



Metropolitan Airports Commission (MAC)

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



NOC Committee Members

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

MEETING AGENDA

November 16, 2016 at 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 September 21, 2016 Meeting Minutes
2. 1:35 – 1:55 Review of Monthly Operations Reports: September and October, 2016
3. 1:55 – 2:00 Update on Turboprop Departures over Mendota Heights
4. 2:00 – 2:10 Runway Use System (RUS) Evaluation
5. 2:10 – 2:20 Annual MSP Fleet Mix and Nighttime Operations Report
6. 2:20 – 2:25 Consent Decree Amendment Update
7. 2:25 – 2:40 FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives
8. 2:40 – 3:00 Optimized Profile Descent Evaluation and Fuel and Emissions Reduction Results
9. 3:00 – 3:10 MSP Airport Noise Basics Video Part 1
10. 3:10 – 3:20 FAA Communication Materials for MSP RNAV Arrival Adjustments
11. 3:10 – 3:20 Review of October 26, 2016 Public Input Meeting
12. 3:20 – 3:30 Approval of 2017 NOC Work Plan, Meeting Dates and 2016 Accomplishments
13. 3:40 Public Comment Period
14. Announcements
15. Adjourn

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **REVIEW OF MONTHLY OPERATIONS REPORTS**

DATE: November 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 November 16, 2016 NOC meeting, MAC staff will provide a summary of these five monthly operations reports for the months of September and October, 2016.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **UPDATE ON TURBOPROP DEPARTURES OVER MENDOTA HEIGHTS**

DATE: November 2, 2016

The Federal Aviation Administration (FAA) began evaluating options to reduce the number of turboprop departure flights over Mendota Heights in response to concerns expressed from citizens and the analysis conducted by MAC staff and [presented to the NOC on May 18, 2016](#).

The FAA determined that keeping the turboprop aircraft inside the Egan-Mendota Heights Departure Corridor would cause separation issues between slower-moving turboprop departures and faster-moving jet departures within the confines of the Corridor. The agency dismissed this as a viable option. Additionally, turning the aircraft over the Minnesota River northbound over the Mississippi River and areas of Highland in St. Paul was also evaluated and was determined not to be feasible due to airspace interference with the St. Paul Downtown Airport.

Local FAA air traffic management will be in attendance at the November 16 NOC meeting to respond to questions from the Committee on this topic.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **RUNWAY USE SYSTEM (RUS) EVALUATION**

DATE: November 2, 2016

The 2016 NOC Work Plan includes an item to evaluate the use of the Federal Aviation Administration (FAA) Runway Use System (RUS). The RUS prioritizes arrival and departure runways to promote flight activity over less-populated residential areas as much as possible.

Background

The FAA has sole jurisdiction and decision making authority for air traffic control and safety for aircraft operations at MSP. The particular runway selection given to a specific aircraft arriving or departing MSP is the responsibility of MSP Air Traffic Control (ATC) personnel. The MAC does not control the aircraft using MSP.

ATC takes into consideration numerous factors, including: safety, efficiency, wind direction and wind speed (on the surface and aloft), air traffic demand, aircraft weight, the number of inbound and scheduled outbound aircraft, noise abatement, and many other variables when selecting an airport configuration.

The FAA began operating a preferential runway system at the MSP in 1972. In 1989 it was updated to account for a decreased use of Runway 4/22 and an increased capacity demand on the parallel runways. The RUS was last modified in 2005 to account for the opening of Runway 17/35.

Runway Use System (2005-present)

DEPARTURES
RUNWAYS 12L AND 12R
RUNWAY 17
BALANCED USE OF RUNWAY 4/22
RUNWAYS 30L AND 30R
ARRIVALS
RUNWAYS 30L AND 30R
RUNWAY 35
BALANCED USE OF RUNWAY 4/22
RUNWAYS 12L AND 12R

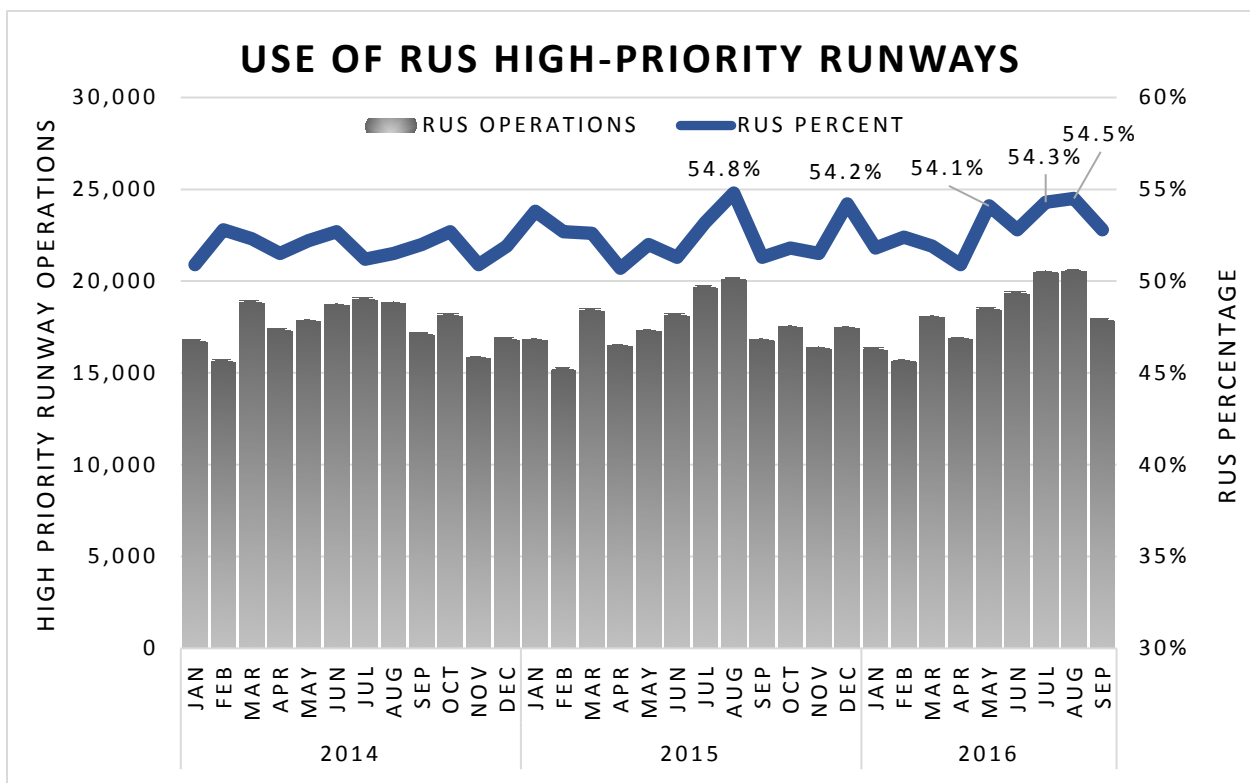
In 2014, the MAC Noise Program Office studied the use of the RUS and presented the findings to the NOC at its May 8, 2014 meeting¹.

¹ MAC Noise Program Office. (2014). *Runway Use Study*. http://www.macnoise.com/pdf/noc_agenda_5-8-14x.pdf

At the direction of the NOC, the MAC Noise Program Office began publishing a [monthly report in May 2015 to track the use of the RUS](#). The report begins with a description of the RUS and describes the factors that contribute to runway use determinations at MSP and graphically depicts the primary airport runway configurations.

The report summarizes the count and percent use of RUS high-priority runways for the month to give a high-level view of the preferred runway use. The report appendix includes an hourly breakout of airport operations, airport runway configurations, surface winds and winds aloft information for each day of the month.

The chart below summarizes the monthly trends of RUS high-priority runways. Each month between 50 and 55 percent of the operations have been on high-priority runways since January 2014. During this thirty month period, the five highest percentages occurred after July 2015. These months are labeled on the chart below.



MAC staff will respond to questions from the Committee about this topic at the November NOC meeting.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **ANNUAL MSP FLEET MIX AND NIGHTTIME OPERATIONS REPORT**

DATE: November 2, 2016

The 2016 NOC Work Plan includes both a review of the nighttime operations at Minneapolis-St. Paul International Airport (MSP) as well as an Aircraft Fleet Mix Assessment. MAC staff has prepared the attached Annual MSP Fleet Mix and Nighttime Operations Report.

The report begins with a fleet mix assessment with detailed activity levels of three aircraft categories at MSP—wide body jet, narrow body jet, and regional jet aircraft.

The report also provides statistics on MSP nighttime operations occurring from 10:30 PM – 6:00 AM. 2016 numbers are estimated using actual data from January through September added to a rolling three year average for October through December. Those estimates are then compared to previous years for comparison purposes. The report includes:

- Average Daily Nighttime Operations (2007 – 2016)
- Nighttime Operations by Runway (2016, 2013-2015 Average)
- Nighttime Operations by Airline (Top 15)
- Nighttime Operations by Aircraft (Top 25)
- Nighttime Operations by Hour (2016, 2013-2015 Average)
- Nighttime Carrier Jet Operations by Hour (Actual vs. Scheduled)

This is an informational report only. MAC staff will be available to answer questions related to the attached analysis at the November 16, 2016 NOC meeting.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **CONSENT DECREE AMENDMENT UPDATE**

DATE: November 2, 2016

MAC staff has reached agreement with the cities of Minneapolis, Richfield and Eagan (the Cities) regarding a Second Amendment to the Consent Decree to allow the use of the Aviation Environmental Design Tool (AEDT), which became the federally approved noise modeling software in May 2015.

In the time since the First Amendment to the Consent Decree, the FAA upgraded its Integrated Noise Model (INM) through integration into its new AEDT software. The FAA now requires the use of AEDT for airport planning documents and federal environmental review under the National Environmental Policy Act (NEPA). Additionally, as the noise mitigation program has been implemented under the terms of the First Amendment to the Consent Decree, the parties determined that clarifications are required to the opt-out provision. The clarification would allow homeowners who declined a partial mitigation package under the original Consent Decree to reenter the program if they become eligible for the full 5 dB mitigation package under the terms of the First Amendment to the Consent Decree.

Staff has been collaborating with the Cities to develop specific language addressing the use of AEDT and the opt-out provision. These discussions have been productive and have resulted in a Draft Second Amendment to the Consent Decree. The amendment expressly allows MAC to use FAA's AEDT noise model to determine program eligibility going forward, with a one-year phase-in INM eligibility safeguard. The amendment also provides homeowners with the option to reenter the program if they become newly eligible for the full 5 dB mitigation package based on actual noise impacts.

In exchange, the Cities agree to support the use of AEDT for determining program eligibility going forward. The MAC will also receive a waiver of all noise claims from homeowners who previously opted out of the partial noise mitigation program and now reenter the program to receive the full 5 dB noise mitigation package.

Assuming the proposed Second Amendment to the Consent Decree is approved by all the Cities and the MAC, the MAC would submit the language to the FAA for a written determination that implementation of the language would be a proper use of airport revenue. Upon receiving FAA's written determination that implementation of the Second Amendment to the Consent Decree is a proper use of airport revenue, MAC and the Cities would submit the proposed amendment to the Hennepin County District Court for approval.

MAC staff will respond to questions from the Committee about this topic at the November NOC meeting.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **STATUS OF FAA CENTER OF EXCELLENCE/ASCENT, TRB,
AND FICAN RESEARCH INITIATIVES**

DATE: November 2, 2016

In accordance with the 2016 NOC Work Plan, MAC Noise Program Office staff will review research studies pertaining to aircraft noise, environmental topics, and health effects pertaining to aviation.

A summary of the research projects that were completed or initiated in 2016 is provided in the attached report, and includes work by the Transportation Research Board (TRB), The FAA's Centers of Excellence (ASCENT) and other health-related reports. There were no updates to research studies conducted by the Federal Interagency Committee on Aircraft Noise (FICAN) during this period.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **OPTIMIZED PROFILE DESCENT EVALUATION AND FUEL AND EMISSIONS REDUCTION RESULTS**

DATE: November 2, 2016

The NOC 2016 Work Plan includes an item to evaluate the use of Optimized Profile Descents (OPD) at MSP and quantify the fuel and emissions reductions.

The Federal Aviation Administration (FAA) began using Area Navigation (RNAV) arrival procedures to all runways at MSP in March 2015. These procedures received full support from the NOC as well as the MAC board largely because of the integration of Optimized Profile Descents into the procedures, reducing fuel consumption and carbon emissions for arriving aircraft.

Since the implementation of OPDs, MAC Noise Program staff has been working on the development of a system to quantify the reduction of carbon emissions and fuel savings resulting from these procedures. At the November 16, 2016 NOC meeting, MAC staff will share the methodology, process and results to-date of this effort.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **MSP AIRPORT NOISE BASICS VIDEO PART 1**

DATE: November 2, 2016

At the November 2016 Planning, Development and Environment Committee meeting, staff will show the first in a series of “Noise 101” videos developed as part of the MAC Noise Program Communication Enhancement Plan. This plan is a joint initiative between the MAC Environment Department and the MAC Public Affairs and Marketing (PAM) Department. The first video and accompanying fact sheet identifies key aviation organizations, such as airlines, airport authorities and the Federal Aviation Administration, and describes each of their roles and responsibilities. This was a topic identified by stakeholders, including MAC Commissioners, as one in need of clarity.

The MAC Noise Program Communication Enhancement Plan is comprised of four tactics: “Noise 101” videos and fact sheets; increased internal coordination and teaming between MAC’s Environment and PAM departments; development of informational brochures; and a Community Engagement Enhancement Program being developed through consultation with external convening and communication experts.

The video and fact sheet series is designed to help interested community stakeholders learn basic facts about commercial flight, air traffic control, what airports can and cannot do to address noise concerns, what has been and is being done at MSP, and how residents can get more information.

The videos and factsheets will be placed on the macnoise.com and MSP’s YouTube channel and promoted using social media and other communication vehicles. In addition, the MAC will work with the MSP Noise Oversight Committee and noise impacted cities to seek their help in raising community awareness of the materials. The videos will also be shown at future public meetings regarding aircraft noise held by the MAC.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: FAA COMMUNICATION MATERIALS FOR MSP RNAV ARRIVAL ADJUSTMENTS

DATE: November 2, 2016

The Federal Aviation Administration (FAA) NextGen Office has a new webpage to share information about small adjustments being made to Area Navigation (RNAV) arrivals routes at MSP. The webpage hosts a video, fact sheets and environmental documentation developed through collaboration with the MSP Noise Oversight Committee (NOC), local FAA personnel and MAC staff. The purpose of this communication effort is to inform the public about the adjustments, which will go into use in January 2017.

The FAA has determined that the new routes will have no significant impact on the surrounding communities. Despite this finding, the NOC members representing the communities requested the FAA share these changes with the public. The communication program is the first of its kind by the FAA and is being viewed by the FAA as a possible model for use in similar circumstances across the country. Until now, the FAA reserved this level of communication to airports undergoing more significant changes in flight procedures.

The NOC communities contributed ideas to the FAA NextGen Office regarding the scope, content and intent of the communication materials and also played a role in reviewing the materials and sharing them with their residents. All materials are posted to the FAA's website at: <http://www.faa.gov/nextgen/communityengagement/msp/>.

The materials were disseminated to the public through a website news article on the MAC Noise Program website (macnoise.com). The NOC community representatives were able to share the link to the materials using their city communication channels. Additionally, the video was played at the October 26 Public Input Meeting where local FAA personnel were on-hand to answer questions from the attendees regarding the adjustments.

In total, there are four RNAV arrival adjustments within the vicinity of MSP. Three are made to procedures for aircraft that are flying at altitudes above 8,000 feet and one is made for aircraft flying at altitudes above 5,000 feet. According to the FAA's fact sheet these adjustments "improve the efficiency of arrival and departure streams, smoothing the flow of traffic for pilots and controllers."

At the November 2016 Noise Oversight Committee meeting, staff will show the FAA's video and recognize key stakeholders who helped with its development.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **REVIEW OF OCTOBER 26, 2016 PUBLIC INPUT MEETING**

DATE: November 2, 2016

One of the elements of the Metropolitan Airports Commission's (MAC) approved framework for the Minneapolis-St. Paul International Airport (MSP) 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 MSP. The NOC may also review these topics as possible future action items if the members so desire.

On October 26, 2016 at 7:00 P.M., MAC Noise Program Office staff conducted the 4th Quarter 2016 Public Input Meeting at the MAC General Offices. Seven residents attended the meeting. The meeting was also attended by FAA personnel and NOC representatives.

MAC staff opened the meeting and asked each of the audience members to introduce themselves, who they represent or what city they live in and what they would like to get out of the meeting. Staff then presented information on roles and responsibilities of various aviation stakeholders and decision-makers, aircraft sound basics and recent NOC activities.

Elaine Buckner, FAA Air Traffic Manager at MSP introduced a webpage built by the FAA NextGen Office to share materials on Area Navigation arrival procedure adjustments, played an informational video and provided the audience the ability to ask questions related to the procedure adjustments.

The presentation slides that were prepared for the meeting are available on our website at <http://www.macnoise.com/our-neighbors/msp-public-input-meetings>. All questions received an answer during the meeting, therefore staff will not be preparing written comments/responses.

Throughout the night, comments/questions from the residents focused on:

- Converging Runway Operations (CRO) and the increased use of Runway 17 for departures
- Environmental impacts to Minnesota Valley National Wildlife Refuge
- NOC Resolution #02-2016 regarding FAA environmental and capacity review from CRO
- Area Navigation (RNAV) arrival procedures
- Federal thresholds and metrics for determining significant impacts

The next chance for the public to participate in a quarterly public input meeting is January 25, 2016 at 7:00 p.m. The location will be announced through the www.macnoise.com website.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

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

SUBJECT: **APPROVAL OF 2017 NOC WORK PLAN, MEETING DATES AND 2016 ACCOMPLISHMENTS**

DATE: November 2, 2016

The list of 2017 Work Plan topics and brief descriptions are provided below. In addition, the pages following the work plan narratives provides the NOC with the traditional format of the Annual Work Plan, the 2017 meeting schedule, and the 2016 NOC accomplishments summary.

Following NOC approval, the 2017 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-chairs on December 5, 2016 at 10:30 a.m. in the Commission Chambers at Terminal 1–Lindbergh.

2017 MSP NOC WORK PLAN

1. Residential Noise Mitigation Program

a) Review Residential Noise Mitigation Program Implementation Status

Description: MAC Staff will update the NOC on the status of the Amended Consent Decree Noise Mitigation Program.

2. MSP Noise Program Specific Efforts

a) 2016 Actual Noise Contour Report and Amended Consent Decree Noise Mitigation Program Eligibility

Description: Each year in March, under the terms of the 2007 Consent Decree, MAC publishes an actual annual Noise Exposure Map for the previous year. The 2016 noise contours will be used to establish an address list of the single- and multi-family parcels that have met one, two and three years of candidate eligibility under the Amended Consent Decree, as applicable. To be fully eligible, a candidate home must be located for a period of three consecutive years (the first of the three years cannot be later than calendar year 2020) in the actual 60-64 DNL noise contour published in the Annual Noise Contour Report, and, within a higher noise impact mitigation area when compared to the home's status under the noise mitigation program prior to the amendment.

b) Area Navigation (RNAV) Standard Terminal Arrival Routes (STARs) Adjustments Update

Description: In 2016, the FAA made small adjustments to the RNAV STARs, provided updates to the NOC and provided informational materials for the public at <https://www.faa.gov/nextgen/communityengagement/misp/>. Aircraft arriving to MSP will begin using these adjustments in January 2017.

c) Investigate Noise-Reducing Landscaping Options

Description: Schiphol Airport in Amsterdam has landscaped an 80-acre green space to deflect low-frequency ground noise from aircraft². This topic will investigate the possibility of similar options to reduce ground noise at MSP.

d) Quantify Noise Reduction Benefits of Vortex Generators on Airbus Aircraft Arrivals at MSP

Description: In 2016, the NOC discussed the noise reduction benefits of Vortex Generators, a device made to divert airflow from vents on the underside of wings on the Airbus A320-family aircraft to reduce aircraft noise on arrival prior to landing gear and flap extension. The new Airbus A321 aircraft ordered by Delta Air Lines come standard with these devices. Additionally, United Airlines is retrofitting their A319 and A320 aircraft with these devices. Once aircraft with these devices begin regular service at MSP, MAC staff will deploy a mobile noise monitor to record aircraft noise data and compare to other Airbus A320-family aircraft that do not have these devices installed. The information will be presented to the NOC and sent to the air carriers at MSP, including Delta Air Lines for their consideration in possible retrofits.

