

Metropolitan Airports Commission



Noise Oversight Committee

Regular Meeting Agenda
Thursday, November 20, 2003
1:30 pm

mspairport.com

www.mspairport.com



**Minneapolis/St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)**

Meeting Agenda
November 20, 2003
1:00 P.M.

Lindbergh Conference Room
MAC General Office Building
6040 28th Avenue South
Minneapolis, MN 55450

*(Kathleen Nelson, Northwest Airlines & NOC Co-Chair, will be the acting
Chairperson for the meeting)*

-
1. 1:00 to 1:30 – Committee Agenda Review Session (NOC members only in the Coleman Conference Room)
 2. 1:30 to 1:35 – Review and Approval of October 23, 2003 NOC Meeting Minutes (official start of the public NOC meeting in the Lindbergh Conference Room)
 3. 1:35 to 1:55 – Review of Runway and Flight Track Use INM Inputs Incorporating Forecast and Fleet-Mix Numbers
 4. 1:55 to 2:00 – Update on Avro RJ-85 Adjustments in the Forecast Numbers
 5. 2:00 to 2:10 – Review of Input Received at Fourth Quarter 2003 Noise Public Input Meeting Held on October 28, 2003
 6. 2:10 to 2:20 – Finalization of 2004 NOC Work Plan
 7. 2:20 to 2:30 – Establish 2004 NOC Meeting Dates
 8. 2:30 – Adjournment

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Chad E. Leque – Manager, Aviation Noise and Satellite Programs

SUBJECT: **REVIEW OF RUNWAY AND FLIGHT TRACK USE INM INPUTS INCORPORATING FORECAST AND FLEET-MIX NUMBERS**

DATE: November 6, 2003

On August 21, 2003 the MSP Noise Oversight Committee (NOC) reviewed and approved the INM input methodology and associated data to be used in the development of the 2002 base case and 2007 unmitigated Part 150 noise contours. Prior to that date, on July 17, 2003, the Committee reviewed and approved the forecasting assumptions, and on October 23, 2003 the Committee reviewed and endorsed the resulting 2002 and forecast 2007 operations and fleet-mix numbers. On November 5, 2003 the MAC Planning and Environment Committee approved the 2002 and forecast 2007 operations and fleet-mix numbers and INM inputs and recommended approval by the MAC Full Commission. The MAC Full Commission will be reviewing the P&E recommendation for action on November 17, 2003.

At the August 21st NOC meeting, Committee member Jack Vitelli, asked for the net numbers relating to the runway and flight track use methodology and percentages that were being reviewed at the time. Mr. Kent Duffy, HNTB – MAC’s Part 150 Update consultant, stated at that meeting that the net numbers would be available once the forecast numbers were available and a methodology for incorporating them into the INM input file was established.

Considering the progress made to-date on the INM inputs and forecast numbers, the net runway and flight track use numbers for the 2002 base case and 2007 unmitigated noise contours can be derived. As such, a brief review of the numbers will be provided at the November 20, 2003 NOC meeting.

Upon completion of the runway and flight track use tables, incorporating the forecast and fleet-mix numbers, copies will be forwarded to all committee members prior to the November 20th meeting.

Committee Action

This is an informational item only – no action is required.

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Chad E. Leque – Manager, Aviation Noise and Satellite Programs

SUBJECT: **UPDATE ON AVRO RJ-85 ADJUSTMENTS IN THE FORECAST NUMBERS**

DATE: November 6, 2003

On October 23, 2003 the MSP Noise Oversight Committee (NOC) reviewed and approved the 2002 and forecast 2007 operations and fleet-mix numbers. As part of the forecast number presentation, Mr. Patrick Kennon – HNTB, provided additional background regarding a recent announcement by Northwest Airlines, stating that the carrier intended to retire some or all of the Avro RJ-85 aircraft operated by Mesaba Airlines. Mr. Kennon explained that discussions were ongoing to establish the most appropriate way to incorporate the change in the forecast numbers. The committee approved the forecast numbers as presented, with the understanding that the RJ-85 update would be made within the forecast numbers prior to the November 5, 2003 MAC Planning and Environment Committee Meeting.

In evaluation of the RJ-85 operations, to-date, Northwest has decided to retire five of these aircraft by January 2004; the decision regarding the remaining aircraft 31 aircraft will be made later this year. Based on discussions regarding the most likely replacement for these aircraft, the fleet-mix has been revised resulting in a slightly smaller average aircraft size. Since the passenger forecast remains unchanged, an increase in aircraft operations would be required to accommodate the projected activity. The following table shows 2002 activity and the original and revised 2007 forecasts.

	2002 Operations	2007 Operations (Original)	2007 Operations (Revised)
Scheduled Passenger	441,462	523,051	524,255
Charter	4,940	5,766	5,766
Air Cargo	18,198	21,158	21,158
General Aviation	25,075	28,846	28,846
Military	3,124	3,124	3,124
Total	492,809	581,945	583,149

A detailed revised fleet-mix is attached for your review.

Committee Action

This is an informational item only – no action is required.

Minneapolis St.Paul International Airport
DRAFT Forecast of Total Operations, 2007

Aircraft Code	Aircraft Name	2002 ARRIVALS			2007ARRIVALS		
		DAY	NIGHT	TOTAL	DAY	NIGHT	TOTAL
A300	Airbus-300-200/600	1.7	0.9	2.6	2.2884	2.2459	4.5343
A310	Airbus-310	0.1	-	0.1	0.7651	0.5938	1.3589
A318	Airbus-318	-	-	-	2.5883	0.5177	3.1060
A319	Airbus-319	50.9	1.6	52.5	74.8420	1.7732	76.6152
A320	Airbus-320	69.3	5.7	75.0	85.2666	9.8124	95.0790
A330	Airbus-330-200 /300	-	-	-	3.1060	-	3.1060
A340	Airbus-340-300	-	-	-	1.0353	-	1.0353
B190	BEECH 1900	5.8	-	5.8	5.5051	0.0609	5.5660
B712	BOEING 717-200	4.3	1.0	5.3	3.3762	0.7651	4.1413
B722	BOEING 727-200	13.2	4.6	17.8	3.1761	3.8897	7.0658
B732	BOEING 737-200	1.0	0.1	1.1	0.1140	0.0394	0.1534
B733	BOEING 737-300	16.8	1.9	18.7	23.2731	2.6214	25.8945
B734	BOEING 737-400	0.2	-	0.2	0.0456	0.0284	0.0740
B735	BOEING 737-500	9.7	0.8	10.5	2.8578	0.2482	3.1060
B738	BOEING 737-800	7.0	1.9	8.9	30.6945	8.3948	39.0893
B739	BOEING 737-900	-	-	-	2.5883	0.5177	3.1060
B73G	BOEING B737-700	0.2	-	0.2	3.8858	0.2556	4.1414
B742	BOEING 747-200	-	-	-	0.0129	0.0063	0.0192
B744	BOEING 747-400	2.6	0.4	3.0	0.8871	0.1482	1.0353
B752	BOEING 757-200	48.7	5.0	53.7	43.2026	5.4039	48.6065
B753	BOEING 757-300	1.6	0.1	1.7	16.7815	0.8193	17.6008
B767	BOEING 767-200	-	-	-	0.4103	0.4445	0.8548
BA46	Avro 146-RJ85A	33.0	0.4	33.4	32.7291	0.4018	33.1309
BE18	BEECH 18 (piston)	0.6	0.2	0.8	-	-	-
BE20	BEECH 200 Super King Air (200)	0.1	-	0.1	0.8254	0.2977	1.1231
BE58	BEECH Baron (58)	0.3	0.1	0.4	0.0027	0.0083	0.0110
BE65	BEECH Queen Air (65)	0.2	-	0.2	-	-	-
BE80	BEECH Queen Air (80)	6.6	0.2	6.8	6.1546	0.2564	6.4110
BE99	BEECH 99 Airliner	2.2	0.1	2.3	2.7353	0.1140	2.8493
C130	LOCKHEED C130 Hercules	3.8	0.2	4.0	3.8027	0.1808	3.9835
C17	MCDONNELL DOUGLAS C17A GLOBEMASTER III	-	-	-	0.0219	0.0055	0.0274
C208	CESSNA 208 Super Cargomaster	0.1	-	0.1	0.6698	0.1247	0.7945
C212	CASA C212 Aviocar	-	-	-	0.0154	0.0038	0.0192
C310	CESSNA 310	-	-	-	0.0055	0.0274	0.0329
C402	CESSNA 402	-	-	-	0.0125	0.0149	0.0274
C5	LOCKHEED C-5 Galaxy	-	-	-	0.0274	-	0.0274
CRJ1	CANADAIR Regional Jet CRJ-100	7.2	1.0	8.2	2.7383	0.3677	3.1060
CRJ2	CANADAIR Regional Jet CRJ-200	35.0	1.7	36.7	129.4857	6.1439	135.6296
CRJ7	CANADAIR Regional Jet CRJ-700	-	-	-	1.0353	-	1.0353
CVLT	CONVAIR CV-580	-	-	-	-	-	-
DC10	MCDONNELL DOUGLAS DC-10	10.3	2.5	12.8	4.7872	1.9109	6.6981
DC3	DOUGLAS DC-3	-	-	-	-	-	-
DC8Q	DOUGLAS DC-8-70	0.1	1.8	1.9	-	0.7123	0.7123
DC9Q9	DOUGLAS DC-9-30/40/50	148.0	4.9	152.9	125.6982	4.7687	130.4669
E110	EMBRAER EMB-110 Bandeirante	-	-	-	0.0055	0.0055	0.0110
E135	EMBRAER ERJ-135	0.1	-	0.1	-	-	-
E140	EMBRAER ERJ-140	-	-	-	5.1767	-	5.1767
E145	EMBRAER ERJ-145	4.9	0.1	5.0	9.1848	0.1333	9.3181
E170	EMBRAER ERJ-170	-	-	-	8.2827	-	8.2827
F100	FOKKER 100	14.4	1.7	16.1	-	-	-
F16	LOCKHEED MARTIN F-16 Fighting Falcon	0.1	-	0.1	0.0466	-	0.0466
F18	MCDONNELL DOUGLAS F/A-18 Hornet	-	-	-	0.0219	-	0.0219
F27	FOKKER Friendship F27	-	-	-	0.0274	-	0.0274
FA20	DASSAULT Falcon 20	0.4	0.4	0.8	0.4520	0.3562	0.8082
GA Jet	General Aviation Jets	23.7	1.9	25.6	28.6329	2.4176	31.0505
GA TP	General Aviation Turboprops	3.1	0.3	3.4	3.0084	0.3208	3.3292
J328	FAIRCHILD DORNIER 328JET	2.6	-	2.6	3.0962	0.0098	3.1060
L101	LOCKHEED L-1011 TriStar	0.3	0.1	0.4	0.2751	0.1140	0.3891
LJ25	GATES LEARJET 25	0.2	-	0.2	0.2351	0.1265	0.3616
LJ35	GATES LEARJET 35	0.1	-	0.1	0.0975	0.0669	0.1644
MD11	MCDONNELL DOUGLAS MD-11	-	0.1	0.1	0.1801	0.1459	0.3260
MD80	MCDONNELL DOUGLAS MD82/83/88	12.4	0.8	13.2	9.2240	0.3790	9.6030
MEP	Multi-engine piston	2.2	1.1	3.3	1.9714	1.0224	2.9938
SEP	Single-engine piston	1.9	0.4	2.3	1.7791	0.3629	2.1420
SF34	SAAB 340	78.9	4.6	83.5	46.9494	2.7470	49.6964
SW3	SWEARINGEN Merlin 3	-	-	-	-	-	-
SW4	SWEARINGEN Merlin 4	0.2	0.4	0.6	0.1626	0.3798	0.5424
T37	CESSNA T-37	-	-	-	0.0301	-	0.0301
T38	NORTHROP AT-38 Talon	-	-	-	0.0329	-	0.0329
TOTAL		626.1	49.0	675.1	736.3220	62.5128	798.8348

