



MSP NOISE OVERSIGHT COMMITTEE DRAFT MEETING MINUTES

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

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 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 3rd and 4th 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