e) Evaluate Distant Noise Abatement Departure Profile (NADP) Use at MSP

Description: Air carriers use Distant NADPs off all runways at MSP, per the recommendation by the Metropolitan Aircraft Sound Abatement Council (MASAC) in 2000, which – after extensive research – was reaffirmed by the NOC in 2003 and again in 2012. At the request of community members, MAC staff will evaluate and report on the use of Distant NADPs at MSP.

f) Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods

Description: Beginning in the summer of 2015, the FAA began surveying residents around 20 U.S. airports to assess perceptions of aviation noise impacts throughout the course of a year. By the end of 2016, the FAA will have collected the survey results. Next year, the agency will assess the results to determine if changes to their noise measurement methods and/or compatible land use considerations are warranted.

g) Develop a New or Append an Existing Monthly Report to Evaluate the Eagan-Mendota Heights Corridor Turboprop Activity

Description: Stakeholders from Mendota Heights are requesting regular reporting of turboprop departure activity in relation to the Eagan-Mendota Heights Departure Corridor.

h) Evaluate Steeper Glide Slopes for Aircraft Arrivals

Description: Investigate the possibility of implementing steeper glide slopes (greater than the standard 3-degree) at MSP.

i) Noise Program Communication Enhancement Plan Implementation

Description: In 2016, the MAC Noise Program Office and MAC Public Affairs and Marketing jointly began a Communication Enhancement Plan to target an effective dialogue with the community, enhancing engagement driven by stakeholder input and external consultation. The results of this 2016 effort will yield an implementation strategy for 2017.

j) Improve MAC Noise and Operations Monitoring System (MACNOMS) for Better User Experience

Description: MACNOMS provides MAC with the tools and data to communicate effectively with its community, FAA, local government, users and the Noise Oversight Committee by facilitating a

² <http://www.smithsonianmag.com/innovation/crazy-land-art-deflects-noise-from-amsterdams-airport-180955398/?no-ist>

conversation based on factual information. MAC staff will improve upon existing components, and develop new tools, for better external and internal staff experience.

k) MSP Fleet Mix and Nighttime Operations Assessment

Description: This assessment will review current fleet mix trends at MSP and examine the number of nighttime flights, runway use and comparison of actual with scheduled nighttime flights.

l) Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Initiatives

Description: This is an annual report on the status of scientific, engineering, and medical research literature prepared by universities, governmental organizations, and transportation boards located within the United States.

m) Consider/Evaluate a Fly Quiet Award Program to Reward MSP Aircraft Operators who Actively Participate in Noise Reduction Efforts

Description: Some airports in the United States have a Fly Quiet Award Program as a way to recognize airlines that are the quietest at the airport. This topic will evaluate the benefits, challenges and applicability of such a program at MSP.

n) Update on Converging Runway Operations (CRO) at MSP

Description: The FAA began complying with new CRO rules for both parallel runways in March 2016. This resulted in changes to runway use and some flight track usage. The local FAA Control Tower Management is working to develop a long-term solution and estimates this will take a year for full operational use. The NOC passed a resolution to request the FAA conduct an evaluation on the existing and future impacts to noise and airport capacity. FAA will provide updates on the progress of their long-term solution and plans for future environmental and capacity evaluation throughout 2017.

3. Continue to Review Input Received from the Public Input Meetings as Possible Agenda Items

Description: Self-explanatory.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE THE FINAL 2017 MSP NOC WORK PLAN AND APPROVE THE LIST OF 2016 ACCOMPLISHMENTS AND 2017 MEETING DATES.



Minneapolis-St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)

2017 MSP NOC WORK PLAN

1. RESIDENTIAL NOISE MITIGATION PROGRAM

- a. Review Residential Noise Mitigation Program Implementation Status

2. MSP NOISE PROGRAM SPECIFIC EFFORTS

- a. 2016 Actual Noise Contour Report and First Amendment to the Consent Decree Noise Mitigation Program Eligibility
- b. Area Navigation (RNAV) Standard Terminal Arrival Routes (STARs) Adjustments Update
- c. Investigate Noise-Reducing Landscaping Options
- d. Quantify Noise Reduction Benefits of Vortex Generators on Airbus Aircraft Arrivals at MSP
- e. Evaluate Distant Noise Abatement Departure Profile (NADP) Use at MSP
- f. Update on the FAA's Survey to Re-Evaluate Noise Measurement Methods
- g. Develop a New or Append an Existing Monthly Report to Evaluate the Eagan-Mendota Heights Corridor Turboprop Activity
- h. Evaluate Steeper Glide Slopes for Aircraft Arrivals
- i. Noise Program Communication Enhancement Plan Implementation
- j. Improve MAC Noise and Operations Monitoring System (MACNOMS) for Better User Experience
- k. MSP Fleet Mix and Nighttime Operations Assessment
- l. FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives
- m. Consider/Evaluate a Fly Quiet Award Program to Reward MSP Aircraft Operators who Actively Participate in Noise Reduction Efforts
- n. Update on Converging Runway Operations at MSP

3. CONTINUE REVIEW OF PUBLIC INPUT

- a. Continue to Review Input Received from the Public Input Meetings as Possible Agenda Items



**Minneapolis-St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)**

2017 MSP NOC Meeting Dates

Historically, the NOC meeting dates have been every other month (on the odd-numbered months) on the third Wednesday of each month. As such, staff recommends the following 2017 NOC meeting dates:

- January 18
- March 15
- May 17
- July 19
- September 20
- November 15

As has been the case, the agenda review session would begin at 1:00 PM and the meeting at 1:30 PM at the MAC General Office Building on the above-listed dates.



**Minneapolis-St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)**

2016 MSP NOC Accomplishments

- Reviewed the MSP 2015 Annual Noise Contour Report (assessing the 2015 actual noise contour) published per the requirements of the Amended Consent Decree, including maps and text for noise mitigation program qualification.
- Commissioned a Wind and Aircraft Noise Complaint analysis detailing how wind trends determine MSP runway use and resultant aircraft noise complaints from areas of the metro overflow by aircraft.
- Investigated the noise reduction benefits of Vortex Generators on the Airbus 320 family of aircraft.
- Heard an update on the introduction of the FAA's Aviation Environmental Design Tool (AEDT) to replace the Integrated Noise Model (INM).
- Received updates from the FAA on Converging Runway Operations (CRO) in January, March and September and unanimously passed resolution #02-2016 requesting the FAA do an environmental and capacity study on the existing and future impacts of CRO, which was subsequently passed by the MAC and forwarded to the FAA.
- Heard a presentation on Stage 5 Noise Certification.
- Reviewed the Crossing-in-the-Corridor Procedure and advocated for increased use during the nighttime hours.
- Developed an Eagan-Mendota Heights Corridor Study and worked with the FAA to evaluate options for increased turboprop and propeller-driven aircraft compliance with the Corridor departure procedure.
- Received updates from Elaine Buckner on the FAA Area Navigation (RNAV) arrival procedure adjustments being implemented in 2017 and collaborated with the FAA to provide informational materials to the community to effectively explain the adjustments.
- NOC Community representatives provided input on the effectiveness of airport noise meetings and convening activities as part of the MAC Noise Program Community Engagement Program.
- Heard from the new MAC Executive Director and CEO, Bryan Ryks who talked about the importance of community collaboration.
- Received an update on Noise Mitigation Program activities to be undertaken beginning in 2017 under the terms of the Amended Consent Decree and the communication efforts for homeowners.
- Received a presentation from MAC Airport Planner on the status of the MSP Long-Term Comprehensive Plan.

- Received a presentation from Delta and Sun Country pilots about procedures regarding aircraft landing gear extension.
- Commissioned a Study of 12L and 12R Arrival Operations in response to concerns from residents to the northwest of MSP about increased arrival operations over their communities.
- Filed a Fleet Mix and Nighttime Operations Assessment to receive greater detail about what types of aircraft use MSP and what flights are operating at night.
- Reviewed Research Initiatives from FAA Center of Excellence/ASCENT, TRB, and FICAN
- Reviewed the FAA's use of the Runway Use System (RUS).
- Heard how Optimized Profile Descent (OPD) flight procedures have reduced the carbon footprint of arriving aircraft as a result of NextGen Area Navigation (RNAV) arrival procedure implemented at MSP in March 2015.