

Metropolitan Airports Commission



Noise Oversight Committee

Regular Meeting Minutes

Wednesday, July 21, 2010

1:30 pm

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

Wednesday, 21 July 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, 21 July 2010, in the Lindbergh Conference Room at the Metropolitan Airports Commission General Offices. Chair Wilcox called the meeting to order at 1:30pm. The following were in attendance:

Representatives: U. Duggan, K. Erazo, D. Miller, A. Ryan, V. Wilcox, S. Schaefer, T. Valento, M. Otto, T. Fitzhenry, J. Bergman

Staff: C. Leque, D. Probst, J. Nelson, J. Lewis, P. Mosites, D. Swanson

Others: C. Costello – City of Richfield; C. Rydeen – MSP FAA; A. Yeske – MSP FAA; D. McKnight – City of Mendota Heights; J. Teppen – City of Inver Grove Heights; D. Rosemark – City of St. Paul

1. Public Comment Period

There were no public comments.

2. Review and Approval of the 26 May 2010 NOC Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE DUGGAN AND SECONDED BY REPRESENTATIVE OTTO TO APPROVE THE 21 MAY 2010 MEETING MINUTES.

THE MOTION CARRIED BY MAJORITY VOTE; THERE WAS ONE ABSTENTION.

3. Review of Operations Report Summary

Dana Swanson, MAC Environment, said that the Technical Advisor's report for March-April 2010 shows 3,835 noise complaints for MSP operations for May 2010 and 4,646 complaints for June 2010. **Swanson** pointed out there were 35,288 total operations at MSP for May 2010 and 37,582 operations for June 2010.

Swanson noted there were 30,835 carrier jet operations for May 2010 and 32,793 carrier jet operations for June 2010. She noted that

approximately 50% of the total operations in May and June 2010 were conducted by regional jets, 7% were conducted by modified Stage 3 aircraft and 44% were conducted by other types of aircraft, including manufactured Stage 3 aircraft.

Swanson said there were 1,086 nighttime operations in May 2010 and 1,466 nighttime operations in June 2010. Of the total May nighttime operations, 989 were carrier jets and of the total June nighttime operations 1,359 were carrier jets.

Chair Wilcox asked what might have caused the increase in the number of complaints. **Swanson** said that now that the weather is nicer people may be outside of their homes more often and hearing aircraft more frequently than they would during the winter when they are indoors and their homes are typically more closed up. **Wilcox** asked if there were any trends appearing in the data that would explain why there are more complaints. **Swanson** said there are not.

Swanson noted there is a high rate of compliance (99.8-99.9%) with the Runway 17 Departure Procedure, and with use of the Eagan-Mendota Heights Corridor for departures (94-96%).

Representative Miller, Eagan, noted that the City of Eagan received a large number of noise complaints from Eagan residents during May 2010. She said that the increased nighttime operations and Runway 17 use percentages higher than the use percentages for the parallel runways are bothersome to Eagan residents.

4. Review Residential Noise Mitigation Program Implementation Status

John Nelson, MAC Part 150 Program Manager, updated Committee members regarding the status of the MAC's residential noise mitigation program. He reminded the Committee that mitigation currently being undertaken by the MAC is being done as part of the Consent Decree that settled litigation brought by the Cities of Richfield, Bloomington, Minneapolis and Eagan against the MAC. He pointed out that the mitigation program is being carried out in phases related to noise contours. He noted that eligible homes in the 63-64 DNL will receive modifications to achieve a 5-decibel reduction in noise impacts. Eligible homes in the 60-62 DNL will receive either air-conditioning and \$4,157 worth of mitigation, or \$14,547 work of mitigation is a home already has air-conditioning. **Nelson** pointed out that the dollar amounts are determined by a consumer price index that is updated in February and

instituted in April. He said that the Decree calls for that to be done in January, but that the Department of Labor Statistics data are not available until late February. In the 60-64 DNL, eligible multi-family homes will receive acoustic covers for through-the-wall air-conditioning units, or the installation of through-the-wall air-conditioning units and acoustic covers. Eligible homes in the 2005 60-64 DNL will share \$7 million for approved mitigation reimbursement. **Nelson** noted that, in 2010, the cap per home is \$2,850.

Nelson said that, in the 5-decibel reduction phase of the program, 453 homes were eligible in Bloomington, Richfield and Minneapolis and 400 homeowners participated in the program. Homeowner orientations began in April 2008, construction began in August 2008 and all construction was completed by December 2009. **Nelson** noted that the average construction cost in this phase was \$27,565 per home.

Nelson said that there were 2,906 eligible homes in Bloomington, Richfield, Eagan and Minneapolis that did not already have air-conditioning in Phase 2A of the program. The menu of mitigation products available to homeowners in this category included primary doors, primary windows, storm windows, storm doors and attic and side wall insulation. **Nelson** said bids were received throughout 2008 and 2009. He said two separate contracts were established for the Phase 2A group, one for January-August 2009 and one for 2010-2012. He said homeowner orientations began in January 2009. He stated that construction in this phase began in February 2009 and must be completed by December 2012, and that construction is forecast to be completed by December 2010.

Nelson said 2,515 eligible homes in Bloomington, Eagan, Richfield and Minneapolis were identified for Phase 2B of the program. He said this number has increased to 3,653 due to Phase 2A homeowners deciding to opt to participate in Phase 2B. The same menu of mitigation products as offered to the Phase 2A group is available to the Phase 2B group, but air-conditioning is not available. **Nelson** said construction began in February 2010 and that the monthly construction production goal is 100+ homes. He noted that the 2010 and 2011 work is under contract, and that the 2012 work will be bid in 2011. He said that construction for this phase of the program must be completed by December 2012.

Nelson said that, of the 4,072 Minneapolis homes in the program, 1,452 have air-conditioning and 2,520 do not. He said that 590 of the homes without air-conditioning have forced air heating, 282 have gravity

heating, 1,733 have hydronic (radiator) heating and 15 have other types of heating. He said that adding air-conditioning to homes with forced air systems costs approximately \$6,000, adding it to homes with gravity systems costs approximately \$10,000 and adding it to homes with hydronic systems costs approximately \$12,000.

Nelson said that, of the 80 homes in Bloomington in Phase 2B, 14 opted for the air-conditioning plus \$4,000 package and 66 opted for the \$14,000 package. In Eagan, there were 492 homes in Phase 2B. Of those, 101 opted for the air-conditioning plus \$4,000 package and 391 opted for the \$14,000 package. In Richfield, there were 740 homes in Phase 2B. Of those, 175 opted for the air-conditioning plus \$4,000 package and 565 opted for the \$14,000 package.

Nelson said approximately 2,401 homes are eligible for the limited noise mitigation reimbursement. He said that homeowners in this group can contract with a licensed contractor for permitted work using specified materials and then submit for reimbursement up to \$2,850. He said that a notice regarding reimbursement was sent in December 2008 and on 1 July 2010. He noted that reimbursements began in March 2010 and will continue through June 2014. He said that, as of 20 June 2010, 307 reimbursement claims totaling \$846,884 had been submitted.

Nelson said there were 2,623 multi-family units in Bloomington, Richfield, Minneapolis and Eagan identified as being eligible for receiving acoustic covers for air-conditioners or for receiving air-conditioners and acoustic covers. He said that 1,646 units participated in the program. He said that 1,724 acoustic covers were installed, and that 219 through-the-wall air-conditioners or equivalent were installed. **Nelson** said that construction in this phase of the program was substantially completed in June 2010.

Nelson said that 247 Minneapolis homes, 93 Richfield homes and 60 Bloomington homes have been completed in Phase 1 of the program. He said 918 Minneapolis, 66 Richfield, 5 Bloomington and 27 Eagan homes have been completed in Phase 2A of the program. He said 85 Minneapolis, 95 Richfield, 53 Bloomington and 124 Eagan homes have been completed in Phase 2B of the program. He said that 227 Minneapolis homes, 53 Richfield homes, 9 Bloomington homes and 18 Eagan homes have received reimbursements in Phase 3 of the program.

Nelson said the following trends have been identified within the noise mitigation program:

1. Homeowners opting for Phase 2B (\$14,547) rather than Phase 2A (AC plus \$4,157) was at 38% for January 2009 through June 2010.
2. As a consequence of the homeowners opting for Phase 2B in higher numbers, the MAC is accelerating the invitations to Phase 2A. At this time all of the remaining homes in Phase 2A are in Minneapolis and the final Phase 2A Program Orientation will be in August 2010.
3. Pace of design and construction work is very strong in 2010 averaging nearly 200 Phase 2A/2B homes per month.
4. The MAC encourages community governments to assist the MAC in achieving high rates of homeowner participation the project.

Nelson pointed out that the US Environmental Protection Agency (EPA) published new lead paint rules on 22 April 2010 and that the rules went into effect on 9 July 2010. Nelson stated that the MAC began implementing the rules on 1 July 2010. The rules require contractors to be certified as lead paint workers and to implement certain procedures when working in areas where lead paint is present. **Nelson** said the MAC's contractors and consultants for the noise mitigation program have been certified. He also said that the MAC has contracted with Peer Environmental to do independent monitoring and observation reports on contractor performance with respect to compliance.

Representative Otto, Minneapolis, asked if the MAC is surveying any of the homes in Phase 2A regarding increased quietude in the homes. **Nelson** said that a survey is sent to homeowners approximately 4-6 weeks after the conclusion of construction. He reminded Committee members that homes in this phase that already have air-conditioning receive \$4,000 worth of mitigation products. He said that the number of homeowners indicating that the mitigation has improved conditions in the home has fallen, and that that may be due to the fact that not all of the windows in a home can be replaced with the \$4,000. **Nelson** pointed out that approximately 300 full-frame windows have been installed in Phase 2A, but that approximately 8,000 storm windows have been installed in the same phase. **Otto** said the numbers indicate to him that some value and usefulness is being achieved with the treatment.

Otto asked if contractors engaged by homeowners in the reimbursement phase of the program are bound to the EPA's new rules regarding lead paint. He said that would leave only about \$1,000 eligible for reimbursement to homeowners. **Nelson** said homeowners in this phase typically do \$10,000+ worth of renovations and that they are eligible for only \$2,850 in reimbursement; therefore, the additional costs associated with the lead paint rules would not decrease the reimbursement.

Otto asked if Committee members could receive a copy of Nelson's presentation. **Nelson** said the presentation would be posted to the Noise Oversight Committee site under "Home Mitigation".

5. Runway 35 Optimized Profile Descent (OPD) Implementation Update

Chad Leve, Technical Advisor, reminded Committee members that investigating the possibility of implementing a Continuous Descent Approach (now known as an Optimized Profile Descent), is an item on the Committee's Work Plan. He noted that an Optimized Profile Descent (OPD) would reduce the application of thrust on an aircraft further out from an airport, thereby reducing noise impacts and fuel burn. **Leve** said the MSP OPD Task Force has met three times to date and that participation in the meetings includes the Federal Aviation Administration, Delta Air Lines, Southwest Airlines and the Minnesota Business Aviation Association. He said that, at its 12 July 2010, the Task Force discussed the use of RNAV with an OPD based on the TWOLF conventional Standard Terminal Arrival Route (STAR) versus an OPD with traditional vectoring to Runway 35. He noted that developing an RNAV procedure may entail changing flight tracks already in use. **Leve** said that discussion was also held regarding implementing RNAV procedures more widely at MSP. He noted that transitioning to the use of RNAV procedures more widely at MSP would be a multi-year process, and that noise impact issues would be considered in such a transition. **Leve** said the Task Force will next meet in late August or early September and will focus on making a determination regarding the use of vectors or RNAV for a Runway 35 OPD and on next steps for the wider use of RNAV and airspace redesign at MSP. He said he would update the Committee at its next meeting. **Chair Wilcox, Bloomington**, asked if the use of OPD and RNAV is being looked at by other airports around the country. **Leve** said that Delta is leading the charge at Hartsfield-Jackson International Airport and that compression issues have been encountered, but that other airports are looking at it as well, although

not many. **Leqve** said that, moving forward, the focus should be on procedures that can offer operational, economic and environmental (i.e., noise) benefits. He said that, in terms of moving forward with items that are considered “win-win-win”, MSP is at the leading edge of that effort.

Leqve reminded the Committee that members took action at the 26 May 2010 meeting to send a letter to the FAA, under signature of the Committee co-chairs, 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. In addition, the Committee took action to request that the Metropolitan Airports Commission (MAC) send a similar letter to the FAA. **Leqve** stated that a letter from the Committee co-chairs to the FAA was sent on 9 June 2010 and that a letter from MAC Chairman Lanners was sent on 29 June 2010. He said that the Committee and the MAC are awaiting a response from the FAA at this time.

6. Review of Draft Crossing-in-the-Corridor Report Format

Chad Leqve, Technical Advisor, reminded Committee members that developing a monthly Crossing-in-the-Corridor report was added to the Committee’s Work Plan. He said that a draft of such a report has been developed and shared elements of the report with the Committee. He noted that the data in the draft report are “dummy” data for the purposes of demonstrating what information the report would provide.

Leqve said page one of the report will show all carrier jet departure operations on Runways 12L and 12R from 2300 to 0600 for a given month. Page two of the report will show how many of those operations performed the crossing procedure after departing those runways. Pages 3-6 of the report will show all of the carrier jet departure operations that took place on weekends between 3:00 on Saturdays and 1:00 on Sundays, and how many of those operations performed the crossing procedure during those same timeframes. **Leqve** said these timeframes are utilized because they historically have reflected times when, according to the FAA, there is a high degree of probability of there being one local controller in the control tower. He reminded Committee members that, for safety reasons, the Crossing-in-the-Corridor procedure can be performed only when there is one local controller in the tower. **Carl Rydeen, MSP FAA**, noted that on the weekends during the daytime there will be two tower controllers on duty, with one managing Runway 12R and Runway 17 and the other

managing Runway 12L. Therefore, use of the Crossing-in-the-Corridor procedure may be lower during the weekend time periods. He said there should be generally high compliance with the crossing procedure during the nighttime hours. He said that when there are two radar controllers, there are limitations to when the crossing procedure can be utilized. **Representative Miller, Eagan**, asked why Runway 17 is used at all when operations are so low. **Rydeen** said he would question the rate of compliance with the crossing procedure when Runway 17 was not in use. **Representative Duggan, Mendota Heights**, expressed his appreciation for the efforts staff made in preparing the draft report and indicated the City of Mendota Heights may have comments on it at a later date.

Leqve said he would meet with Rydeen before the next Committee meeting to discuss the issues Rydeen raised at today's meeting regarding compliance, and he asked if Duggan might be able to share the draft report with the Mendota Heights Airport Relations Commission before the next meeting as well. **Leqve** said more detailed discussions could be held at the next Committee meeting regarding the direction the Committee would like to take with the report. **Duggan** said that would be fine.

Rydeen reminded Committee members that the offer for tours of the control tower stands. **Chair Wilcox** asked Rydeen if he could provide at the next Committee meeting some possible tour dates.

The next meeting of the NOC is scheduled for Wednesday, 15 September 2010.

The meeting was adjourned at 2:32pm.

Respectfully Submitted,
Christene Sirois Kron, Recording Secretary
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