



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 17 September 2014, 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, 17 September 2014, in the Lindbergh Conference Room at the Metropolitan Airports Commission General Offices. Chair Petschel called the meeting to order at 1:33pm. The following were in attendance:

Representatives: P. Fudenberg, J. Oleson, K. Erazo, D. Miller, B. Underwood, J. Hart, E. Petschel, J. Quincy, T. Fitzhenry, J. Bergman

Staff: C. Leqve

Others: K. Strand – Apple Valley; A. Petersen – Apple Valley; J. Davidman – Delta Air Lines; L. Grotz – Edina; S. Nienhaus – City of Burnsville; M. Doran – Richfield; J. Miller – City of Mendota Heights; P. Dmytrenko – City of Richfield; B. Hoffman – City of St. Louis Park; D. Lowman – City of Bloomington; J. Bennett – City of Edina; J. Lindahl – City of Rosemount; M. Park – City of Sunfish Lake; L. Olson – City of Minneapolis; K. Mara – Federal Aviation Administration; E. Buckner – Federal Aviation Administration; L. Moore – City of Bloomington; R. Owen – Metropolitan Council; P. Mogush – City of Minneapolis

1. Review and Approval of the 16 July 2014 Meeting Minutes

Representative Underwood, Delta Air Lines, noted that the next meeting notice on the last page of the 16 July 2014 meeting minutes should be corrected to read “17 September 2014”.

IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE BERGMAN TO APPROVE THE MINUTES OF THE 16 JULY 2014 MEETING AS CORRECTED.

The motion carried by unanimous vote.

2. Review of Operations Report Summary: July and August 2014

Dana Nelson, Assistant Manager, Noise – Environment & Planning, said there was a 21% increase in the number of complaints filed in July 2014 compared to July 2013, and that the number of complaints filed in August 2014 was approximately 1% lower than the number filed in August 2014. She said the number of complainants decreased by 12% in July 2014 compared to July 2013, and decreased 6.5% in August 2014 compared to August 2013.

D. Nelson said total aircraft operations decreased 6% in July 2014 compared to July 2013 and decreased 8% in August 2014 compared to August 2013. She said total air carrier jet operations decreased 2% in July 2014 compared to July 2013 and decreased 3% in August 2014 compared to August 2013.

D. Nelson said regional jet aircraft accounted for 47.7% of the air carrier jet fleet composition in July 2014 and for 47.9% in August 2014. She said the balance of the jet fleet composition is made up of manufactured Stage 3 aircraft. She said 0% of the fleet mix is made up of modified Stage 3 aircraft.

D. Nelson said there has been a 4-7% increase in passenger counts in 2014 compared to 2013, which indicates passenger load factors are increasing and that airlines are operating more efficiently with larger aircraft and fewer operations.

D. Nelson pointed out MSP served approximately 2.4 million passengers in July 2014, the highest number since July 2009.

D. Nelson said nighttime operations (10:30pm – 6:00am) increased 9% in July 2014 compared to July 2013 and increased 15% in August 2014 compared to August 2013. She noted that both months had adverse weather condition events, which contribute to delays, than the same months in 2013.

D. Nelson said Runway 30L received the highest percentage (41%) of arrival operations in July 2014, and the highest percentage (34%) of departure operations in July 2014. She said Runway 12R received the highest percentage (37.5%) of arrival operations and highest percentage (33.5%) of departure operations in August 2014. She said there were more south flow days in August than in July, allowing ATC to use the RUS more often in August than in July.

D. Nelson said there was 99.9% compliance with the Runway 17 Carrier Jet Departure Procedure in both July and August 2014.

D. Nelson said 98.4% of operations using the Eagan-Mendota Heights Departure Corridor remained in the Corridor in July 2014, and 96.7% remained in the Corridor in August 2014.

D. Nelson said 49% carrier jet departures used the Crossing-in-the-Corridor Procedure during the nighttime hours of 11:00pm – 6:00am during July 2014, and 53% used it in August 2014. She said 30% of carrier jet departures used the Procedure during the daytime hours of 6:00am – 11:00pm during July 2014, and 39% used it in August 2014.

Chair Petschel, Mendota Heights, noted that several Committee members would like to work with staff on a way to depict noise complaints that better indicates location, number and trends.

3. Presentation: Fleet Scheduling, Delta Air Lines

Kevin Mathison, Managing Director – Schedule Operations, Delta Air Lines, gave a presentation on fleet scheduling. Highlights of the presentation included:

- MSP is Delta Air Lines' second-largest hub and its 2nd-3rd most profitable hub
- MSP is an efficient east-west connecting hub and the primary gateway to North Dakota to serve shale oil demand
- 40% of Delta's traffic at MSP is local traffic and 60% is connecting traffic
- JD Power's large airport satisfaction survey ranked MSP #3; MSP's on-time performance exceeded Chicago-O'Hare by nearly 20 points in May 2014
- MSP is a valuable connecting hub for Delta due to its mid-continent geography and low congestion
- Delta's schedule at MSP is designed to meet customer travel preferences; arrivals and departures are organized geographically with groups of inbound flights from the west connecting to outbound flights to the east, and vice versa
- Delta works to keep operations in banks to capitalize on its schedule design and facilitate the best connectivity to the most destinations; peak hours are the most desirable for airlines, airports and passengers
- Hourly operations caps would result in a significant drawdown of operations at MSP, and reallocation of operations to open late night or early morning slots
- An evening curfew at MSP would eliminate afternoon departures from key west coast markets
- Delta looks at aircraft, capacity, market strengths and opportunities, competitors and route forecasts when creating and managing a new market and related schedules

Chair Petschel, Mendota Heights, asked how Delta determines whether or not a demand is emerging in a particular market. **Mathison** said a connection carriers, sales managers and analysts examine various markets with regard to development to determine whether or not Delta wants to attempt to enter that market. He said Delta's reservation and booking system also captures data that indicate the need for increased flight frequency or for engagement with a specific market. He said the analysts use proprietary and standard software in their analysis work.

Representative Quincy, Minneapolis, noted that his constituents are concerned with noise and other environmental impacts created by aircraft operations. He asked if those impacts and operations safety concerns play a role in how Delta schedules operations during early morning and late night hours. **Mathison** said they do. He said the noise footprint of every aircraft in Delta's fleet is analyzed and that Delta takes into consideration which aircraft can be used for which operations to minimize impact. With regard to when operations are scheduled, **Mathison** noted that customer demand drives those decisions.

Representative Bergman, At-large Representative, noted that Delta is removing the 747-400 from its operations at MSP and asked what impact that would have on the noise environment. **Mathison** said he could not answer that question quantitatively without conducting a noise study based on a schedule, but that qualitatively the aircraft being brought in – the A330s and the A321s – are the latest generation aircraft that are Stage 4 compliant. He noted those aircraft can climb high enough and quick enough to minimize noise impact. He noted that Delta wants to be a good community partner.

4. FAA CatEx2 Comments

John Nelson, Technical Advisor, noted that Section 213(c)(2) of the FAA Modernization and Reform Act of 2012 concerns the use of a Categorical Exclusion (CatEx) for the environmental review of PBN procedures that result in a measureable reduction of aircraft noise, fuel consumption and carbon dioxide emissions on a per flight basis. He said the FAA has requested public comment on elements of the requirements and noted that it has had difficulty engaging the per-flight noise reduction element. He said the FAA appointed an advisory body to address the issue and that the advisory body came up with the “net noise reduction method”. **J. Nelson** summarized the method by saying it looks at noise contours drawn at 45-60, 60-65, and 65+ DNL and the net reduction or increase in impacted population.

J. Nelson noted that the Committee chairs, in consultation with staff, developed comments to the FAA’s proposed use of a Categorical Exclusion for the environmental review of PBN procedures, focusing on:

- The need for the FAA to involve airport operators and communities early on in the development of PBN procedures
- In circumstances where concerns or opposition are present, the FAA must participate in discussions with local community leaders to establish community expectations related to outreach efforts
- The removal of the consideration of “extraordinary circumstances” is a flaw that is not addressed by the proposed Net Noise Reduction Method
- The FAA should return to the US Congress and seek clarification on the legislative intent and consider providing a process that evaluates community noise impact concerns effectively

Representative Bergman, At-large Representative, noted that the Committee’s comments to the FAA concern MSP, and he asked if comments to the FAA will be responded to as a group, or if the FAA will respond directly to the Committee about its comments with regard to MSP. **Chair Petschel, Mendota Heights**, said she expects it would be both. **Bergman** asked if staff has had any contact with other airports about the FAA’s proposal. **Chad Leque, Director of Environment**, said that airports around the US are monitoring the proposal and that it’s likely a number of other airports will submit comments. He said he does not believe the circumstances, and therefore impacts, are the same at all airports.

Representative Quincy, Minneapolis, noted that the City of Minneapolis has a long-held opposition to any categorical exclusion, and he said that position is consistent with the position expressed to the city’s legislative delegation and to the House and Senate staff authors. He said it’s also consistent with the position of the National Organization to Insure a Sound-controlled Environment (NOISE). He said the City of Minneapolis will submit comments to the FAA and will sign on to the comments submitted to the FAA by NOISE.

The Committee held a voice vote with regard to forwarding to the FAA the CatEx2 comment letter as drafted and included in Committee members’ meeting packet. The Committee voted unanimously to forward the letter to the FAA.

5. Study: Seasonal Effects on Aircraft Operations

John Nelson, Technical Advisor, reminded Committee members a copy of the *Seasonal Impacts on Aircraft Operation Levels and Performance, August 2014* report was included in their meeting packets. He noted the study showed:

- Strong correlation between passenger demand and operations at MSP
- At MSP, operations: are at peak levels in July and August; begin to decline in September; increase in mid-October due to MEA weekend; decline November-February; steadily increase in March-July
- 2014 year-to-date is trending toward fewer operations than 2013
- Wind direction and speed, plus air traffic demand levels, are important considerations in seasonal runway use variances for arrivals and departures, in addition to runway closures, runway maintenance, etc.
- Aircraft departures from MSP have an average lower altitude at 2.5 miles (-439 feet) and 5 miles (-627 feet) from MSP during warm weather
- Arrival operations were roughly equally distributed on Runways 30L, 12L, 12R and 35, during 2011-2013, although there was a higher number of arrivals during that period on Runway 30R
- During 2011-2013, Runways 30L and 30R were used most frequently for departure operations, followed by Runway 17; during that same period, Runway 12R was used less than Runway 12L for departure operations

Chair Petschel, Mendota Heights, said Committee members have remarked on changing weather patterns and trends in the area over the past few years, and she said it may be of interest to the group to bring in a meteorologist for discussion.

6. Runways 12L, 12R, and 17 Departure Trends

John Nelson, Technical Advisor, noted that when MSP is in a “south flow” configuration, ATC directs aircraft to depart to the southeast using Runways 12L and 12R and to the south using Runway 17, and to arrive from the northwest on Runways 12L and 12R. He said that, in this configuration, Runway 17 is used only for departures, the benefit of which is that ATC does not have to sequence departing aircraft on Runway 17 as they do on Runways 12L and 12R.

J. Nelson said concern has been expressed that there are fewer departures off of Runway 12R than off of Runway 12L. He said that concern was validated in the departure trends study. He said the question was raised as to whether more departures could be placed on Runway 12L and the number of departures off of Runway 17 be reduced. He said the FAA has stated that maintaining separation requirements for safe operations would be difficult in that scenario, and that the number of operations that could be handled in that scenario would be reduced which would stretch operations out over a longer period of time.

J. Nelson noted that MSP is a northern tier airport, with departures to destinations to the south, southeast, southwest and west. He noted that Runway 17 is aligned such that ATC is able to fan departure operations off of that runway in the direction of their ultimate destinations effectively and safely.

Representative Miller, Eagan, noted that the challenge is that the runway use preferences don't match up with the 2007 forecast. She said that explaining to residents the RUS' abilities and limitations is a messaging issue that may need to be addressed.

7. Draft 2015 NOC Work Plan

John Nelson, Technical Advisor, reminded Committee members of the work plan development process:

- Members will comment on the Draft 2015 NOC Work Plan prior to the 19 November 2014 meeting
- At the 19 November 2014 meeting, the finalized Work Plan will be presented to the Committee for approval and adoption
- The Committee Co-chairs will present the Work Plan to the MAC Planning, Development & Environment Committee, which will forward the Plan on to the MAC Full Commission

J. Nelson reviewed the Draft 2015 NOC Work Plan items with the Committee. He suggested item 2e, "Status of FAA Center of Excellence/PARTNER, TRB and FICAN initiatives" and item 2h, "Review Health Effects of Aircraft Operations Epidemiological Studies" be merged into one item.

Representative Quincy, Minneapolis, noted that the City of Minneapolis requested information on the RUS from the FAA and that the FAA, in its response, deferred that request to the NOC saying the NOC would have more impact on operations. **Quincy** suggested some engagement with the RUS should be on the 2015 Work Plan. **Chair Petschel, Mendota Heights**, asked if a continued and regular dialogue with the FAA through the NOC address Quincy's concern. **Quincy** said he thought that it might. **Quincy** said he would work with **J. Nelson** on language to include in the Work Plan. **Representative Bergman, At-large Representative**, wondered about the FAA's statement that the NOC would have impact on operations. **Quincy** agreed, saying it was the City's understanding that the FAA had that responsibility. **Petschel** noted that the FAA's letter stated that the NOC would be the appropriate venue for an ongoing dialogue between the cities and the FAA.

Committee members should forward any changes or suggestions to the Draft 2014 NOC Work Plan to J. Nelson prior to the next Committee meeting on 19 November 2014.

8. Review of 29 July 2014 Public Input Meeting

John Nelson, Technical Advisor, said there 23 people attended the third quarter 2014 Public Input Meeting, and that 11 people spoke on the record at the meeting. He said questions and concerns raised at the meeting included:

- Aircraft taking early turns that result in flights north of the Egan-Mendota Heights Corridor boundary
- Increased use of runway 17 for departures, which results in flights over residential areas of Bloomington and Egan
- Early morning engine run-ups
- Suggested improvements for responses to the Public Input Meeting e-mails sent to the MAC
- Moving MSP operations to Rochester and St. Cloud

Written responses will be sent to those residents who commented on the record, and the written responses will be posted on the Noise Program Office website, www.macnoise.com.

The next Public Input Meeting will be held at 7:00pm on Tuesday, 28 October 2014 at the Metropolitan Airports Commission General Offices, 6040 28th Avenue South, Minneapolis.

9. Public Comment Period

There were no public comments.

The next meeting of the NOC is scheduled for Wednesday, 19 November 2014.

The meeting adjourned at 3:06pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary