



**MSP NOISE OVERSIGHT COMMITTEE  
DRAFT MEETING MINUTES**

Wednesday, 18 November, 2015 at 1:30pm

MAC General Offices Building –  
Lindbergh Conference Room

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**Call to Order**

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 18 November 2015, in the Lindbergh Conference Room at the MAC General Offices Building. Chair Hart called the meeting to order at 1:31pm. The following were in attendance:

**Representatives:** P. Vick; K. Erazo; J. Quincy; D. Miller; J. Hart; E. Petschel; T. Fitzhenry; J. Bergman; D. Miller; J. Oleson; T. Foster; A. Salmela, G. Goss, J. Lagenfeld

**Staff:** D. Nelson; B. Juffer, L. Peilen; T. Finley; J. Lewis; C. Leqve; B. Rief

**Others:** D. Sloan – City of Mendota Heights ARC; S. Nienhaus – City of Burnsville; A. P – City of Apple Valley; L. Olson – City of Minneapolis; R. Owen – Metropolitan Council; S. Devich – City of Richfield; D. Boberg – City of Bloomington; J. Aul – City of Bloomington

**1. Review and Approval of the 16 September 2015 Meeting Minutes**

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE QUINCY TO APPROVE THE MINUTES OF THE 16 SEPTEMBER 2015 MEETING.**

**The motion carried by unanimous vote.**

**2. Review of Monthly Operations Reports: September and October, 2015**

**Brad Juffer, Technical Advisor**, reported the number of complaints and households for MSP documented in September and October 2015. Complaints in September 2015 were up by 9.7% compared to 2014 and October complaints were up 1.9% compared to 2014. In each of the months, the highest complaint communities were Minneapolis, City of Eagan, Golden Valley, City of Mendota Heights, and City of Edina.

**Juffer** reported the operations totals for September and October 2015. Overall, there was a 0.6% decrease in September compared with 2014 and a 1.8% decrease in October compared with 2014. Year to date, there have been 338,033 operations, representing a 1.9% decrease. August 2015 was the only month in 2015 when operations were higher than 2014.

**Juffer** said out of 32,887 flights in September and 33,969 in October, 30,051 were air carrier operations in September and 31,263 were air carrier flights in October. Continuing the trend at

MSP, 42.6% in September and 42.3% in October were regional jets. This is down from 48.6% in September 2014 and 48.3% in October 2014. There were no modified Stage 3 operations in September and four modified Stage 3 in October. Nighttime operations at MSP were 1,573 in September and 1,625 in October.

**Juffer** said passenger data from passenger and operations reports for main line and regional carriers show there were 2.2 million passengers flying on 17.6 thousand major air carrier flights in September. Passenger counts on major airlines show passengers are up 12% from 2014 to 2015 in September; in contrast there were 686,927 passengers that flew on 12.7 thousand regional air carrier flights in September, which represents a drop of 12.2% from 2014 to 2015. Overall passenger counts when both data sets are combined, are up 6.5%; operations are down 0.9%

**Juffer** said in September there were 872 scheduled arrivals and 1,108 actual arrivals during the nighttime hours (10:30pm – 6:00am). The biggest hours were 10:30-11 p.m. with 187 scheduled versus 244 actual arrival operations. During the 11 p.m. hour there were 354 scheduled and 368 actual operations. During the 5 a.m. hour there were 233 scheduled arrivals and 304 actual operations. Also during the 5 a.m. hour there were 235 scheduled departures and 238 actual departures.

**Juffer** said in October there were 928 scheduled arrivals and 1,190 actual arrivals. During the 11 p.m. hour there were fewer actual arrivals than what were scheduled. **Juffer** reported that more than likely those flights arrived early during the 10 p.m. hour or arrived late during the 12 a.m. hour. The 5 a.m. hour dominated departures with 224 scheduled and 249 actual operations.

**Juffer** reported in response to Representative Quincy's request during the previous meeting, the data were broken down into operations for each day of the week. In September the operations with the highest percentage were Tuesdays and Wednesdays with 17% and 18% of operations on those days. The highest days during the nighttime also were Tuesday and Wednesday. In October highest operation days for both day and night were Thursday and Friday.

**Juffer** reported on the noise abatement procedures at MSP: Runway 17 Departure Analysis, Eagan-Mendota Heights Departure Corridor and the Runway Use Report. There were 6,263 jets that departed Runway 17 in September and the count in October was 4,983. In those months, 98.7% and 99.9% of the operations complied with the Runway 17 departure procedure.

**Juffer** stated the information from the Eagan-Mendota Heights Corridor report indicated there were 4,355 jets departing from those runways [Runways 12L and 12R] in September and 4,165 utilized the corridor, resulting in 95.6% compliance rate. In October the number increased to 96.9%.

**Juffer** reported that of the Runway 12L and 12R departures 89 of the 175 nighttime operations utilized the Crossing-in-the-Corridor procedure; and 1,433 or 34% of the daytime operations utilized the procedure. In October, the nighttime numbers were 110 out of 179 possible or 61% and daytime was 1,164 out of 3,395 or 34%. **Juffer** noted that the draft 2016 NOC Work Plan includes an evaluation of and advocating for enhancement of this procedure.

**Juffer** stated the Runway Use percentages for September and October are similar, but the counts are quite different due in large part to the winds and temperatures in September, which were the highest temperatures Minnesota has ever seen in the month of September. Minneapolis, specifically, had the fourth highest September temperatures on record. The temperatures were accompanied by southerly winds that favored a south flow more often. There were 19 days in September when MSP was operating in a south flow configuration, which resulted in 68% of arrivals using 12L or 12R. Runway 17 was used heavily also during September, but very little in the evening or overnight hours when much of that activity was shifted to Runway 12L and 12R. In October, the winds and runway use percentages shifted to a more normal condition. Runway 17, 12L and 12R departures were roughly 10% lower than what they were in September.

**Chair Hart, Delta Air Lines**, called for questions and noted the November winds are favoring easterly departures with the southerly winds with the temperatures we've had.

**Representative Miller, Eagan**, commented that it appears Runways 17 and 12L are operating as parallel runways, given the use percentages. She said the Runway 12R area of Eagan was zoned for the Eagan-Mendota Heights Corridor and now residents under the Runway 17 flight paths are getting nailed. She said the City of Eagan is interested in talking to the FAA about the issue. **Representative Petschel, Mendota Heights**, commented that she supports **Representative Miller** in that when Runway 17 was built the cities were asked for support in terms of building a new runway. She said the cities were told the south flow would be the flow of choice in the RUS. She said that Runways 17 and 12L are now being used as two parallels, while 12R is being used for arrivals, and that it is as if there is no mitigation being realized from Runway 17. She stated that if you look at the noise contour, it's creating a small bubble over Eagan stretching out the arrival footprint which was not the case before.

### 3. Presentation: 2016-2022 Capital Improvement Program, Bridget Rief, Director of Airport Development – Metropolitan Airports Commission

**Bridget Rief, Metropolitan Airports Commission**, provided a presentation on the Draft Capital Improvement Program: 2016-2022. **Rief** explained the 2015 projects that are underway in 2015:

- Consolidating Checkpoint 1 (scheduled to be open in Feb 2016)
- T2 gate expansion
- Concourse A/B Modifications
- Concourse E and F boarding bridge replacements
- Cooling tower installation
- Reroof of Concourse G
- Aircraft viewing area (now open)

**Rief** explained there is an average of about \$100 million in capital programs during the past few years, but beginning in 2016-2017 that average is approximately \$290 million due to the projects that are being planned. Projects in 2016 are prioritized from a cost standpoint. In 2016 the focus is on originating passengers, who live in Minnesota and use the terminal facilities.

**Rief** noted that the noise mitigation program is not included in 2016. Rather, the mitigation program category is included in 2017, which is the first year that mitigation would be applied.

**Rief** described the funding sources for the 2016 CIP. The major categories include MAC funds, Passenger Facility Charges, and General Aviation Revenue Bonds, Customer Facility Charges, and Airline Rehab and Repair program, and Federal and State aid grants. No tax revenues are utilized.

**Chair Hart, Delta Air Lines**, asked if the CFCs are something new. **Rief** said CFCs have been around for a long time. Customers pay around \$3 per day for a car rental charge. In 2016, if the board approves, that charge could increase up to \$6 per day.

**Rief** continued to explain the projects included in the 2016 CIP:

- T1 Food Court elevator replacement
- HVAC replacements
- Restroom upgrades
- Concessions Rebids
- DHL Freight Building remodel
- T1 operational improvements construction
- T1 outbound roadway modifications and parking expansion
- Increase operational capacity, modernize the ticketing areas, and enhance vertical circulation.
- Concourse A-G Connector, phase one is in preparation for the hotel.

**Hart** asked if Graves will be the operator of the hotel. **Rief** affirmed and explained the hotel connector design. **Rief** said a separate EAW was prepared for the hotel skyway. As part of the Assessment of Environmental Effects comments were solicited from municipalities and affected parties.

**Representative Oleson, Bloomington**, asked what oversight, in addition to the FAA and environmental studies, does the MAC collaborate with, particularly in the State of Minnesota. **Rief** responded by explaining the design and construction standards and explained the collaboration with building officials, construction coordinators, and environmental permitting.

**Hart** asked if the \$289 million was programmed over seven years. **Rief** stated that that amount was just for 2016.

**Hart** asked if Ms. Rief was aware of any entity that spends that much money in a year in capital improvements. **Rief** stated she did a presentation for the MAC board that compared CIP amounts. In 2016-2017 the program is about \$700-\$800 million. She said MNDOT far exceeds that amount.

**Hart** said from his perspective that is a huge amount of money that gets put back into the community with contractors and wages and materials and things like that in one year.

**Representative Petschel, Mendota Heights**, asked Ms. Rief if she has any idea within the next year or two how many people, other than ordinary work/day to day activities, will be employed. **Rief** responded that off-hand she has no idea how many employees or jobs will be created, but that is something they can talk about when they work with community sources and project leader agreements. **Petschel** said she would be interested to know that.

#### 4. MSP Converging Runway Operations

**Elaine Buckner, MSP Air Traffic Manager**, presented updated information about converging runway operations, which is defined as MSP departures from Runway 30L and arrivals to Runway 35 with a conflict when the arrival makes an unplanned go-around. The conflict point is beyond the end of Runway 35. Mitigations have always been in place for a converging operation. However, in July 2015 an additional requirement was injected into the FAA's battery of mitigations that caused a stop to arrivals on Runway 35 until the additional mitigation could be worked into the procedures. On August 28, 2015, arrivals and departures were alternated during a 60-day test. In September there were only six to eight days that the test could be conducted. As a result of the limited opportunity to test the new procedures, the test is extended to February 24, 2016. Prior to the new requirement, the rate was 90 arriving aircraft per hour. The test is going very well, and it has been used up to an arrival rate of 75 in ideal conditions, which is about the maximum. When ILS approaches to 30L and 30R are being conducted, they can get a rate of 68-72. If winds require landing only on Runways 30L and 30R the rate is 64 in visual conditions. If the weather continues to deteriorate the rate becomes 48-54.

**Representative Fitzhenry, Richfield**, asked if gate holds are placed on in bound aircraft when the rates are 40 or 50. **Buckner** explained the number of systems that go in ground stops, ground in trail, delay programs, etc.

**Representative Quincy, Minneapolis**, asked are go-arounds more frequent or less frequent, or are the data captured or recorded anywhere. **Buckner** responded by explaining that the data have been tracked since the runway opened and that overtime they have reduced that potential for go-arounds through various measures. **Quincy** asked if that information is available to people and is it more or less than it has been in the past. **Buckner** responded by committing to see if the data are available. **Quincy** noted that he imagined each go-around would have a unique and special decision. **Buckner** affirmed.

#### 5. MSP Annual Fleet Mix Assessment

**Dana Nelson, Technical Advisor**, presented the Annual Fleet Mix Assessment data, pointing out that in March 2010 there were more regional jet aircraft than in other manufactured Stage 3 categories, such as the Airbus A319. In June 2014 that flip-flopped, we had other Stage 3 aircraft categories like Airbus overtaking the regional jets. During the last five months there were zero Hushkit operations. **Nelson** presented a manufactured Stage 3 Fleet Mix table ordered by loudest to quietest based on FAR Part 36 Take-Off Noise Levels. In 2015, the "loudest third" of Stage 3 aircraft make up 2.1% of total operations. The "middle third" make up 12.1% of total operations, and the "quietest third" make up 41.4% of total operations. We continue to see a lot of the manufactured Stage 3 aircraft types falling in the quieter third of the total fleet mix. **Nelson** highlighted the most predominant aircraft types in the middle third and quietest third, including B757, B737-800, A320, A319, and MD90. Nelson noted that a lot of people confuse the MD90 and MD80 aircraft because they look similar, but the MD90 is quieter than the MD80.

**Nelson** said looking at similar information for the regional jets, the predominant aircraft types are CRJ-200, which is a small 50-seat and CRJ-900, which is a larger regional jet. **Nelson** explained that the CRJ-200 has been decreasing and the CRJ-900 has been increasing. **Chair Hart, Delta Air Lines**, commented that he appreciates the fleet mix chart. **Representative**

**Petschel, Mendota Heights**, asked if the increase in the longer CRJ is driving the gate improvements on the A concourse. **Hart** affirmed.

## 6. Review Status of FAA Center for Excellence/PARTNER, TRB and FICAN Initiatives

**Dana Nelson, Technical Advisor**, noted that the full report on the projects and programs updated in 2014 and 2015 in the packet. The project links are provided in the presentation on the MAC Noise Program Office website for easy access. There were two PARTNER projects updated during the past two years. Next year ASCENT will take over the PARTNER role. The report next year will include PARTNER and ASCENT projects. The Airport Cooperative Research projects show trends and themes that include NextGen and community collaboration. The MAC will continue to monitor these projects. Additional research was added to the report for the Airports Council International and medical journals.

## 7. Aviation Environmental Design Tool (AEDT) Update

**Dana Nelson, Technical Advisor**, noted the Aviation Environmental Design Tool (AEDT) replaces Integrated Noise Model (INM), which MAC its consultants use to prepare noise contours. The FAA released this AEDT Version 2b in May 2015. The MAC hired HNTB to run this model in comparison with INM to reveal the changes in the contours. **Nelson** said that there is an issue with how the terrain is being applied in the AEDT model. There is no issue when the contours are run without applying the terrain. On November 10 the FAA indicated there is a bug in the software. The MAC will continue to monitor the resolution and anticipates the contours will be run by end of January next year for the Annual Noise Contour Report. **Chair Hart, Delta Air Lines**, asked if the MAC will wait for the FAA to tell the MAC that the bug is fixed. **Nelson** affirmed. **Hart** asked if, of all the airports in this country, Minneapolis was the one to discover the bug. **Nelson** affirmed.

**Representative Petschel, Mendota Heights**, noted that she is interested to see the INM footprint and the AEDT footprint to see the subtle differences between the two tools are, and asked if in terms of FAA funding for noise mitigation with the AEDT is the 65 still the remediation level for airports. **Nelson** affirmed.

**Representative Quincy, Minneapolis**, indicated that he would like to see the data for the past three years, and asked how he would be able to see what the new information is in a noise contour report/analysis. **Nelson** confirmed that the AEDT included emissions data and the MAC will be working with consultants in preparation of the noise contours. **Petschel** noted that she feels that she is burdening MAC staff, but she is so grateful that **Nelson** is willing to take on her requests.

## 8. Draft 2016 NOC Work Plan

**Dana Nelson, Technical Advisor**, shared the draft 2016 NOC Work Plan and noted that this is an action item and items (i) through (m) were added and highlighted. **Representative Petschel, Mendota Heights**, reminded the group of the interest in trying to quantify the savings in terms of fuel and emissions since the implementation of the STARS and continuous descent approach so that there was something solid that could be shared with communities and she does not want to lose track of that and the difference that that is making. **Nelson** indicated that her staff is diligently working on that right now with an expanded flight tracking system to capture the top of descent and evaluate how much fuel is being saved and how much emissions are a

result of that. Nelson said she is willing to include this as item (n) in the NOC work plan for next year. **Petschel, Mendota Heights** asked if there is a consensus on that. **Chair Hart, Delta Air Lines**, indicated he was just going to ask the group if they can just add (n) and vote on it as a package. **Representative Quincy, Minneapolis**, asked if that kind of information would be captured in the AEDT. **Hart** indicated emissions would be, but fuel savings probably would not be. **Nelson**, affirmed and noted that the arrival profiles that are modeled in INM and AEDT already assume a continuous approach.

**Hart** requested that letter (n) be added as a "Fuel Savings Study." **Nelson** indicated that she wanted to make sure the wording was finalized for the record keeper so letter (n) would be "Optimized Profile Descent Evaluation and Fuel and Emission Reduction Result." **Hart** requested action and discussion on the topic. **Quincy** said it occurred to him that in the past they have done some previous altitude studies and created gate analysis around the airport, and he would like to know if that could be incorporated into an existing item or for consideration for future report/analysis. **Representative Bergman, At-Large Representative**, asked what the altitude be used for. **Quincy** responded that with the gate analysis he was able to see if the flights were flying lower and he would like to see it because it obviously has a noise impact. **Petschel, Mendota Heights** noted that she recalls the study that was conducted and believes the reason for the study was due to the weather and noted the with the heat and humidity the altitude was definitely lower when it was analyzed previously. **Quincy**, responded that it also has something to do with what operations were happening, whether they were turning sooner or hitting a high point, and he believed the analysis used July data. **Bergman**, indicated he believed everything was captured for why there was a particular aircraft at specific altitudes. **Hart** indicated that he thinks Quincy is interested in long-term trends in altitude based on time of year, seasonality, type of airplane and that sort of thing. He asked if there is a place to put that in one of the other work plan items. **Nelson** affirmed item (d) was updated to include an altitude assessment along with changes in aircraft fleet mixes. **Hart** noted the last sentence in the draft 2016 NOC Work Plan description talks about type and altitude. **Petschel, Mendota Heights** noted that because it has been studied before some data from this past year are available for comparison.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE BERGMAN TO RECOMMEND APPROVAL OF THE 2016 NOC WORK PLAN WITH AN ADDED ITEM N: OPTIMIZED PROFILE DESCENT EVALUATION AND FUEL AND EMISSION REDUCTION RESULT.**

**The motion carried by unanimous vote.**

**Nelson**, continued with highlighting the accomplishments of this year and presented in 17 bullet points on the presentation slide. These items will be shared with the Planning Development and Environment committee on December 7. **Hart** praised MAC staff and noted how much he appreciates their hard work.

## **9. Establish 2016 NOC Meeting Dates**

**Dana Nelson, Technical Advisor**, recommended the NOC 2016 meeting dates for every other month on the third Wednesday.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE MILLER TO APPROVE THE MEETING DATES FOR 2016.**

The motion carried by unanimous vote.

#### **10. Review of October 27, 2015 Public Input Meeting**

**Dana Nelson, Technical Advisor**, said the fourth-quarter Public Input Meeting was held on 27 October 2015 at the Edina City Hall and noted there were 39 people present. **Nelson** described the topics that were presented on the meeting slide. Comments and responses were posted on the macnoise.com website.

**Nelson** noted that the meeting schedule for 2016 includes meetings on Wednesday nights instead of Tuesday nights, most of which will be in the same room as the NOC meeting. **Representative Quincy, Minneapolis**, commented that all of the individual responses are good to know and wants to make sure they are available online. **Quincy** also indicated he appreciated the presentation being published in advance of the meeting and he hoped that future public input meetings would have something similar. **Chair Hart, Delta Air Lines**, agreed. **Representative Petschel, Mendota Heights**, noted that she found it helpful that the presentation laid out what things can and cannot be affected.

**Representative Fitzhenry, Richfield**, noted that the public input presentation is an educational process and said it would be helpful to have that when he is talking to people. He said it would be nice to have an airport 101 with a link to go to so they can get information and an idea of what happens at the airport, including acronyms, and an understanding that aircraft cannot just side step a runway. **Representative Miller, Eagan**, said Eagan has an open house each year, the next one is in January, in preparation for that she would like a videotaped airport 101 and she would be willing to help create one. **Nelson** responded that the Noise 101 is something that is being planned for the future on the macnoise.com website. **Petschel, Mendota Heights**, reminded the group that their airport relations did a DVD primer to explain "Why can't you make the noise go away?" that ran on a continuous loop on cable. The MAC helped with the video footage. She said is another way to reach out to communities with basic information and it would be helpful to get something that can go out to everyone. **Hart** indicated he would like to work with that.

#### **11. Public Comment Period**

There were no public comments.

The next meeting of the NOC is scheduled for Wednesday, 20 January 2016.

The meeting adjourned at 2:49 p.m.

Respectfully Submitted,  
Jennifer Lewis, Acting Recording Secretary