



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**

Wednesday, January 29, 2020 at 1:30 PM  
MAC General Office  
Lindbergh Conference Room

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**Call to Order**

A meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, January 29, 2020, in the Lindbergh Conference Room at the MAC General Office building. **Chair Miller** called the meeting to order at 1:33 PM. The following were in attendance:

**Representatives:** J. Hart; D. Miller; L. Olson; C. Koppen; P. Dmytrenko; C. Finlayson; P. Borgstrom; J. Bergman, L. Petschel, T. Cossalter, L. Moore

**Staff:** D. Nelson; B. Juffer; J. Lewis; M. Ross; R. Fuhrmann; B. Ryks; N. Pesky; B. Rief

**Others:** R. MacPherson – FAA; R. Mathews – FAA; H. Bjornson – FAA; S. Fortier – FAA; K. Mara – FAA; D. Nuccio – US Department of Housing and Urban Development (HUD); C. Diaz – US Representative Craig’s Office; D. O’Leary – Sunfish Lake; H. Rand – Inver Grove Heights; R. Goldser – Eagan; G. Norling – Mendota Heights; H. Leslie - Eagan; L. Grotz – Edina

**1) Review and Approval of November 20, 2019 Meeting Minutes**

A motion was made by **Co-Chair Hart, Delta Air Lines**, and seconded by **Representative Bergman, City of Apple Valley**. The motion passed unanimously; the minutes were approved.

**2) Review of Monthly Operations Reports: November and December 2019**

**Michele Ross, Assistant Technical Advisor**, reviewed and presented the November and December 2019 operations report for MSP airport.

**November**

- Total Operations: 31,426
- Nighttime Operations: 1,938
- North/South/Mixed (%): 44/36/11
- Complaints: 10,967
- Complaint locations: 221
- Hours of aircraft sound events: 416
- Runway 17 Dep Procedure: 99.5%
- Eagan/Mendota Heights Corridor: 86.9%
- Crossing-in-the-Corridor day: 25.7%

**December**

- Total Operations: 32,840
- Nighttime Operations: 2,314
- North/South/Mixed (%): 35/45/12
- Complaints: 10,852
- Complaint locations: 187
- Hours of aircraft sound events: 367
- Runway 17 Dep Procedure: 99.5%
- Eagan/Mendota Heights Corridor: 96.7%
- Crossing-in-the-Corridor day: 25.3%

- Crossing-in-the-Corridor night: 38.0%
- Runway Use System: 53.8%
- Crossing-in-the-Corridor night: 47.7%
- Runway Use System: 54.1%

**Ross** also pointed out that there was a weather event on November 26 with strong northeasterly winds. MAC staff was able to coordinate with the FAA to alert them to the flights that were out of the corridor. This was an opportunity to use the real-time abatement tool to bring the awareness to the use of the procedure during the weather condition. **Ross** continued and presented the year end operations information from 2018 and 2019 for MSP airport.

### 2018

- Total Operations: 405,305
- North/South/Mixed (%): 34/46/12
- Complaints: 139,524
- Complaint locations: 1,484
- Hours of aircraft sound events: 4,938
- Runway 17 Dep Procedure: 99.4%
- Eagan/Mendota Heights Corridor: 94.4%
- Crossing-in-the-Corridor day: 34.5%
- Crossing-in-the-Corridor night: 40.7%
- Runway Use System: 53.8%

### 2019

- Total Operations: 403,665
- North/South/Mixed (%): 36/44/13
- Complaints: 177,650
- Complaint locations: 1,406
- Hours of aircraft sound events: 5,248
- Runway 17 Dep Procedure: 99.5%
- Eagan/Mendota Heights Corridor: 92.5%
- Crossing-in-the-Corridor day: 28.8%
- Crossing-in-the-Corridor night: 44.1%
- Runway Use System: 54.4%

### 3) Public Comment Period

**Chair Miller, City of Eagan**, introduced the public comment period protocol and announced there was one speaker who submitted a comment card.

**Ron Goldser, Eagan**, verbally asked a question about how valid the noise complaint statistics are. Some people have decided to come into the NOC meeting to make their comments in person.

**Goldser** went on to discuss nighttime operations noting the percentage of flights of have decreased over Eagan the absolute quantity of overall flights over the area has increased. He also pointed out to the committee that a fellow advocate in Eagan, Ted Gladhill, sent an email to the committee chair. He paraphrased the email regarding nighttime flight activity to reflect Mr. Gladhill's comments. Mr. Goldser indicated that nighttime flights should be held to a higher standard of noise reduction suggesting there should be a different corridor procedure for nighttime departures. **Goldser** mentioned a discussion he had with Brad Juffer about flight elevations where he asked why flights don't take off higher and quicker which is due to the competition with arrivals. If you are flying longer out before you start turning at the same elevations, you will not run into the conflict with arrivals so use the longer distances for departures before you turn. He mentioned that this is part of the recommendation before the FAA currently.

#### 4) VOR Minimum Operational Network

**Brad Juffer, Technical Advisor**, mentioned that the overview was included in the agenda. He introduced Rebecca McPherson from the Federal Aviation Administration (FAA).

**Rebecca MacPherson, Great Lakes Regional Administrator, FAA**, noted she appreciates the opportunity to brief the Committee about the partial decommissioning of the MSP Very-High Frequency Omnidirectional Radial / Distance Measuring Equipment (VOR/DME) that will take place two years from now and partner with the Committee and the public. The FAA acknowledged community concerns related to this issue due to the past (2012/2013) Area Navigation (RNAV) implementation proposal at MSP. RNAV is a tool that can be used in various ways. The FAA has no intention of implementing the types of changes that were proposed in 2012/2013.

**MacPherson** explained the initial VOR Minimum Operational Network (VOR MON) project purpose and intent, saying the MSP VOR/DME will be partially decommissioned affecting the lateral navigation capability for pilots. The distance measuring (or “DME”) portion of the VOR/DME will remain in service. This equipment will continue to provide range information to pilots when procedurally required and GPS equipment is not used, or the GPS signal is not available. This VOR will be decommissioned as part of the FAA’s NextGen program where GPS based RNAV and Performance Based Navigation (PBN) will replace the legacy ground-based system. The MON allows aircraft to fly at an altitude of at least 5,000 feet, coast to coast, to an airport of safe landing using ground-based navigation such as an Instrument Landing System or VOR. It will provide navigation services so that an aircraft will never be more than 100 miles away from a point of safe landing. Its sole purpose is to provide an orderly, reliable and safe way to get flying aircraft out of the National Airspace System (NAS) and into a suitable airport in the event of a widespread GPS system disruption. The MSP VOR is not required to be part of this streamlined network; therefore, it will need to be decommissioned.

**MacPherson** then stated that the effect of the change at MSP for communities in and around MSP – there will be no difference. We do not expect there to be any difference using RNAV. The impact will not change.

The FAA is aware of the sensitivities in the communities. The FAA asked for the NOC members to assist the FAA in educating the community on these highly technical issues. A refresher course by the FAA could be offered if the members of the NOC are interested. In addition, because of the history at MSP, the FAA decided it will do an informational meeting in June or July to educate the community at large as to what the potential impacts of decommissioning the MSP VOR and how that will or will not change from what they are experiencing today. **MacPherson** continued by noting that this informational meeting will be conducted independently from the environmental process and will serve an important educational component to the community. It is anticipated that an environmental review will be started in early December 2020. It is also anticipated that by end of March 2022 there would be a publication of the environmental report. The hope is that they will be able to decommission the VOR by the end of 2022.

**Representative Petschel, City of Mendota Heights**, said the FAA's first attempt to implement RNAV procedures at MSP created distress within the surrounding communities. As a result, the NOC developed a community engagement roadmap for the FAA to re-engage with the communities related to RNAV procedures. The communities have very low levels of trust. The community is deeply scarred by previous interaction with the FAA over this type of navigational change. The FAA needs to provide the staff and resources to engage with the communities directly. The FAA should review the roadmap and take the recommendations to heart versus what seems to be happening is the FAA is stating what they are willing to do as though the roadmap was never drafted.

**Rebecca MacPherson** noted the community outreach proposed for June and July is a direct result of the roadmap. This type of engagement will not be done in other communities. The FAA understands it is their role to communicate the impact of these changes to the communities in a manner that is easily understandable. The FAA would appreciate NOC members, to the extent that they feel comfortable, emphasizing to their communities that the proposed changes are not the same as 2012/2013. The FAA has adapted over the past eight years. **MacPherson** noted that a similar project was done at Chicago O'Hare. **Petschel** noted that is the type of example that was requested in reference to a case study to include additional information in terms of noise complaints, etc., to share with the group. **MacPherson** replied that the Chicago O'Hare case study and complaint profile will be incorporated into the outreach in June and July. **MacPherson** went on to note that there will be no narrowing of departure headings in Minneapolis.

**Representative Bergman, City of Apple Valley**, commented that this has been implemented in Chicago and Nashville and sharing the information from those cities, even with the differences between MSP, could serve to provide some level of comfort to communities. Illustrate the facts with figures, maps, diagrams, etc.

**Representative Petschel, City of Mendota Heights**, commented that outreach should be specific to communities at the end of each runway and not just one general overview. **MacPherson** responded that the FAA will provide that information during their outreach in June and July.

**Representative Finlayson, Endeavor Air**, asked if RNAV could be used to increase compliance with existing noise abatement procedures. He noted that as an operator, he wants to be 100% in compliance with what the community wants. **MacPherson** replied that the timing of the project may preclude the FAA from adding that work but could be done through an alternate process.

**Representative Olson, City of Minneapolis**, questioned whether new procedures would be incompatible with existing abatement procedures. If it is indeed true that the new tracks mimic the existing tracks, then we can engage with our communities. But we cannot rush the process. **Olson** requested clarification about the technical aspects of the MSP VOR being decommissioned and the potential impact to navigation. Additionally, **Olson** requested clarification why RNAV procedures are required to be implemented when sufficient VOR

coverage will remain in place to operate existing procedures. **MacPherson** clarified that redundancies exist and the FAA does not anticipate any impact to MSP in the event of a GPS outage. Additionally, the air traffic control can increase separation standards as needed. **MacPherson** noted that the procedures would be implemented whether in 2022 or 2026. Additionally, MSP was identified for decommissioning because it has other robust navigational tools that some smaller airports might not and therefore can function without a VOR whereas other smaller airports might not.

**Representative Bergman, City of Apple Valley**, encouraged the FAA to vet information with MAC staff and NOC before it is released. The working relationship with local FAA and the MAC is great and does not want to see that falter.

**Chair Miller** asked for a time frame when the FAA would be updating the NOC again. **MacPherson** indicated that the FAA would be back to update the NOC prior to June. **Co-Chair Hart** noted an expectation that there will be a series of three to four community meetings and concurred that the messaging should be vetted with the MAC. **MacPherson** replied that the outreach is still being formulated.

**Representative Olson, City of Minneapolis** stated that certain data is needed, time is needed to digest it, and time to gather and answer questions, we need to refer back to the resources, to outline the outreach plan. **Olson** noted an observed effort from the FAA to improve their engagement process. She emphasized this needs to be a collaborative, unrushed, public outreach process.

**MacPherson** responded to Chair Miller's questions regarding the time frame when the FAA would be updating the NOC regarding the Eagan request. The staff at the MSP Tower of the FAA has had the opportunity to review the four requests for changes to how the MSP Tower directs aircraft departures from Runway 17 at MSP submitted to the FAA by the NOC through the MAC. The requests that were outlined are based on a longer list of recommendations developed by residents of the City of Eagan and are intended to reduce the amount of noise experienced by Eagan residents.

The NOC made four recommendations to the FAA:

***Adjustment Request #1: Direct departures from Runway 17 with an initial departure fix of COULT or ZUMBRO to Runway 12R or Runway 12L unless the departure would impede or be impeded by arrival traffic to those runways.***

The FAA determined that this request potentially has merit if limited to departure fix COULT. A more detailed study will need to be performed to determine the time periods when this procedure would be feasible.

***Adjustment Request #2: Vary the use of Runway 17 departure headings to limit the frequency of overflights in neighborhoods.***

The FAA determined that this would raise safety and efficiency concerns and therefore would not be feasible.

***Adjustment Request #3: Better fan aircraft departing Runway 17 by increasing the use of a 180 degree heading for those aircraft that would normally be assigned a 120, 140 degree, or 155 degree heading.***

The FAA determined that this would raise safety and efficiency concerns and therefore would not be feasible.

***Adjustment Request #4: Move runway 12R and 12L westbound departures to Runway 17 to take advantage of the 2.5 mile river departure procedure, provided the aircraft can be directed to follow the Minnesota River for no less than 5 nautical miles.***

The FAA determined that this request potentially has merit if limited to nighttime operations. It was noted that air traffic control does not direct aircraft to follow landmarks or geographical features. Instead, MSP air traffic controllers direct aircraft via headings to be flown until they intercept their flight planned routes via established and published procedures that are flight checked and certified.

If the MAC decides to move forward, the MAC and the FAA will need to determine and agree upon who would bear the cost of development and implementation.

## 5) Airline Policies and Procedures

**Item tabled from November 2019 Meeting.**

**Brad Juffer, Technical Advisor**, explained that there are several variables impact the flight of an aircraft. The MAC has received comments at recent community meetings that aircraft have been lower on departure in recent months and years. It has also been suggested that pilots can request any flight path they wish when departing from MSP. **Juffer** introduced **Delta Chief Pilot and NOC Member, Paul Borgstrom** and **Endeavor Chief Pilot and NOC Member, Chris Finlayson** to offer their companies' standard operating procedures and personal perspective as pilots on these topics.

**Representative Borgstrom, Delta Air Lines** and **Representative Finlayson, Endeavor Air**, noted each airport has unique noise abatement procedures but there are general procedures that are effective at reducing noise as well. Out of MSP there are no specific departure procedures, pilots fly headings provided to them by air traffic control. A typical departure profile, also called the Distant Noise Abatement Departure Profile, across all Delta and Endeavor Air fleets, includes reduced thrust during departure for both engine efficiency and noise to about 1,000 feet. This means aircraft depart at the slowest speed to be safe and also to gain altitude as quickly as possible. Pilots are provided information and updates regularly. Go arounds are not a frequent occurrence but are a common part of trainings. Runway and airport specific procedures exist. Go arounds should not result in noise impacts to communities.

**Borgstrom** continued that at MSP, pilots fly the heading and altitude provided by air traffic control. Only exceptions would be a weather issue, such as a thunderstorm, or if there is an emergency situation then could use captain's authority as needed (very rare). **Representative Finlayson** noted that even if a pilot requests a specific runway that is not a guarantee that air traffic control will authorize that request.

**Representative Petschel, City of Mendota Heights**, requested clarification, regarding MSP deconfliction (for safety on the ground and safety in the air) and whether that has eliminated a lot of the ability of pilots to request different runways and headings. **Borgstrom** noted that the ability to make a request is still available.

**Representative Olson, City of Minneapolis**, asked whether there are certain procedures that vary from carrier to carrier. **Borgstrom** and **Finlayson** agreed there is not much variation.

#### 6) MSP Fleet Mix and Nighttime Operations Assessment

**Brad Juffer, Technical Advisor**, explained that the 2020 NOC Work Plan includes an assessment of current fleet mix and nighttime operational trends. **Juffer** went on to discuss the 2019 year-end data in comparison with historical trends. The report included the following sections: Historical Carrier Jet Trends, Trends in Aircraft Passenger Load Factors, MSP Carrier Jet Usage with Cumulative Certificated Noise Levels, Average Altitude Trends, Average Daily Nighttime Operations, Nighttime Operations by Runway, Airline, Aircraft Type, Origin/Destination, Trends in Nighttime Operations by Hour and Scheduled versus Actual Nighttime Operations by Hour.