DRAFT

10/27/2003

Sources: ANOMS and HNTB analysis

Minneapolis St.Paul International Airport
DRAFT Forecast of Total Operations, 2007

Aircraft	Aircraft Name	2002 DEPARTURES			2007 DEPARTURES		
		DAY	NIGHT	TOTAL	DAY	NIGHT	TOTAL
A300	Airbus-300-200/600	1.4	1.2	2.6	2.5533	1.9810	4.5343
A310	Airbus-310	-	0.1	0.1	0.6404	0.7185	1.3589
A318	Airbus-318	-	-	-	3.1060	-	3.1060
A319	Airbus-319	50.8	1.7	52.5	74.4838	2.1314	76.6152
A320	Airbus-320	69.7	5.3	75.0	88.4035	6.6755	95.0790
A330	Airbus-330-200 /300	-	-	-	3.1060	-	3.1060
A340	Airbus-340-300	-	-	-	1.0353	-	1.0353
B190	BEECH 1900	5.8	-	5.8	4.7870	0.7790	5.5660
B717	BOEING 717-200	5.0	0.3	5.3	3.9430	0.1983	4.1413
B722	BOEING 727-200	14.8	3.0	17.8	4.5820	2.4838	7.0658
B732	BOEING 737-200	1.0	0.1	1.1	0.1259	0.0275	0.1534
B733	BOEING 737-300	18.1	0.6	18.7	24.9972	0.8973	25.8945
B734	BOEING 737-400	0.2	-	0.2	0.0592	0.0148	0.0740
B735	BOEING 737-500	9.5	1.0	10.5	2.8155	0.2905	3.1060
B738	BOEING 737-800	7.9	1.0	8.9	34.8864	4.2029	39.0893
B739	BOEING 737-900	-	-	-	3.1060	-	3.1060
B73G	BOEING B737-700	0.2	-	0.2	3.9369	0.2045	4.1414
B742	BOEING 747-200	-	-	-	0.0077	0.0115	0.0192
B744	BOEING 747-400	2.9	0.1	3.0	1.0086	0.0267	1.0353
B752	BOEING 757-200	50.0	3.7	53.7	45.3532	3.2533	48.6065
B753	BOEING 757-300	1.7	-	1.7	17.3461	0.2547	17.6008
B767	BOEING 767-200	-	-	-	0.8206	0.0342	0.8548
BA46	Avro 146-RJ85A	31.9	1.5	33.4	31.6458	1.4851	33.1309
BE18	BEECH 18 (piston)	0.8	-	0.8	-	-	-
BE20	BEECH 200 Super King Air (200)	0.1	-	0.1	0.8726	0.2505	1.1231
BE58	BEECH Baron (58)	0.3	0.1	0.4	0.0110	-	0.0110
BE65	BEECH Queen Air (65)	0.1	0.1	0.2	-	-	-
BE80	BEECH Queen Air (80)	3.0	3.8	6.8	3.3337	3.0773	6.4110
BE99	BEECH 99 Airliner	1.1	1.2	2.3	1.3107	1.5386	2.8493
C130	LOCKHEED C130 Hercules	4.0	-	4.0	3.9479	0.0356	3.9835
C17	MCDONNELL DOUGLAS C17A GLOBEMASTER III	-	-	-	0.0274	-	0.0274
C208	CESSNA 208 Super Cargomaster	0.1	-	0.1	0.6356	0.1589	0.7945
C212	CASA C212 Aviocar	-	-	-	0.0144	0.0048	0.0192
C310	CESSNA 310	-	-	-	0.0192	0.0137	0.0329
C402	CESSNA 402	-	-	-	0.0149	0.0125	0.0274
C5	LOCKHEED C-5 Galaxy	-	-	-	0.0274	-	0.0274
CRJ1	CANADAIR Regional Jet CRJ-100	7.2	1.0	8.2	2.7414	0.3646	3.1060
CRJ2	CANADAIR Regional Jet CRJ-200	34.5	2.2	36.7	127.5836	8.0460	135.6296
CRJ7	CANADAIR Regional Jet CRJ-700	-	-	-	1.0353	-	1.0353
CVLT	CONVAIR CV-580	-	-	-	-	-	-
DC10	MCDONNELL DOUGLAS DC-10	11.0	1.8	12.8	4.7772	1.9209	6.6981
DC3	DOUGLAS DC-3	-	-	-	-	-	-
DC8Q	DOUGLAS DC-8-70	0.8	1.1	1.9	-	0.7123	0.7123
DC9Q9	DOUGLAS DC-9-30/40/50	143.0	9.9	152.9	119.9567	10.5102	130.4669
E110	EMBRAER EMB-110 Bandeirante	-	-	-	0.0083	0.0027	0.0110
E135	EMBRAER ERJ-135	0.1	-	0.1	-	-	-
E140	EMBRAER ERJ-140	-	-	-	5.1767	-	5.1767
E145	EMBRAER ERJ-145	5.0	-	5.0	9.2975	0.0206	9.3181
E170	EMBRAER ERJ-170	-	-	-	8.2827	-	8.2827
F100	FOKKER 100	14.4	1.7	16.1	-	-	-
F16	LOCKHEED MARTIN F-16 Fighting Falcon	0.1	-	0.1	0.0466	-	0.0466
F18	MCDONNELL DOUGLAS F/A-18 Hornet	-	-	-	0.0137	0.0082	0.0219
F27	FOKKER Friendship F27	-	-	-	0.0274	-	0.0274
FA20	DASSAULT Falcon 20	0.5	0.3	0.8	0.5416	0.2666	0.8082
GA Jet	General Aviation Jets	23.5	2.1	25.6	28.5066	2.5439	31.0505
GA TP	General Aviation Turboprops	3.2	0.2	3.4	3.1029	0.2263	3.3292
J328	FAIRCHILD DORNIER 328JET	2.6	-	2.6	3.0962	0.0098	3.1060
L101	LOCKHEED L-1011 TriStar	0.3	0.1	0.4	0.3319	0.0572	0.3891
LJ25	GATES LEARJET 25	0.2	-	0.2	0.2687	0.0929	0.3616
LJ35	GATES LEARJET 35	0.1	-	0.1	0.1261	0.0383	0.1644
MD11	MCDONNELL DOUGLAS MD-11	0.1	-	0.1	0.0810	0.2450	0.3260
MD80	MCDONNELL DOUGLAS MD82/83/88	11.6	1.6	13.2	8.2924	1.3106	9.6030
MEP	Multi-engine piston	3.0	0.3	3.3	2.7289	0.2649	2.9938
SEP	Single-engine piston	2.1	0.2	2.3	1.9661	0.1759	2.1420
SF34	SAAB 340	78.1	5.4	83.5	46.5095	3.1869	49.6964
SW3	SWEARINGEN Merlin 3	-	-	-	-	-	-
SW4	SWEARINGEN Merlin 4	0.2	0.4	0.6	0.1627	0.3797	0.5424
T37	CESSNA T-37	-	-	-	0.0301	-	0.0301
T38	NORTHROP AT-38 Talon	-	-	-	0.0329	-	0.0329
TOTAL		622.0	53.1	675.1	737.6889	61.1459	798.8348

DRAFT

10/27/2003

Sources: ANOMS and HNTB analysis

Minneapolis St.Paul International Airport
Total Operations, 2002

Aircraft	ARRIVALS			DEPARTURES												TOTAL DEPARTURES				
	DAY	NIGHT	TOTAL	0-500 nm		500-1000 nm		1000-1500 nm		1500-2500 nm		2500-3500 nm		3500-4500 nm		4500+ nm		DAY	NIGHT	TOTAL
				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT			
A300	1.7	0.9	2.6	0.6	0.5	0.8	0.7	-	-	-	-	-	-	-	-	-	-	1.4	1.2	2.6
A310	0.1	-	0.1	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-	-	0.1	0.1
A318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A319	50.9	1.6	52.5	5.9	0.2	36.3	1.2	8.6	0.3	-	-	-	-	-	-	-	-	50.8	1.7	52.5
A320	69.3	5.7	75.0	12.9	1.0	29.5	2.2	26.6	2.0	0.7	0.1	-	-	-	-	-	-	69.7	5.3	75.0
A330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A340	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B190	5.8	-	5.8	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	5.8	-	5.8
B717	4.3	1.0	5.3	1.2	0.1	3.8	0.2	-	-	-	-	-	-	-	-	-	-	5.0	0.3	5.3
B722	13.2	4.6	17.8	4.0	1.1	6.1	0.9	4.4	0.9	0.3	0.1	-	-	-	-	-	-	14.8	3.0	17.8
B732	1.0	0.1	1.1	-	-	0.9	0.1	0.1	-	-	-	-	-	-	-	-	-	1.0	0.1	1.1
B733	16.8	1.9	18.7	5.1	0.2	11.1	0.3	1.9	0.1	-	-	-	-	-	-	-	-	18.1	0.6	18.7
B734	0.2	-	0.2	-	-	0.2	-	-	-	-	-	-	-	-	-	-	-	0.2	-	0.2
B735	9.7	0.8	10.5	4.1	0.4	5.4	0.6	-	-	-	-	-	-	-	-	-	-	9.5	1.0	10.5
B738	7.0	1.9	8.9	3.7	0.4	2.2	0.3	2.0	0.3	-	-	-	-	-	-	-	-	7.9	1.0	8.9
B739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B73G	0.2	-	0.2	-	-	0.2	-	-	-	-	-	-	-	-	-	-	-	0.2	-	0.2
B742	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B744	2.6	0.4	3.0	-	-	-	-	-	-	-	-	-	0.4	-	1.2	0.1	1.3	2.9	0.1	3.0
B752	48.7	5.0	53.7	10.6	0.9	9.6	0.8	26.2	1.8	2.9	0.2	0.7	-	-	-	-	-	50.0	3.7	53.7
B753	1.6	0.1	1.7	0.4	-	0.3	-	1.0	-	-	-	-	-	-	-	-	-	1.7	-	1.7
B767	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA46	33.0	0.4	33.4	20.3	0.9	11.6	0.6	-	-	-	-	-	-	-	-	-	-	31.9	1.5	33.4
BE18	0.6	0.2	0.8	0.8	-	-	-	-	-	-	-	-	-	-	-	-	-	0.8	-	0.8
BE20	0.1	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
BE88	0.3	0.1	0.4	0.3	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.1	0.4
BE85	0.2	-	0.2	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	0.2
BE80	6.6	0.2	6.8	3.0	3.8	-	-	-	-	-	-	-	-	-	-	-	-	3.0	3.8	6.8
BE99	2.2	0.1	2.3	1.1	1.2	-	-	-	-	-	-	-	-	-	-	-	-	1.1	1.2	2.3
C130	3.8	0.2	4.0	4.0	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	4.0
C17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C208	0.1	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
C212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRJ1	7.2	1.0	8.2	4.1	0.6	2.9	0.4	0.2	-	-	-	-	-	-	-	-	-	7.2	1.0	8.2
CRJ2	35.0	1.7	36.7	25.1	1.6	8.2	0.5	1.2	0.1	-	-	-	-	-	-	-	-	34.5	2.2	36.7
CRJ7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CVLT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC10	10.3	2.5	12.8	0.4	-	2.8	1.4	4.6	0.2	0.2	-	2.1	0.2	0.9	-	-	-	11.0	1.8	12.8
DC3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC8Q	0.1	1.8	1.9	0.2	0.3	0.6	0.8	-	-	-	-	-	-	-	-	-	-	0.8	1.1	1.9
DC9Q9	148.0	4.9	152.9	83.5	5.7	59.5	4.2	-	-	-	-	-	-	-	-	-	-	143.0	9.9	152.9
E110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E135	0.1	-	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
E140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E145	4.9	0.1	5.0	-	-	5.0	-	-	-	-	-	-	-	-	-	-	-	5.0	-	5.0
E170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F100	14.4	1.7	16.1	8.4	1.0	6.0	0.7	-	-	-	-	-	-	-	-	-	-	14.4	1.7	16.1
F16	0.1	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
F18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FA20	0.4	0.4	0.8	0.5	0.3	-	-	-	-	-	-	-	-	-	-	-	-	0.5	0.3	0.8
GA Jet	23.7	1.9	25.6	10.1	0.9	9.6	0.9	3.8	0.3	-	-	-	-	-	-	-	-	23.5	2.1	25.6
GA TP	3.1	0.3	3.4	3.1	0.2	0.1	-	-	-	-	-	-	-	-	-	-	-	3.2	0.2	3.4
J328	2.6	-	2.6	2.6	-	-	-	-	-	-	-	-	-	-	-	-	-	2.6	-	2.6
L101	0.3	0.1	0.4	-	-	-	-	0.1	0.1	0.1	-	0.1	-	-	-	-	-	0.3	0.1	0.4
LJ25	0.2	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	0.2	-	0.2
LJ35	0.1	-	0.1	0.1	-	0.1	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
MD11	-	0.1	0.1	-	-	0.1	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1
MD80	12.4	0.8	13.2	5.1	0.7	6.5	0.9	-	-	-	-	-	-	-	-	-	-	11.6	1.6	13.2
MEP	2.2	1.1	3.3	3.0	0.3	-	-	-	-	-	-	-	-	-	-	-	-	3.0	0.3	3.3
SEP	1.9	0.4	2.3	2.1	0.2	-	-	-	-	-	-	-	-	-	-	-	-	2.1	0.2	2.3
SF34	78.9	4.6	83.5	78.1	5.4	-	-	-	-	-	-	-	-	-	-	-	-	78.1	5.4	83.5
SW3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW4	0.2	0.4	0.6	0.2	0.4	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.4	0.6
T37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	626.1	49.0	675.1	310.9	28.5	219.5	17.7	80.7	6.2	4.2	0.4	3.3	0.2	2.1	0.1	1.3	-	622.0	53.1	675.1

**Minneapolis St.Paul International Airport
DRAFT Forecast of Total Operations, 2007**

Aircraft	ARRIVALS			DEPARTURES																	
	DAY	NIGHT	TOTAL	0-500 nm (1)		500-1000 nm (2)		1000-1500 nm (3)		1500-2500 nm (4)		2500-3500 nm (5)		3500-4500 nm (6)		4500+ nm (7)		TOTAL DEPARTURES			
				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	TOTAL	
A300	2.2984	2.2459	4.5343	0.7921	0.5002	1.7426	1.4510	0.0186	0.0298	-	-	-	-	-	-	-	-	2.5533	1.9810	4.5343	
A310	0.7651	0.5938	1.3589	0.1236	0.1394	0.4844	0.5429	0.0324	0.0362	-	-	-	-	-	-	-	-	0.6404	0.7185	1.3589	
A318	2.5883	0.5177	3.1060	-	-	1.0353	-	2.0707	-	-	-	-	-	-	-	-	-	3.1060	-	3.1060	
A319	74.8420	1.7732	76.6152	9.1435	0.2491	52.7135	1.5383	12.6268	0.3440	-	-	-	-	-	-	-	-	74.4838	2.1314	76.6152	
A320	85.2666	9.8124	95.0790	17.8852	1.3483	37.6025	2.7829	32.0552	2.4511	0.8606	0.0932	-	-	-	-	-	-	88.4035	6.6755	95.0790	
A330	3.1060	-	3.1060	-	-	-	-	-	-	-	-	1.0353	-	2.0707	-	-	-	3.1060	-	3.1060	
A340	1.0353	-	1.0353	-	-	-	-	-	-	-	-	-	-	1.0353	-	-	-	1.0353	-	1.0353	
B190	5.5051	0.0609	5.5660	4.7870	0.7790	-	-	-	-	-	-	-	-	-	-	-	-	4.7870	0.7790	5.5660	
B717	3.3762	0.7651	4.1413	-	-	3.9430	0.1983	-	-	-	-	-	-	-	-	-	-	3.9430	0.1983	4.1413	
B722	3.1761	3.8897	7.0658	1.1710	0.8614	0.5778	0.7668	2.7255	0.8163	0.1077	0.0393	-	-	-	-	-	-	4.5820	2.4838	7.0658	
B732	0.1140	0.0394	0.1534	-	-	0.0384	0.0096	0.0875	0.0179	-	-	-	-	-	-	-	-	0.1259	0.0275	0.1534	
B733	23.2731	2.6214	25.8945	6.3313	0.2258	15.6618	0.5587	3.0008	0.1090	0.0033	0.0038	-	-	-	-	-	-	24.9972	0.8973	25.8945	
B734	0.0456	0.0284	0.0740	-	-	0.0298	0.0049	0.0261	0.0061	0.0033	0.0038	-	-	-	-	-	-	0.0592	0.0148	0.0740	
B735	2.8578	0.2482	3.1060	-	-	2.8155	0.2905	-	-	-	-	-	-	-	-	-	-	2.8155	0.2905	3.1060	
B738	30.6945	8.3948	39.0893	15.4827	1.8646	15.1316	1.8226	3.9359	0.4747	0.3362	0.0410	-	-	-	-	-	-	34.8864	4.2029	39.0893	
B739	2.5883	0.5177	3.1060	-	-	-	-	3.1060	-	-	-	-	-	-	-	-	-	3.1060	-	3.1060	
B73G	3.8858	0.2556	4.1414	-	-	1.7716	0.0920	1.1811	0.0614	0.9842	0.0511	-	-	-	-	-	-	3.9369	0.2045	4.1414	
B742	0.0129	0.0063	0.0192	-	-	0.0039	0.0057	0.0038	0.0058	-	-	-	-	-	-	-	-	0.0077	0.0115	0.0192	
B744	0.8871	0.1482	1.0353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0086	0.0267	1.0353	
B752	43.2026	5.4039	48.6065	8.5089	0.6204	7.5644	0.6296	23.9708	1.6612	4.2950	0.3203	1.0141	0.0218	-	-	-	-	45.3532	3.2533	48.6065	
B753	16.7815	0.8193	17.6008	1.7346	0.0255	3.4692	0.0509	10.8413	0.1592	1.3010	0.0191	-	-	-	-	-	-	17.3461	0.2547	17.6008	
B767	0.4103	0.4445	0.8548	-	-	0.8206	0.0342	-	-	-	-	-	-	-	-	-	-	0.8206	0.0342	0.8548	
BA46	32.7291	0.4018	33.1309	19.6204	0.9208	12.0254	0.5643	-	-	-	-	-	-	-	-	-	-	31.6458	1.4851	33.1309	
BE18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
BE20	0.8254	0.2977	1.1231	0.8726	0.2505	-	-	-	-	-	-	-	-	-	-	-	-	0.8726	0.2505	1.1231	
BE58	0.0027	0.0083	0.0110	0.0110	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0110	-	0.0110	
BE65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
BE80	6.1546	0.2564	6.4110	3.3337	3.0773	-	-	-	-	-	-	-	-	-	-	-	-	3.3337	3.0773	6.4110	
BE99	2.7353	0.1140	2.8493	1.3107	1.5386	-	-	-	-	-	-	-	-	-	-	-	-	1.3107	1.5386	2.8493	
C130	3.8027	0.1808	3.9835	3.9479	0.0356	-	-	-	-	-	-	-	-	-	-	-	-	3.9479	0.0356	3.9835	
C17	0.0219	0.0055	0.0274	0.0274	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0274	-	0.0274	
C208	0.6698	0.1247	0.7945	0.6356	0.1589	-	-	-	-	-	-	-	-	-	-	-	-	0.6356	0.1589	0.7945	
C212	0.0154	0.0038	0.0192	0.0144	0.0048	-	-	-	-	-	-	-	-	-	-	-	-	0.0144	0.0048	0.0192	
C310	0.0055	0.0274	0.0329	0.0192	0.0137	-	-	-	-	-	-	-	-	-	-	-	-	0.0192	0.0137	0.0329	
C402	0.0125	0.0149	0.0274	0.0149	0.0125	-	-	-	-	-	-	-	-	-	-	-	-	0.0149	0.0125	0.0274	
C5	0.0274	-	0.0274	0.0274	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0274	-	0.0274	
CRJ1	2.7383	0.3677	3.1060	-	-	2.7414	0.3646	-	-	-	-	-	-	-	-	-	-	2.7414	0.3646	3.1060	
CRJ2	129.4857	6.1439	135.6296	64.9481	4.2902	60.2075	3.5954	2.4280	0.1604	-	-	-	-	-	-	-	-	127.5836	8.0460	135.6296	
CRJ7	1.0353	-	1.0353	-	-	1.0353	-	-	-	-	-	-	-	-	-	-	-	1.0353	-	1.0353	
CVLT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DC10	4.7872	1.9109	6.6981	0.0812	0.0780	1.4198	1.3580	0.6310	0.2858	0.2845	0.0784	2.3607	0.1207	-	-	-	-	4.7772	1.9209	6.6981	
DC3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DC8Q	-	0.7123	0.7123	-	0.5627	-	0.1496	-	-	-	-	-	-	-	-	-	-	-	0.7123	0.7123	
DC9Q9	125.6982	4.7687	130.4669	67.9370	5.6730	52.0197	4.8372	-	-	-	-	-	-	-	-	-	-	119.9567	10.5102	130.4669	
E110	0.0055	0.0055	0.0110	0.0083	0.0027	-	-	-	-	-	-	-	-	-	-	-	-	0.0083	0.0027	0.0110	
E135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
E140	5.1767	-	5.1767	5.1767	-	-	-	-	-	-	-	-	-	-	-	-	-	5.1767	-	5.1767	
E145	9.1848	0.1333	9.3181	2.0661	0.0046	7.2314	0.0160	-	-	-	-	-	-	-	-	-	-	9.2975	0.0206	9.3181	
E170	8.2827	-	8.2827	-	-	8.2827	-	-	-	-	-	-	-	-	-	-	-	8.2827	-	8.2827	
F100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
F16	0.0466	-	0.0466	0.0466	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0466	-	0.0466	
F18	0.0219	-	0.0219	0.0137	0.0082	-	-	-	-	-	-	-	-	-	-	-	-	0.0137	0.0082	0.0219	
F27	0.0274	-	0.0274	0.0274	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0274	-	0.0274	
FA20	0.4520	0.3562	0.8082	0.5416	0.2666	-	-	-	-	-	-	-	-	-	-	-	-	0.5416	0.2666	0.8082	
GA Jet	28.6329	2.4176	31.0505	11.4836	1.5867	12.3183	0.6556	4.6794	0.3016	0.0253	-	-	-	-	-	-	-	28.5066	2.5439	31.0505	
GA TP	3.0084	0.3208	3.3292	3.0053	0.1331	0.0826	0.0932	0.0150	-	-	-	-	-	-	-	-	-	3.1029	0.2263	3.3292	
J328	3.0962	0.0098	3.1060	3.0962	0.0098	-	-	-	-	-	-	-	-	-	-	-	-	3.0962	0.0098	3.1060	
L101	0.2751	0.1140	0.3891	-	-	0.0332	0.0057	0.1991	0.0343	0.0996	0.0172	-	-	-	-	-	-	0.3319	0.0572	0.3891	
LJ25	0.2351	0.1265	0.3616	0.2105	0.0929	0.0582	-	-	-	-	-	-	-	-	-	-	-	0.2687	0.0929	0.3616	
LJ35	0.0975	0.0669	0.1644	0.1261	0.0383	-	-	-	-	-	-	-	-	-	-	-	-	0.1261	0.0383	0.1644	
MD11	0.1801	0.1459	0.3260	0.0041	0.0233	0.0668	0.1847	0.0087	0.0356	0.0007	0.0007	0.0007	0.0007	-	-	-	0.0810	0.2450	0.3260		
MD80	9.2240	0.3790	9.6030	-	-	7.3394	1.1625	0.9530	0.1481	-	-	-	-	-	-	-	-	8.2924	1.3106	9.6030	
MEP	1.9714	1.0224	2.9938	2.7289	0.2649	-	-	-	-	-	-	-	-	-	-	-	-	2.7289	0.2649	2.9938	
SEP	1.7791	0.3629	2.1420	1.9661	0.1759	-	-	-	-	-	-	-	-	-	-	-	-	1.9661	0.1759	2.1420	
SF34	46.9494	2.7470	49.6964	46.5095	3.1869	-	-	-	-	-	-	-	-	-	-	-	-	46.5095	3.1869	49.6964	
SW3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SW4	0.1626	0.3798	0.5424	0.1627	0.3797	-	-	-	-	-	-	-	-	-	-	-	-	0.1627	0.3797	0.5424	
T37	0.0301	-	0.0301	0.0301	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0301	-	0.0301	
T38	0.0329	-	0.0329	0.0329	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0329	-	0.0329	
TOTAL	736.3220	62.5128	798.8348	305.9978	29.4039	310.2676	23.7657	104.5967	7.1385	8.3014	0.6679	4.4108	0.1432	3.1060	-	-	1.0086	0.0267	737.6889	61.1459	798.8348

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Chad E. Leque – Manager, Aviation Noise and Satellite Programs

SUBJECT: **REVIEW OF INPUT RECEIVED AT THE FOURTH QUARTER NOISE PUBLIC INPUT MEETING HELD ON OCTOBER 28, 2003**

DATE: November 6, 2003

One of the elements of the Metropolitan Airports Commission's approved framework for an MSP Airport Noise Oversight Committee (NOC) requires MAC staff to conduct quarterly public input meetings. The intent is to ensure residents' concerns are considered as part of the ongoing effort by the MAC and the NOC to address noise issues around MSP. The following memorandum provides a summary of the comments received at the last public input meeting. The NOC may also review these topics as possible future action items if the members so desire.

On October 28, 2003 MAC Aviation Noise and Satellite Program staff conducted the fourth quarter 2003 public input meeting. Approximately 11 people attended the meeting and 2 individuals made comments. One of the individuals presented questions, which she wanted answered by MAC staff. The questions focused on capacity requirements and the development of MSP, permanent noise monitor locations and the school insulation program. MAC staff is providing written responses to these questions. The comments and associated responses (when completed) can be found on the MAC Noise Program's website accessible on the Internet via www.msppairport.com or at www.macnoise.com. The other speaker, Mr. Guy Heide, read prepared remarks he later submitted to staff at the meeting.

In summary, Mr. Heide requested the NOC review the following issues:

- The alleged (by Mr. Heide) inappropriate use of the 1996 Noise Exposure Map as the single determinate to establish eligibility in the Part 150 Residential Sound Insulation Program.
- The use, or lack thereof, of ambient (non-aircraft) noise consideration in MAC's Airport Noise and Operations Monitoring System's (ANOMS) calculation of aircraft DNL values.

The above topics are provided to MAC Commissioners for informational purposes only and to NOC members for consideration as possible future discussion items if the Committee members so desire. In addition to the above points, one NOC input form was submitted at the meeting. That form and Mr. Heide's submitted comments have been provided along with this memo for your review.

The next quarterly public input meeting is scheduled for January 27, 2004.

Committee Action

This is an informational item only – no action is required.

MSP NOISE OVERSIGHT COMMITTEE PUBLIC INPUT FORM

Date: 10/28/03
Name: Quinn & Dolly Palen
Address: 4007 Boardman St
◆



City: Mpls MN Zip Code: 55417

PLEASE WRITE YOUR CONCERNS HERE AND/OR ATTACH ANY CORRESPONDENCE.

My wife and I live at the residence above. Currently for the ISO sound and insulation program had stopped at 38th Boardman St. TWO blocks away. There are Mac homes all around us as well (on 54th St, 56th St 42 Ave etc) Every where but our block. I have made several calls to complain/give my input but I have not been given any written responses other than a verbal "we don't have the new contours yet". I am continually woken up at night by planes. I work night some times and I will try to sleep during the day. But I cannot due to planes, planes and more planes going over my house. I know you determine what homes will be done by decibal levels but all I hear is planes and their noise. IF a decibal level is lower in one area than the other does that mean that I hear that plane any less? Thank you for your time in reading my input.

Please mail this form to: MSP Noise Oversight Committee, c/o NOC Secretary, 6040 28th Avenue S., Minneapolis, MN 55450 or fax it to: (612) 725-6310.

Or if attending a NOC or Public Input Meeting, you can drop the form off at the registration desk. The form is also available on the Web at www.macnoise.com.

Check box if applicable:

Please direct this form to Representative _____ (optional).

OVER →

October 28, 2003

Two Questions for review by the Noise Oversight Committee (NOC):

1. The Commissioners submitted a 1996 Noise Exposure Map to the FAA, which they have made the single determinant to establish eligibility in the Part 150 Residential Sound Insulation Program. This 1996 map was based on a new Runway Use System to be implemented when Runway #4/22 was extended by 2,750 feet. The new Runway Use System was designed to increase noise over Bloomington/South Richfield and reduce noise over Mendota Heights and South Minneapolis.

The Commissioners submitted this proposal to the FAA as Noise Abatement Measure NA-12. However, the FAA subsequently "disapproved" measure NA-12.

The Part 150 Regulations at 14 CFR 150.21(d) require the airport operator to revise a map when an assumption on which it was based is "subsequently disapproved by the FAA." However, the Commissioners appear to have violated this Regulation as they did not revise the 1996 map. This new Runway Use System was never implemented at the airport and the 1996 map contours never materialized at the airport.

By continuing to use the 1996 map, I believe 200 people in Mendota Heights and 9,410 people in South Minneapolis may have been illegally ruled ineligible for the Part 150 Residential Sound Insulation Program.

There is also some evidence that the Commissioners have attempted to conceal the FAA's disapproval of Measure NA-12.

I request an investigation by the Noise Oversight Committee.

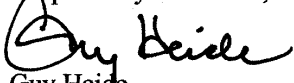
2. The Commissioners' ANOMS system does not include ambient noise in calculating "DNL" values. On May 12, 2003 I wrote the Commission regarding this oversight. In a letter dated June 17, 2003 a member of the staff responded that the Part 150 Regulations do "not require the consideration of non-aircraft or ambient noise levels."

This statement contradicts the Commissioners' statement on Page 2-5 of the current Part 150 Update, which states: "FAR Part 150 requires that ambient (non-aircraft) noise be considered in the definition of non-compatible land uses."

14 CFR A150.3(b) states that DNL is to include the "cumulative exposure of individuals to noise around airports" which would include ambient noise.

I request an investigation by the Noise Oversight Committee into whether ANOMS is accurately computing "DNL," or whether the ANOMS system has been programmed to generate "DNL" reports that are too low and that are not in compliance.

Respectfully submitted,


Guy Heide

Ldn is such a noise descriptor (also depicted as "DNL" by some organizations) and was developed under the auspices of the U.S. Environmental Protection Agency (EPA) for use in describing aircraft noise impacts and other environmental noise impacts. Ldn is the index preferred by the FAA, which has developed its own computer program for Ldn calculation. In addition, it has been adopted by the EPA and is recognized by the U.S. Department of Housing and Urban Development and the Department of Defense as a proper basis for land use planning around airports.

Ldn is a logarithmic average of sound levels in dBA. It is based upon a 24-hour Equivalent Sound Level (Leq) and is weighted to account for people's increased noise sensitivity between 10:00 PM and 7:00 AM. A 10 dBA penalty is applied to noise events occurring during this nighttime period (see Figure 2-2). Ldn can be measured or calculated using a computer model such as the FAA's Integrated Noise Model (INM). The procedure for modeling aircraft noise takes into account flight paths, number of operations, and the flyover noise associated with a given aircraft on a given flight path corrected for the duration of the sound. Contours of equal Ldn value are then developed and mapped, reflecting the average noise of takeoffs and landings over a year's time. Ldn may also be used for quantifying other noise sources such as auto traffic, and for comparing them to airport-generated noise.

2.1.2 Factors Affecting Compatibility

One of the objectives of FAR Part 150 is to establish uniform systems for describing aircraft noise and developing compatibility criteria. The criteria recommended for use around Minneapolis-Saint Paul International Airport (MSP), described below, are generally consistent with the criteria spelled out in FAR Part 150. Some of the factors which affect compatibility and which are not addressed by the criteria shown in the Regulation's Summary Table are listed below.

- Insulation of a building does little or nothing to reduce aircraft noise when occupants have windows open or are engaged in activities outside the building.
- There are transportation corridors running through the area in which ground traffic generates Ldn noise levels comparable to aircraft Ldn noise levels. FAR Part 150 requires that ambient (non-aircraft) noise be considered in the definition of non-compatible land uses. In practice, noise levels associated with roadway noise will approach significant levels only in the immediate vicinity of the transportation corridor (see Section 2.3, EXISTING NOISE ENVIRONMENT).

2.1.3 Recommended Compatibility Criteria

The following are notes on selected categories of land use, explaining the rationale for the criteria:

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Chad E. Leque – Manager, Aviation Noise and Satellite Programs

SUBJECT: **FINALIZATION OF 2004 NOC WORK PLAN**

DATE: November 6, 2003

On October 23, 2003 the MSP Noise Oversight Committee (NOC) reviewed a preliminary draft 2004 NOC Work Plan. The committee tabled the finalization of the 2004 NOC Work Plan until the November 20, 2003 NOC meeting to allow members the opportunity to review the draft and come prepared to finalize a plan at the November 20th NOC meeting.

A copy of the Draft 2004 NOC Work Plan is attached for your review.

Committee Action

Review the attached draft work plan and finalize the 2004 NOC Work Plan.

**PRELIMINARY
DRAFT**



**Minneapolis/St. Paul International Airport (MSP)
Noise Oversight Committee (NOC)**

2004 MSP NOC WORK PLAN

1. MSP PART 150 UPDATE

- a. Part 150 document update – including incorporation of new forecast information and noise contours
- b. Review the preliminary Draft Part 150 noise contours with Noise Compatibility Program (NCP) elements
- c. Provide input to MAC on Draft Part 150 Update document publication and public comment period
- d. Review of information and format for a public workshop covering the base case and forecast noise contours with NCP elements
- e. Review of Part 150 Update document public hearing/workshop information and format
- f. Review of Part 150 Update document comments and responses

2. MSP NOISE PROGRAM SPECIFIC EFFORTS

- a. Establish a comprehensive airport noise public information program
- b. Develop a noise abatement sensitivity training program/materials for pilots
- c. Review NOC member cities' planning and development practices as they relate to known airport noise impact areas

3. CONTINUE REVIEW OF PUBLIC INPUT

- a. Assessment of nighttime operations and associated noise impacts
- b. Continue to review input received from the public input meetings as possible agenda items

MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)

FROM: Chad E. Leque – Manager, Aviation Noise and Satellite Programs

SUBJECT: ESTABLISH 2004 NOC MEETING DATES

DATE: November 6, 2003

To prepare for NOC business in 2004, and ensure calendar coordination, NOC meeting dates for 2004 must be established. Considering the past several meetings that were held on the third Thursday of the respective months, and the desirable nature of such dates in establishing meeting dates in 2003, staff would like to propose a 2004 monthly NOC meeting schedule with meetings the third Thursday of every month.

As such, the 2004 NOC meeting dates would be as follows:

January 15, 2004	July 15, 2004
February 19, 2004	August 19, 2004
March 18, 2004	September 16, 2004
April 15, 2004	October 21, 2004
May 20, 2004	November 18, 2004
June 17, 2004	

Committee Action

Approve the above monthly 2004 NOC meeting dates, with meetings every month except for December, meeting the third Thursday of each month.

