



**MSP NOISE OVERSIGHT COMMITTEE  
MEETING MINUTES**  
Wednesday, 24th of January 2018 at 1:30pm  
MAC General Office  
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, 24th of January 2018, in the Lindbergh Conference Room at the MAC General Office. Chair Miller called the meeting to order at 1:31pm. The following were in attendance:

**Representatives:** T. Link; L. Moore; G. Goss; H. Moody; D. Miller; P. Dmytrenko; L. Olson; D. Sloan; A. Moos; D. Lowman; A. Mason

**Staff:** D. Nelson; B. Juffer, C. Leque; A. Kolesar; J. Lewis;

**Others:** M. Olson – FAA, Northern Plains District; A. Nemcek – City of Rosemount; L. Grotz – City of Edina; B. Hoffman – City of Saint Louis Park; K. Terrell – MSP FairSkies; D. Sloan – Mendota Heights ARC; C. Carrino – MSP FairSkies; S. Devich – City of Richfield; M. Sands - FAA

**1. Review and Approval of the November 15, 2017 Meeting Minutes**

**Chair Miller, Eagan** asked if there were changes to the November Meeting Minutes, there were none and approval was moved by **Representative Dmytrenko, Richfield**, seconded by **Representative Goss, Delta**, and passed unanimously.

**2. Review of Monthly Operations Reports: November and December, 2017**

**Brad Juffer, Assistant Technical Advisor**, MACNOMS data recorded 32,268 operations in November and 33,098 operations in December. November 2017 is a slight increase from 2016 while December 2017 had 5 less flights than December 2016.

Of those 65,000 flights, 1,789 were at night between 10:30 PM and 6:00 AM in November. The 1,789 is 2 more night flights than November 2016. These 2 extra flights ended a nice streak of 5 consecutive months where 2017 had less night flights than the same month in 2016. December started a new streak with 2,119 nighttime operations, which is 33 less than December 2016.

For 2017 MACNOMS recorded 413,480 total operations at MSP. This is a minimal increase of .6% from 2016. Total operations between 10:30 pm and 6:00 am ended the year at 24,241. This is a welcome 3.35% decrease from 2016.

MACNOMS does not record every operation at MSP, historically we capture 99.5% of all activity. As such, the final operations numbers for this airport come from the FAA. In 2017, the FAA recorded 415,703 operations at MSP.

MSP runways saw a balance between use of North Flows and South Flows. 50% of all departures used Runways 30L or 30R while nearly 50% used 12L/12R or 17. In 2016 that was 56/43. 57% used 30L/30R or 35 and 43% used 12L or 12R. In 2016 that split was 50/50.

The chief cause of change in runway use is a result of the FAA adjusting to CRO rules.

Northbound arrivals to Runways 30L, 30R and 35 all increased in 2017 when compared to 2016. The net result was more hours spent in a North or Straight North Flow.

Departures from Runways 30L and 30R also increased in 2017. The change was not balanced between the 2 runways. One of the effects of CRO was the FAA funneling departures to Runway 30R during CRO operations and in 2016 there were atypically more departures on Runway 30R than on Runway 30L. This condition returned to a more normal state with Runway 30L handling 27% of the departures and Runway 30R taking 23%.

On the south flow runways, arrivals to Runways 12L and 12R decreased by more than 13,000 operations and the same 13,000 reduction occurred on Departures from 12L, 12R and 17. The drop in time spent in South Flow was absorbed by time in a North Flow and a slight increase in Mixed Flow.

The annual numbers for carrier jet splits follow the trend from 2013 through today. The use of narrowbody aircraft is increasing, use of regional jets is decreasing, and widebodies are stable.

The noise office received complaints from 244 locations in November falling to 187 in December. In 2016 304 locations filed a complaint in November and 183 locations filed a complaint in December. These locations filed 8,929 complaints in November and 7,184 complaints in December. The two months garnered 2,500 more complaints than the same time period in 2016, a 19% increase.

For all of 2017, the Noise Office received 149,055 complaints. This is an increase of 32,000 or 27% from the previous year.

Juffer used a grid map to visually differentiate complaint numbers and locations.

Grids highlighted in yellow filed 12 or less complaints for the whole year or 1 per month. There were 179 of these areas out of the 403 total. 63 of those only filed 1 complaint all year.

On the other end of the spectrum,

- there were 8 areas of the metro that filed between 10-25 times per day (365 – 9125)
- There was 1 area that filed between 25-50 complaints per day (9125 – 18250)
- There was 1 area that filed more than 50 complaints per day

By changing to a locations view, the grid shading represents location density: the lighter is less locations, the darker is more locations.

The majority of the 403 unique grids from 2017 had 10 or less locations. 368 or 91% of these locations had less than 10 locations. Given the population density of the area surrounding the airport, this is not surprising. What is noteworthy is 60% of the grids had 1 or 2 locations.

### Moving up the scale

- 21 grids had between 11 and 20 locations
- 11 grids had between 21 and 30 locations
- And 3 locations had more than 30 locations. There were 105 locations in this 3 grid area E of Lake Harriet

The top 10 locations filed 78,106 complaints or 52% of the total at MSP. The top 25 locations filed 101,761 complaints or 68% of the total at MSP. On the opposite end, 1,146 locations or 71% of all accounts filed 10 or less complaints.

To sound monitoring, there were 438 hours of time above 65 at our 39 RMTs attributable to aircraft in November, dropping to 365 hours in December. These times are both less than the same month in 2016 and represents 4 consecutive months of total reductions.

The 39 monitors recorded 83,362 events in November and 73,949 events in December attributable to aircraft. These are also drops from 2016 and represent 7 consecutive months of event reductions from 2016.

In total for 2017 there were 27,153 fewer aircraft events above 65 dB recorded in 2017 encompassing 161 fewer hours of time spent above 65 in 2017.

**Juffer** continued on to noise abatement, the R17 departure procedure was used 99.7 and 98.8% of the time in November and December. 46 jets were west of the turn-point in December, higher than normal. 15 of those happened over the course of 3 hours on December 7. The wind during that time was WSW above 10 mph.

The corridor was used 97% and 97.2% of the time in November and December continuing a good trend of 4 months with > 97% usage. The crossing procedure was used 25% and 31% of the time during the day and 45% and 34% of the time at night in November and December.

On RUS, high priority runways were used 54% and 55% of the time in November and December. The method used to get to that number was very different in November and December. In November there was more of a balance between North/South priority runways. That shifted in December. 50% of the hours were spent in a North Flow in December with only 27% in a South flow. The resultant high priority runway ratio was 72% arrivals on 30L,30R,35 with 39% of departures on 12L,12R or 17.

The annual noise abatement numbers show the use of the corridor increased slightly to 94.3% of all carrier jet departures complying with the procedure. Use of Runway 17 increased to 99.7% of all jets remaining east of the turn point. Use of the crossing procedure dropped both during the day and at night and use of high-priority runways leveled at 53% after 3 years of increases.

**Representative Link, Inver Grove Heights**, asked why the night time noise leveled and **Juffer** responded that it was largely due to the Delta interruption in 2016. That event lead to many nighttime operations in order for the flight schedules to get back on track. **Representative Olson, Minneapolis**, asked to clarify November and December's flow and the percentages of their use. **Juffer** responded that in both months, anything that isn't represented by the north/south/mixed flow is unusual, that didn't occur in December. These unusual or opposite numbers aren't reported because the operations are so limited and usually occurring at night.

### 3. Update on Phoenix Sky Harbor International Airport PBN Ruling

**Dana Nelson, Technical Advisor**, reminded the committee that the D.C. Circuit ruled that the FAA vacate the performance based navigation procedures at Phoenix Sky Harbor Airport for failing to follow environmental laws and for failing to involve all stakeholders. In response, the parties jointly filed a petition to the court to accept a two-step plan that they co-developed. The petition asks the Court to clarify the scope of its order: Limit it to the 9 westbound RNAV departure procedures at PHX which were the focus of the litigation and to *remand* but not *vacate* the procedures. Step one says that the FAA would create new, temporary instructions for departures to the west that would route aircraft near the airport in a manner to approximate the routes prior to the implementation of RNAV departures. Step two states that the FAA would develop new westbound RNAV departure procedures and consider routes that approximate the routes prior to the initial RNAV implementation near the airport. The FAA also would consider feedback on procedures throughout the Phoenix area.

In addition to these steps, the FAA will conduct community outreach, safety and environmental reviews during the two steps above.

**Nelson** circled back to the 2014 NOC RNAV Resolution and stated that these recent FAA actions reinforce points raised in the NOC's RNAV Resolution: a successful implementation of such RNAV flight procedures requires community outreach.

**Chair Miller, Eagan**, asked if there was anyone present from FairSkies that was planning to speak as Kevin Terrell was not present. Nobody came forward and as such, **Miller** swapped agenda item 4 and 5 to accommodate.

### 4. Annual MSP Fleet Mix and Nighttime Operations Report

**Dana Nelson, Technical Advisor**, at the end of every year, the noise office reports the annual fleet mix and night time operations information. In November 2017, the committee amended the report and added a number of data points. Year over year, there has been a steady increase in narrowbody jets to 57.3% of aircraft while regional jets have decreased to 40% and widebody jets have stayed at a steady low level, about 2.7% of the total aircraft fleet.

In the widebody category, the A330 continues to be a more popular jet with the B763 coming in second, the MD11 is third and the B777 is fourth.

In the narrowbody category, the two top aircraft types are the A319 and the A320, the B738 is next, and the last is the MD90 at 8.8% within this category of aircraft.

The regional jet category shows the CRJ2 being used the most, the CRJ9 dropped from 13% to 11% in 2017, and the E170 came in last.

**Nelson** presented a graph that showed each aircraft in the fleet and its related certificated noise level as a source to compare the cumulative noise levels associated with the fleet mix. Stage 3 noise requirements are what is currently required by the FAA and all the jets meet that criteria, all but one of the jets meet the stage 4 requirements, and majority of them meet the new stage 5 requirements.

A graph showing the altitude points for aircraft arriving to MSP and the points were located at 3 nautical miles from the arrival threshold. The altitude arrival patterns and points are consistent and average around 1,000 feet above MSP field elevation. Looking at the same points for departures, 3 nautical miles from the start of the takeoff roll, aircraft are consistently between 1,400 and 1,800 feet above MSP field elevation.

**Nelson** mentioned the average daily nighttime operations and showed the numbers from 2008-2017 and on average there are 66 operations per night.

Overall runway use numbers for 2017 as compared to the 2014-2016 average show that there is some variation. R35 has a slight increase in arrivals as does 30L, 12L/12R both show a decrease. **Nelson** presented a chart showing the top 15 nighttime operations by airline and Delta has the highest contribution to that count however that number is only 4% of their total operations at MSP. United increased nighttime operations from 2016 about 30%, Delta decreased 6%, FedEx increased 31%, and Endeavor decreased 41%. These numbers are representative of actual operations, not scheduled operations. Related to this, **Nelson** then showed a graph representing the top 15 aircraft during nighttime operations and the B738 had the highest count which is about 11.3-17.1 dB below Stage 3 standards. On average in 2017, 50% of nighttime operations occurred before midnight. Comparing 2017 numbers to the average of 2013-2016, the biggest increase occurred between 10:30pm-1:00am while the operations decreased from 1:00am-3:00am. When comparing the variation in scheduled nighttime operations to actual, there is an increase in actual for both 2017 and the average of 2013-2016. It should be noted that the source for tracking the scheduled operations at MSP doesn't account for all operations, such as the MSP regional jets or cargo schedules, therefore those operational statistics are only for actual operations.

#### 5. Response to MSP FairSkies Requests

**Chad Leque, MAC Director of Environment**, provided background on the FairSkies request made to Dana Nelson which was then presented to the NOC. FairSkies requested the NOC: enhance the NOC with greater stakeholder (citizen) representation, establish a goal to reduce noise, and to produce a 55dB and N65 NEM/Contour.

In regards to the request to enhance NOC with greater stakeholder engagement, **Leque** provided history of the NOC and how it came to be in 2003 when MASAC disbanded in 2001. He reviewed the NOC's mission, focus on balanced forum for discussion, and noted that the functions of the NOC are to be conducted in a manner that considers public and airport user concerns. Public input is taken into consideration on a variety of communication channels through the MAC and NOC and **Leque** gave examples of how citizen input has guided NOC action.

**Chair Miller, Eagan**, asked NOC members for input and as there were none, **Miller** asked **Kevin Terrell, FairSkies**, for comments. **Terrell** commented on implementing the NOC mission and how the metrics listed are process metrics and not outcome metrics. An outcome metric would be listing the number of people impacted by noise. **Miller** thanked **Terrell** and addressed the NOC for their comments on the first request. **Representative Dmytrenko, Richfield**, stated that she is interested in looking at and possibly adjusting the bylaws to see how citizen representation can be improved. (59:40) **Representative Link, Inver Grove Heights**, stated that this conversation has been occurring in the at-large community and while the MAC staff has done a lot to improve citizen input, there may be room for more to be done. That may be done in how the agendas are structured, how the NOC provides for the input, and stated that FairSkies and other organizations have considerable information and value to offer. The cities have agreed that the NOC structure, as it is now, works well and is a balance between cities and airline industries. Bottom line, the at-large community is comfortable keeping the NOC the way it is now but providing for increased opportunities for FairSkies and similar groups to provide information. **Representative Goss, Delta**, reminded everyone that industry members are also community members and live near the airport and hope everyone can remember that. In addition, **Goss** mentioned that he is struck by how challenging it can be to receive citizen input and is very concerned with the idea of changing the NOC structure itself. However, he noted that this forum does not provide greater opportunities for organizational or individual involvement. Overall, **Goss** said it is important to re-evaluate how the NOC allows for input from the public during the meeting. **Representative Sloan, Mendota Heights**, said that he agrees

