



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 16 September 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, 16 September 2015, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Petschel called the meeting to order at 1:35pm. The following were in attendance:

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

Staff: L. Peilen; T. Finley; J. Lewis

Others: R. Owen – Metropolitan Council; B. Gubrud – Edina; R. Jura – Minnesota Department of Transportation; D. Boberg – City of Bloomington; M. Park – City of Sunfish Lake; P. Dmytrenko – City of Richfield; M. McNeill – City of Mendota Heights; B. Hoffman – City of St. Louis Park; T. Link – City of Inver Grove Heights; K. Aaker – City of Edina; L. Olson – City of Minneapolis; C. Carrino - Edina

1. Review and Approval of the 22 July 2015 Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE BERGMAN AND SECONDED BY REPRESENTATIVE QUINCY TO APPROVE THE MINUTES OF THE 22 JULY 2015 MEETING.

The motion carried by unanimous vote.

2. Review of Monthly Operations Reports: July and August, 2015

Dana Nelson, Technical Advisor, said complaints increased 1.4% in July 2015 compared to July 2014 and increased about 3% in August 2015 compared to August 2014. She said concerns being expressed by complainants include nighttime operations. She noted noise complaints typically increase during the summer months when residents are outside or have their windows open more often. She noted that more airlines are operating more nighttime operations as part of summertime schedules. She noted the MAC and MSP have been mentioned in the press recently and that complaints often increase after such exposure.

Nelson said total aircraft operations decreased about .5% in July 2015 compared to July 2014, and increased .5% in August 2015 compared to August 2014. She noted that August 2015 was the first month in which total operations were higher, when compared to the same month, than in 2014. She said there have been approximately 6,000 fewer operations in the first six months of 2015 than in the first six months of 2014.

Nelson said air carrier jet operations in July 2015 decreased 1.5% compared to July 2014, and decreased of just under 1% in August 2015 compared to August 2014. She said other, Manufactured Stage-3 jets comprised 58.1% of the air carrier jet fleet in July 2015 and 57.8% in August 2015, while regional jets comprised 41.9% of the air carrier jet fleet in July 2015 and 42.2% in August 2015. She said there were zero Modified Stage-3 operations in both July and August 2015.

Nelson said nighttime operations (10:30pm – 6:00am) increased 12% in July 2015 compared to July 2014. She said nighttime operations (10:30pm – 6:00am) increased 17% in August 2015 compared to August 2014.

Nelson said passenger and operations data show the peak number of operations by major air carriers and regional air carriers occurred in July 2009, while the peak number of passengers on major air carriers and regional air carriers occurred in July 2015. She said the trend continues to be increasing numbers of passengers on the same or fewer numbers of operations.

Nelson said there were 1,166 scheduled and 1,538 actual nighttime (10:30pm – 6:00am) arrival operations in July 2015. She said there were 249 scheduled and 453 actual nighttime (10:30pm – 6:00am) departure operations in July 2015. She said most of the differences in arrival operations in July 2015 occurred in the 10:30-11:00pm, 4:00am, and 5:00am timeframes. She said most of the differences in departure operations in July 2015 occurred in the 10:30-11:00pm and 11:00pm-12:00am timeframes. She said there were 1,014 scheduled and 1,471 actual nighttime (10:30pm – 6:00am) arrival operations in August 2015. She said most of the differences in arrival operations in August 2015 occurred in the 10:30-11:00pm, 4:00am, and 5:00am timeframes. She said there were 229 scheduled and 446 actual nighttime (10:30pm – 6:00am) departure operations in August 2015. She said most of the differences in departure operations in August 2015 occurred in the 10:30-11:00pm timeframe. **Chair Petschel, Mendota Heights**, said she understands weather and system delays can have an impact on the differences between scheduled and actual arrivals, but wondered what was causing the differences in scheduled and actual departures. **Nelson** said weather and system delays can have an impact on departures as well, and noted that Air Traffic Control meters departures as a result. She noted that Air Traffic Control may hold an aircraft at its departure airport past its scheduled departure time as part of that metering. **Representative Quincy, Minneapolis**, asked if cargo operations are included in the schedule information provided. **Nelson** said information for FedEx and UPS is included, but that other cargo operators do not report their schedules to the Official Airline Guide which is the source used for the information provided to the Committee. **Quincy** asked if there are any trends developing with regard to specific days of the week and scheduled vs. actual operations. **Nelson** said she would look into that and bring information to the next Committee meeting.

