



**METROPLITAN AIRPORTS COMMISSION
MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**



Wednesday, 15 January 2014, 1:30pm
MAC General Offices Building – Lindbergh Conference Room

Call to Order

A regularly-scheduled meeting of the MSP Noise Oversight Committee, having been duly called, was held Wednesday, 15 January 2014, in the Lindbergh Conference Room at the Metropolitan Airports Commission General Offices. Chair Hart called the meeting to order at 1:37pm. The following were in attendance:

Representatives: J. Quincy, B. McQuillan, J. Oleson, B. Underwood, J. Hart, E. Petschel, T. Christiansen, T. Fitzhenry, J. Bergman

Staff: J. Felger, G. Warren, J. Lewis, T. Anderson, S. VanderVoort, J. Giesen, P. Mosites, C. Leqve, D. Nelson, J. Nelson

Others: S. Nienhaus – City of Burnsville; R. Owen – Metropolitan Council; D. Langer – FAA/MSP; S. Scheuble – FAA/MSP; P. Mogush – City of Minneapolis; D. Boberg – City of Bloomington; J. Miller – City of Mendota Heights; D. Lowman – City of Bloomington; M. Park – City of Sunfish Lake; P. Dmytrenko – City of Richfield; C. Costello – City of Richfield; J. Bennett – City of Edina; M. MacDonald – Sunfish Lake; K. Hageman – City of St. Paul

1. Review and Approval of the 20 November 2013 Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE QUINCY TO APPROVE THE MINUTES OF THE 20 NOVEMBER SEPTEMBER 2013 COMMITTEE MEETING.

The motion carried by unanimous vote.

2. Operations Summary Report

Dana Nelson, MAC Environment – Noise Program Office, said noise complaints and the number of complainants increased in both November and December 2013 compared to November and December 2012. She said the largest increases in the number of complaints in 2013 compared to 2012 came from the cities of Edina and Minneapolis. She said total aircraft operations increased approximately 2.2% in

November 2013 compared to November 2012, and increased 3.5% in December 2013 compared to December 2012. She said there was an approximate 2.2% increase in total annual operations when comparing 2013 to 2012. She said air carrier jet operations increased approximately 5.4% in November 2013 compared to November 2012, and increased approximately 6.6% in December 2013 compared to December 2012. She said the air carrier jet fleet composition in November 2013 was 52.1% regional jets and was 49.7% regional jets in December 2013. She said there were two hushkit operations in November 2013 and 13 in December 2013. **Chair Hart, Delta Air Lines**, noted that there will be no more DC9 operations by Delta Air Lines as of 22 January 2014.

D. Nelson said data show more passengers traveling on fewer regional air carrier operations from early 2010-2013.

D. Nelson said total nighttime (10:30pm – 6:00am) operations increased approximately 7.4% in November 2013 compared to November 2012 and increased approximately 18% in December 2013 compared to December 2012. She said carrier jet operations increased 10% in November 2013 and 22% in December 2013. She said that inclement weather across the National Airspace System resulted in delays that pushed operations into the nighttime hours.

D. Nelson said Runway 30L had the most arrival and departure operations for both November and December 2013.

D. Nelson said there was 99.7% compliance with the Runway 17 Carrier Jet Departure Procedure in both November and December 2013.

D. Nelson said there was 95.1% compliance with the Eagan-Mendota Heights Departure Corridor procedure in November 2013, and 93.4% compliance in December 2013.

D. Nelson said that, in November 2013, 51% of departure operations used the Crossing-in-the-Corridor Procedure during the nighttime hours of 11:00pm-6:00am, and 48% of departure operations used the procedure during those hours in December 2013. She said that, in November 2013, 21% of departure operations used the Crossing-in-the-Corridor Procedure during the hours of 6:00am-11:00pm, and 26% of departure operations used the procedure during those hours in December 2013.

3. Presentation: 2014 Capital Improvement Program Projects

Gary Warren, MAC Vice President Planning, Development & Environment, gave a presentation on the Metropolitan Airports Commission's (MAC) Capital Improvement Program (CIP). Highlights of the presentation included:

- The CIP is a 7-year plan that identifies construction priorities, scheduling and funding for all seven MAC-owned airports, and acts as a link between the MAC's comprehensive and strategic plans
- The CIP is reviewed and adopted by the MAC Full Commission every year
- The CIP is not to be confused with the MAC's operating budget
- The CIP is not an environmental scan, but it does incorporate an Analysis of Environmental Effects (AOEE) relative to the projects contained in the CIP
- The CIP follows a multi-step process each year: requests for development are received; projects are scoped in terms of engineering, cost estimates and consultant usage; a draft CIP is created with projects prioritized; financial planning is conducted for the first three years of the draft CIP; the MAC's Planning, Development & Environment Committee reviews the draft CIP and authorizes the MAC to conduct the AOEE; community and agency outreach is conducted in order to receive input; public hearings on the CIP are conducted; the final CIP is adopted by the MAC Full Commission and sent to the Metropolitan Council for review and approval. Approval authorizes the MAC to design, makes plans and specifications and bid the next year's projects, to refine the scope and plans and specifications for the second year's projects, and to study and make preliminary plans for the third year's projects.
- 71% of the MAC's CIP is funded by MAC internal-generated funds, 25% is funded by federal and state aid, 3% is funded by MNDOT grants and 1% is funded by Passenger Facility Charges. The CIP is not funded by tax revenue.

4. Presentation: Air Traffic Control at MSP

Elaine Buckner, FAA, gave a presentation on air traffic control at MSP. Highlights of the presentation included:

- In the National Airspace System (NAS), air traffic controllers provide guidance to aircraft from the surface to 60,000 feet.
- There are 20 air traffic control centers that cover the NAS, one of which is Minneapolis Center, located in Farmington, MN.
- Minneapolis Center's airspace is divided into sectors, and the sectors are divided laterally and vertically, based on traffic flow so that air traffic controllers are managing reasonable numbers of aircraft individually.
- Minneapolis Center employs approximately 300 air traffic controllers.
- Within Minneapolis Center's airspace is Minneapolis Approach Control's airspace. Minneapolis Approach Control is located at MSP.
- The approach controller's job is to transition aircraft coming from Minneapolis Center that are landing at MSP, as well as from smaller airports within the confines of the Approach Control's airspace.

- Minneapolis Approach Control airspace is further divided so that individual controllers are working reasonable numbers of aircraft. There are approximately 60 air traffic controllers at Minneapolis Approach Control.
- Some controllers work arrival operations, and other controllers work departure operations. Operations are segregated and flowed through arrival and departure “gates” in the airspace around MSP.
- Different controllers work each of the three main runways at MSP, and there are two ground controllers (north and south).
- MSP’s greatest arrival capacity occurs when arrivals are on Runways 30L/R and Runway 35 (known as a north[west] flow).
- During a south(east) flow, aircraft are arriving Runways 12L/R and departing Runways 12L/R and Runway 17.
- There are some non-high demand occasions when a mixed flow – arrivals on Runways 30L/R and departures on Runway 17 – can be accommodated.
- Myriad factors contribute to the flow and runway configuration at MSP every day. Safety is the first consideration. Coordination must occur with Minneapolis Center.

Representative Petschel, Mendota Heights, noted that residents have asked why Runway 4/22 is not used, and have expressed that it is not fair that aircraft do not depart or arrive over St. Paul. **Buckner** noted that the Runway Use System is the least-preferred option for noise abatement. She noted that Runway 4/22 crosses every other runway at MSP and that the other runways cannot be used if it is in use.

5. Report: Review Runway 12L Departure Turns before Runway End

John Nelson, Technical Advisor, said the MAC can now use FAA Airport Surface Detection Equipment Model X (ASDE-X) flight track data in the analysis of low-altitude and surface aircraft movements. He said such data were used for the report on Runway 12L flight track departures. He said a flight track penetration gate was created to track flights ½ mile northeast or southwest of Runway 12L. He said that, in November 2013, there were 1,280 flights that departed Runway 12L and that, of those, 181 flights turned north off of the runway end and one turned south. He said aircraft were generally between 200 and 800 feet above ground level at runway end. **J. Nelson** said that, between 2010 and 2013, there has been 93-99% compliance with departures off of Runway 12L remaining inside the northern Egan-Mendota Heights Departure Corridor boundary. He said factors contributing to early departure turns off of Runway 12L include:

- Wind speed and direction at the surface and aloft
- Air traffic control guidance directing aircraft to turn earlier due to wind and/or weather conditions
- Simultaneous departures occurring

- Weather conditions
- Aircraft performance variables such as weight and aircraft type. (A majority of the early turns were conducted by CRJ-type aircraft.)

Representative Petschel, Mendota Heights, thanked staff for conducting the evaluation and for committing to conducting another evaluation during warm-weather months, when there are more departures off of Runway 12L. She noted that staff analysis showed that some operations are at the centerline at runway end but turning earlier than residents have been accustomed to them turning.

6. MAC Website Video Library

John Nelson, Technical Advisor, said that, at the request of the MAC's Planning, Development and Environment Committee and the MAC Full Commission, a "how to" video describing how to navigate and use the macnoise.com site has been posted to the video library on the website. **J. Nelson** demonstrated the tutorial video. He noted that today's presentations will also be posted to the library.

7. Noise Mitigation Program Update

IT WAS MOVED BY REPRESENTATIVE PETSCHER AND SECONDED BY REPRESENTATIVE BERGMAN TO ADD AN UPDATE ON THE MAC'S NOISE MITIGATION PROGRAM TO THE AGENDA FOR TODAY'S MEETING.

The motion carried by unanimous vote.

John Nelson, Technical Advisor, told Committee members that the MAC's noise mitigation program has entered its third and final phase, in which eligible homeowners can be reimbursed up to \$3,124 for mitigation work completed on their homes with approved materials and licensed contractors. Mitigation work must be completed, and reimbursement paperwork submitted, no later than 31 July 2014. He said 1,053 homes that have not participated in the mitigation reimbursement program have been identified. He said those addresses will be added to the program's address list and that list will be circulated to the affected communities. He said that, pending MAC Full Commission approval, a mailing that will include a cover letter, contractor certificate compliance information, and a link to a list of approved materials to be used for mitigation, will be sent to the identified homes. He noted that this mailing will be the fourth contact with the homeowners over the course of the program. He said it is anticipated the mailing will be sent no later than 7 February 2014.

8. Public Comment Period

There were no public comments.

The next meeting of the NOC is scheduled for Wednesday, 15 January 2014.

The meeting adjourned at 2:52pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary