



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

Wednesday, 20 May 2015, 1:30pm

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 Wednesday, 20 May 2015, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Petschel called the meeting to order at 1:36pm. The following were in attendance:

**Representatives:** T. Harris; D. Lowman; B. McQuillan; B. Underwood; J. Hart; E. Petschel; K. Erazo; L. Olson; J. Carlson; T. Fitzhenry; J. Bergman

**Staff:** L. Peilen; N. Ralston; J. Lewis; D. Nelson

**Others:** G. Putnam – Minneapolis; L. Grotz – Edina; K. Aaker – City of Edina; P. Dmytrenko – City of Richfield; G. Goss – Delta Air Lines; A. Swenson – City of Edina; M. Park – City of Sunfish Lake; T. Link – City of Inver Grove Heights; M. McNeill – City of Mendota Heights; D. Boberg – City of Bloomington; K. Hageman – City of St. Paul; S. Devich – City of Richfield; R. Owen – Metropolitan Council

**Chair Petschel, Mendota Heights**, recognized NOC member Sun Country Airlines for the care and professionalism it displayed in flying the family of Mendota Heights Police Officer Scott Patrick to Washington DC for National Police Week.

### **1. Review and Approval of the 21 January and 18 March 2015 Meeting Minutes**

**Chair Petschel** noted that line three of item 2 of the 18 March 2015 meeting minutes should be corrected to read "... in February 2015 and 4,070 complaints in February 2014". She noted the minutes should be corrected to note that Representative Erazo and Representative Bergman were both in attendance at the 18 March 2015 meeting.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE HART TO APPROVE THE MEETING MINUTES OF THE 21 JANUARY 2015 MEETING, AND TO APPROVE THE MEETING MINUTES OF THE 18 MARCH 2015 MEETING AS CORRECTED.**

**The motion carried by unanimous vote.**

## 2. Review of Operations Report Summary: March and April 2015

**Dana Nelson, Technical Advisor**, said complaints increased 26% in March 2015 compared to March 2014 and increased 23% in April 2015 compared to April 2014. She said the increases follow a seasonal trend seen in previous years – i.e., complaints increase as weather warms and people are outside more often, and have their windows open more often. She said the top 10 complainants in March 2015 submitted 54% of the total complaints and the top 10 complainants in April 2015 submitted 56% of the total complaints.

**Nelson** said total aircraft operations decreased 3% in March 2015 compared to March 2014, and decreased 3.4% in April 2015 compared to April 2014.

**Nelson** said air carrier jet operations in March 2015 decreased 4% compared to March 2014, and decreased 4% in April 2015 compared to April 2014. She said regional jets comprised less than 50% of the air carrier jet fleet in March and April 2015, while other, Stage 3-manufactured aircraft like the A320 and the B737 comprised over 50% of the air carrier jet fleet. She said there were seven Modified Stage 3 operations in March 2015 and one in April 2015.

**Nelson** said passenger and operations data show more passengers on fewer regional air carrier operations.

**Nelson** said nighttime operations (10:30pm – 6:00am) increased 14% in March 2015 compared to March 2014. She said nighttime operations (10:30pm – 6:00am) increased 21% in April 2015 compared to April 2014. She noted that RNAV operations began toward the end of March and that the FAA has taken a “phase in” approach to those operations, which contributed to the increase in nighttime operations.

**Nelson** said Runways 30L and 12R had the highest use percentages for arrival operations in March and April 2015. She said Runways 30L and 12R had the highest use percentages for departure operations in March and April 2015. She said over half of the nighttime arrival operations were in the Eagan-Mendota Heights Departure Corridor.

