MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES
Wednesday, 22 July 2015, 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, 22 July 2015, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Hart called the meeting to order at 1:30pm. The following were in attendance:

Representatives: D. Lowman; K. Erazo; D. Miller; J. Quincy; G. Goss; J. Langenfeld; P. Vick; E. Petschel; T. Fitzhenry; J. Bergman

Staff: L. Peilen; N. Ralston; R. Fuhrmann D. Nelson

Others: L. Schaetzel – Minneapolis; K. Strand – Apple Valley; Y. Shafer – Minneapolis; L. Nelson – Minneapolis; S. Nienhaus – City of Burnsville; M. Howard – City of Richfield; D. Sloan – Mendota Heights Airport Relations Commission; G. Putnam – Minneapolis; D. Langer – Federal Aviation Administration; J. Shadduck – Federal Aviation Administration; G. Hansmann – Federal Aviation Administration; B. Friedman – Minnneapolis; J. Spensley – South Metro Airport Action Council; D. Overby – Minneapolis; B. Hoffman – City of St. Louis Park; T. Link – City of Inver Grove Heights; A. Swenson – City of Edina; M. Park – City of Sunfish Lake; L. Grotz – Edina; M. Bruch – Southwest Journal; D. Boberg – City of Bloomington

1. Review and Approval of the 20 May 2015 Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE QUINCY TO APPROVE THE MINUTES OF THE 20 MAY 2015 MEETING.

The motion carried by unanimous vote.

2. Election of NOC Co-chairs

Representative Goss, Delta Air Lines, nominated Representative Hart to serve as the Committee's User Group co-chair for the next two-year term. There were no other nominations. Representative Hart was elected as the User Group co-chair by unanimous voice vote by the User Group.

Representative Fitzhenry, Richfield, nominated Representative Petschel to serve as the Committee's Community Group co-chair for the next two-year term. There were no other nominations. Representative Petschel was elected as the Community Group co-chair by unanimous voice vote by the Community Group.

3. Review of Monthly Operations Reports: May and June, 2015

Dana Nelson, Technical Advisor, said complaints increased 17% in May 2015 compared to May 2014 and increased 33% in June 2015 compared to June 2014. She said there were 12,827 total complaints in June 2015, one of the highest number of complaints received by the MAC Noise Program Office. She said the number of households making complaints increased 7% in May 2015 compared to May 2014, and increased 28% in June 2015 compared to June 2014. She said concerns being expressed by complainants include aircraft departure altitudes, flight frequency, nighttime operations, and noise levels.

Nelson said RMT locations were used to assess the altitudes of aircraft operations since 2011. She said operations were filtered to include only Runway 30L departure altitudes, and that RMTs 1, 3, 5, 7, and 27 record aircraft noise events for those operations. She said review of the data show consistent seasonal trends in departure altitudes, i.e., higher altitudes during cold, dry months and lower altitudes during warm, humid months. She noted that the trend line peaks for Winter-Spring 2014-15 are not as pronounced as in previous years, due to a more mild winter that year than in previous years.

Nelson said the same assessment was made for Runway 30R departure operations since 2011. She said operations were filtered to include only Runway 30R departure altitudes, and that RMTs 2, 4, 6, 8, and 29 record aircraft noise events for those operations. **Nelson** said the same assessment was made for Runway 12R departure operations since 2011. She said operations were filtered to include only Runway 12R departure altitudes, and that RMTs 14, 16, 22, 24, 25, and 26 record aircraft noise events for those operations. **Nelson** said the same assessment was made for Runway 12L departure operations since 2011. She said operations were filtered to include only Runway 12L departure altitudes, and that RMTs 13, 15, 21, 22, 23, and 26 record aircraft noise events for those operations. **Nelson** said the same assessment was made for Runway 17 departure operations since 2011. She said operations were filtered to include only Runway 17 departure altitudes, and that RMTs 25, 30, 31, 32, 33, 34, 35, 36, 37, 38, and 39 record aircraft noise events for those operations. **Nelson** said review of the four-year data set for each runway shows consistent seasonal trends in departure altitudes over the years. **Chair Hart, Delta Air Lines**, noted that, other than seasonal changes, the altitudes don't change.

Nelson said the current peak hour of operations at MSP is 1:00-2:00pm, with 81.3 average daily actual operations. She noted that this level is lower than the peak hours of operations in 2014, which was 87.3, and lower than the peak hours of operation in 2013, which was 95.6. She noted that total nighttime operations increased in the first six months of 2015 during the 11:00pm-12:00am, 12:00-1:00am, 4:00-5:00am, and 5:00-6:00am timeframes. She noted that, during the first six months of 2015, departure operations increased during the 5:00-6:00am, 7:00-8:00am, 9:00-10:00am, and 8:00-9:00pm timeframes. **Nelson** noted that American Airlines added two daily departures to DFW and CLT in the 5:00am hour, and Southwest Airlines added two weekday departures to KCI and MKE in the 5:00am hour. She noted that, during the first

six months of 2015, arrival operations increased during the 12:00-1:00am, 4:00-6:00am, 8:00-9:00am, 2:00-3:00pm, and 11:00pm-12:00am timeframes. She noted that Southwest Airlines added more than one daily arrival during the 11:00pm-12:00am hour, that Delta Air Lines and American Airlines have less than one more daily arrivals during the 12:00-1:00am hour, that Delta Air Lines has 1-2 more daily west coast redeye arrivals during the 4:00-6:00am hour, that American has 2-3 more daily arrivals during the 11:00pm-12:00am hour, and that Spirit and Frontier have also have slightly more arrivals scheduled during the nighttime hours. **Hart** noted that the Delta flights are scheduled to arrive after 5:00am.

Nelson said during the first six months of the year, going back to 2008, there is an overall reduction in the number of noise events above 65 dB. She said that, during that timeframe, there is an overall reduction in total operations, and a reduction in Modified Stage 3 (or "Hushkit") aircraft operations as those types of aircraft are replaced by new technology, quieter aircraft. She said this trend will likely continue as aircraft manufacturers design and manufacture quieter, more efficient aircraft. She noted there was a slight increase in the number of noise events above 65 dB between 2014 and 2015. She noted average temperatures were warmer in 2015 and that aircraft do not perform as well in warmer weather as they do in colder, dryer weather. She noted there has been a reduction in the number of small, 50-seat regional jet aircraft in the fleet mix, and noted that those aircraft are some of the quieter aircraft in the fleet mix. **Nelson** said there has also been a downward trend, since 2008, in the number of noise events above 80 dB, 90 dB, and 100 dB.

Nelson said total aircraft operations decreased 3% in May 2015 compared to May 2014, and decreased less than 1% in June 2015 compared to June 2014. She noted that, year-to-date 2015 total operations is about 3% lower (approximately 6,000 fewer flights) than for the same timeframe in 2014.

Nelson said air carrier jet operations in May 2015 decreased .4% compared to May 2014, and decreased .2% in June 2015 compared to June 2014. She said other, Manufactured Stage-3 jets comprised more than 50% of the air carrier jet fleet in May and June 2015, while regional jets comprised less than 50% of the air carrier jet fleet. She said there were zero Modified Stage-3 operations in both May and June 2015.

Nelson said nighttime operations (10:30pm – 6:00am) increased 13% in May 2015 compared to May 2014. She said nighttime operations (10:30pm – 6:00am) increased 5% in June 2015 compared to June 2014. Representative Fitzhenry, Richfield, asked if weather was a factor in the increase in nighttime operations. Nelson said weather is a contributing factor, and noted that severe weather in the southern United States did cause delays that led to unscheduled operations mostly during the "shoulder" time of 10:30-11:00pm, but that the 12:00am and 4:00-5:00am operations are not typically weather-related.