Nelson said there were 5,941 Runway 17 carrier jet departures, and 99.7% compliance with the Runway 17 Carrier Jet Departure Procedure, in July 2015. She said there were 5,860 Runway 17 carrier jet departures, and 99.1% compliance with the Runway 17 Carrier Jet Departure Procedure, in August 2015.

Nelson said 98.5% of the 4,277 carrier jet departures off of Runways 12L and 12R remained in the Eagan-Mendota Heights Departure Corridor in July 2015, and 97.5% of the 4,045 carrier jet departures off of Runways 12L and 12R remained in the Corridor in August 2015. **Representative Hart, Delta Air Lines**, noted the increased percentages of operations remaining in the Corridor and suggested sending a note of thanks to the Air Traffic Control Tower. **Nelson** said she thought that would be a nice gesture. **Hart** asked if it would be possible to see year-over-year data for the Corridor procedure.

Nelson said 71 carrier jet departures (50% of total carrier jet corridor operations) used the Crossing-in-the-Corridor Procedure during the nighttime hours of 11:00pm – 6:00am during July 2015, and 95 (62% of total carrier jet corridor operations) used it in August 2015. She said 1,596 carrier jet departures (39% of total carrier jet corridor operations) used the Procedure during the daytime hours of 6:00am – 11:00pm in July 2015, and 1,475 (38% of total carrier jet corridor operations) used it in August 2015.

Nelson said that 53.2% of total operations in July 2015 took place on the RUS high-priority runways and that 54.76% of total operations in August 2015 took place on the RUS high-priority runways. She said 34% of departures were off of Runway 17 in July 2015, and that a lot of the operations occurred during the 6:00-7:30am timeframe. **Hart** said he thinks this is a good development as it avoids departures over Minneapolis in the morning. **Nelson** said in July 2015, 19.8% of arrivals were on Runway 30L, 19% were on Runway 30R and 8% were on Runway 35. She said 2.6% of arrivals on Runway 30L and almost 2% of arrivals on Runway 30R occurred during the nighttime-early morning transition period. **Nelson** said that 33.76% of departures were off of Runway 17 in August 2015. She noted that the FAA closed Runway 35 for arrivals in August 2015 and that Runways 30L and 30R picked up those arrivals. **Nelson** noted the airport was in a south-flow configuration from August 26 – September 7 due to south winds.

Representative Lowman, Bloomington, said that he has received comments from residents concerned about the routing change resulting from RNAV implementation and the frequency of overflights. **Petschel** noted she has received calls from residents also, and noted that warmer, more humid weather has an impact on aircraft noise.

3. Presentation: Airport Planning, Russ Owen – Metropolitan Council

Russ Owen, Metropolitan Council, provided a presentation on the Metropolitan Council and its aviation planning role. He noted:

- The Metropolitan Council (Met Council) is a regional planning agency
- The Met Council's legislatively-defined roles and responsibilities include planning for the orderly and economic development of the region
- The Met Council is responsible for reviewing community and airport comprehensive plans for consistency with the Metropolitan Development Guide, and for commenting on environmental reports
- The Metropolitan Airports Commission (MAC) is an independent commission responsible for promoting aviation and competitive air service

- Areas where the Met Council and the MAC interact are in planning and plan reviews (such as Long-term Comprehensive Plans), environmental evaluations (such as Environmental Assessments), and implementation (such as the MAC's Capital Improvement Program)
- The four key areas of interaction between the Met Council and the MAC are the System Plan, the Long-term Comprehensive Plans, the Capital Improvement Plan, and environmental evaluations
- A Met Council member serves on the MAC commission, and a MAC commissioner is appointed to the Transportation Advisory Board
- The MAC's Long-term Comprehensive Plans need to be consistent with the Met Council's Thrive MSP 2040 and Transportation Policy Plan; the goal is to have land use compatibility between the communities and the airport system
- Airports not owned and operated by the MAC are part of the airport system
- The Met Council was the lead agency on the dual-track studies conducted in the 1970s and the 1990s
- The Met Council specifies that Long-term Comprehensive Plans be updated every five years
- The Met Council has no statutory role in noise mitigation, noise levels, or noise metrics; operation use of the regional airports; use of surrounding airspace at airports; and flight paths in and around airports.

Chair Petschel, Mendota Heights, asked what the MNDOT Aeronautic Plan is. **Owen** said it's the state's aviation system plan. **Representative Fitzhenry, Richfield**, asked if the FAA is planning to eliminate VORs. **Owen** said he had heard that but had no further information.

4. MSP Converging Runway Operations

Dana Nelson, Technical Advisor, noted that FAA representatives from the MSP Air Traffic Control Tower (ATCT) had planned to be at today's meeting were called away unexpectedly. She read a statement from Elaine Buckner, MSP ATCT:

"We apologize for not being here in person to brief you on the status of MSP's current arrivals. We plan to be at the November NOC and will provide a fuller briefing at that time.

On Friday, July 24th, Minneapolis Tower temporarily suspended use of an operational configuration involving arrivals to Runway 35 while at the same time departing Runway 30L. This suspension was not the result of a specific event. Instead, it was based on new FAA guidance about operations on runways with intersecting flight paths. The new guidance required us to make some modifications to our standard operating procedures. At that time we said the change would reduce the maximum hourly arrival rate to about 64 aircraft.

On Friday, August 28th, we said that weather permitting, we would allow limited arrivals on Runway 35, alternating with departures on Runway 30-Left. This configuration could help us recapture 15 to 18 percent of our arrival capacity. Due to weather conditions, we have only been able to use this configuration on

six days since that August 28th date, and some of those days were partial use, again due to weather conditions.

Because of this partial use, we have limited data to share with you today. It's important to note that the FAA is conducting a 60-day review period of these procedures, designed to meet the new safety requirement. It is our hope that we'll have much more information to share with you at the November NOC meeting."

Nelson noted that operations to the south and southeast are not affected by the CRO issue. She said it is expected that, during the FAA's 60-day review, departures off of Runway 30R and 30L should have more balance than they have in the past. She said there is potential, during peak arrival periods, for arrivals on Runway 30L to be spaced further apart – up to almost eight miles apart – than they have been previous to the CRO issue. **Representative Bergman, At-large Representative**, asked if spacing the arrivals further apart will cause arrivals to be delayed into the nighttime hours. **Nelson** said that capacity issues at MSP that would cause arrival delays would be expected to occur during the early evening hours, between 5:45-7:00pm. She noted that the increased spacing would be used during high-demand arrival banks, not necessarily all day. **Representative Hart, Delta Air Lines**, said it was his opinion that arrivals being pushed into the nighttime hours may have occurred when Runway 35 arrivals were first suspended and the arrival rate was reduced to 64 aircraft. **Nelson** said staff looked into the capacity issue and found the airport operated in the same operational flow as occurs with the modified CRO flow about 1/3 of the time out of the last 12 months, during clear weather conditions, and exceeded the aircraft arrival rate of 75 only a handful of hours, or less than 2% of the time.

Nelson said the FAA will conduct a 60-day evaluation of the modified procedures, in September and October. She said the Annual Noise Contour Analysis will ensure that changes in runway use during this time are quantified and included in the 2015 Actual Noise Contour used for noise mitigation. She said that, assuming a successful outcome of the FAA's 60-day evaluation, staff will collect runway use data in November and December and will assess the future runway use assumptions in the 2035 MSP Long-term Comprehensive Plan, and any necessary adjustments will be made to reflect the procedural changes resulting from the CROs. She said staff will present the forecast runway use assumptions and the revised 2035 Forecast Noise Contour to the Committee in early 2016. **Representative Miller, Eagan**, asked why the CRO issue was not identified years ago when Runway 17/35 was being built. **Nelson** said her understanding from the FAA is that a recent study done by the National Transportation Safety Board (NTSB) looked at CROs as a result of some go-around arrival operations conflicting with departures at other airports. She said the NTSB study was completed several years ago and the FAA used a phase-in approach to addressing CRO issues at airports across the country. **Chair Petschel, Mendota Heights**, noted a list of affected airports included virtually all of the major U.S. airports. **Representative Quincy, Minneapolis**, said he is pleased NTSB conducted the study as safety is a primary concern. He noted the City of Minneapolis has long believed the airport is too congested and that the aircraft acceptance rates have been too high, especially during peak hours. He noted that the increased spacing of aircraft improves safety but also improves "livability on the ground" when residents don't experience frequent overflights.

5. MSP 2035 Long-term Comprehensive Plan Update

Neil Ralston, MAC Airport Planner, updated the Committee on the 2035 MSP Long-term Comprehensive Plan (LTCP). He reminded Committee members the LTCP is an infrastructure planning tool that is updated every five years and does not authorize construction or serve as the basis for the noise mitigation program. He noted that a meeting on the LTCP was held on 27 August 2015 for members of the public to receive information about the LTCP purpose and process. He said that at its 8 September 2014 meeting, the MAC's Planning, Development & Environment Committee directed staff to return to the full MAC Board on 21 September 2015 with options to extend the public comment period for the LTCP, in order to more fully assess impacts from the FAA's CRO procedure changes. **Ralston** said there are three options:

- Maintain the current timeline, which calls for publishing the draft LTCP and initiating a 45-day public comment period in early October, closing the comment period in November, and presenting the final version of the LTCP to the MAC Board in January 2016 before presenting to the Metropolitan Council for review
- Publish the draft LTCP and initiate a 60-day public comment period in early October, present the final version of the LTCP to the MAC Board in February 2016
- Defer publication of the draft LTCP until sufficient runway use data, reflecting implementation of the FAA's revised CRO procedures, are available through the end of December 2015; as a result, publication of the draft LTCP would be pushed back to late February or early March 2016, and the 45-day public comment period would run through mid-April 2016; the final version of the LTCP would be presented to the MAC Board in June 2016

Ralston said that staff is recommending to the MAC Board at its 21 September 2015 meeting that publication of the draft LTCP be deferred per the third option. He noted that staff is proposing that, if publication is deferred, two public information meetings on the LTCP be held, one in Minneapolis and one in Eagan, mid-way through the public comment period in late March or early April 2016. In order to avoid rush-hour traffic concerns, staff is proposing the public information meetings be held either 6:00-9:00pm or 4:00-7:00pm.

Representative Fitzhenry, Richfield, asked if the proposed hotel at MSP is still part of the LTCP. **Ralston** said negotiations are underway with a developer and that construction on the hotel could be within a year. **Representative Bergman, At-large Representative**, asked what will happen to the post office located at the airport when the hotel is built. **Ralston** said the second phase of parking ramp development will require demolition of the post office after 2030, but the first phase of the parking ramp development does not affect the post office. **Bergman** asked how information about the second set of public information meetings will be conveyed. **Chair Petschel, Mendota Heights**, said the cities share a responsibility to communicate that information to their residents.

6. Nighttime Operations Update

Dana Nelson, Technical Advisor, noted that she briefed the Committee on nighttime (10:30pm – 6:00am) operations, which are 13% higher than the same time last year, at the July meeting. She noted that Committee community representatives sent a letter on 13 August 2015 to MSP

air carriers reminding them of the voluntary nighttime agreement to refrain from scheduling nighttime operations when possible. She noted a companion letter was sent to the MSP air carriers by MAC Chair Dan Boivin. She noted that neither the Committee nor the MAC has the authority to restrict nighttime operations at MSP. **Nelson** said staff has received one response, from Sun Country Air Lines which acknowledged it does have some operations scheduled during the nighttime hours, although it tries to limit them as much as possible in consideration of the noise concerns. She said Sun Country indicated its schedules are created as a result of passenger demand. **Nelson** said she will forward to Committee members any other responses she receives. She reminded Committee members that some nighttime operations occur as a result of weather- and system-related delays, but that there has been an increase in scheduled nighttime operations by American, Southwest, Frontier, Delta, and United. She noted that these carriers tend to increase operations in the summer to meet passenger demand, and that those operations tend to decrease during the fall/winter timeframe. **Nelson** noted that nighttime operations data are included in the monthly Technical Advisor's Report, that the Committee's Work Plan each year includes an assessment of scheduled nighttime operations, and that actual nighttime operations during the course of this year will be quantified and reflected in the contour for noise mitigation.

7. Sunfish Lake Mobile Noise Monitoring Study

Dana Nelson, Technical Advisor, noted the Committee approved the Sunfish Lake Mobile Noise Monitoring Study scope at its July meeting. She said monitoring for the study began at 12:00am on 4 August 2015 and concluded at 11:59pm on 10 August 2015. She said a total of 253 departure-related aircraft noise events were recorded at the monitor used for the study, which was located in Musser Park in Sunfish Lake. She said that, of the 253 operations, 226 were departures off of Runway 12L and 27 were departures off of Runway 12R. She said no arrival operations were recorded at the monitor. She said that, during the study period, time above or equal to the 65 dB threshold was one hour, 20 minutes, and 47 seconds, or .80% of the total monitoring time. She said that, during the study period, time above or equal to the 80 dB threshold was 12 seconds, or less than 0.00% of the total monitoring time. She said no events registered above 90 or 100 dB. **Nelson** said the study compared the measured daily aircraft day-night average sound level (DNL), the measured study period DNL of 51.6 and the modeled 2014 actual noise contour DNL of 50.3. She said the measured DNL being slightly higher than the 2014 actual noise contour DNL is attributed to the small sample size of data available for the study. **Nelson** said conclusions from the study are that the measured DNL levels correlate with the 2014 actual noise contour DNL and that the measured DNL levels are within a normal range for small town and quiet suburban areas. She noted that each aircraft operation that registered a noise event at the mobile noise monitor also registered noise events in at least one of the permanent RMTs, indicating aircraft noise trends experienced in Sunfish Lake are recorded and monitored at locations closer to the airport. She said staff will brief the study conclusion to the Sunfish Lake City Council in early October and will post the study results on the macnoise.com website. **Mayor Molly Park, Sunfish Lake**, thanked the Committee and MAC staff for conducting the study and expressed appreciation for the Committee's and the MAC's attention to nuanced noise data and resident concerns about aircraft noise. She said Sunfish Lake understands it will not receive mitigation but appreciates being included as part of the tapestry of aircraft-related noise data MAC staff has evaluated. **Nelson** recognized MAC staff members Brad Juffer, Assistant Manager – Noise, Environment & Planning, and Derek Anderson, Acoustics & Technical Systems Coordinator, for their work on the study.

8. Draft 2016 NOC Work Plan

Dana Nelson, Technical Advisor, noted that a draft of the Committee's 2016 Work Plan was included in the agenda packet for today's meeting. She asked Committee members to review the draft plan and to forward to her any suggested changes or additions, which would be reviewed and approved at the Committee's 18 November 2015 meeting. She reminded Committee members that the Committee-approved plan would then be presented by the Committee co-chairs to the MAC Planning, Development & Environment Committee at its 7 December 2015 meeting. **Nelson** noted that a new item on the draft 2016 Work Plan includes items 2g – Evaluate and Advocate Enhanced Use of the Crossing-in-the-Corridor Procedure and item 2h – Evaluate Use of the FAA Runway Use System (RUS). **Representative Quincy, Minneapolis**, asked if an examination of altitudes and perhaps a gate analysis could be included as part of item 2d – Review of Fleet Mix Trends at MSP and/or item 2f – NextGen Standard Terminal Arrival Routes (STARs) Update. He said he would be interested to see how the use of larger aircraft at MSP have an impact on noise and would like to see altitudes included in the analysis. **Representative Miller, Eagan**, asked if an update on Stage 5 requirements could be included in the Work Plan. **Chair Petschel, Mendota Heights**, asked for an update on information on the 737 MAX and the new Airbus NEO aircraft as it becomes available.

9. Review of July 28, 2015 Public Input Meeting

Dana Nelson, Technical Advisor, said the third-quarter Public Input Meeting was held on 28 July 2015. She said 24 residents attended the meeting. She said comments and questions focused on:

- Frequency and altitude of aircraft overflights
- Health effects of aircraft noise
- The MSP 2035 Long-term Comprehensive Plan and how the MAC plans to address noise impacts and capacity constraints in the future
- Late-night and early-morning flights
- Lowering property values
- More resources for prospective homebuyers
- Concerns about the DNL noise metric and interest in using other noise metrics

Nelson noted that the fourth-quarter Public Input Meeting is scheduled for Tuesday, 27 October 2015, at 7:00pm at the Edina City Council Chambers.

10. Public Comment Period

Mr. Bob Gubrud, 4421 Ellsworth Drive, Edina MN, said he is experiencing more flights over his neighborhood and more noise. He said the idea of "whisper jets" on aircraft is a misnomer. He said he has to wear earplugs at night to get a decent night's sleep. He said aircraft noise in the late afternoon makes it impossible to enjoy his yard and patio. He said he and his wife have lived in their home for 45 years and want to stay in their neighborhood the rest of their lives, but

the aircraft noise may force them to consider moving. He noted the parallel runways have been in place since the airport was built, but that something has changed. He says Runway 30L is being used more frequently than Runway 30R and that contributes to their experience. He says they were not informed of the change to using Runway 30L more often and would have liked to have had the opportunity to comment before that decision was made. He said they did not move the noise, but that the noise moved to them. He said there was no noise when they moved to the neighborhood 45 years ago. He said it is hard to reconcile adding capacity to MSP when people are experiencing so much traffic and noise already. He said he fails to see any benefits of that for people living under the flight paths. He asked if the NOC could tell residents when the FAA will return to the flight paths that were used previously. He asked for reassurance that the NOC will represent residents' realities and interests in the future.

Ms. Connie Carrino, 4509 Garrison Lane, Edina MN, said that the noise has gotten worse in the past 3-4 years. She said she moved from South Minneapolis to Edina 23 years ago and are concerned because they didn't move to the noise, the noise followed them to Edina. She said she appreciates the NOC's efforts in looking at what has changed and what could be done to address the noise issue. She said she thinks the concerns expressed at the Long-term Comprehensive Plan public information meeting are about the byproduct of growth and planning at the airport, which is more noise. She said more passengers mean more planes and that means more noise. She said, "Business and human endeavors are systems. We tend to focus on snapshots of isolated parts of the system and wonder why our deepest problems never get solved." She said instead of looking at the Long-term Comprehensive Plan as a document for facilities, it has to be more comprehensive and include the impact on communities.

The next meeting of the NOC is scheduled for Wednesday, 18 November 2015.

The meeting adjourned at 3:17pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary