



## MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 16th of November 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, 16th of November 2016, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Fitzhenry called the meeting to order at 1:35pm. The following were in attendance:

**Representatives:** P. Vick; K. Erazo; D. Miller; E. Petschel; J. Oleson; L. Olson; J. Hart; G. Goss; T. Foster; T. Fitzhenry; D. Nelson; A. Swenson

**Staff:** D. Nelson; B. Juffer, L. Peilen; C. Leque; A. Kolesar; G. Warren

**Others:** A. Nemcek-Rosemount; G. Putnam-Mpls; J. Awl-Bloomington; S. Devich-City of Richfield; T. Link-City of Inver Grove Heights; M. McNeill-City of Mendota Heights; B. Hoffman-City of St Louis Park; L.Grotz-Edina; R. Owen-Met Council; T. Bathke-Sun Country Airlines; M. Park-City of Sunfish Lake; K. Goss-Edina; Anette Peterson-Apple Valley; S. Nienhaus-City of Burnsville; S. Murphey-City of Minneapolis; K. Danles- City of Minneapolis

### 1. Review and Approval of the September 21, 2016 Meeting Minutes

**Chair Fitzhenry, Richfield**, requested a motion to approve the minutes from the September NOC meeting, **Representative Bergman, At-Large Representative**, made the motion with a second from **Chair Hart, Delta**, and was passed unanimously.

**Fitzhenry** proposed the removal of Agenda item #6 due to the extensive agenda. **Representative Petschal, Mendota Heights**, moved to approve the proposal and it was seconded by **Representative Nelson, MBAA**.

### 2. Review of Monthly Operations Reports: September and October 2016

**Brad Juffer, Assistant Technical Advisor** started out with noise complaints for September and October of 2016. There were 10,834 aircraft noise complaints in September followed by 9,985 aircraft noise complaints for October recorded for MSP. Complaints in September were down 11.4% from September 2015, while complaints in October were up 8% from October 2015. Year to date, complaints are up 3.1% For September, 496 locations filed a complaint,

dropping to 416 locations in October. This equates to an average of 22 complaints per location in September increasing to 24 complaints per location in October.

MSP saw its typical post-summer seasonal decrease in operations as 34,052 operations occurred in September while October experienced a boost associated with MEA week to 34,906 flights. Those totals were 3.5% and 2.8% higher than the same months of 2015. Year-to-date, the noise office has recorded 345,682 flights at MSP. This total is 2.2% above last year for the same time periods.

In total, 3.43 million people flew through MSP in August with 2.98 million in September. On average 100 people were on every airplane in August with that number dropping to 97 in September.

Collectively, September and October saw a 42/58% split between regional jets and mainline aircraft. This number is within tenths of a percentage point for the same time period in 2015.

During September and October, 65,386 operations occurred during the daytime hours between 6:00 AM and 10:30 PM. The remaining 3,572 aircraft operated during MSP nighttime resulting in a 5.2% rate. Last year for the same time period, 3,198 operated at night which equates to 4.8%.

Differences between scheduled and actual flights at night in September primarily occurred in the 10:30 PM, 12:00 AM, and 5:00 AM hours. 981 of the scheduled and 1,290 of the actual flights were arrivals, leaving 210 of the scheduled and 343 of the actual for departures.

**Juffer** went on to report that in October, most of the differences between scheduled to actual nighttime flights occurred in the 10:30 PM, 12:00 AM, and 5:00 AM hours. 1,025 of the scheduled and 1,304 of the actual flights were arrivals, leaving 243 of the scheduled and 406 of the actual for departures.

For the Runway 17 Noise Abatement Departure Procedure, 99.4% and 99.8% of all jets complied with the Runway 17 procedure in September and October.

**Juffer** then reported on the Eagan-Mendota Heights Departure Corridor 93.3% and 96.4% of all 12L/12R carrier jets remained in the corridor in September and October. The majority of the deviations were through the south gate and the majority of those occurred on 9/21 and 9/22. On those days the wind was out of the east and northeast with some thunderstorms.

**Juffer** reported that the Crossing-in-the-Corridor procedure was used 49% in September and 54% in October during the nighttime hours.

According to the Runway Use System (RUS), the high priority runways were used 52.8% in September and 52.6% in October.

### 3. Update on Turboprop Departures over Mendota Heights

**Dana Nelson, Technical Advisor** provided a summary of the memo in the meeting packet. The FAA has evaluated an option to keep turboprop aircraft in the corridor however they determined it was not feasible due to separation requirements. The FAA also evaluated if it was possible to depart turboprop aircraft and have them turn early over the river before they go over

the city of Mendota Heights. That too was determined to not be feasible because the aircraft would then point directly at the Saint Paul Downtown Airport and would conflict with its airspace.

#### 4. Runway Use System (RUS) Evaluation

**Dana Nelson, Technical Advisor** reported that the 2016 NOC Work Plan includes an FAA RUS evaluation. In May 2013 a monthly report started to assess the RUS and in 2016 that information was included in the operation reports. **Representative Miller** mentioned that she noticed the report references priority runways and asked how that information would look if only the top two runways were evaluated. **Representative Olson** added that the reports are appreciated but asked if the runway use statistics in the technical advisors report can be added to the RUS report. **Representative Hart** asked if the group could step away from RUS by runway and focus on RUS by flow. **Nelson** responded that revisiting the way the RUS is reported could be added to the 2017 Work Plan, as it will be finalized in an upcoming agenda item.

#### 5. Annual MSP Fleet Mix and Nighttime Operations Assessment

**Brad Juffer, Assistant Technical Advisor** noted that the annual fleet mix and nighttime operations report is in the meeting packet and included from 2011-September 2016. That information is then broken down by aircraft size; wide bodies, narrow bodies, and regional jets. There has been a steady increase in nighttime operations since 2012. **Representative Olson** mentioned that it seems as though regional aircraft are quieter than narrow bodied as well as while aircraft has gotten quieter in the last ten years or so, it doesn't seem they've gotten quieter in the last 5 years or so. **Juffer** responded that in general regional aircraft are quieter however there are many qualifiers to that statement. As Delta retired MD-80s the noise reduction will happen over all but for now that won't be in full effect until 2019.

#### 6. Consent Decree Amendment Update

**Dana Nelson, Technical Advisor** reported that the Consent Decree needed to be updated from the First Amendment to the Second Amendment. Clarification was needed in the document, inclusion of the Aviation Environmental Design Tool (AEDT), clarification on the opt-out provision. The Second Amendment provides a definition of the noise model to mean the most recently released version of AEDT or the most recently released version of any subsequent FAA modeling software that the FAA uses for evaluation in Part 150 studies. There will also be a one year INM safeguard so if there are homes that drop out of mitigation eligibility in the 2016 Actual Contour, an INM contour can be developed to see if those homes are included. If they are, they will be grandfathered in to eligibility for one year. Lastly, for homeowners who declined partial mitigation during the original Consent Decree, there was clarification that should they become eligible for the full 5 dB package, they will be able to opt in to the Full 5 dB Mitigation Package. Parties from Minneapolis, Eagan, and Richfield have signed off in support of the Second Amendment. Additionally, the MAC Board voted in support and FAA approval is pending. Once approved, it will be sent to the Hennepin County Court to be finalized.

#### 7. FAA Center of Excellence/Ascent, TRB, and FICAN Research Initiatives

**Dana Nelson, Technical Advisor** presented the annual report that is part of the work plan for 2016 and located in the agenda packet. There are 13 projects in the FAA Center of Excellence/Ascent and there are 20 projects in the Transportation Research Board. FICAN didn't have any projects initiated or completed in the last year but the information to access their

site is included in the packet. Recent studies concerning health related effects of aircraft noise are also in the report.

**8. Optimized Profile Descent (OPD) Evaluation and Fuel and Emissions Reduction Results**

**Brad Juffer, Assistant Technical Advisor** presented the MSP NextGen implementation and benefits of OPD. FAA has spent many years upgrading the national air traffic control system to a satellite based system so aircraft can move more efficiently. **Juffer** reported that the implementation of NextGen procedures at MSP was largely guided by the NOC. Recognizing that there are substantive benefits from the OPDs, at the request of various local stakeholders, the MAC Noise Program Office staff began a process to quantify the benefits. Namely, MAC GIS Coordinator Matt Baker created an application to analyze flight data from the FAA, fuel data from the airlines and emissions data from the climate registry. **Juffer** reported the preliminary findings with just one third of the arrivals evaluated since April 2015. The application has determined 89.3% of all MSP arrivals have utilized an OPD descent profile and this has saved approximately 2,412,733 gallons of fuel for MSP carriers. As a result, this means OPD has reduced carbon emissions by 23,745 metric tons.

**9. MSP Airport Noise Basics Video Part 1**

**Dana Nelson, Technical Advisor** reminded the Committee of the four tactics involved in the Noise Office Communication Enhancement Plan. One of the tactics is the production of a series of “Noise 101” style videos. The first video in the series “Who Makes the Decisions” is on the MAC Noise website and was played at the meeting. The remainder of the videos will be shown as they are created. The first video was already shown at a public input meeting and thus far the response has been positive.

**10. FAA Communication Materials for MSP Area Navigation (RNAV) Arrival Adjustments**

**Dana Nelson, Technical Advisor** reported that the FAA NextGen Office has a new webpage to share information about small adjustments being made to RNAV arrival routes at MSP beginning in January 2017. The webpage hosts a video, fact sheets and environmental documentation. **Representative Olson** was acknowledged for playing a key role in this project, ensuring critical and clear information is being shared by the FAA.

**11. Review of October 26, 2016 Public Input Meeting**

**Dana Nelson, Technical Advisor** reported that seven residents attended the 4<sup>th</sup> Quarter Public Input Meeting. The format changed slightly as questions were answered when they were asked. Topics of discussion included: CRO, environmental impacts to MN Valley National Wildlife Refuge, NOC Resolution regarding FAA environmental and capacity review from CRO, RNAV, and federal thresholds and metrics for determining significant impacts. The next meeting will be January 25<sup>th</sup>, 2017 at 7pm.

**12. Approval of 2017 NOC Work Plan, Meeting Dates and 2016 Accomplishments**

**Dana Nelson, Technical Advisor** presented the 2017 NOC Work Plan and mentioned two changes since the draft was presented to the Committee in September: the addition of (n) Update on Converging Runway Operations at MSP and more clarification on letter (f) Update on the FAA’s Survey to Re-Evaluate Noise Measurement Methods. The City of Minneapolis requested that (f) include an assessment on MSP-specific noise metrics. After a discussion at the NOC pre-meeting, it was discussed that another item (o) be added Runway 17 Departure

Evaluation to Study the Benefits and Draw-Backs of Increased Usage. **Nelson** then proposed that the NOC add item (p) Evaluate and Enhance the Reporting of the Runway Use System (RUS). **Chair Fitzhenry** requested a motion, **Representative Oleson** made the motion which was seconded by **Co-Chair Hart** and passed unanimously. **Nelson** continued by presenting the list of 2016 NOC accomplishments. The dates for the 2017 NOC Meetings were reviewed, they are the 3<sup>rd</sup> Wednesday of the odd numbered months. The time will remain the same and the location will remain the same except for the meeting on January 18<sup>th</sup>, 2017 which will be located at the Richfield Municipal Building at 6700 Portland Avenue South, Richfield.

### 13. Public Comment Period

No Public Comments

### 14. Announcements

**Chair Fitzhenry** thanked Elaine Buckner of the FAA and wished her luck on her move to the FAA in Washington, D.C. This thanks was echoed by **Representative Petschel** and **Representative Olson**.

**Representative Park** of Sunfish Lake announced that Sunfish Lake City Council member Dan O'Leary will be replacing her as the Sunfish Lake contact for the NOC Community At-Large membership.

**Representative Swenson** of Edina announced that Council Member Mary Brindle will replace her as the Edina contact for the NOC Community At-Large membership.

**Chair Fitzhenry** of Richfield announced that he did not seek re-election and his replacement on the NOC for the Richfield representative will be Pam Dmytrenko.

### 15. Adjourn

The meeting adjourned at 2:49 p.m.

The next meeting of the NOC is scheduled for Wednesday, 18 January 2017.

Respectfully Submitted,  
Amie Kolesar, Recording Secretary