Nelson said passenger and operations data show increases in the number of passengers on fewer flights. She said regional air carrier operations data show a decreasing trend.

Nelson said there were 824 scheduled and 1,327 actual nighttime (10:30pm – 6:00am) arrival operations in May 2015. She said there were 323 scheduled and 147 actual nighttime (10:30pm – 6:00am) departure operations in May 2015. She noted the MAC Noise Program Office worked with the vendor from whom it gets the scheduled operations data to refine the data, and that the refined reporting is what led to the variability in the scheduled and actual operations numbers. She said there were 1,183 scheduled and 1,455 actual nighttime (10:30pm – 6:00am) arrival

operations in June 2015. She said there were 248 scheduled and 426 actual nighttime (10:30pm – 6:00am) departure operations in June 2015. Hart said the differences in the June numbers show the effects of weather on the National Airspace System.

Nelson said there were 4,304 Runway 17 carrier jet departures, and 99.5% compliance with the Runway 17 Carrier Jet Departure Procedure, in May 2015. She said there were 3,898 Runway 17 carrier jet departures, and 99.9% compliance with the Runway 17 Carrier Jet Departure Procedure, in June 2015.

Nelson said 93.4% of the 3,962 carrier jet departures off of Runways 12L and 12R remained in the Eagan-Mendota Heights Departure Corridor in May 2015, and 93.3% of the 3,475 carrier jet departures off of Runways 12L and 12R remained in the Corridor in June 2015.

Nelson said 79 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 May 2015, and 86 (53% of total carrier jet corridor operations) used it in June 2015. She said 1,239 carrier jet departures (32% of total carrier jet corridor operations) used the Procedure during the daytime hours of 6:00am – 11:00pm in May 2015, and 1,289 (39% of total carrier jet corridor operations) used it in June 2015.

Nelson said that in May 2015, 8,488 arrival operations (25.41%) took place on the RUS high-priority Runways 30L, 30R, and 35, and that 8,896 departure operations (26.63%) took place on the RUS high-priority Runways 12L, 12R and 17. She said 52.03% of total operations in May 2015 took place on the RUS high-priority runways. She said that in June 2015, 10,207 arrival operations (28.72%) took place on the RUS high-priority Runways 30L, 30R, and 35, and that 8,014 departure operations (22.55%) took place on the RUS high-priority Runways 12L, 12R, and 17. She said 51.27% of total operations in June 2015 took place on the RUS high-priority runways. **Representative Petschel, Mendota Heights**, noted that runway work took place in June 2015 and asked if that was why Runways 12L and 30R were used as frequently as they were. **Nelson** said that was correct, that closures on other runways for painting and rubber removal during the nighttime hours, caused Runways 12L and 30R to be used more heavily.

Representative Quincy, Minneapolis, asked if a letter could be sent to MSP airlines that would communicate the communities' concerns about nighttime operations. **Petschel** suggested such a letter would reference the longstanding Voluntary Nighttime Agreement and that the Community Group should send the letter; she said it would put the User Group representatives in an awkward position to send such a letter to their employers. **Quincy** said he felt that would be an appropriate step and would be responsive to constituents' concerns for the Community Group representatives to send the letter. He noted that the Committee is an advisory board to the MAC and suggested the letter be sent to the MAC's Planning, Development and Environment Committee as well, for that committee to take up the issue. **Petschel** said she thought it was a good idea for an advisory letter be sent to the MAC, and for the MAC to send a letter to MSP airlines as well. There was consensus on the part of the Community Group representatives that that was the appropriate action to take. **Hart** said the nighttime hours referenced in the letter should be 10:30pm – 5:00am. **Nelson** noted that the Voluntary Nighttime Agreement previously sent to MSP airlines used the nighttime hours of 10:30pm – 6:00am. **Petschel** said she would like the letters to be drafted, finalized, signed, and sent before the next Committee meeting. **Representative Miller, Eagan**, said the letter should be sent to Committee members for review and input before being finalized.

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 planning team has continued to refine the approach of relocating non-SkyTeam alliance airlines from Terminal-1 to Terminal-2 (as proposed in 2030 Long-term Comprehensive Plan); based on updated activity forecast the most feasible approach involves relocating some, not all, non-SkyTeam alliance airlines to Terminal-2 as facility demands warrant
- The Airlines Relocate Scenario Incremental 2035 Phase T1 Gate Concept involves Phase 1 parking expansion, realignment of the outbound roadway, relocating the deice pad adjacent to Concourse G and adding five net new gates to the freed-up area
- Other facility improvements that would need to be made to Terminal-1 included in the 2015-2021 Capital Improvements Program are curb front improvements, expansion of outbound baggage facilities, inbound baggage claim improvements, and international arrival facility improvements; beyond the CIP projects, the plan contemplates concourse infills and space rebalancing, and phase 2 parking expansion
- The Airlines Relocate Scenario Incremental 2035 Phase T2 Improvements involves a 12-gate expansion, improvements to the ticketing, baggage claim and FIS areas, curb extension/widening, parking expansion and realignment of the outbound roadway
- Over 20 stakeholder briefings have been held with city councils, tenants, municipal planners; there are several more to conduct in the coming weeks
- A pre-draft Public Information Meeting is now being scheduled for late-August or early-September
- The LTCP public review will include a 45-day written comment period

Dana Nelson, Technical Advisor, noted that a forecast noise contour is generated as part of the LTCP update process. She said a forecast contour has been generated for the 2035 LTCP that compares to the forecast contour generated as part of the 2030 LTCP update process conducted in 2010. She said the 2035 forecast 65 DNL noise contour is 59.6% smaller than the 2030 forecast 65 DNL noise contour, and the 2035 forecast 60 DNL noise contour is 47.7% smaller than the 2030 forecast 60 DNL noise contour. She said there are 7,005 fewer single-family homes and 6,398 fewer multi-family units in the 2035 forecast 60 DNL noise contour compared to the 2030 forecast 60 DNL noise contour. **Nelson** noted that the 2035 LTCP update forecasts 511,000 total operations and that the 2030 LTCP update forecasted 630,000 total operations. She noted that the 2035 LTCP forecast of 511,000 total operations is lower than the peak year 2004 total operations of 540,000.

Nelson said the noise analysis for the 2035 LTCP update compared the 2014 actual noise contours (referred to in the 2035 LTCP as the “base case”) to the noise contours generated for the 2035 Recommended Development scenario. **Nelson** said that, in the 2035 LTCP update, total operations are forecasted to increase 24% from the 2014 base case, with the predominant increase being in scheduled passenger air carrier operations. She said the 2035

LTCP forecast is for 1,400.8 total average daily operations compared to the 2014 base case of 1,128.1 total average daily operations. She said the 2035 LTCP forecast is for 118.3 total average daily nighttime (INM hours of 10:00pm – 7:00am) operations compared to the 2014 base case of 95.3 total average daily nighttime (INM hours of 10:00pm – 7:00am) operations. **Nelson** said some of the aircraft types forecasted to be operating at MSP in 2035 – such as the Airbus New Engine Option aircraft (neo), which Airbus says are 15 dB below Stage 4 noise standards, and the Boeing MAX aircraft, which is 40% quieter compared to the B737-800 - are not yet included in the noise model database. She said the 2035 LTCP forecast therefore uses the newest available predecessor aircraft for the forecast noise contours. She said the 2035 LTCP forecast is for 164 average daily operations of the neo Airbus aircraft, and 276 average daily operations of the Boeing MAX aircraft. **Nelson** said the 2035 forecast runway use is the same as was used in the MSP 2020 Improvement EA/EAW for the Airlines Relocate scenario.

Nelson said the 2035 forecast 65 DNL noise contour is 53.8% larger than the 2014 base case 65 DNL noise contour. She said the 2035 forecast 60 DNL noise contour is 56.1% larger than the 2014 base case 60 DNL noise contour. She said there are 12,369 single-family homes in the 2035 forecast 60 DNL noise contour, compared to 5,839 in the 2014 base case 60 DNL noise contour. She said there are 3,869 multi-family units in the 2035 forecast 60 DNL contour, compared to 1,962 in the 2014 base case 60 DNL noise contour. **Nelson** noted that some of the homes outside of the 2014 base case 60 DNL noise contour and inside the 2035 forecast 60 DNL noise contour are already mitigated.

Representative Lowman, Bloomington, asked if there would be a difference in the noise contours if daytime hours were modeled separately from nighttime hours. **Nelson** said the consultant who worked on the noise contours did move all of the nighttime (10:00pm – 7:00am) operations into the daytime hours to see how that would affect the contours. She said the major difference as in the size of the arrival lobes. **Lowman** asked how the contours would change if the MSP nighttime hours of 10:30pm – 6:00am were used. **Chair Hart, Delta Air Lines,** noted that using 10:00pm – 7:00am is the INM standard for measuring nighttime operations across all US airports. **Representative Miller, Eagan,** asked what the primary drivers are for the increase in the size of the 2035 forecast noise contours. **Nelson** said the primary driver is the forecasted increase in total operations, with the forecasted increase in the arrival lobes being due to the forecasted increase in nighttime operations. **Representative Goss, Delta Air Lines**, clarified that if up to one-third of the fleet mix in 2035 will be in new aircraft (the neo and MAX), and if the 2035 forecast noise contours were generated using existing aircraft types, then the 2035 forecast noise contours being generated now may not bear out when the LTCP is updated again five years from now. **Nelson** agreed, and noted that the total operations numbers today are lower than what were forecasted five years ago in the last LTCP update.

Representative Quincy, Minneapolis, said that the City of Minneapolis is concerned about the expansion of noise contours, particularly with regard to nighttime operations. He noted that Minneapolis constituents already feel the actual number of nighttime operations taking place now is unsustainable. He asked why the 2035 forecast runway use percentages is for more departures off of Runway 30R and fewer off of Runway 30L. **Nelson** said those runway use percentages were taken from airfield simulation exercise – which included aircraft positioning on the ground, flight destination, and historical weather data – conducted as part of the MSP 2020 Improvements EA/EAW. **Quincy** said that seems to be in conflict with runway use based on gate location. **Nelson** said the gate location is important for nighttime

arrivals as the FAA has a little bit more flexibility in determining which arrival runway to use. **Quincy** said he believes that would be based on a preference by the carrier and not on achieving balanced use of the runways.

5. Sunfish Lake Mobile Noise Monitoring Study Scope

Dana Nelson, Technical Advisor, reminded Committee members that conducting a remote noise monitoring study in the City of Sunfish Lake is an item on the Committee's 2015 Work Plan. She said the purpose of the one week-long study will be to assess existing aircraft noise levels in the City of Sunfish Lake. She said the monitoring will be limited to one location under known aircraft overflights with the boundaries of the City of Sunfish Lake, with the exact location of the noise monitor to be determined by the City of Sunfish Lake in consultation with MAC staff.

Mayor Molly Park, Sunfish Lake, thanked the MAC and the Committee for demonstrating a willingness to respond to residents' concerns by conducting the study.

IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE BERGMAN TO DIRECT MAC NOISE PROGRAM OFFICE STAFF TO CONDUCT THE NOISE MONITORING STUDY AS DETAILED ABOVE. THE NOISE MONITORING REPORT SHALL BE COMPLETED BY 16 SEPTEMBER 2015 AND BE PROVIDED TO THE COMMITTEE AND THE CITY OF SUNFISH LAKE.

The motion carried by unanimous vote.

6. Area Navigation (RNAV) Standard Terminal Arrival Routes (STARs) Update

Glen Hansmann, FAA TRACON Operations Manager, updated the Committee on the implementation of Area Navigation (RNAV) Standard Terminal Arrival Routes (STARs) at MSP. He said the overall implementation went well, with the arrival procedures being introduced slowly in the beginning to give air traffic controllers time to become familiar with working with the procedures. He said air traffic on final approach, inside of approximately 15 miles of the airport, is essentially identical to what it was before the procedures were implemented. He said not all of the MSP fleet mix is capable at this time of flying Required Navigation Performance (RNP) approach procedures so the procedures are being used on a limited basis, during slow periods. He said the FAA believes use of the procedures is reducing emissions. **Representative Quincy, Minneapolis**, asked how many aircraft are capable of flying the procedures. **Hansmann** said that aircraft have to be certified equipped to fly the RNP procedures, and pilots have to be trained to fly the procedures. He said aircraft flying into MSP may have the necessary equipment and certification, but the pilots may not have had the training. He said about 25% of the aircraft flying into MSP at this time are equipped and certified and being flown by pilots with the necessary training. He noted, however, that because use of the RNP procedures is being concentrated during non-rush hours, only a portion of that 25% can fly the procedures at this time. **Quincy** asked what the forecast is for that percentage to increase. **Hansmann** said it is his opinion that accommodating 50% of the fleet mix is still a ways off. He noted that over 90% of arrivals to MSP are using the STARs procedures, however. **Chair Hart, Delta Air Lines**, said that the carriers are collecting data to show the costs and benefits of using the Optimized Profile Descent (OPD) approaches.

Dana Nelson, Technical Advisor, noted that the MAC Noise Program Office is partnering with the FAA Airports Planning and Environmental Division to collect data for flight tracks further out from MSP. She said staff is facilitating expanded analysis of the data to assess the use of OPD at MSP, and working with airline partners to calculate fuel savings and emissions reductions as the result of the use of OPD. **Representative Petschel, Mendota Heights**, asked if the information being provided by the FAA Airports Planning and Environmental Division is being provided to other airports. **Nelson** said she is not aware that it is.

7. Public Comment Period

Mr. Kent Strand, 12783 Florida Lane, Apple Valley MN, said he lives eight miles from the airport. He requested the use of increased landing fees during certain times to incentivize limiting nighttime arrivals, with nighttime being defined as 10:00pm – 6:00am in most city ordinances. He requested that RNAV arrivals on Runway 17 be analyzed and aligned with the Cedar Avenue corridor, saying that the theory with RNAV arrivals was that they would be directed over that area. He said such arrivals are not taking into account prevailing winds and, as a result, flying over populated urban areas. He said air carriers have argued they need fleet positioning and so they fly aircraft into MSP earlier in order to maximize profits. He said air carriers are moving passengers to "redeye" flights because they're cheaper. He said profit is a big incentive for the carriers, and so increased landing fees should be used to incentivize the carriers to behave properly. He said numerous studies show that noise, particularly noise at night, causes health issues. He said health trumps restraint of commerce laws. He said Minnesota is all about quality of life and that nighttime flight noise ranks high as a detriment to quality of life in the Twin Cities. He said he believes the Committee has a commitment to serve the community, but that he feels too often the discussion centers on moving noise around. He said the discussion should focus on the appropriate level of growth for the MAC given noise patterns, and reduction of noise at the source – the air carriers. He said we know there are ways to move flights away from urban areas in the Twin Cities, if the MAC and the FAA just worked together. He said that noise can be reduced through land planning. He said Runway 17/35 was built without taking into consideration land planning to the south of that runway.

Mr. Bob Friedman, 4237 22nd Avenue S, Minneapolis MN read the following: I am Bob Friedman. I live at 4237 - 22 Ave. So., on the north border of the Hiawatha Golf Course. My house is located "heading 360" from runway 30R....approximately 3 miles from the end of the runway. I speak for many in my community when I say we are deeply concerned again about the increases in noise, safety issues, health risks and economic fairness issues. We respectfully request that the MAC address our concerns and clarify the complexity of the issues. These are not being explained and understood by our community. After attending the NOC meeting last week it appears that my Standish-Ericsson Community is not alone in these concerns.

I am assured that my neighbors are complaining once again for good reason. The early morning and night flights are increasing; and low altitude aircraft numbers have increased as the quieter planes are being phased out in favor of larger, noisier, lower flying aircraft. Many of her charts worded the 7 year trend as down, and then Dana would say..."but trends in 2015 are up". When we look at DNL charts I see that my neighborhood north of Lake Hiawatha isn't even close to any contours, and yet complaints are on the increase in Standish Ericsson. The method for recording DNL continues to be flawed. We are seeing many more complaints while

seeing no expansion in contour lines. Of deep concern is the 2035 forecast showing a significant increase in 30R departures.

Even with projected quieter engines, our home values will drop, our nerves will continue to fray, environmental issues will persist, and safety at the airport and over our homes will diminish. In the fall of 2011, 200 people showed up at a MAC public input meeting. The FAA finally stepped in, admitting lower altitude and more flights near heading 360. This 84 page Departure Analysis study dated January, 2012, did a lot to show what was happening, that the 200 people were complaining with good reason. A few changes were put into motion. A more even spread, or sharing of the noise, was proposed by using three headings, 320, 340, and 360. But much data was left out of the 2012 report that would have substantiated the fringe neighborhood's concerns. And other data was misleading because it relied too much on averaging. My intent today is to ask that MAC, with support from the FAA, do the following in the coming months:

- Re-issue an updated Departure Analysis making then and now comparisons so we can see if the suggestions made then have been adhered to; that the noise is, or is not, being spread more fairly.
- Create a clear to understand chart of plane types, with photos from below (that's how we see them). Include info on capacity, weight, and noise output.
- Create data that shows altitude by plane type at various distances from the end of runway over a 24 hour period.
- Chart Altitude comparisons at specific distances for each departure runway. (The effects of hard turns on altitude would then be known)
- Produce a tracking record of time and plane type leaving the end of all departure runways. The point is...no house should be subjected to having the noisiest planes flying low over their house any more often than anyone else over the 320 to 360 heading choices of runway 30R.
- Support a fairer and accurate way of determining DNL that better reflects what we hear on the ground.

The complaints from neighborhoods come when the noise is excessive, constant over the short bursts of 10 to 15 overflights in 5 to 10 minutes, within narrow flight paths. We are frustrated when a form a letter in response to noise complaints tells us there is little that can be done. The term "efficiency" is used by the noise office to explain why there is little that can be done to change flight paths and frequency. To me, and many of my neighbors, another meaning for 'frequency' is "profit". And airline profits have been setting records now for many years. Delta alone will see a 4 year profit near $10 billion. I will pick on Delta as the likely leading profit maker. I would prefer that their advertising slogan "Keep Climbing" refer more to altitude that it does to profits. For those of us living outside the mitigation contour boundaries, yet suffering from increased noise, many would be helped with, at the very least, soundproofing windows for all bedrooms. Think about it, just 5% of recent profits, (the same percentage Target gives back to neighborhoods), about $500 million, would buy a lot of windows.

Through the years the Metropolitan Airports Commission has moved forward in many ways to expand this urban airport for the benefit of local commerce, creating passenger choice, but

pushing the envelope on safety. Change is a constant, and we once again find ourselves experiencing the negative impacts of an expanding urban airport. Concerned neighborhoods hope that the MAC and NOC will not only be more diligent, but also more compassionate, in considering the noise levels and frequency, safety, and pollution issues that all have impact on our neighborhoods. The airlines have had their way for too long. Neighborhood concerns will be substantiated by implementing the points I have set forth. Will you please support more, and more accurate, data collection that will give our politicians and the FAA reason to make changes that will improve rather than diminish our Quality of Life.

The next meeting of the NOC is scheduled for Wednesday, 16 September 2015.

The meeting adjourned at 3:08pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary