

Metropolitan Airports Commission



Noise Oversight Committee

Regular Meeting Minutes
Wednesday, March 17, 2010
1:30 pm

msp
mspairport.com

www.mspairport.com

**METROPOLITAN AIRPORTS COMMISSION
MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES
17 March 2010, 1:30 p.m.
General Offices, Lindbergh Conference Room**

Call to Order

A regularly scheduled meeting of the MSP Noise Oversight Committee (NOC), having been duly called, was held Wednesday, 17 March 2010, in the Lindbergh Conference Room of the Metropolitan Airports Commission's General Offices. Chair Loeffelholz called the meeting to order at 1:30pm. The following were in attendance:

Representatives: T. Valento, K. Erazo, D. Miller, M. Loeffelholz, M. Otto, D. Docherty, E. Petschel

Staff: C. Leqve, T. Anderson, D. Probst, R. Fuhrmann, J. Lewis, D. Swanson, A. Nyren

Others: D. McKnight – City of Mendota Heights; J. Sedlacek – City of Mendota Heights; A. Yeske – MSP FAA; D. Saunders – South Metro Airport Action Council; J. Teppen – City of Inver Grove Heights; C. Costello – City of Richfield

1. Public Comment Period

There were no public comments.

2. Review and Approval of the 20 January 2010 NOC Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE MILLER AND SECONDED BY REPRESENTATIVE VALENTO TO APPROVE THE 20 JANUARY 2010 MEETING MINUTES.

THE MOTION CARRIED BY UNANIMOUS VOTE.

3. 2009 Actual Noise Contour Analysis

Representative Otto, Minneapolis, asked if an update on the MACNOMS system could be added to today's agenda. **Chad Leqve, Technical Advisor**, said he was prepared to give such an update and the item was added to the agenda.

Leqve reminded the Committee that the Metropolitan Airports Commission (MAC) is mandated by the Consent Decree to prepare a Noise Contour Analysis report by 1 March of each year. He noted the 2009 report was published on 24 February 2010. He said the report provides background information, 2009 contour information and a comparison of the 2009 actual noise contour with the 2007 forecast mitigated noise contour.

Leqve summarized some of the Noise Contour Analysis report findings as follows:

- The 2009 actual total MSP operations = 432,604, a 25.7% reduction from the 2007 forecast mitigated total operations number of 582,366. Scheduled passenger air carrier and cargo operations accounted for the majority of the reduction. Charter operations are 93.5% below the 2007 forecast mitigated number.
- The 2009 total operations (432,604) were down from the 2008 number of 449,972 (3.9% reduction).
- 2009 actual hush-kitted Stage 3 average daily operations were down 66.2% from the 2007 forecast mitigated number.
- Nighttime operations decreased by 15.2 average daily operations from the 2007 forecast mitigated to the 2009 actual operations statistics.
- The average daily number of hush-kitted aircraft operations was down in 2009 to 92.8 from 114.1 in 2008.
- In 2009, the average daily number of total nighttime operations was 108.1, down from 128.5 average daily nighttime operations in 2008.
- In 2009 the use of Runway 17 for departure operations was well below the percentage use numbers forecasted in the 2007 mitigated scenario. The departure percentage on Runway 30L is notably higher than what was forecasted in the 2007 forecast mitigated scenario.
- The 2009 nighttime departure percentage on Runway 17 is significantly lower, and the Runway 30L nighttime departure percentage was significantly higher, than the levels forecasted in the 2007 forecast mitigated scenario.
- The 2009 arrival percentage on Runways 17 and 35 were notably higher than the percentage forecasted in the 2007 forecast mitigated scenario. Conversely, the arrival percentage on Runways 12L and 30R were notably lower than the percentage forecasted in the 2007 forecast mitigated scenario.
- Nighttime arrival percentages on Runways 12R and 30L were significantly higher, the nighttime arrival percentage was lower on Runway 12L, and significantly lower on Runway 35, than the levels forecasted in the 2007 forecast mitigated scenario.

Leqve shared a graphic that shows the difference between the 2007 forecast mitigated contour, the 2008 actual contour and the 2009 actual contour. In short, the graphic shows that the noise contour around the airport has shrunk.

Representative Petschel, Mendota Heights, asked if the closure of Runway 12L-30R for re-construction skewed the runway use percentages. **Leqve** said that the closures were factored into the data for the 2009 Noise Contour Analysis report runway use numbers. He said that an assessment of the effects of the runway closure, in terms of the annual noise impact at the airport, was conducted and evaluated relative to the FAA threshold criteria for substantial impact (a 1.5 dB change in the 65 DNL, or a 3 dB change in the 60 DNL) and that those thresholds were not met.

Leqve reminded Committee members that the 2007 forecast mitigated noise contour was generated using v6.1 of the Integrated Noise Model (INM) and that the 2009 noise contour was generated using v7.0a of INM. He pointed out that new lateral attenuation algorithms incorporated into the newer version have the effect of increasing the size of the 2008 actual noise contour by as much as 3% to 10% over what v6.1 would have modeled. **Leqve** also pointed out that the MAC has updated its flight-track development for the noise contours and that has had some effect on the size and shape of the contours. He clarified that lateral attenuation means noise that takes place off to the side of an operation is taken more into consideration than it was previously.

Leqve shared a graphic showing the 2007 forecast mitigated contour and the 2009 actual contour. He pointed out that the slight increase in the size of the 2009 contour over the 2007 contour to the north of the south parallel runway is due to the higher-than-forecast nighttime arrival operations taking place on the south parallel runway. He also pointed out a slight increase in the size of the 2009 contour over the 2007 contour to the north of the north-south runway and noted that it was due to the increase in arrival operations on that runway during the Runway 12L-30R reconstruction.

Chair Loeffelholz, Delta Air Lines, asked how the variation in the size of the noise contours is accounted for in the Metropolitan Airports Commission's (MAC) residential noise mitigation program. **Leqve** said the variation is not accounted for, given that the MAC is beholden to implementing the Consent Decree as it was agreed to by the Cities of Richfield, Minneapolis and Eagan and the MAC. He said that to achieve a one-to-one comparison, the noise contours would have to be run with the older, outdated version of INM that was used to generate the 2007 forecast mitigated contour. He reminded Committee members that the 2009 noise contour data does not approach the FAA threshold criteria for substantial impact. **Loeffelholz** wondered if it wouldn't be necessary to do an "apples-to-apples" comparison of the contours. **Leqve** stated that the issue is not black and white as the 2007 forecast mitigated contour is the contour that the courts have established is to be used for the mitigation program. **Leqve** said, in theory, it might be possible to find the older version of INM and run the contours using it. He pointed out, however, that avoiding doing that was something that was discussed with the communities. He said that he would follow-up with the cities involved in the litigation and the MAC's attorneys on the issue.

Leqve continued his summary of the report's main points:

- The 2009 actual noise contour is smaller than the 2007 forecast mitigated contour by 4,789.7 acres (30.5% reduction) in the 60 DNL contour and by 2,462.1 acres (34.0% reduction) in the 65 DNL contour
- There are areas in South Minneapolis where the 2009 actual noise contours extend beyond the 2007 forecast mitigated noise contours
- There is an overall decrease of 1,884 residential units in the 65 DNL contour and 2,547 residential units in the 60 to 64 DNL noise contours around MSP when comparing the 2007 forecast mitigated contour with the 2009 actual contour

Leqve noted there is good correlation between the data generated by the INM v7.0a and the data gathered by the Remote Monitoring Towers. He noted that the absolute median difference between the two is 1 dB.

4. Annual Scheduled Nighttime Operations Assessment

Chad Leqve, Technical Advisor, reminded Committee members that the Committee agreed to add an annual assessment of scheduled nighttime operations to its annual Work Plan. He reminded members that the airport is a public-use facility and there is not a lot of flexibility for the airport operating authority to limiting nighttime operations. He said that the Metropolitan Airports Commission relies on voluntary measures and compliance by tenants to limit nighttime noise. He reminded Committee members that nighttime hours at the airport are 10:30pm – 6:00am and that the nighttime hours in the Integrated Noise Model (INM) are 10:00pm – 7:00am.

Leqve said that there were 107.8 INM average daily nighttime operations in 2009, below the 2007 forecast INM average daily nighttime operations of approximately 123.

Leqve pointed out that there is an across-the-board reduction in all average daily nighttime arrival and departure operations from 2008 to 2009. He said the reduction trend holds true when looking at carrier jet average daily nighttime arrival and departure operations from 2008 to 2009.

Leqve summarized the total nighttime operations assessment as follows:

- In 2009 nighttime operations decreased 22.5% from 2008 (carrier jet nighttime ops have decreased 20.4% over the same time period)
- MSP had a total of 20,585 nighttime operations in 2009 (56.4 average daily nighttime ops) – in 2008 there were 26,568 nighttime operations (72.6 average daily nighttime ops)
- MSP had a total of 18,577 nighttime carrier jet operations in 2009 (50.9 average daily nighttime ops) – in 2008 there were 23,350 nighttime carrier jet operations (63.8 average daily nighttime ops)
- The top 15 nighttime jet operators represent 94.5% of the total nighttime carrier jet operations in 2009 (Top three carriers: NWA, MES, SCX). In 2008 the top 15 represented 87.7%. (Top three carriers: NWA, MES, SCX).
- Of the 2009 top 15 nighttime jet operators, 92.7% of the operations were flown with stage-3 manufactured aircraft – 88.3% in 2008
- The most prevalent time period for nighttime operations in 2009 was 10:30 to 11:00 p.m. (16.8 average daily night ops - 29.8%) and 11:00 p.m. to 12:00 a.m. (15.1 average daily night ops – 26.8%)

Leqve summarized the scheduled nighttime operations as follows:

- 9,369 scheduled nighttime flights for 2009 vs. 10,669 scheduled nighttime flights for 2008 (12.2% decrease)
- Average daily scheduled nighttime flights for 2009 was 25.7 vs. 29.2 for 2008 (12.0% decrease)
- 2009 scheduled nighttime flights 10:30 p.m. to 11:00 p.m. – 2,397 (6.6 avg. daily, 25.6%); 11:30 p.m. to 12:00 a.m – 2,010 (5.5 avg. daily, 21.5%)
- Top three carrier scheduled night ops for 2009 – NWA – 3,261 (8.9 avg. daily, 34.8%), SCX – 1,068 (2.9 avg. daily, 11.4%), UPS – 691 (2.0 avg. daily, 7.9%)
- Actual nighttime carrier ops for 2009 (ANOMS) – 18,577 vs. scheduled nighttime ops for 2009 (OAG) – 9,369

Leqve noted that the discrepancy between the ANOMS actual nighttime operations and the scheduled nighttime operations is due in large part to operations scheduled during the “shoulder” hours that are pushed back into the nighttime hours due to delays.

Representative Petschel, Mendota Heights, asked if the TSA-mandated aircraft inspections of aircraft departing in the early morning were still affecting actual departure times. **Leqve** said he was not aware of anything that would have changed that and that it is assumed that is still a valid reason for the delay in actual departure times. **Representative Otto, Minneapolis**, noted that the 2009 Nighttime Scheduled vs. Actual Carrier Jet Operations (10:30pm-6:00am) graph included in the meeting agenda packet shows an almost double increase in the number of actual operations during the 10:30pm and 5:00am time periods. **Representative Docherty, FederalExpress**, said that one example of why the early morning operations arrivals numbers could be higher is because of operations that are re-routed to the airport from other airports where they were supposed to arrive. **Chair Loeffelholz, Delta Air**

Lines, said that aircraft pushed off of a gate early, for various reasons, would show as being an actual operation taking place earlier than scheduled.

5. MACNOMS Update

Chad Leqve, Technical Advisor, stated that the multi-lateration flight-tracking system has been fully installed as part of the MACNOMS upgrade and that the sensors are collecting data. He said the data are much cleaner than data previously collected. He said that statistical information will be reported in the database one day after an operation, a vast improvement over the 5-7 day timeframe it used to take. **Leqve** said that he hopes to give a presentation or live demonstration of the system at the next Committee meeting. **Representative Petschel, Mendota Heights**, asked how the multi-lateration helps in terms of improving ANOMS data, and she asked if the system has other applications. **Leqve** said that data can be obtained sooner than it could be previously, and he noted that the data received previously from the FAA was filtered, whereas the data being obtained through the multi-lateration system is not. He said that, in addition, much more data are available through the multi-lateration system. **Leqve** said that there are many other applications for the data collected, including perhaps verifying arrival/departure operation for the MAC Finance Department.

6. Other Items Not on the Agenda

Mr. Dick Saunders, Minneapolis resident, asked when the MACNOMS real-time data will be available to the public. **Chad Leqve, Technical Advisor**, said that it is not available at this time and that the MAC has just completed development work, in coordination with HMMH Corporation, on the data-processing software. He said the next step is to develop the real-time web application, and that it will take several months to complete. **Leqve** said he anticipates the real-time function being available by late third quarter or fourth quarter 2010. He said that a beta version of the system will be presented to the Committee for review and comment before it's made live to the public. He noted that an article would appear in the *MSP Noise News* newsletter when the application is ready to be made live to the public.

The next meeting of the NOC is scheduled for Wednesday, 19 May 2010.

The meeting adjourned at 2:13pm.

Respectfully submitted,

Christene Sirois Kron, Recording Secretary

612.725.6455

christene.siroskron@mspmac.org