 was updated to introduce Stage 4 requirements. Any new airplane type applied for after January 1, 2006 was required to meet this new level. Stage 2 and Stage 3 standards required aircraft to meet certification measurements at 3 distinct points (flyover, lateral and approach). Stage 4 was the first time that these points were combined allowing for a cumulative reduction. Stage 4 aircraft must be at least 10 EPNdB<sup>1</sup> below Stage 3 requirements.
- 2012 – Congress mandated the phase out of Stage 2 aircraft under 75,000 pounds after December 31, 2015.

In 2010, the International Civil Aviation Organization (ICAO) Committee on Aviation Environmental Protection (CAEP) was tasked to develop options to further reduce airplane noise levels. A subcommittee considered and analyzed cumulative reductions from Stage 4 standards of 3, 5, 7, 9, and 11 EPNdB. After numerous cost/benefit analyses, the group recommended the 7 EPNdB reduction, which was ultimately adopted by ICAO and amended to ICAO Annex 16, Chapter 14. These new regulations became effective in 2014.

The NPRM seeks to align FAA noise standards, to be known as Stage 5, with ICAO's Chapter 14. Chapter 14, and similarly Stage 5, stipulates that the noise standard would apply to any new airplane that has a maximum certificated takeoff weight of 121,254 pounds (55,000 kg) or more on or after December 31, 2017; or that has a maximum certificated takeoff weight of less than 121,254 pounds (55,000 kg) on or after December 31, 2020.

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<sup>1</sup>The basic element for noise certification criteria is the noise evaluation measure known as Effective Perceived Noise Level, EPNdB, which is a single number evaluator of the subjective effects of airplane noise on human beings. EPNLdB consists of instantaneous perceived noise level, corrected for spectral irregularities also called "tone correction factor", and for duration.

At the March 16, 2016 NOC meeting, MAC staff will provide an update on the FAA Stage 5 Noise Certification.

# MEMORANDUM

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**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Dana Nelson, Manager—Noise, Environment & Planning

**SUBJECT:** **REVIEW OF JANUARY 27, 2016 PUBLIC INPUT MEETING**

**DATE:** March 2, 2016

One of the elements of the Metropolitan Airports Commission's (MAC) approved framework for the MSP Airport Noise Oversight Committee (NOC) requires MAC staff to conduct quarterly public input meetings. The intent is to ensure residents' concerns are considered as part of the ongoing effort by the MAC and the NOC to address noise issues around Minneapolis-St. Paul International Airport (MSP). The NOC may also review these topics as possible future action items if the members so desire.

On January 27, 2016 at 7:00 pm MAC Noise Program Office staff conducted the first quarter 2016 public input meeting at the MAC General Offices. Eight individuals attended the meeting and two individuals made comments. The comments and associated responses can be found on the MAC Noise Program's website, accessible on the Internet at [www.macnoise.com](http://www.macnoise.com).

Comments/questions focused on MSP operations, specifically:

- Tips for insulating a home against aircraft noise
- How MSP noise issues compare to other airports

The next quarterly public input meeting will be April 27, 2016, 7:00 p.m., at the St. Louis Park City Hall, 5005 Minnetonka Blvd, St. Louis Park, MN.