



## MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 18 March 2015, 1:30pm

Richfield Municipal Center – City Council Chambers



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### **Call to Order**

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 18 March 2015, in the City Council Chambers at the Richfield Municipal Center. Chair Hart called the meeting to order at 1:30pm. The following were in attendance:

**Representatives:** J. Hart; E. Petschel; D. Miller; J. Quincy; D. Lowman; T. Fitzhenry, J. Bergman, K. Erazo

**Staff:** J. Lewis, L. Pielen, N. Ralston, D. Nelson

**Others:** A. Petersen – Apple Valley; D. Coker – Bloomington; B. Gubron – Edina; T. Cossalton – Office of Senator Amy Klobuchar; C. Costello – City of Richfield; P. Dmytenko – City of Richfield; D. Sloan – Mendota Heights Airport Relations Commission; M. McNeill – City of Mendota Heights; B. Hoffman – City of St. Louis Park; Molly Park – City of Sunfish Lake; K. Hageman – City of St. Paul; L. Olson – City of Minneapolis; A. Swenson – City of Edina; T. Link – City of Inver Grove Heights; D. Boberg – City of Bloomington; J. Lindahl – City of Rosemount; K. Quinn - Minneapolis

### **1. Review and Approval of the 21 January 2015 Meeting Minutes**

Because a quorum was not present for this meeting, this item will be carried over to the 20 May 2015 meeting.

### **2. Review of Operations Report Summary: January and February 2015**

**Dana Nelson, Technical Advisor**, said there were 6,054 noise complaints in January 2015 and 4,974 complaints in January 2014, for an increase of 22%. She said there were 6,976 complaints in February 2014 and 4,070 complaints in February 2015, for an increase of 71%. She said there was a 48% increase in the number of complainants in January 2015 and a 59% increase in the number of complainants in February 2015. She said there was an increase in the number of nighttime operations that would account for the increase in the number of complaints and complainants. She said there were strong winds out of the north/northeast in February 2015, which required the use of Runway 4.

**Nelson** said total aircraft operations decreased 5% in January 2015 compared to January 2014, and decreased 2.5% in February 2015 compared to February 2014.

**Nelson** said air carrier jet operations in January 2015 decreased 3.9% compared to January 2014, and decreased 2% in February 2015 compared to February 2014. She said regional jets comprised less than 50% of the air carrier jet fleet in January and February 2015, while other, Stage 3-manufactured aircraft like the A320 and the B737 comprise over 50% of the air carrier jet fleet.

**Nelson** said passenger and operations data show, beginning in approximately mid-2014, a trend of more passengers on fewer operations by the major air carriers, and the same trend by regional air carriers beginning in approximately mid-2011.

**Nelson** said nighttime operations (10:30pm – 6:00am) increased 7.6% in January 2015 compared to January 2014. She said nighttime operations (10:30pm – 6:00am) increased 19% in February 2015 compared to February 2014.

**Nelson** noted that strong winds in February 2015 led to the use of Runway 4, for arrivals and departures, as shown in the nighttime runway use percentages.

**Nelson** presented information on January 2015 and February 2015 nighttime (10:30pm – 6:00am) scheduled vs actual carrier jet operations. She said a typical reason for the difference in actual and scheduled nighttime operations is delays in the National Airspace System. She noted that severe weather on the east coast in February contributed to such delays.

**Nelson** said there were 4,116 Runway 17 carrier jet departures, and 99.5% compliance with the Runway 17 Carrier Jet Departure Procedure, in January 2015. She said there were 3,297 Runway 17 carrier jet departures, and 99.5% compliance with the Runway 17 Carrier Jet Departure Procedure, in February 2015.

**Nelson** said 94.1% of the 2,683 carrier jet departures off of Runways 12L and 12R remained in the Eagan-Mendota Heights Departure Corridor in January 2015, and 96.9% remained in the Corridor in February 2015.

