



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, 19th of July 2017 at 1:30pm

MAC General Office
Lindbergh Conference Room

Call to Order

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 19th of July 2017, in the Lindbergh Conference Room at the MAC General Office. Chair Miller called the meeting to order at 1:30pm. The following were in attendance:

Representatives: T. Link; J. Oleson; G. Goss; P. Vick; J. Hart; D. Miller; P. Dmytrenko; J. Miller; J. Quincy; R. Barette; T. Lawrence

Staff: D. Nelson; B. Juffer, C. Leqve; A. Kolesar; P. Mosites; P. Burke; M. Takamiya; J. Lewis; N. Ralston;

Others: A. Roth - City of Apple Valley; J. Aul - City of Bloomington; D. Langer-FAA; M. Doran – City of Richfield; M. Nolan – City of Edina; S. Fortier – FAA; A. Nemcek – Rosemount; M. Brindle – City of Edina; M. Regan-Gonzalez – City of Richfield; S. Devich – City of Richfield; D. Perry – FAA; J. Smith – City of Mendota Heights; D. O’Leary – City of Sunfish Lake;

Chair Dianne Miller made a motion to add agenda item number 7, an update on CRO from Kurt Mara, FAA. **Chair Hart, Delta**, made the motion with a second from **Representative Dmytrenko, Richfield**. The motion was passed unanimously.

1. Review and Approval of the May 17, 2017 Meeting Minutes

Chair Dianne Miller, Eagan, requested a motion to approve the minutes from the March 2017 NOC meeting. **Representative Hart, Delta** made the motion with a second from **Representative Oleson, Bloomington** and the motion was passed unanimously.

2. Nomination and Election of NOC Co-Chairs

Dana Nelson, Technical Advisor, introduced the nomination and election process for the user group and co-chair elections. **Representative Goss, Delta**, nominated Jeff Hart, Delta, for the co-chair election. A voice vote took place and Representative Hart was unanimously voted in, as co-chair, for a two year term. **Representative Oleson, Bloomington**, nominated Dianne Miller, Eagan, as co-chair, representing the community. A voice vote took place and Representative Miller was unanimously voted in as the co-chair for a two year term.

3. Review of Monthly Operations Reports: May and June, 2017

Brad Juffer, Assistant Technical Advisor, started by reporting 35,407 flights operated at MSP in May, a 3.1% increase from May 2016. In June, there were 36,292 operations, a 1.25% decrease from June 2016. Year to date operations at MSP are 203,598 which is currently 1.3% above YTD operations at this time in 2016.

There were 2,019 nighttime operations in May 2017 which is nearly an 8% increase from 2016. In June there were 2,264 nighttime operations which is a 6.5% decrease from 2016. Nighttime operations, year to date, are at 13,694; this number is an increase of 46 operations from this same time period in 2016.

In May 2017, MSP was in a South flow 37% of the time compared to 50% in 2016. MSP was in a North flow 43% of the time in May 2017 versus a 29% in 2016. In June 2017, MSP was in a South flow 33% of the time compared to 49% in 2016. June 2017, MSP was in a North flow 42% of the time compared to of 32% in 2016.

In May 2017 the fleet mix consisted of 41% regional jets, 56% narrow body, and 3% wide body aircraft. In May 2016 the breakout was 54% regional jets, 43% narrow body, and 3% wide body. June 2017 had a mix of 39% regional jets, 58% narrow body, and 3% wide body aircraft. June 2016 had 54% regional jets, 43% narrow body, and 3% wide body aircraft.

A total of 12,559 complaints were filed in May 2017 from 451 locations. In June 2017, 14,618 complaints were filed from 549 locations.

On average, there were 2.8 operations for every complaint in May 2017 and that number dropped slightly to 2.5 in June 2017. These numbers are slightly lower than they were in 2016, May averaged 3.1 operations per complaint and June saw 3.0. These numbers can be attributed to the rise in complaint totals but the operations numbers staying similar to that of 2016.

In response to a request from NOC members, the top 25 locations with complaints were shown on a map. In May and June of 2017, those particular 25 locations filed 69% of all the complaints. The top 5 locations filed 38% of all complaints and those locations are in Minneapolis, Inver Grove Heights, and Eagan.

According to MAC's 39 sound monitors, in May there were 514 hours with sound events over 65 decibels and in June that number dropped slightly to 482 hours with such events. The count of aircraft events over 65 decibels was 97,236 in May and 95,365 in June. On average, the time above 65 decibels per operation was 52 seconds in May and 48 seconds in June.

The average duration of each recorded sound event in May was 19 seconds and that average fell slightly to 18.2 in June.

Juffer then reported on the noise abatement procedure compliance, beginning with the Runway 17 Departure Procedure, noting that May had 99.9% compliance and June had 99.8% compliance.

The Eagan-Mendota Heights Departure Corridor experienced 90.7% compliance in May and 94.7% compliance in June. In May, 34 jets were north of the corridor and 233 were south of the corridor. Most of these events occurred on May 18th and May 20th due to weather. In June there were 37 jets north and 110 south of the corridor which mostly occurred on June 5th due to gusty winds.

The Crossing-in-the-Corridor procedure was used for 38% of the operations during the day in May and 37% in June. During nighttime hours, the crossing procedure was used 33% of the time in May (37 flights) and 53% in June (81 flights).

High priority runways from the Runway Use System were used 53.2% of the time in May and 52.9% of the time in June.

Representative Oleson, Bloomington, commented that many elements of the new reporting system are imperative but that he encourages the NOC and MAC to not lose sight that key elements, those crucial to residents, be easy to navigate within the website. **Juffer** responded that the report he gives at each meeting is, specifically, for the NOC. The website and the related operations reports are organized in a way that is intended to meet the needs of residents visiting the site for information.

Representative Quincy, Minneapolis, asked if it was possible to know which time of day the top five complaint locations registered complaints and whether they were related to arrivals or departures. **Juffer** responded that the aggregate data shows that the top hour is 8pm but 7am and 6pm also tend to have frequent complaints. Looking at the map you can see that the Eagan locations will be more related to departures of Runway 17, Inver Grove Heights will be related to departures on 17 and arrivals on 30L. **Quincy** responded that he would expect to see that data however resident communications are expressing disturbances from departures and that deviates from what has historically been typical. **Co-Chair Hart, Delta**, asked what the criteria is for a new location of a complaint. **Juffer** responded that it's defined as anyone who has set up an account online or anyone who has called from a location that hasn't received a complaint before.

4. Review of Residential Noise Mitigation Program Implementation

Dana Nelson, Technical Advisor, gave historical context for the mitigation program. From 1992-2006 everything within the 2007 forecast 65dB DNL noise contour was mitigated. Over 7,800 single family homes, over 1,300 multi-family units, and 18 schools were mitigated. In 2008, the initiation of the 2007 Consent Decree program began, which provided residential mitigation out to the 2007 forecast 60 dB DNL noise contour and initiated mitigation reimbursements. From 2008-2014 over 5,400 single family homes and almost 2,000 multi-family units were mitigated, and over 1,700 reimbursements were paid. Through the leadership of the NOC, the 2013 Consent Decree Amendment extended the mitigation program commitment to 2023. Moving forward, eligibility of homes are determined annually, based on actual noise contours developed for the preceding calendar year. Per the amended Consent Decree, a home will become eligible if it is located, for a period of three consecutive years in the actual 60-64 DNL noise contour, and within a higher noise impact mitigation area when compared to the original Consent Decree program. The MAC will begin providing noise mitigation to homeowners in the year following their determination of eligibility.

Pat Mosites, Mitigation Project Manager, explained the mitigation packages, and the status of the 2017 and 2018 programs. The 2017 mitigation program used the 2013/2014/2015 actual noise contours, which qualified 138 single-family and 88 multi-family homes for the Partial Noise Reduction Package. In collaboration with the City of Minneapolis, letters confirming home's eligibility were sent in June 2016. Three homeowner orientation meetings were held in March, design visits began in March, construction on the first homes began in June, and all participating 2017 Mitigation Program homes will be completed by December 31, 2017.

Regarding the 2018 Mitigation Program, the 2014/2015/2016 actual noise contours qualified 164 single-family homes for the Partial Noise Reduction Package and 123 single-family homes for the Full 5 dB Reduction Package. In collaboration with the City of Minneapolis, letters, questionnaires, and orientation meeting invites were sent to qualified homeowners in June 2017. For this portion of the program, six homeowner orientation meetings will be held on a monthly basis starting in July 2017. Design visits of homes will begin in August 2017, construction will commence in January 2018, and all the qualifying homes will be mitigated by December 31, 2018.

5. 2018 Super Bowl Aircraft Activity Update

Phil Burke, Director of MSP Operations, was assigned the internal MAC coordinator role to prepare for the Super Bowl in February 2018. In collaboration with FAA ATC, they are coordinating the air traffic plan for the Super Bowl. Burke introduced the Mission Statement: “Boldly welcoming Super Bowl LII to Minnesota, where our people are surprisingly warm, the airport communities world-class, and the experience unforgettable”. There are a number of considerations for MSP when welcoming the Super Bowl to MN and committees dedicated to addressing them: Safety and Security, General Aviation Airports, Ground Transportation, Volunteers, and Operations. Representatives for these committees met with the team from Houston to learn from their experiences hosting the Super Bowl in 2016. The day after the Super Bowl is expected to be the busiest passenger day in MSP history, and the goal is to operate at the top of our game when it comes to safety and exceptional customer experience.

Sean Fortier, FAA Traffic Management Officer, introduced FAA’s research, planning, and outreach phases. Utilizing historical data from the previous year’s Super Bowl the expected main impact will be the Thursday before the Super Bowl through the Monday after. There are expected to be 1,100 aircraft on the ground at MSP on Sunday and 3,000 additional operations.

Representative Dmytrenko, Richfield, asked what the plan is to communicate with the public the anticipated air traffic and associated noise levels. **Fortier** responded that those notifications are part of the outreach phase. **Dana Nelson, Technical Advisor**, added that electronic communications will be sent through the MAC noise communication channels and encouraged communities to also share communications on their websites and social media platforms. **Nelson** said information will also be provided at listening sessions through the Noise Office as well.

6. Fly Quiet Award Program Evaluation

Dana Nelson, Technical Advisor, discussed that the 2017 NOC Work Plan includes an evaluation of the benefits, challenges and applicability of a Fly Quiet Award Program at MSP. Some U.S. airports have instituted such programs: Vancouver International, YVR; Oakland International, OAK; and Seattle-Tacoma International, SEA. YVR’s award is based on average annual noise levels at noise monitors located under their major runway. Anecdotally from YVR, they said that while they’re grateful for the award however the award has not resulted in airlines changing operations to comply with the award criteria. OAK had a similar comment although their criteria was based on voluntary noise abatement procedures. SEA’s award was based on adherence to noise abatement procedures, single event noise levels at noise monitors, and field rule violations for ground run-ups. Their response to the program mirrored that of YVR and OAK. **Nelson’s** team pinpointed a number of challenges for the award program at MSP, such as noise abatement procedures are voluntary and reflect air traffic control procedures and adherence. Nighttime operations have increased and while analyzing actual nighttime operations could be

done, it's not a fair representation because such operations may be delayed and do not necessarily reflect the operator's choice. Weather, other aircraft delays, or any other circumstance can push operations in to the night when maybe they weren't scheduled at that time. Looking at only scheduled operations wouldn't provide an accurate representation either, since not all regional carriers and cargo operators report their schedules.

Representative Oleson, Bloomington, recommended that NOC hold on to this information for future decisions but at the moment, moving forward does not seem to be advantageous. **Representative Quincy, Minneapolis**, vocalized his agreement with Representative Oleson. **Representative Goss, Delta**, echoed both previous comments.

7. Converging Runway Operations Update

Kurt Mara, FAA Traffic Management Officer, updated the NOC on the recent Converging Runway Operations (CRO) activities. He reported that CRO is continuing to be a challenge for traffic controllers because it is more restrictive than prior to the new rules implemented in July 2015. The Converging Runway Display Aid (CRDA) is a tool that was discussed at the last NOC meeting and has been providing some benefit, but is labor-intensive for controllers. In early June 2017, FAA started flexing the arrival rates up during three peak arrival demand periods throughout the day which has proven to reduce arrival delays. ATC meets weekly to review CRDA use and brainstorm refinements. The next phase is to review departures and find time frames to focus on flexing departure rates up to decrease delays. During periods of high departure demand, the arrivals will be routed to the parallel runways (30L and 30R), which would remove the Arrival Departure Window (ADW) concern for Runway 35. This is anticipated to help departure delay, specifically to Runway 30R. The next tool the FAA is reviewing for use, long term, is for different departure headings off 30R to miss the intersection point for a go-around on 35 and therefore be able to operate departures off Runway 30R without consideration to the Runway 35 ADW. The safety leaders at FAA headquarters are analyzing this possibility as a way to revert Runway 30R departures back to being independent from the ADW on Runway 35. The first phase is to gather data and ensure that it is a viable solution while still maintaining FAA safety margins. This would include procedure modeling using computer software to determine headings that would ensure the intersection point in space would be avoided. After procedure modeling, a procedural test would be run to gather actual operational data for study and review. After the procedure test, a final determination will be made as to whether or not this is a feasible long-term solution for CRO. **Mara** said is likely it will be a year-and-a-half to two years before that determination would be made.

Representative Goss, Delta, if implementation of headings of 30R, will this be annotated within the FAA's lexicon for an alternative means of compliance? **Mara** replied that is always a concern. This is not considered an alternative means of compliance, it is not considered a waiver; this will be considered "other means that are locally developed".

Dana Nelson, Technical Advisor, added that a few components are related to this CRO update - a resolution passed by the NOC to ask the FAA to evaluate the environmental and capacity impacts once they've come to a conclusion with CRO. These potential evaluation time periods may need to be extended by a year or so. There is a relational impact to the MSP Long Term Comprehensive Plan, originally initiated in 2015 at MSP with a 20 year look ahead. Delaying the LTCP has been determined to be appropriate so the correct assumptions related to runway use, flight track use and airport capacity in the document. **Representative Link, Inver Grove Heights**, said it would be helpful to have that information for the community comprehensive plans, but there doesn't seem to be a way to pull that information together in

order to be correctly utilized by the cities. **Chair Miller, Eagan**, added that there is great risk involved in putting inaccurate information out to the public. **Representative Oleson, Bloomington**, commented that the community comprehensive plans could have a note that explains the circumstances asked how this language is then added to the LTCP for Met Council. **Nelson** responded that there are approved forecasted contours within an environmental planning document that can be used for future planning documents. In addition, projects in the next five year CIP will not be held up by this LTCP delay. **Representative Quincy, Minneapolis**, commented that this is an update to the existing LTCP and thusly are operating under the existing LTCP. The 5 year update affects the forecast, the forecast affects how the noise contours are drawn. For the record, **Quincy** stated he is not in favor of expanding the noise contours. It seems that the FAA is trying to figure out how to go back to airport efficiency levels before CRO. That then would have a detrimental effect to those on the ground from a noise point of view. The goal of this noise oversight body should be, how will we meet efficiency and safety standards while truly overseeing the noise impacts. **Quincy** went on to say that a delay to ensure the 5-year update reflects the most accurate forecast information, which seems to make sense. **Miller** asked Nelson if she had the direction needed as her interpretation is that there was a consensus of the board to further delay the MSP LTCP.

8. Public Comment Period

None

9. Announcements

The Summer Listening Session will be held on July 26th, 2017 at 7pm in Apple Valley, MN.

10. Adjourn

A motion to adjourn was requested by **Chair Miller, Eagan**, moved by **Representative Dmytrenko, Richfield**, and seconded by **Representative Miller, Mendota Heights**.

The meeting adjourned at p.m.

The next meeting of the NOC is scheduled for Wednesday, 20 September 2017.

Respectfully Submitted,
Amie Kolesar, Recording Secretary