

Metropolitan Airports Commission



Noise Oversight Committee

Regular Meeting Minutes

Wednesday, May 26, 2010

1:30 pm

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

Wednesday, 26 May 2010, 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, 26 May 2010, in the Lindbergh Conference Room at the Metropolitan Airports Commission General Offices . Chair Loeffelholz called the meeting to order at 1:30pm. The following were in attendance:

Representatives: K. Erazo, T. Valento, E. Petschel, D. Docherty, D. Miller, M. Loeffelholz, B. Ruppert, T. Perillo, M. Otto, S. Peterson, T. Fitzhenry, J. Bergman

Staff: C. Leqve, D. Swanson, D. Bitner, R. Fuhrmann, D. Probst, A. Nyren

Others: R. Ehrlich – Mendota Heights; C. Costello – City of Richfield; D. McKnight – City of Mendota Heights; D. Saunders – South Metro Airport Action Council; R. Friskney – South Metro Airport Action Council; D. Rosemark – City of St. Paul; J. Teppen – City of Inver Grove Heights; C. Rydeen – MSP Faa

1. Public Comment Period

There were no public comments.

2. Review and Approval of the 17 March 2010 NOC Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE PETSCHER AND SECONDED BY REPRESENTATIVE OTTO TO APPROVE THE 17 MARCH 2010 MEETING MINUTES.

THE MOTION CARRIED BY UNANIMOUS VOTE.

3. Operations Report Summary

Chad Leqve, Technical Advisor, noted that future meeting agendas will include an operations report summary. He said the intent is to provide Committee members with a summary overview of the monthly reports, with an eye toward identifying any operational trends that may be emerging.

Dana Swanson, MAC Environment, said that the Technical Advisor's report for March-April 2010 shows 4341 noise complaints for MSP operations for March 2010 and 3781 complaints for April 2010. For comparison, she noted there were 5,870 complaints for March 2009 and 3,565 complaints for April 2009. **Swanson** pointed out there were 36,565 total operations at MSP for March 2010 and 34,811 operations for April 2010. For comparison, there were 38,036 operations for March 2009 and 35,581 operations for April 2009. She said overall operations per month have been trending downward.

Swanson noted there were 32,070 carrier jet operations for March 2010 and 30,410 carrier jet operations for April 2010. Of the March operations, 14,220 were regional jet operations, 2,816 were modified Stage-3 operations and 15,034 were other operations. In April there were 14,783 regional jet operations, 2,493 modified Stage-3 operations and 13,134 other operations.

Swanson reminded Committee members that nighttime hours at MSP are 10:30pm – 6:00am. She said there were 1,402 nighttime operations in March 2010 and 1,101 nighttime operations in April 2010. Of the total March nighttime operations, 1,269 were carrier jets and of the total April nighttime operations 980 were carrier jets.

Swanson noted that Runway 12L was used for 14.2% of total arrival operations in March 2010, and used for 14.7% of total arrival operations in April 2010. Runway 12R was used for 31.8% of total arrival operations in March 2010, and for 28% of total arrival operations in April 2010. Runway 30L was used for 33.7% of total arrival operations in March 2010 and for 37.9% of total arrival operations in April 2010. Runway 30R was used for 19.1% of total arrival operations in March 2010 and for 16.6% of total arrival operations in April 2010. **Swanson** said that, overall, there is fairly consistent use of the runways for arrival operations.

Swanson noted that Runway 12L was used for 18% of the total departure operations in March 2010, and used for 24.1% of the total departure operations in April 2010. Runway 12R was used for 40.8% of the total departure operations in March 2010 and for 40.1% of the total departure operations in April 2010. Runway 30L was used for 19.4% of total departure operations in March 2010 and for 21.6% of total departure operations in April 2010. Runway 30R was used for 15.2% of total departure operations in March 2010 and for 8.6% of total departure operations in April 2010.

Swanson noted there were 3,587 total departure operations off of Runway 17 in March 2010, and 3,547 total departure operations in April 2010. She said compliance with the Runway 17 Jet Departure Procedure was 100% in March 2010 and 99.7% in April 2010.

Swanson noted that 3,212 carrier jets departed Runways 12L and 12R during March 2010 and that 3,009 (93.7%) of them remained within the Eagan-Mendota Heights Corridor. In April 2010 3,021 carrier jets departed Runways 12L and 12R and 2,817 (93.2%) of them remained within the Eagan-Mendota Heights Corridor.

Swanson pointed out that average daily count data are not immediately available from the FAA. She said that the monthly reports are published without this information and then re-published after the 20th of the following month once the data become available. She suggested the FAA Average Daily Count information could be removed from the monthly reports altogether. **Representative Otto, Minneapolis**, asked if the delay in obtaining that information would be resolved once the Multi-Lateration (MLAT) system is fully in place. **Leave** said that the average daily count numbers are Air Traffic Control Tower counts and that the other information provided in the monthly reports is distilled from radar data. He said that the near real-time data that will be available after MLAT is in place would be of more value.

IT WAS MOVED BY REPRESENTATIVE PETSCHER AND SECONDED BY REPRESENTATIVE FITZHENRY TO REMOVE THE FAA AVERAGE DAILY COUNT TABLE AND INFORMATION FROM THE MONTHLY TECHNICAL ADVISOR'S REPORT.

THE MOTION CARRIED BY UNANIMOUS VOTE.

4. Multi-Lateration (MLAT) System Installation and Real-Time Flight Tracker Development Update

Chad Leave, Technical Advisor, reminded Committee members that the system previously used by the MAC to obtain flight track data, known as ANOMS, relied on a direct connection to the FAA's radar system at MSP. He said that the agreement worked out to allow that connection required data aging before it could be released, resulting in a 5-7 day delay in data availability, and data filtering by the FAA. He noted that when the MAC considered upgrading the ANOMS, it decided that using a Multi-Lateration System (MLAT) would be beneficial because of MLAT's flight track data acquisition flexibility.

Leqve noted that an MLAT system is comprised of a number of units deployed throughout a geographic area that scan airspace for transponder signals and triangulate the exact position of an aircraft by calculating the time difference of arrival through a central data processor. **Leqve** noted that the use of an MLAT system provides improved data accuracy, increased data update rates, better coverage (which is scalable and could be expanded to include the MAC's six reliever airports at some point in the future), improved reliability and faster data availability. He noted that use of an MLAT system does not require additional equipment installation on aircraft, and that MLAT systems are consistent with the FAA's NextGen technology.

Leqve pointed out that eight MLAT sensors have been installed in areas throughout the greater Twin Cities metro area. He stated that installation of the sensors in a manner that would not require annual lease costs was worked out for several of the sensor sites.

Leqve said MAC noise staff is conducting quality control tests of the MLAT system and that full transition to the MLAT system is planned for 30 June 2010. He pointed out that after 30 June 2010, one-day delayed flight track data will be available on the macnoise.com website. He said that development of a real-time flight tracking application is in process at this time and that it is anticipated the application will be available on the macnoise.com website by 31 August 2010.

Chair Loeffelholz asked if a presentation of the new application will be given at the Committee's meeting in September 2010. **Leqve** said it would, along with a presentation of the new user capabilities that will be used for spatial analysis and report generating. **Representative Fitzhenry, City of Richfield**, asked how flight tracks are linked to specific airlines and flights. **Leqve** said that a non-FAA third-party database is referenced and utilized to make such correlations. **Representative Vento, MBAA**, asked how locations for the MLAT sensors were determined. **Leqve** said analysis of the area of coverage, flight traffic patterns and geographic locations was conducted to determine the best possible locations for the MLAT sensors. **Representative Petschel, Mendota Heights**, noted it would be interesting to see how the improved data availability would affect the number of noise complaints that are logged. She noted that conventional wisdom says that the more information residents have about flight track information, the less likely

they are to register noise complaints, especially if they can determine for themselves that certain air traffic events are one-time and/or military aircraft.

5. Runway 35 Continuous Descent Approach (CDA) Procedure Development/Test

Chad Leqve, Technical Advisor, reminded Committee members that one of the items on the Committee's 2010 Work Plan is to look at the possibility of a Continuous Descent Approach procedure for use at MSP. **Leqve** said such procedures are now referred to as Optimized Profile Descents (OPD). He said that, in an OPD, an aircraft is higher in the air for a longer period of time as it approaches an airport for arrival. Because an aircraft would not use the stair-step approach that is currently utilized, the aircraft would use less engine thrust which could translate into less noise beyond 7-10 miles from the airport. In addition, use of less engine thrust can result in fuel savings and reduced emissions as fuel burn can be reduced by 400-600 pounds per operation.

Leqve noted that, to date, an MSP OPD Task Force has been established and two meetings have been held between the MAC, Delta Air Lines and the FAA MSP Air Traffic Control Tower and the FAA TRACON and Center. Initial discussions indicate Runway 35 is the best candidate for a possible OPD operation. **Leqve** noted there is an existing Standard Terminal Arrival Route to Runway 35 which would likely be the underlay for an OPD at MSP. He said Delta Air Lines and Mesaba have pledged the use of their simulators to test the OPD procedure. **Leqve** said the next meeting of the MSP OPD Task Force is scheduled for 21 June 2010 and that Southwest Airlines has indicated it will be joining the Task Force.

Representative Miller, City of Eagan, asked if an OPD is similar to an RNAV procedure in that the use of an OPD would mean more aircraft being directed to follow a single, reproducible track. **Leqve** clarified that aircraft utilizing an OPD are already vectored onto an ILS and are already in the area. **Representative Perillo, Chief Pilot**, asked if the OPD would affect the expanded area of the TCA. **Leqve** said it would not.

6. FAA Review of Runways 12L, 12R and 17 RNAV Departure Procedures

Chad Leqve, Technical Advisor, informed Committee members that the FAA is reviewing the submission of the Runways 12L, 12R and 17 RNAV

Departure Procedures, and added that it may be beneficial for the Committee to request the FAA's expedited review of the submission.

IT WAS MOVED BY REPRESENTATIVE BERGMAN AND SECONDED BY REPRESENTATIVE MILLER TO HAVE THE NOC CO-CHAIRS SEND A LETTER TO THE FAA EXPLAINING THE UNIQUE CIRCUMSTANCES SURROUNDING THE RUNWAYS 12L, 12R AND 17 RNAV DEPARTURE PROCEDURES, AND REQUESTING THE FAA'S EXPEDITED REVIEW AND APPROVAL OF THE PROCEDURES; AND REQUEST THAT THE MAC SEND A SIMILAR LETTER TO THE FAA.

THE MOTION CARRIED BY UNANIMOUS VOTE.

7. First and Second Quarter 2010 Public Input Meeting Comments

Chad Leque, Technical Advisor, noted that the first and second quarter 2010 Public Input Meetings were held on 26 January 2010 and 28 April 2010, respectively. He noted nine people attended the January meeting and 6 people attended the April meeting. Three people commented at the January meeting and two people commented at the April meeting. Leque noted that staff has provided written responses to the comments, and that the comments are available at www.macnoise.com.

Comments at the January meeting focused on the following:

- Early morning aircraft operations and related noise, times of constant aircraft noise sources during the day, the altitude of departure operations, and specifics related to the possibility of MSP becoming a significant "MD-80 hub" for Delta Air Lines by summer of 2010.

Comments at the April meeting focused on the following:

- Ground noise before 6:00 am and after 12:00 midnight in Highland Park, impacts from Runway 17-35 in Eagan and Apple Valley, and possible operational options for reducing noise impacts in those areas, and the considerations given in the noise contour development process for those areas.

Leque noted that the next Public Input Meeting is scheduled for Tuesday, 27 July 2010 at the MAC General Office Building.

The next meeting of the NOC is scheduled for Wednesday, 21 July 2010.

The meeting was adjourned at 2:12pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary
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