**Representative Petschel, City of Mendota Heights**, asked if the nighttime flight changes are the result of schedule changes or weather changes. **Juffer** responded that there are multiple factors that impact arrivals and departures but there is also an increase in scheduled departures in the 10:30 to 11pm hour resulting in an increase in operations during MSP defined nighttime (6am to 10:30pm) versus a static number of departures during FAA-defined nighttime (7am to 10pm).

**Representative Olson, City of Minneapolis**, noted that flights at 2, 3, 4 in the morning, although less than other times of day, are increasing and that those flights are not a result of delays but seem to be scheduled. Those are the flights that would wake someone up and disrupt their sleep. **Juffer** replied that flights in the 1, 2, 3 am hours are not scheduled but are mostly a result of delays. Scheduling does have a nominal impact as the additional flights scheduled in the 10:30 to 11pm hour that are delayed could push into these hours.

**Representative Olson** commented that of the runways used at night – half of all departures are going over Minneapolis at night (40% of arrivals as well). There are other ways we could use the runways at night to fly over less populated areas. **Juffer** noted that whenever possible departures should be using Runways 12R and 12L to overfly less populated areas at night. **Juffer** also noted that air traffic control had more frequent use of Mixed Flow (arrivals on 30L and 30R with departures on 17 and, to a lesser extent, 30L and 30R) in 2019.

**Chair Miller, City of Eagan**, noted that there are voluntary agreements with carriers, and asked what authority does the MAC have in terms of restricting nighttime aircraft activity. **Juffer** replied the MAC is unable to restrict any aircraft that is properly certificated from utilizing MSP at any time of day without going through a rigorous Part 161 study and approval process with the FAA. The MAC cannot stop nor use differential landing fees by time of day or aircraft type due to federal legislation within the Airport Noise and Capacity Act. The MAC does make efforts to reinforce the voluntary agreements with carriers as feasible. The MAC also reviews

how to best utilize the Runway Use System at nighttime and will be presenting a report regarding runway balancing later this year per the 2020 NOC workplan. **Miller** commented that the 30s are not balanced right now and glad we are looking into that. **Miller** asked if there were any opportunities to better use the Runway Use System at night. **Juffer** responded that the FAA has made strides in 2019 to use more unused flows at nighttime to take advantage of compatible land. The MAC does coordinate with FAA to utilize those procedures particularly at night. However, air traffic control only utilizes procedures as they exist today. Controllers will not deviate from established procedures.

#### 7) Review of Winter Listening Session

**Michele Ross, Assistant Technical Advisor**, reviewed the Winter Listening Session. The primary goal of Listening Session Meetings is to ensure residents' concerns are heard and considered as part of the ongoing effort by the MAC and the NOC to address noise and other topics related to MSP. On January 22, 2020 at 7:00 pm the Winter Listening Session was held at the MAC General Offices. One resident from Eagan attended the meeting. Also, in attendance were NOC Co-Chair Jeff Hart, NOC members Loren Olson, Dan O'Leary and Paul Borgstrom as well as MAC staff.

Topics raised during the meeting included:

- Balance between the airport as a community asset and the effect of noise on communities
- Efforts by MAC, NOC, FAA and neighbors to address noise concerns
- Variability and unpredictability of aircraft activity over Eagan
- Air traffic control standard operating procedures
- Education and engagement strategies for communities

#### 8) Announcements

**No announcements**

#### 9) Adjourn

A motion to adjourn was made by **Representative Dmytrenko, City of Richfield**, and seconded by **Co-Chair Hart, Delta Airlines**. The meeting adjourned at 3:45 pm.

The next meeting of the NOC is scheduled for **Wednesday, March 18, 2020 at 1:30 PM**

Respectfully Submitted,  
Kalae Verdeja, Recording Secretary