**Nelson** said 54 carrier jet departures (56% of total carrier jet corridor operations) used the Crossing-in-the-Corridor Procedure during the nighttime hours of 11:00pm – 6:00am during January 2015, and 37 (50% of total carrier jet corridor operations) used it in February 2015. She said 878 carrier jet departures (34% of total carrier jet corridor operations) used the Procedure during the daytime hours of 6:00am – 11:00pm in January 2015, and 646 (31% of total carrier jet corridor operations) used it in February 2015.

### 3. Presentation: Runway Use System and RNAV STAR Update – Elaine Buckner, FAA Air Traffic Manager

**Dana Nelson, Technical Advisor**, reminded Committee members that the MAC Noise Program Office presented a Runway Use System (RUS) report to the Committee in May 2014. She noted that, since that time, the FAA committed to reviewing the RUS for possible opportunities for improving the use of the RUS at MSP. She said MAC staff, Elaine Buckner and her team, and the City of Minneapolis met to discuss some of the opportunities the FAA

had identified. She said the meeting was productive and that the City of Minneapolis appreciated the efforts of Buckner and her team.

**Elaine Bucker, FAA Air Traffic Manager**, said her team reviewed traffic trends at MSP and noted that the periods of high- and low-demand ebb and flow over time. She said head-to-head operations, with departures on Runways 12L and 12R and arrivals on Runways 30L and 30R, which are the first preferred RUS prioritization, are possible during the midnight shifts. She said head-to-head operations are not possible as traffic increases moving into the daylight hours. She said ATC will then look for opportunities to utilize a mixed flow at MSP. She said her team feels it has identified a 30- to 45-minute block of time in the morning when traffic is increasing such that the ATC thinks it can continue to use a mixed flow until approximately 7:15am. She reminded Committee members that that is dependent on the winds, but noted that ATC is making every effort to do so when possible. **Buckner** said her team is looking into the possibility of departing Runways 12L and 12R and arriving on Runway 35 during the 10:00-11:00pm timeframe, when winds allow.

**Buckner** said the City of Minneapolis raised questions about what appears to be the imbalanced use of Runways 30L and 30R. She said Runways 30L and 30R are assigned for departures based on an aircraft's destination, which determines the turn the aircraft needs to make off of the runway. She said stricter adherence to directing aircraft to the runway of direction of flight is the result of a near-miss incident in 2010. She said ATC uses a variety of measures to mitigate risk when operational requirements call for an aircraft to depart a runway not aligned with its direction of flight— such as an aircraft needing to depart Runway 30L because of its length, or an aircraft needing to depart from the closest runway due to deicing considerations – but during non-busy times. She said ATC is not in a position to make any changes to the safety-driven procedure of assigning departing aircraft to the runway that corresponds to their direction of flight.

**Buckner** noted that the RNAV Standard Terminal Arrival Routes (STARs) were published on 5 March 2015 but will not be available for use until 24 March 2015. She said the Required Navigation Performance piece of the STARs is anticipated to begin on 30 April 2015.

**Representative Petschel, Mendota Heights**, noted that, while it is commendable the FAA is looking for ways to revert to the RUS when possible as a response to Minneapolis' concerns, it is important for the Committee to remember that the Committee has always worked to make sure it does not result in simply moving noise from one community to another.

**Representative Miller, Eagan**, noted the frequent use of Runway 17 compared to use of the Eagan-Mendota Heights Corridor and said she would follow up with Buckner separately. She commented on the impact to residents of aircraft heading southwest immediately after reaching the 3-mile point in the Corridor, and suggested aircraft continue straight out further over the industrial area of Eagan before initiating their turn.

**Representative Quincy, Minneapolis**, reminded Committee members of the action the group took in the past with regard to reminding ATC to utilize the RUS. He said the work Buckner and her team have done provides the Committee with an opportunity to evaluate how that action has worked. He said their work demonstrates the FAA's willingness to look at the issue.

#### 4. Presentation: MSP 2035 LTCP – Neil Ralston, MAC Airport Planner

**Neil Ralston, MAC Airport Planner**, gave the Committee an update on the MSP 2035 Long-Term Comprehensive Plan (LTCP). He noted:

- The purpose of the LTCP is to identify future MSP facility needs for the next 20 years
- The LTCP will assess when facility improvements are needed to meet forecasted demand levels in a safe, efficient, orderly and cost-effective manner
- The current LTCP for MSP was adopted in July 2010 and used 2030 as its planning horizon; that plan determined existing terminal and landside facilities would not meet forecasted demand; resulting development strategy was to balance passenger demand between T1 and T2 to improve customer service and operational efficiencies
- An Environmental Assessment was conducted to assess environmental impact of improvements planned out to 2020, and was completed in March 2013; received a Finding of No Significant Impact from the FAA
- Aviation activity forecasts are being updated through 2035; draft forecast for MSP to accommodate approximately 27 million passenger boardings and approximately 511,000 aircraft operations by 2035; high and low forecast ranges are being prepared
- A facility requirement analysis will be conducted; areas of emphasis will include entrance/exit roadways, departures and arrivals curbs, public parking, passenger hold rooms and the number and configuration of aircraft gates
- With regard to aircraft gate configurations, two approaches will be considered: 1) non-Delta affiliated carriers currently operating at T1 would move to T2 and 2) SkyTeam carriers would remain and grow organically at T1
- The 2035 LTCP will incorporate ongoing improvement programs
- After alternatives are identified, a recommended development program package will be established for final assessment and environmental considerations review will be completed to identify any variances from the MSP 2020 Improvements EA
- The 2014 Annual Noise Contour will be used as the Base Case and a 2035 noise contour will be prepared to assess potential changes in noise impact due to recommend development
- 2035 LTCP includes three goals and a number of objectives
- Goal #1: plan for future facilities that will maintain and enhance the customer service experience while promoting operational efficiency and flexibility throughout the entire MSP campus; objectives include reduce curbside congestion, providing a consistent departure hold room experience, enhance aircraft gate availability and flexibility, consider changing passenger demographics

- Goal #2: produce a plan that promotes fiscal viability, incorporates environmental stewardship, and infuses sustainable thinking while at the same time enhancing MSP's competitive position in the marketplace; objectives include ensure the development program is fiscally responsible, consider building life-cycle and longevity in decision-making
- Goal #3: expand effectiveness through strengthened external relationships and partnerships with customers, tenants, neighboring communities and governmental agencies; objectives include seek to foster consensus among key stakeholders, employ a focused public involvement program to inform, educate and receive feedback
- LTCP stakeholder outreach strategy has three phases: Phase 1: mid-April – June, meet with municipal planning departments, other external stakeholders, internal tenant groups, public; Phase 2: July-August, formal draft LTCP public review, written comment period (30 days), public information meetings, formal review by Metropolitan Council; Phase 3: September-December, final LTCP draft/adoption, additional stakeholder outreach as needed

**Representative Miller, Eagan**, asked if the MAC would prepare a brief summary of the LTCP in lay terms that could be shared with the cities and posted on their web sites.

**Representative Petschel, Mendota Heights**, asked if the new, longer regional jets were creating an issue on the A Concourse because the gates there were designed for smaller aircraft. She asked if the LTCP would address this issue.

**Ralston** said addressing the aircraft gate configurations is a fairly urgent need. He said changes may be made as early as this summer to gates on the A and B concourses. He said some of those gates were designed to accommodate 30-seat turbo prop aircraft but must now accommodate 70- and 76-seat regional jets. He said the number of gates, the types of gates and the relationship between the gates and related amenities is being examined closely.

**Representative Lowman, Bloomington**, asked whether and how climate change would be addressed in the LTCP. **Ralston** said the environmental stewardship section of the 2035 LTCP will engage with the issue of climate change.

**Representative Bergman, At-large Representative**, asked if reconfiguring the A and B concourses would mean the loss of gates. **Ralston** said that is the likely result, but noted that the reconfiguration would ideally result in the right number of the right type of gates for the carriers.

**Representative Quincy, Minneapolis**, asked what kind of alternative analysis is being conducted. **Ralston** said looking at key priority areas and alternatives for Concourses A, B and G and the facilities will be emphasized in March and April. **Quincy** asked if the alternatives will be available for comment, or if an alternative will be chosen and presented in the draft LTCP. **Ralston** said staff's role is to determine the preferred alternative based on analysis and forecast and to recommend that as the preferred alternative, but that the alternatives that are considered will be presented for comparison. **Quincy** asked what is significantly different between the last LTCP and the 2035 LTCP. **Ralston** said there has been

acceleration in changes in fleet mix from what was projected in the last LTCP. He said more passengers are being accommodated and T1 is strained in terms of passenger service.

**Representative Petschel, Mendota Heights**, asked how the MAC will balance the bonding needs to finance the improvement and air carrier gate fees. **Ralston** said remaining competitive in the marketplace is one of the goals of the LTCP, but that specifics would be a subject for a future presentation.

**Ralston** said the following 2035 LTCP-related briefings will be held:

- April 2015 – MAC Planning, Development & Environment Committee – Forecast & Facility Requirements Summary
- May 2015 – MAC Planning, Development & Environment Committee – Development Alternative Overview
- May 2015 – Noise Oversight Committee – LTCP Update
- June 2015 – MAC Planning, Development & Environment Committee – LTCP Recommended Plan Overview
- July 2015 – MAC Planning, Development & Environment Committee – Request to Circulate Draft LTCP Report
- July 2015 – Noise Oversight Committee – LTCP Update
- November 2015 – MAC Planning, Development & Environment Committee – Request to Submit Final Draft LTCP to Metropolitan Council

## 5. 2014 Annual Noise Contour Report

**Dana Nelson, Technical Advisor**, reminded Committee members the MAC is required by the Noise Mitigation Consent Decree to prepare an annual noise contour report by 1 March each year. She said the 2014 Annual Noise Contour was completed on 27 February 2015. She noted that the Consent Decree was amended in October 2013 to establish a three-consecutive year mitigation eligibility requirement, compared to the 2007 DNL forecast contours. **Nelson** said the MAC retained the services of HNTB Corporation for preparation of the Integrated Noise Model inputs and to run a quality check on the contours of the 2014 noise contours. She said the only properties that meet the Consent Decree Amendment mitigation eligibility criteria are in Minneapolis. She said there are 285 single-family homes that meet the first year of eligibility; 137 single-family and 89 multi-family homes meet the second year of eligibility. She noted that all of the homes that met the first year of eligibility in 2013 moved into the second-year category in 2014.

**Nelson** noted 2014 total operations were 29.3% below the 2007 forecast mitigated total operations. She said the 2014 total operations were down 4.6% from the 2013 total operations. She said modified Stage-3 average daily operations in 2014 were down 99.9% from the 2007 forecast mitigated number. She said nighttime operations in 2014 decreased by 28 average daily operations from the 2007 forecast mitigated number.

**Nelson** said the 2014 actual noise contour is smaller than the 2007 forecast mitigated contour by 6,949.9 acres (44.2% reduction) in the 60 DNL contour and by 3,755.5 acres (51.9% reduction) in the 65 DNL contour. She said the predominant contraction in the contours from the 2007 forecast mitigated contours to the 2014 actual noise contour is driven largely by fleet mix changes, including a reduction in modified Stage-3 aircraft operations and a significant

reduction in total annual operations. She said the small area where the 2014 actual noise contour extends beyond the 2007 forecast mitigated contour can largely be attributed to nighttime runway use variances between what was forecast and what was occurring in 2014, particularly an increase in nighttime arrival operations on Runway 12R.

**Nelson** said that, for the first year of eligibility:

- 120 single-family homes moved from the 60-62 DNL contour into the 63 DNL contour
- 39 single-family homes previously eligible for homeowner reimbursement moved into the 2014 60-62 DNL contour
- 126 single-family homes previously outside the mitigation area moved into the 2014 60-62 DNL contour

She said that, for the second year of eligibility:

- 119 single-family homes previously eligible for homeowner reimbursement moved into the 2014 60 DNL contour
- 18 single-family homes previously outside the mitigation area moved into the 2014 60 DNL contour
- 89 multi-family homes previously outside the mitigation area moved into the 2014 60 DNL

She noted that, if these blocks remain within a higher noise impact area for three consecutive years, they will be eligible for additional mitigation in accordance with the First Amendment to the Consent Decree.

**Representative Fitzhenry, Richfield**, asked how the area impacted now might be impacted by the RUS adjustments the MSP Air Traffic Control will be trying to make, as presented earlier by Elaine Buckner. Nelson said a reduction in the number of nighttime arrival operations on Runway 12R could reduce the size of the arrival lobe in the noise contour. Fitzhenry asked if that would make the homes in that area ineligible for mitigation. **Nelson** said that is correct.

## 6. Nighttime Operations Assessment

**Dana Nelson, Technical Advisor**, reminded Committee members that the group's 2015 Work Plan includes an assessment of nighttime operations at MSP. She noted that the primary catalyst for the continuing evaluation of nighttime operations at MSP is resident concerns and comments. She reminded Committee members that federal policy virtually prohibits mandatory nighttime restrictions at public-use airports like MSP.

**Nelson** said the nighttime operations assessment focuses on average daily nighttime operations at MSP from 2005 to 2014, as well as annual average daily INM nighttime operations from 2005 to 2014. She noted that MSP's nighttime hours are from 10:30pm to 6:00am and that INM nighttime hours are 10:00pm to 7:00am. She said the 2014 nighttime operations assessment shows:

- In 2014, all nighttime operations increased 10.7% from 2013 (carrier jet nighttime operations increased 14.7% over the same time period)

- The top 15 nighttime jet operators represented 95.7% of the total nighttime carrier jet operations in 2014. In 2013 the top 15 represented 94.3% of the total nighttime carrier jet operations.
- Of the top 15 nighttime jet operators, 100% of the operations were flown with Stage 3 Manufactured aircraft in 2014.
- The most prevalent time period for nighttime operations in 2014 was 11:00pm-12:00am (15.1 average daily nighttime operations) and 5:00-6:00am (14.0 average daily nighttime operations)
- There were 9,595 scheduled nighttime operations in 2014 compared to 7,466 scheduled nighttime operations in 2013 (28% increase)
- The top three carriers for scheduled nighttime operations in 2014 were Delta (1,837 operations), Sun Country (1,608 operations) and United (1,046 operations)
- The actual nighttime carrier operations for 2014 according to MACNOMS was 17,296 compared to 9,595 scheduled nighttime operations according to the Official Airline Guide

**Representative Quincy, Minneapolis**, asked why the actual number of nighttime operations is almost twice the number of scheduled nighttime operations. **Nelson** noted that not all carriers report their schedules in the Official Airline Guide, which is the MAC's source for schedule information. She noted that delays across the national airspace system also have a significant impact on the number of actual nighttime operations. **Chair Hart, Delta Air Lines**, noted that charter operations are also not reflected in the Official Airline Guide. He said Delta has seen an increase in "red-eye" flights from the west coast and using MSP as a connection to the east coast.

## 7. 28 January 2015 Public Input Meeting

**Dana Nelson, Technical Advisor**, informed Committee members that seven people attended the 28 January 2015 Public Input Meeting. She said four people made comments at the meeting, one individual submitted comments via the Public Input Meeting Form on the Noise Program Office's website, and that no comment forms were submitted at the meeting. She said written responses have been provided to the commenters and that the comments and responses are available online at [www.macnoise.com](http://www.macnoise.com). She said comments/questions focused on:

- Frequency of aircraft overflights
- RNAV arrival procedure implementation
- Public involvement in the MSP Long-Term Comprehensive Plan
- Nighttime curfew at MSP

She noted that the next Public Input Meeting is scheduled for 7:00pm on Tuesday, 28 April 2015, at the Richfield Municipal Center, 6700 Portland Avenue South, Richfield.

## 8. Public Comment Period

There were no public comments.



The next meeting of the NOC is scheduled for Wednesday, 20 May 2015.

The meeting adjourned at 2:46pm.

Respectfully Submitted,  
Christene Sirois Kron, Recording Secretary