with Terrell's analysis of including the customer input but to be careful to evaluate if the collective voice is being spoken, or if it is that of a particular community, or even that of an individual. He stated that there are meetings once a month in Mendota Heights where the community can present concerns, those concerns are brought to the at large meeting and then to city council who then brings those to the NOC. This is in addition to Listening Sessions where noise office staff attend and can listen to community concerns face to face; more than one of these sessions led to items being added to the NOC's work plan. With these resources available, the citizen attendance is minimal and it's hard to encourage participation. **Representative Lowman, Bloomington**, commented that if there are changes to the process for citizen representation that it's important to note the process to NOC from MASAC and the steps that were taken to get to where the NOC is today. He also noted the location, time, and public transportation issues that may be barriers to citizen engagement. **Lowman** then echoed **Goss's** comment about the process for which to make a public comment at a NOC meeting. **Chair Miller** said there have been a lot of comments and asked for solutions to the question being raised. **Lowman** chimed in and said creating a subcommittee may be helpful to address the issues of citizen representation and public comments during the NOC meeting. **Link** said he would like the group to look and assess the bylaws as they are what restricts NOC processes. **Goss** said that the NOC is an advisory body to the MAC and is the structure dictated by itself or does the MAC have input? **Miller** asked **Leqve** if bylaw changes were made, would they need to be approved by the MAC Commission. **Leqve** responded that suggested changes would be brought to the PD&E committee which would then go before the full Commission. **Miller** chimed in that she would be interested in the public input process being similar to that of a city council meeting; a set time is in place, everyone has a certain amount of time to speak and there aren't so many procedural rules. Sloan asked what the FairSkies group has to say about the conversation. **Kevin Terrell, FairSkies**, said that the request being made is a symptom of lack of trust in the process as well as a lack of perceived transparency on the impact of noise on the community. As such their community feels that they need to be closer to NOC conversation and there needs to be a better way to comment, the city council approach is legitimate and a fair approach. **Lowman** asked **Terrell** what he means by lack of transparency and what he means by saying his group should be closer to the issue, and to clarify on citizen representation because the city reps are also citizens. **Terrell** responded that MSP FairSkies started because the 2012 flight tracks were published, came out of nowhere and the NOC wasn't representing citizen interest. In regards to transparency, **Terrell** states that citizens are being told that nothing has changed yet when he received the noise exposure map and had the University of MN map the noise levels, 30% more people are impacted by aircraft noise than they were in the last 2 years. **Lowman** mentioned he would like to continue a conversation with **Terrell** offline, **Miller** asked for sub-committee volunteers. Bylaw subcommittee members are: Duane Lowman, Loren Olson, Goss, and Alex Mason. The group will return during the March meeting with suggestions on bylaw changes; a motion was granted by **Miller**, seconded by **Lowman** and passed unanimously.

**Chair Miller, Eagan**, moved on to the noise reduction goal. Leqve provided context for who regulates aircraft noise and covered the roles of the FAA, Federal Aviation Regulation Part 36, ATC, Federal Aviation regulation part 150, the Airport Noise and Capacity Act of 1990, and Federal Aviation Regulation Part 161. **Miller** asked Terrell if he had comments before the committee discussion. **Terrell** said there is an airport in California that stated it doesn't want federal money and therefore has gained control of the airport. As he understands it, MSP has handcuffed itself to federal control in exchange for a trivial amount of money. **Representative Goss, Delta**, interjected and asked Terrell which airport no longer wants federal funding and also what amount of money Terrell, himself, perceives to be a trivial funding amount. **Terrell** stated that he thinks the amount is about 150 million over 10 years and couldn't name the airport.

He followed up by saying there are noise restrictions that can be made and while many are against federal law in the US right now, there should be a different way to measure noise so it can be reduced for the neighboring communities. **Representative Olson, Minneapolis**, asked the noise staff how a creative solution can be formed. She mentioned the DNL map and asked if the contours would shrink if the DNL penalty was not in place. **Leqve** responded that more nighttime operations means more impact, and the noise office tracks trends at the airport. If the penalty for nighttime operations was eliminated, then the noise contour would shrink because that is essentially removing noise from calculation and map. **Olson** confirmed that adding the noise penalty to nighttime operations is a decision made by FAA to recognize the impact to residents by those flights. She continued that she's interested in looking at other metrics to measure noise and that she isn't afraid to create a metric goal that isn't always met. **Representative Lowman, Bloomington**, asked if there are nighttime reduction goals to be made that can fit within the restrictions of the 6 regulations laid out earlier. **Terrell** stated he wanted to provide context for their 55dB DNL noise contour goal. He stated that he found an airport that was similar to MSP and found Amsterdam, it's relatively the same size, the same distance from a major city, and has roughly the same amount and type of flights. He then looked at their contours and their noise impacts, then based on that information, his group came up with a specific and reasonable goal for MSP based off Amsterdam's information. **Leqve** said the goal is to have the 60 dB DNL Contour mitigated by 2024 by virtue of the consent decree. Receiving funding for that goal with the FAA has been a delicate process due to regulatory framework but it's something the MAC and his team is dedicated to seeing through. Attempting to create a goal that decreases DNL is part of a larger conversation that includes other factors: how does MSP continue to have competitive air service, how can MSP provide economic travel options to consumers, airlines add a flights when demand for flights are there. **Miller** asked if there was another airport across the country using airport generated revenue to mitigate out to the 60 dB DNL and **Leqve** responded no, there is not. **Goss** mentioned that the DNL increase year over year is actually from Spirit, and Southwest Airlines and other members that aren't on the NOC. **Leqve** clarified that increase off 12R and the added mitigation is related to nighttime operations but also overall runway use. **Goss** recognized that the issue at hand is multidimensional and that maybe the airlines that Terrell is looking to have a conversation with are not actually on the NOC. He followed up by telling Terrell that he does not accept the comparison of MSP to Amsterdam. The airports may be the same distance from the core downtown area but there is a significant land use difference, and as a pilot who has flown into both cities numerous times, the two cities look nothing alike. **Goss** said his concern is that a goal will be set up that isn't achievable and realistic and that would do everyone a great disservice. He likes the idea of broadening the lens of creativity in goal setting but making sure the goal is reasonable and attainable. **Lowman** suggested that this conversation go back to MAC staff and see if they come up with something. **Leqve** answered that the best way to go would be to codify the investment made within the 60 dB DNL mitigation program. This is the goal, it has been set, the investment has been made through an agreement with the local cities, and it's in process. **Lowman** stated if that is what staff is putting forward he is in full support and made a motion to solidify the goal being mitigating out to the 60 dB DNL by 2024. **Olson** stated that there is a legal agreement to already mitigate out to the 60 dB DNL but she would like to see a goal that stated a noise reduction by acreage and when that can't happen there will be mitigation to the 60 dB DNL without an end date. **Lowman** asked for staff input as he wasn't comfortable changing his motion without staff feedback if it was achievable. **Leqve** responded that his team is always trying to reduce the size of the contour but for now leaving the specifics of the 60 dB DNL and the end date creates an achievable metric. **Representative Dmytrenko, Richfield**, added that it may be advantageous to open this conversation to airline representatives that

aren't at the NOC table as means for creating awareness. The original motion was called to the floor again and a consensus occurred.

**Chair Miller, Eagan**, moved on to the third request by FairSkies and the recommendation to publish the 55 dB DNL and N65 noise contours and NEMs. **Leqve** started by saying that he and his team recognize residents beyond the 60 dB DNL contour experience aircraft noise and sticking to the 60 dB isn't a means of ignoring that. **Miller** interrupted and said that **Representative Goss, Delta**, had a flight in one hour and asked if there was a quorum if he left. **Dana Nelson, Technical Advisor**, responded that there wasn't and as such **Miller** said the committee needed to delay this portion of the presentation and decision to the March 2018 meeting.

**6. Vortex Generator Noise Monitoring Study**

**Dana Nelson, Technical Advisor**, the committee decided to delay the presentation of this report until the March 2018 meeting.

**7. Super Bowl Communication Plan Update**

**Dana Nelson, Technical Advisor**, stated that she emailed the committee a fact sheet with anticipated flight information related to the Super Bowl. That information will be on the Noise website and handed out as part of the Winter 2018 Listening Session.

**8. Public Comment Period - None**

**9. Announcements - Dana Nelson, Technical Advisor**, made note of the Winter Listening Session on Tuesday, January 30, 2018 at Mount Olivet Church and the next NOC Meeting will be Wednesday, March 21, 2018 at 1:30pm.

**10. Adjourn**

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

The meeting adjourned at 3:11 p.m.

The next meeting of the NOC is scheduled for Wednesday, 21<sup>st</sup> March, 2018.

Respectfully Submitted,  
Amie Kolesar, Recording Secretary