



Metropolitan Airports Commission (MAC)

**Minneapolis-St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)
MAC General Office Building
Lindbergh Conference Room
6040 28th Avenue South
Minneapolis, MN 55450**

NOC Committee Members

Dianne Miller – Co-Chair, City of Eagan Representative (City of Eagan)
Jeffrey Hart – Co-Chair (Delta Air Lines)
Ryan Barette – Minnesota Business Aviation Association Representative
Kyle Bronowski – At-Large Airport User Representative (Endeavor Air, Inc.)
Pam Dmytrenko – City of Richfield Representative (City of Richfield)
Andrew Johnson – City of Minneapolis Representative (Minneapolis City Council)
John Klinger – Chief Pilot Representative (Delta Air Lines)
Todd Lawrence – Charter/Scheduled Operator Representative (Sun Country Airlines)
Tom Link – At-Large Community Representative (City of Inver Grove Heights)
Dwayne Lowman – City of Bloomington Representative (Bloomington City Council)
Jay Miller – City of Mendota Heights Representative (Mendota Heights City Council)
Angie Moos – Cargo Carrier Representative (United Parcel Service)

MEETING AGENDA

May 16, 2018 at 1:30 pm

MAC General Office Building
Lindbergh Conference Room

(Dianne Miller, City of Eagan, will be the acting Chairperson for the meeting)

***Note:** 1:00 to 1:30 – Committee Agenda Review Session
(NOC members only in the Coleman Conference Room)

1. 1:30 – 1:35 Review and Approval of the March 21, 2018 Meeting Minutes
2. 1:35 – 1:50 Review of Monthly Operations Reports: March and April, 2018
3. 1:50 – 2:30 NOC Bylaw Subcommittee Recommendations
4. 2:30 – 3:00 Evaluate Mendota Heights Airport Relations Commission Runway 12L
Departure Proposal
5. 3:00 – 3:20 Review and Discuss Runway Use System Priorities
6. 3:20 – 3:30 Update on the FAA's Survey to Re-Evaluate Noise Measurement
Methods
7. 3:30 – 3:40 Review of the Spring Listening Session
8. 3:40 Public Comment Period
9. Announcements
10. Adjourn

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Bradley Juffer, Assistant Manager—Noise, Environment & Planning

SUBJECT: **REVIEW OF MONTHLY OPERATIONS REPORTS: MARCH AND APRIL, 2018**

DATE: May 2, 2018

Each month the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website:

<https://www.macenvironment.org/reports/>.

At the May 16, 2018 NOC meeting, MAC staff will provide a summary of this information for the months of March and April. To view these summary reports prior to the meeting, visit the Archives section at the link above.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: **NOC BYLAW SUBCOMMITTEE RECOMMENDATIONS**

DATE: May 2, 2018

A topic of discussion at the last four NOC meetings has been the MSP FairSkies Coalition requests made before the Committee in September 2017. Detailed discussions in consideration of these requests resulted in actions taken by the Committee; one of which was the creation of a NOC Bylaw Review Subcommittee in an effort to facilitate greater citizen input.

The creation of the NOC Bylaw Review Subcommittee was in response to the first request of MSP FairSkies to “Enhance the NOC with greater stakeholder (citizen) representation”. During the January 24, 2018 NOC meeting, Committee members recognized the importance of a balanced forum for discussing aircraft noise issues at MSP. It was noted that the NOC’s predecessor, the Metropolitan Airport Sound Abatement Council (MASAC), did not have such a balanced membership, which contributed to its discontinuation. The Committee agreed that the membership of the NOC should remain the same with six industry representatives and six community representatives, however they recognized the opportunity to review the NOC Bylaws in an effort to facilitate greater citizen input.

The NOC Bylaw Review Subcommittee was created in January with the following four members volunteering to participate:

Alex Mason, Endeavor Air
Dwayne Lowman, Council Member – City of Bloomington
Capt. Gordy Goss, Delta Chief Pilot
Loren Olson, Staff – City of Minneapolis (NOC Alternate)

The Subcommittee met on February 14 and April 4. During these meetings, all Subcommittee members participated, as well as Lynn Moore, City of Bloomington Staff and NOC Alternate member to Council Member Lowman. During the first meeting, the Subcommittee established the following objective for the group:

Evaluate the Committee Meeting structure of the NOC Bylaws, identify opportunities for improved citizen input during meetings, and develop recommended changes for consideration by the full NOC.

The Subcommittee took the remainder of the February 14 meeting and the duration of the April 4 meeting to discuss NOC Bylaws ARTICLE VIII, Committee Meetings. The following summarizes

the recommendations brought forward from the Subcommittee. Draft redline edits to the NOC Bylaws consistent with these recommendations are provided in Attachment 1.

Subsection 4 - time and location of NOC meetings. The following ideas were discussed and received support from the Subcommittee:

- NOC members are strongly suggested to attend Listening Sessions when able.
- Hold one evening meeting by the NOC each year (suggested November for approval of the Work Plan).
- Changing the time and location of the NOC meetings should be further evaluated in the future

The Subcommittee members recommend that ARTICLE VIII, Sections 1 and 4 of the Bylaws be amended, as shown in Attachment 1, to allow the ability to have NOC meetings during the evening.

Subsection 5 – Items added to future agendas. The following ideas were discussed and received support from the Subcommittee:

- Due to the rigid and lengthy process for adding agenda items to NOC meeting agendas, the Subcommittee would like to allow some flexibility for the Co-Chairs to add items to upcoming meetings at their discretion.

The Subcommittee members recommend that ARTICLE VIII, Section 5 of the Bylaws be amended, as shown in Attachment 1, to allow for items to be added to future NOC agendas by mutual consent of the NOC Co-Chairpersons.

Subsection 6 – Public comment period at NOC meetings. The following ideas were discussed and received support from the Subcommittee:

- Remove the requirement in the Bylaws to have speakers sponsored by two (2) members of the Committee.
- Model the public comment period after “Citizens to be Heard” at city meetings using “I wish to speak” cards for individuals wishing to make a comment, then the acting Chairperson can make a final request for those wishing to speak who did not fill out a card.
- Move the comment period on the agenda to after the monthly operations update report, however keep this specificity out of the Bylaws to allow flexibility on the agenda structure.
- The time for the public comment period should be extended from the current fifteen (15) minutes to twenty (20) minutes with the ability to change it at the meeting by majority vote.
- The time limit for individual speakers should continue to be three (3) minutes, but there are some situations where the acting chairperson may need to allow additional time and that ability should be reflected in the Bylaws.
- The NOC members should have the ability to ask clarifying questions of the speaker, if necessary. (This would not be specified in a change to the Bylaws).

- MAC Staff should provide the Co-Chairs with a prepared script to open up the public comment period of the meeting. The script would cover the public comment guidelines, such as speaking into the microphone, stating name and address, the speaker's comment time, and what the Committee does with comments. (This would not be specified in a change to the Bylaws).
- A section on the macnoise.com website should be created to provide public comment period guidelines at NOC meetings so individuals wishing to speak know what to expect. This would include the steps individuals wishing to speak should go through to provide comment, what they can expect at the meeting, and what the Committee does with comments. (This would not be specified in a change to the Bylaws).

The Subcommittee members recommend that ARTICLE VIII, Section 6 of the Bylaws be amended, as shown in Attachment 1, to reflect the first five bullet points above for public comment during NOC meetings. The last three bullet points would not need a change to the Bylaws.

At the May 16th NOC meeting, MAC Staff and the NOC Bylaw Review Subcommittee will present these recommendations for consideration by the full NOC membership. To allow sufficient time for members to deliberate with at-large groups and contemplate recommendations, action by the Committee on Bylaw changes will be requested at the July 18, 2018 NOC meeting.

Attachment 1



BYLAWS
MSP Noise Oversight Committee (NOC)

ARTICLE I
Committee Mission

Provide a balanced forum for the discussion and evaluation of noise impacts around Minneapolis-St. Paul International Airport through the following functions:

- Identify, study, and analyze airport noise issues and solutions
- Provide policy recommendations or options to the MAC Planning, Development and Environment Committee and full Commission regarding airport noise issues
- Monitor compliance with established noise policy at MSP
- Ensure the collection of information and dissemination to the public.

The above functions will be conducted in a manner that considers public and airport user concerns, taking into consideration public input/information from the following channels of communication:

- MAC Noise Program Office
- MAC Noise Program Office Website
- MSP Noise News newsletter
- MAC noise complaint and information hotline
- Governmental body official policy development processes
- MAC public hearings
- MAC informational meetings
- Individual NOC members
- MAC Planning, Development and Environment Committee
- Metropolitan Airports Commission meetings.

ARTICLE II
Membership

1. The Committee membership shall consist of twelve officially designated representatives or, in the absence of designated representatives, the alternative representatives, with authority to act upon all matters within the purview of the Bylaws.

2. The airport users and communities shall have an equal number of members and votes on the Committee.
3. The MSP Airport and Airline Affairs Committee (AAAC) shall make airline and pilot appointments, except for the Minnesota Business Aviation Association (MBAA).
4. (a) Community representation will be defined as those communities within or touched by the most recently developed and submitted Part 150 DNL 65 contour. The following communities shall be entitled to one seat each on the Committee: Bloomington, Eagan, Mendota Heights, Minneapolis, and Richfield and shall each appoint one primary representative and one alternate representative. Such communities shall be referred to as the “Designated Communities.”

(b) The following communities shall be entitled to share as a group one seat on the Committee: Burnsville, Inver Grove Heights, St. Louis Park, St. Paul, Sunfish Lake, Apple Valley, and Edina. Such communities shall be referred to as the “At-Large Communities.” The At-Large Communities as a group shall be the appointing authority for the At-Large Communities seat. Each At-Large Community shall have one vote in the selection of the At-Large Communities’ primary and alternate representative.

(c) Taken together, Designated Communities or their primary and/or alternate representatives and At-Large Communities or their primary and/or alternate representative shall be referred to as “communities” or “community representatives.”
5. The respective appointing authority shall file with the MAC the designated representative and alternate, setting forth their names and mailing address. Thereupon, representation on the Committee will be confirmed by issuance of a certificate of membership to each such representative and/or alternate representative.
6. Primary representatives and alternate representatives of Designated Communities, Users, and At-Large Communities shall be appointed to serve for two (2) years. Alternate representatives will only be allowed to represent their respective organization in the absence of a primary representative.
7. The composition of the Committee is as follows:

USER REPRESENTATION

- 1 – Scheduled airline representative
- 1 – Cargo carrier representative
- 1 – Charter/scheduled airline representative

- 1 – Chief Pilot representative
- 1 – Minnesota Business Aviation Association (MBAA) representative
- 1 – At-Large Airport User representative, as selected by the MSP AAAC

CITY REPRESENTATION

- 1 – City of Minneapolis representative
 - 1 – City of Richfield representative
 - 1 – City of Mendota Heights representative
 - 1 – City of Bloomington representative
 - 1 – City of Eagan representative
 - 1 – At-Large Communities representative, as selected by the At-Large Communities
8. The total Committee membership will never exceed twelve (12) members. Modification of total membership numbers must be by a unanimous vote of the Committee.
9. Input may be sought from organizations or agencies that deal directly with aircraft noise abatement programs to include: Airlines for America (A4A), Federal Aviation Administration (FAA), Minnesota Air National Guard, U.S. Air Force Reserve, MAC, Metropolitan Council and any other organization or agency with majority approval by the Committee.

ARTICLE III
Powers and Duties of Membership

Subject to the voting provisions herein set forth, the membership shall have the following powers and duties:

- 1. Both airport user and community appointed members must be vested to represent their constituency and vote accordingly.

ARTICLE IV
Voting Rights of Membership

- 1. At all meetings of the Committee, attendance by four (4) airport user representatives and four (4) community representatives shall constitute a quorum for voting/action purposes. For the purpose of conducting meetings, at least half, six (6), of the Committee members must be in attendance. Attendance includes meeting participation via conference call.
- 2. There shall be equal representation of airport user and community membership on the Committee and, to that end, for purposes of voting on all matters requiring a

vote of the Committee, each representative, both user and community, shall have one (1) vote, which in the absence of a representative may be his or her duly designated alternate representative.

3. These Bylaws may be amended or altered by the vote of a super majority of the membership present at any meeting, provided that notice of such proposed amendments shall have been given fourteen (14) days prior to a general membership meeting.

ARTICLE V Co-Chairpersons

The airport user and community segments of the Committee shall each select a Co-Chairperson who will serve at the pleasure of the appointing group. Each Co-Chairperson will serve for a two-(2) year term or until his/her representation on the Committee terminates, or until replaced by the appointing group, whichever occurs first.

The powers and duties of the Co-Chairpersons are as follows:

1. To review agendas.
2. To preside over meetings - the presiding Chairperson will alternate every other meeting.
3. By the mutual consent of the Co-Chairpersons, special meetings may be called, or upon request of a majority of the Committee, four (4) users and four (4) community representatives.
4. To sign as Co-Chairpersons of this Committee, all instruments in writing that may require such signature, unless the membership shall otherwise direct, and to perform such other duties and tasks as these Bylaws or as the membership shall from time to time prescribe.
5. Each segment of the Committee, by a majority vote, shall elect their respective Co-Chairperson.

ARTICLE VI Technical Advisor

The Manager of the MAC Noise Program Office will act as the Technical Advisor to the Committee. The Technical Advisor shall perform the following functions:

1. To prepare the agenda for meetings of the Committee which shall include any items for consideration proposed to him/her by any airport user or community representative with the consent of at least one Co-Chairperson.
2. To keep a full and complete record of the proceedings of the Committee and of the meetings of the members.
3. To maintain an up-to-date roster of Committee membership and of the representatives of each member corporation, association, governmental body and unit including the date of appointment and time of service of each representative. He/she shall inform each member as to the termination of the term of service of each representative, no less than sixty (60) days prior to such termination.
4. To make service and publication of all notices that may be necessary or proper. In the case of absence of the Technical Advisor or the Committee's Designee to make service or publication of any notice then such notice may be signed, served and published by the Co-Chairpersons or, in the absence of one of the Co-Chairs, by one of the Co-Chairpersons, or by any person thereunto authorized by any of them or by the Committee.

ARTICLE VII
Technical Studies

1. The Committee at its own determination, by a majority vote, or at the request of the Technical Advisor, may retain the services of independent technical experts and consultants as deemed necessary in the performance of the Committee's functions.
2. All services that are retained for the purpose of supporting Committee initiatives will be conducted within the budgetary limits of the MAC Noise Program Office.
3. In aid of the Committee's mission, the Committee may ask agencies, corporations, associations, and governmental bodies to make available to the Committee technical advice, and the services of their technical personnel reasonably required for the purpose of studies instituted by the Committee.
4. Studies and reports of technical personnel retained by the Committee for such purpose shall be available to the Committee in aid of its performance of its functions but shall not constitute studies or reports of the Committee unless duly adopted by it.

ARTICLE VIII
Committee Meetings

1. Meetings will be scheduled every other month (odd numbered months) – day and time to be determined by the Committee. Meetings will be held if workload/business necessitates as mutually determined by the Co-Chairpersons. If any regular meeting day falls on a Saturday, Sunday or holiday, then the meeting shall occur on the next business day thereafter. Special meetings of the Committee shall be established through the mutual consent of the Co-Chairpersons or by a majority vote of the Committee.
2. Prior to every meeting, a Committee agenda review session will be conducted for Committee members and/or Alternates only. Committee meetings will be open to the public. All decisions, staff direction, and votes will be made during the public Committee meeting.
3. The Technical Advisor or the Committee’s designee shall distribute notice of general or special meetings of the Committee at least two (2) weeks prior to the meeting to each representative at his/her email or mailing address currently on file with the MAC. Such notice shall set forth the agenda of the meetings and no matters requiring Committee action may be considered which are not on the agenda unless the Committee, by a super majority vote of representatives in attendance, elects to consider such matters. Each Committee agenda will include a review of any comment trends, topics or issues raised via the Committee’s recognized channels of communication.
4. All meetings shall be held at the general offices of the MAC or at such other place or places, from time to time as the Committee, by majority vote of representation in attendance at a meeting, determines. The place of meeting or alternative place of meeting shall be set forth in notices of meetings.
5. Committee members can propose an item that is not included on the work plan for Committee consideration to either co-chair for approval and inclusion on the agenda. Through mutual consent of the Co-Chairpersons, agenda items proposed by Committee representatives will either be:
 - (a) Approved and added to the agenda of a future NOC meeting; or
 - (b) Proposed to the Committee at a future meeting at which time the representative proposing the item, and any individuals designated by the member to speak to the topic, will be given a specific amount of time, agreed to by both Co-Chairs, to present the item to the Committee. The Committee will consider the agenda item and make a determination whether the item should be added as a future agenda item, for more in-depth discussion and consideration, or dismissed from further discussion. This determination shall be made by a vote of at least four members of either the user representative group or city representative group.
6. A public comment period of no more than twenty (20) minutes will be added to

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each agenda unless amended by majority vote during the meeting. Individuals choosing to speak during the public comment period should either fill out a speaker card prior to the meeting or contact their NOC representative. Each speaker will be limited to three (3) minutes, unless the acting chairperson for the meeting provides additional time. The Committee may add items raised during the public comment period to future meeting agendas by majority vote.

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ARTICLE IX
Sub-Committees

Sub-Committees will be established on an as needed basis as determined by the organization as a whole, and will be comprised of people with the expertise or a vested interest in the area of discussion, with a date certain completion time. Sub-Committees shall be provided a defined task to accomplish and a timeframe within which to complete the task. The composition of Sub-Committees will always be an equal balance of airport user and community representatives.

ARTICLE X
Procedures and Rules of Order

Robert's Rules of Order will be the governing doctrine for conduct of business and membership participation/behavior. The Committee may also adopt other rules necessary for the governance of the Committee's conduct of business. A rule can only be amended or suspended by a vote of two-thirds of the full Committee.

ARTICLE XI
Reporting Relationship and Responsibility in MAC's Process

1. Annual work plans will be developed in consultation with the MAC Planning, Development and Environment Committee and reviewed and approved annually by the MAC full Commission.
2. Actions by the Committee will be forwarded to the MAC Planning, Development and Environment Committee for review, and forwarded to the full Commission.
3. The Co-Chairs will provide a report to the MAC Planning, Development and Environment Committee on an annual basis.
4. Each member will be responsible for reporting to his or her respective appointing authority.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: **EVALUATE MENDOTA HEIGHTS AIRPORT RELATIONS COMMISSION
RUNWAY 12L DEPARTURE PROPOSAL**

DATE: May 2, 2018

The 2018 NOC Work Plan includes an evaluation of a Runway 12L departure proposal from the Mendota Heights Airport Relations Commission (ARC). The intent of this proposal is for noise abatement at close-in residential areas in the Eagan-Mendota Heights Corridor (“Corridor) by delaying the initial heading assignment until aircraft departing Runway 12L pass the center of the Corridor. The proposal is provided in Attachment 2.

MAC staff reviewed the proposal with local FAA representatives in early 2018. Several items were discussed regarding the implementation of such procedure, including airport efficiency and separation standards for departures off Runways 12L, 12R and 17, radio handoff considerations between MSP tower and approach control (TRACON), and required environmental review.

At the May 16, 2018 NOC meeting, MAC Staff and FAA will provide a presentation on this topic.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

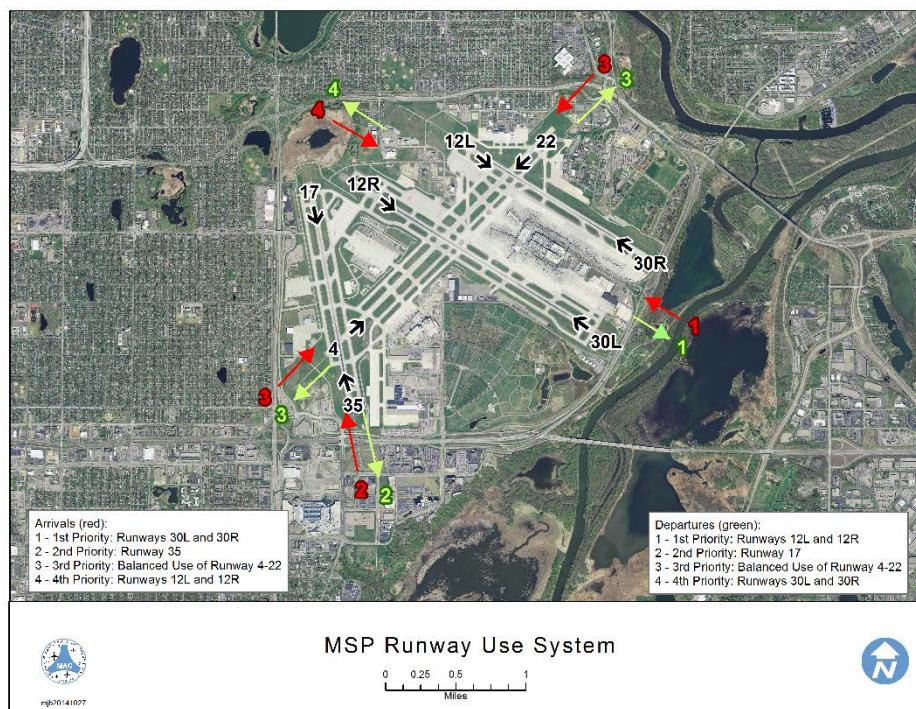
FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: REVIEW AND DISCUSS RUNWAY USE SYSTEM PRIORITIES

DATE: May 2, 2018

The 2018 NOC Work Plan includes a task to review and discuss the Runway Use System (RUS) priorities. The RUS establishes runway selection preferences to promote flight activity over less-populated residential areas. The RUS is used to varying degrees depending on weather and traffic levels. Weather is a driving factor in runway selection. The FAA Air Traffic Control (ATC) must select runways that align aircraft arrivals and departures into the wind. Additionally, it is necessary for ATC to select runways and airport configurations that allow for the efficient and expeditious movement of aircraft, especially during mid-to-high demand periods.

The RUS priorities are pictured below. Departure preferences are separate and distinct from arrival preferences. Since departures are typically noisier than arrivals, ATC will prioritize the departure runway priorities over the arrival priorities.



MSP is one of only a few large-hub airports in the United States that has simultaneous arrival and departure operations on two parallel runways. Most large-hub airports have runways dedicated to either arrival or departure operations. This makes it critical for ATC to carefully direct MSP aircraft departures between arrival streams on the parallel runways. Since Runway 17/35 is only used in one direction (to the south for departures on 17 or from the south for arrivals on 35), ATC

is able to direct aircraft to depart from the runway without sequencing arrivals to the same runway. This dynamic leads to a higher percentage of Runway 17 departures as compared to Runway 12L and 12R departures, despite the RUS.

Most of the time, FAA will not be able to use first priority for departures and the first priority for arrivals simultaneously. For example, when wind and traffic conditions permit, ATC will assign departures to Runways 12L and 12R, per RUS guidelines. During mid-to-high demand periods, arrivals are not able to use Runways 30L and 30R, as it would result in opposite flow operations (also called “head-to-head”). It is more likely that ATC will place arrivals on Runways 12L and 12R, establishing a straight south flow to achieve necessary runway capacity and separation standards.

To capture the complexity of the RUS and report on the use of high-priority runways, the MAC currently provides various metrics and tools to report the RUS under the Abatement tab of the Interactive Reports website (www.macenvironment.org/reports/).

- The arrival and departure counts and percentages for each runway are provided on the Runway Use System page for all hours, nighttime, morning and evening hours, as shown in the screenshot below for March 2018. The Use of RUS High Priority Runways table groups the first three runway priorities (30L, 30R, and 35 for arrivals and 12L, 12R, and 17 for departures).

Data [Maps](#) [Archive](#)
Date: 03/2018

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[Operations](#)
[Complaints](#)
[Sound Monitoring](#)
[Abatement](#)

Runway Use System What is the runway use system? [Learn More](#)

ARRIVALS									
RUNWAY	TOTAL	%	NIGHT	%	MORNING	%	EVENING		
12L	4144	23.4%	208	1.2%	127	0.7%	168	1.1%	
12R	5219	29.5%	651	3.7%	94	0.5%	291	1.6%	
30L	3801	21.5%	609	3.4%	112	0.6%	201	1.1%	
30R	3225	18.2%	168	0.9%	148	0.8%	152	0.9%	
35	1320	7.5%	92	0.5%	32	0.2%	0	0.0%	
ARRIVALS	17709	100%	1728	9.8%	513	2.9%	832	4.7%	
TOTAL	35397		2381		1995		2006		

DEPARTURES									
RUNWAY	TOTAL	%	NIGHT	%	MORNING	%	EVENING		
12L	2682	15.2%	114	0.6%	160	0.9%	297	1.7%	
12R	1499	8.5%	271	1.5%	287	1.6%	175	1.0%	
17	6169	34.9%	39	0.2%	397	2.2%	272	1.5%	
22	2	0.0%	0	0.0%	1	0.0%	0	0.0%	
30L	4160	23.5%	161	0.9%	386	2.2%	207	1.2%	
30R	3176	18.0%	68	0.4%	251	1.4%	223	1.3%	
DEPARTURES	17688	100%	653	3.7%	1482	8.4%	1174	6.6%	
TOTAL	35397		2381		1995		2006		

[Download the CSV](#)

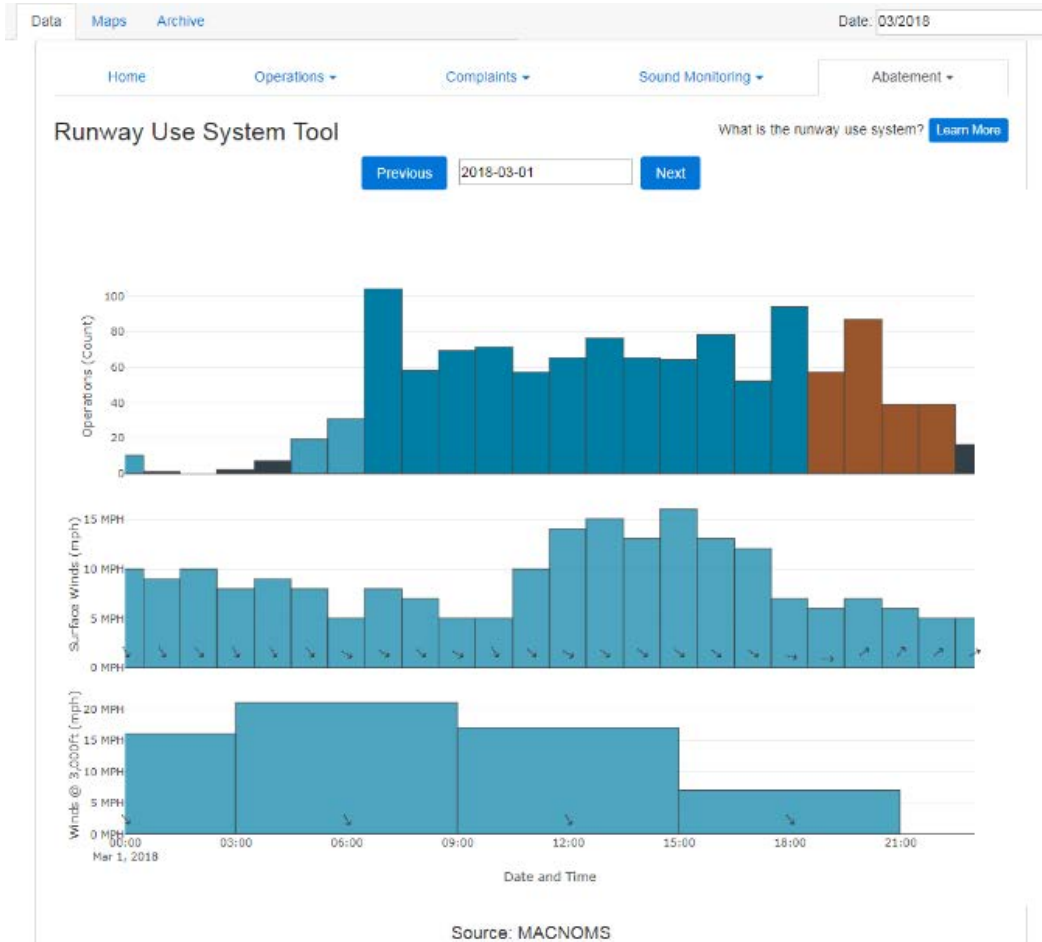
USE OF RUS HIGH-PRIORITY RUNWAYS			
DESCRIPTION	COUNT		
Arrivals 30L, 30R, 35	8346	23.6%	
Departures 12L, 12R, 17	10350	29.2%	
Use of RUS High-Priority Runways	18696	52.8%	

[Download the CSV](#)

NOTE: Night: 10:30 PM – 6:00 AM, Morning: 6:00 AM – 7:30 PM, Evening: 9:00 PM – 10:30 PM

Source: MACNOMS

- The Runway Use System Tool shows a daily dashboard of operations, surface winds, and winds aloft at 3,000 feet to provide a comparison of the airport configuration to the wind conditions – the primary factor leading to airport configuration and thus runway use decisions by the FAA.



- Last year MAC staff added a page to report airport flow data and provide historical monthly trends and year-to-date trends for all hours and during the nighttime. Reporting on airport flow provides a complete operational picture of the airport as compared to reporting on individual runways. For example, when departures are on the first priority runways – 12L and 12R – the arrivals are also likely to be on these runways. This tool allows the viewer to see the percent of time spent in this airport configuration, called straight south flow, and how it compares to historical monthly and year-to-date trends.

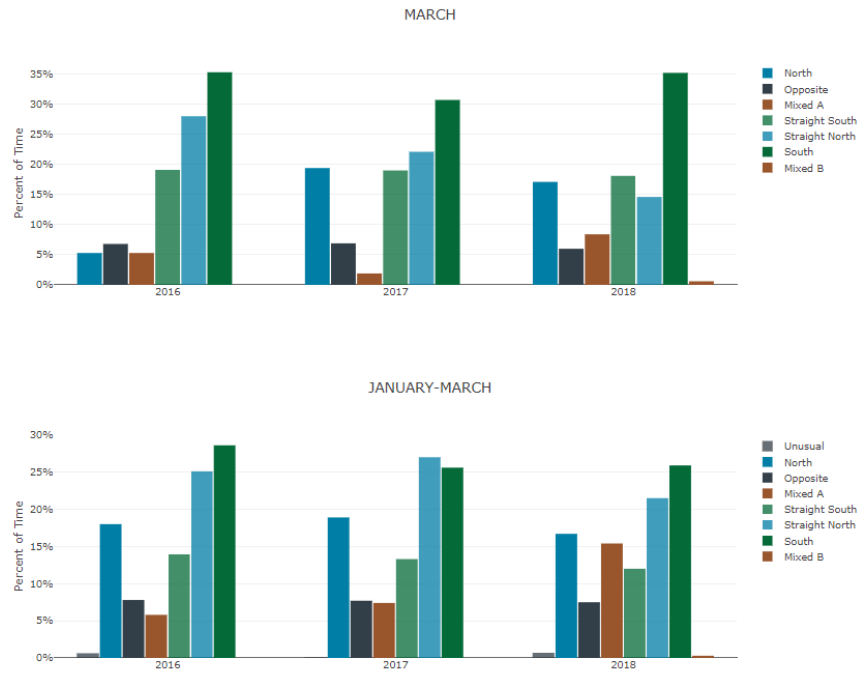
Runway Use System by Flow

What is the runway use system? [Learn More](#)

All Night

YEAR	MARCH			
	MIXED	NORTH	SOUTH	OPPOSITE
2016	6.3%	33.3%	54.4%	6.8%
2017	1.9%	41.5%	49.7%	6.9%
2018	9.0%	31.7%	53.3%	6%

YEAR	JANUARY-MARCH			
	MIXED	NORTH	SOUTH	OPPOSITE
2016	5.8%	43.1%	42.0%	7.8%
2017	7.4%	45.9%	38.9%	7.7%
2018	15.7%	38.2%	37.9%	7.5%



The FAA uses the RUS as a guide for runway selection when wind and traffic demand allow. Variances in runway use will occur due to weather, safety, and aircraft interactions. It is not possible to dictate or quantify the exact times of the day when the RUS can be used, or when low-, mid-, and high-demand periods occur, as traffic conditions change daily.

At the May 16, 2018 NOC meeting, MAC staff will provide the Committee with a presentation on this topic.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Dana Nelson, Manager—Noise, Environment & Planning

SUBJECT: **UPDATE ON THE FAA'S SURVEY TO RE-EVALUATE NOISE MEASUREMENT METHODS**

DATE: May 2, 2018

In May 2015, the FAA announced it would begin evaluating its methods for measuring aircraft noise. For decades federal regulations prescribed a process under 14 CFR Part 150 for calculating aircraft noise impacts using the Day-Night Average Sound Level (DNL) metric. In the early 1970s the FAA established 65 dB DNL as the threshold at which federal funding could be available to homeowners for soundproofing or other mitigation.

The DNL metric is an average of all aircraft noise during a 24-hour period, with a 10-decibel (dB) penalty for each aircraft operation occurring between 10 p.m. and 7 a.m. This penalty accounts for the higher human sensitivity to noise during the nighttime hours.

The MAC assesses aircraft noise impacts, for each of its airports, using DNL noise contours. Communities across the nation, including communities represented on the NOC, have requested the FAA consider other federally-accepted metrics to express and represent the effects of aircraft noise exposure.

The FAA has said its evaluation will be a multi-year process and began with a survey of public perceptions of aircraft noise in communities situated around 20 airports nationwide. The FAA is not disclosing the airport communities in which it surveyed.

According to the FAA, the results of this survey is part of a larger effort to improve understanding of aircraft noise impacts. The agency is also conducting studies on aircraft noise and sleep disturbance, cardiovascular health impacts, and children's cognitive abilities. At this time, the FAA has indicated they expect to release the survey results in the second quarter of 2018, however that timeline may slip due to inter-agency review and coordination.

The FAA has stated that the results will be in the form of a report which will cover the purpose of the study, the scientific approach and the survey results. Once this report is released, the FAA said it will take public comment on the information. At this point, the FAA has stated the release of the results will not include any discussion on the implications to policy changes.

At the May 16, 2018 NOC meeting, MAC staff will provide the Committee with a presentation on this topic.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Brad Juffer, Assistant Manager—Noise, Environment & Planning

SUBJECT: **REVIEW OF THE SPRING LISTENING SESSION**

DATE: May 2, 2018

One of the elements of the framework for the MSP Noise Oversight Committee (NOC) includes convening a quarterly meeting with the public. The primary goal of the meeting 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 around MSP.

On April 25, 2018 at 7:00 P.M., the Spring Listening Session was held at the MAC General Offices. Five residents attended the meeting; three from Minneapolis, one from Apple Valley and one from Eagan. Also in attendance were FAA air traffic officials, MAC Commissioner Ginsberg, and Minneapolis City Council Member, Jeremy Schroeder.

MAC staff opened the meeting and asked each of the audience members to introduce themselves and where they were from. Staff then provided a brief presentation on recent activity at the MSP Noise Oversight Committee and aircraft fleet trends. The presentation slides are available at www.macnoise.com/sites/www.macenvironment.org/files/pdf/20180425_spring_1.pdf

After the presentation, staff opened the floor to discussion. The topics raised during the conversation included:

- Percentage of MD-80 and MD-90 aircraft operations
- MSP nighttime and early morning cargo operations
- Overall trends in operations, complaints and noise
- Area Navigation (RNAV) procedures at MSP
- MAC Residential Noise Mitigation Program

The next Listening Session will be held on July 17, 2018 at 7:00 P.M. at the Richfield City Hall. Further details will be made available on the www.macnoise.com website.