**Nelson** said there were 508 scheduled and 1,880 actual nighttime operations in March 2015. Of the 1,880 operations, 341 were departures and 1,539 were arrivals. She said the bulk of the operations took place between 10:30pm and 12:00am, and between 5:00am and 6:00am. **Representative Hart, Delta Air Lines**, noted these figures show the effect of weather on scheduled operations. **Nelson** noted that operations that fall into the “other” category are operations by carriers and operators that do not report their schedules to the Official Airline Guide, which is the MAC’s schedule data source. **Nelson** said there were 922 scheduled and 1,736 actual nighttime operations in April 2015. She said the majority of the operations took place between 10:30pm and 12:00am, and between 5:00am and 6:00am. She said 350 of the actual operations were departures and 1,386 were arrivals. **Chair Petschel, Mendota Heights**, asked if charter and military operations fall into the “other” category. **Nelson** said they do, as do some cargo operations, but that the majority are charter operations. **Petschel** asked who the charter operators are. **Nelson** said Sun Country flies charters, as do other operators.

**Nelson** said there were 4,128 Runway 17 carrier jet departures, and 99.5% compliance with the Runway 17 Carrier Jet Departure Procedure, in March 2015. She said there were 3,293 Runway 17 carrier jet departures, and 99.7% compliance with the Runway 17 Carrier Jet Departure Procedure, in April 2015.

**Nelson** said 96.5% of the 2,808 carrier jet departures off of Runways 12L and 12R remained in the Eagan-Mendota Heights Departure Corridor in March 2015, and 87.1% remained in the Corridor in April 2015. She said the lower compliance rate in April was due to days with strong northeasterly winds. She said she has spoken with the FAA about staffing and control training for managing wind corrections.

**Nelson** said 72 carrier jet departures (61% of total carrier jet corridor operations) used the Crossing-in-the-Corridor Procedure during the nighttime hours of 11:00pm – 6:00am during March 2015, and 49 (34% of total carrier jet corridor operations) used it in April 2015. She said 831 carrier jet departures (31% of total carrier jet corridor operations) used the Procedure during the daytime hours of 6:00am – 11:00pm in March 2015, and 1,181 (31% of total carrier jet corridor operations) used it in April 2015.

**Representative Olson, Minneapolis**, referred to the phasing-in of RNAV operations and related delays and asked if the phase-in period is over and no longer contributing to delays. **Hart** said the acceptance rate at the airport is back to pre-OPD rates. He said the controllers at the airport had a slightly lower acceptance rate than normal as the OPD operations were being phased in, and that delays were not due to ground congestion.

### 3. Presentation: MAC Overview – Jeff Hamiel, MAC Executive Director/CEO

**Jeff Hamiel, MAC Executive Director/CEO**, gave an overview presentation of the MAC. Highlights of the presentation included:

- The MAC is a public corporation created by the Minnesota Legislature
- The MAC owns and operates MSP and six general aviation (known as “reliever”) airports
- The MAC is funded by user fees and has not exercised its limited property taxing authority since the 1960s
- The MAC is governed by a board of commissioners; 12 commissioners (8 from the metro area, 4 from out state) and the chair is appointed by the governor and the Cities of Minneapolis and St. Paul each appoint one commissioner, for a total of 15 commissioners
- The MAC utilizes a conservative financial model predicated on originating and destination passengers at MSP and maintains a six-month reserve
- In 2015, the MAC’s operating revenues are \$303 million; its operating expenses are \$164 million; its gross debt service is \$128 million; its outstanding debt is \$1.5 billion
- The airline cost per enplanement at MSP is among the lowest in the nation
- MSP is the 17<sup>th</sup> busiest airport in North America in terms of passengers and the 11<sup>th</sup> busiest in operations; MSP is Delta Air Lines’ second-largest hub
- Air Transport Research Society named MSP the “Most Efficiently Managed Airport-North America” in 2013; Airports Council International-North America cited MSP as having the “Best Food & Beverage Program in North America” in 2013; *Airport Revenue News* said MSP had the “Best Overall Airport Concessions Program” in 2014; and *Travel & Leisure* named MSP the “Third Best Airport in North America” in 2014

- Since 2008, Alaska Air, Southwest Airlines, Great Lakes, Spirit, Air France and Condor have added service at MSP
- Near-term challenges for MSP include lack of queuing space at Terminal 1-Lindbergh, an inefficient security checkpoint layout, insufficient Terminal 1-Lindbergh parking facilities, expiring retail leases, and capacity constraints at Terminal 2-Humphrey
- MSP 2015 improvement highlights include consolidation of security checkpoints 1-4 into a single checkpoint, rebidding of most retail and many restaurant locations, a three-gate expansion at Terminal 2-Humphrey, addition of a new Quick Ride Ramp, exploration of the development of an airport hotel, and development of a public aircraft viewing area

**Representative Bergman, At-large Representative**, asked if newly-appointed MAC commissioners undergo an orientation with regard to their roles and responsibilities. He said it seems incumbent on the commissioners to reach out to the cities and constituents they represent.

**Representative Olson, Minneapolis**, commended the MAC on how it runs MSP and noted that the City of Minneapolis recognizes MSP as an important economic engine for the area. She noted that the communities around the airport are invested in having vibrant, livable, healthy communities where residents want to live and where businesses want to locate.

#### 4. MSP 2035 Long-term Comprehensive Plan Update

**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, to serve as a “road map” to guide the MAC’s development strategy for MSP and to shape the seven-year Capital Improvement Program
- The LTCP will assess when facility improvements are needed to meet forecasted demand levels in a safe, efficient, orderly and cost-effective manner
- There were approximately 9 million originations in 2014; the 2035 LTCP forecast is for approximately 15 million originations by 2035
- There were approximately 17 million enplanements (originations plus connecting passengers) in 2014; the 2035 LTCP forecast is for approximately 27 million enplanements by 2035; enplanements are forecasted to surpass the historical peak level before 2020
- Operations peaked in 2004 at over 540,000 operations; there were approximately 412,000 operations in 2014; operations are forecast to reach approximately 511,000 by 2035
- The 2035 LTCP aircraft fleet mix forecast is for continual reduction in small, regional jet operations and significant growth in narrowbody aircraft operations, with some growth in widebody aircraft operations
- In 2009, there were 79 enplanements per departure; in 2014, there were 91 enplanements per departure; the 2035 LTCP forecast is for 114 enplanements per departure by 2035; airlines will move more passengers with fewer but larger aircraft; the MSP airfield is adequate through the 2035 LTCP planning horizon

- The 2035 LTCP facility requirements analysis looks at two scenarios, one in which airlines that are currently at Terminal 1-Lindbergh will remain at Terminal 1-Lindbergh and one in which non-SkyTeam airlines that are currently at Terminal 1-Lindbergh will relocate to Terminal 2-Humphrey
- Currently, there are 120 total gates at MSP – 106 gates at Terminal 1-Lindbergh and 14 gates at Terminal 2-Humphrey; this includes reconfiguration of gates at Terminal 1-Lindbergh (Concourses A and B) to accommodate larger aircraft and new gates at Terminal 2-Humphrey; the existing gate supply appears to be adequate until 2022
- In the 2035 LTCP “airlines remain” scenario, 12 new narrowbody gates will be needed at Terminal 1-Lindbergh and 5 new narrowbody gates will be needed at Terminal 2-Humphrey
- In the 2035 LTCP “airlines relocate” scenario, no new gates will be needed at Terminal 1-Lindbergh, and 19 new narrowbody gates will be needed at Terminal 2-Humphrey
- In the 2035 LTCP “airlines remain” scenario, Terminal 1-Lindbergh inbound baggage claim and outbound baggage cart staging areas, and the Terminal 2-Humphrey ticketing positions and inbound baggage claim areas, will be inadequate by 2020
- In the 2035 LTCP “airlines relocate” scenario, Terminal 1-Lindbergh processors will be largely adequate through 2035 but Terminal 2-Humphrey processors will require significant expansion
- In the 2035 LTCP “airlines remain” scenario, Terminal 1-Lindbergh parking will be short 5,000 spaces by 2020 and 12,000 spaces by 2035, and there will be shortfalls on both the departures and arrivals curbs; there will be curb shortfalls at Terminal 2-Humphrey by the mid-2020s
- In the 2035 LTCP “airlines relocate” scenario, there will be parking and arrivals curb shortfalls at Terminal 1-Lindbergh by the mid-2020s; there will be curb shortfalls and parking shortfalls (8,500 spaces) by 2035 at Terminal 2-Humphrey
- In looking at development alternatives, the practical capacity of the Terminal 1-Lindbergh complex is examined; considerations include: balancing airside, terminal and landside capacities; maintaining level-of-service standards; and constraints, capabilities, capital costs and performance; an incremental approach to implementing the “airlines relocate” scenario is being studied
- Concept 1 of the incremental approach to the “airlines relocate” scenario includes: T1-Lindbergh parking expansion, realignment of the outbound roadway, development of an on-airport hotel, relocating deice pads to the ‘infield’ area
- Concept 2 of the incremental approach to the “airlines relocate” scenario includes: T1-Lindbergh parking expansion with an infield exit plaza, outbound roadway realignment, development of an on-airport hotel, relocating deice pads closer to the runway end.

**Dana Nelson, Technical Advisor**, noted that the 2035 LTCP will include a chapter on environmental considerations, including noise, air quality, water quality, climate adaptation, waste management and land use compatibility. She said a 2035 forecast noise contour will be generated using the Integrated Noise Model (INM) and using the 2035 forecast fleet mix and operations forecast data. She said that the preferred development alternative in the 2035 LTCP

has to be determined before the 2035 forecast noise contour can be generated. She said the 2014 actual noise contour will serve as the baseline for the 2035 forecast noise contour.

**Ralston** reminded Committee members that the 2035 LTCP stakeholder outreach strategy includes:

- Phase 1: mid-April – July, meet with municipal planning departments, other external stakeholders, internal tenant groups, public (13 meetings have been held to date with various stakeholders), pre-draft public information meeting toward end of July
- Phase 2: August – October, formal draft LTCP public review, written comment period (45 days), public information meetings, formal review by Metropolitan Council;
- Phase 3: September – December, final LTCP draft/adoption, additional stakeholder outreach as needed

**Representative Olson, Minneapolis**, asked if the 2014 actual noise contour that will be used as the 2035 LTCP baseline takes into account aircraft altitude. **Nelson** said the altitude profiles used in the INM are general and are broken up by aircraft type. She noted that staff, with the assistance of the carriers, took a set of aircraft types that use MSP frequently and generated custom departure profiles for those aircraft types. She said the INM utilizes an OPD arrival profile. **Nelson** said that the 2035 LTCP forecast aircraft types will be used, along with some assumptions with regard to runway use and INM tracks, when generating the 2035 LTCP forecast noise contour. **Olson** asked if the forecast runway use will rely on destination trends. **Nelson** said there is some flexibility during the nighttime hours with regard to runway use for departures, and that moving airlines in the “airlines relocate” scenario may have an impact on runway use assumptions. **Chair Petschel, Mendota Heights**, asked if it is correct that some proprietary air carrier data will be used to generate the 2035 LTCP forecast noise contour. **Nelson** said it is.

**Representative Lowman, Bloomington**, asked if public schools will be some of the stakeholders that are engaged in the outreach efforts. **Ralston** said that schools are not included at this time but that the MAC is open to meeting with entities other than municipal groups and city councils.

## 5. Complaint Density Mapping

**Dana Nelson, Technical Advisor**, asked Committee members if an item could be added to the agenda for today’s meeting, specifically the recent FAA press release on re-evaluating methods for measuring effects of aircraft noise.

**IT WAS MOVED BY REPRESENTATIVE BERGMAN AND SECONDED BY REPRESENTATIVE LOWMAN TO ADD “FAA TO RE-EVALUATE METHOD FOR MEASURING EFFECTS OF AIRCRAFT NOISE” AS ITEM 8 ON TODAY’S MEETING AGENDA.**

**The motion carried by unanimous vote.**

**Nelson** reminded Committee members that the group's 2015 Work Plan included an item on complaint density mapping. She noted that the complaint density mapping that appears now in the monthly Technical Advisor's Report is difficult to read. She said staff is proposing to utilize a new map that shows, by grid (area), the density of residences submitting noise complaints. She said the colors used on the map would indicate the number of households submitting complaints, and that each grid square's percentage of total monthly complaints would be shown. She said the grid map would be super-imposed over a map showing roadways, bodies of water, etc.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE OLSON TO APPROVE THE NEW COMPLAINT DENSITY GRAPHIC TO REPLACE THE EXISTING COMPLAINT MAP ON PAGE 2 OF THE MONTHLY TECHNICAL ADVISOR'S REPORT, BEGINNING WITH THE MAY 2015 REPORT.**

**The motion carried by unanimous vote.**

**Representative Olson, Minneapolis**, expressed appreciation for the new map, specifically on behalf of Representative Quincy. **Chair Petschel** thanked Nelson and her staff for their efforts.

## **6. Runway Use System Report**

**Dana Nelson, Technical Advisor**, reminded Committee members that the group's 2015 Work Plan includes the development of a Runway Use System (RUS) Report. She said staff has developed a report that begins with a description of the RUS and describes the factors that contribute to runway use determination at MSP. She said the proposed report includes graphic depictions of runway configuration options, including the North Flow, Straight North Flow, South Flow, Straight South Flow, Opposite Direction, Mixed Flow A, and Mixed Flow B. She said the proposed report includes a summary table of the monthly runway use for the following time periods: all hours; MSP nighttime hours of 10:30pm-6:00am; morning transition period of 6:00-7:30am; and evening transition period of 9:00-10:30pm. She said a table showing a high-level view of the RUS high-priority runway counts and percent use will be provided. **Nelson** noted that a number of dynamic factors that change frequently make it difficult to produce a cumulative monthly report. She said the report appendix will show an hourly break out of airport operations, runway configuration changes, and surface winds and winds aloft data for each day of the month. **Nelson** noted that de-icing activity, runway closures for construction, and convective (storm) activity that has an impact on runway use is not reflected in the proposed report. She said that she would review the data each month for anomalies and note when any of these types of activity have had an impact on runway use.

**Chair Petschel, Mendota Heights**, noted that the data staff collect for the Runway Use System Report will be shared with the FAA and commended the synergy being developed between the Committee and the NOC.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE LOWMAN TO APPROVE THE FORMAT OF THE MONTHLY MSP RUNWAY USE REPORT, TO REQUEST STAFF TO PRODUCE A MONTHLY REPORT, AND TO PUBLISH THE REPORT ON THE [WWW.MACNOISE.COM](http://WWW.MACNOISE.COM) WEBSITE.**

**The motion carried by unanimous vote.**

## 7. 28 April 2015 Public Input Meeting

**Dana Nelson, Technical Advisor**, informed Committee members that three people attended the 28 April 2015 Public Input Meeting. She said two people made comments at the meeting, 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:

- Departure overflights west of the airport
- Remote Monitoring Tower locations
- Purpose and goals of the NOC

She noted that the next Public Input Meeting is scheduled for 7:00pm on Tuesday, 28 July 2015, at the MAC General Offices Building, 6040 28<sup>th</sup> Avenue South, Minneapolis.

## 8. FAA to Re-evaluate Method for Measuring Effects of Aircraft Noise

**Dana Nelson, Technical Advisor**, informed Committee members that the FAA put out a press release announcing it will begin surveying people living near 20 airports around the United States to get a sense of how they (the residents) feel about aircraft noise. She noted the survey will be conducted in the next 2-3 months via mail and telephone. She noted the FAA will not disclose which airports will be chosen for the survey. She said the FAA will survey residents over the course of 1-2 years and will then analyze survey data to determine whether or not to update its methods for determining aircraft noise exposure thresholds. She said that, if the FAA determines changes are warranted, it will propose revised policy and related guidance and regulations, subject to interagency coordination, as well as public review and comment. **Nelson** said the MAC Noise Program Office will publish a news article about the survey on the [www.macnoise.com](http://www.macnoise.com) website, and is working with the MAC Public Affairs & Marketing Department to keep them informed on the issue.

## 9. Public Comment Period

There were no public comments.

The next meeting of the NOC is scheduled for Wednesday, 22 July 2015.

The meeting adjourned at 3:29pm.

Respectfully Submitted,  
Christene Sirois Kron, Recording Secretary