

Noise Oversight Committee:

MSP FairSkies Coalition Goals

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September 20th 2017





What do we want?

Less noise

No surprises

What concerns us?

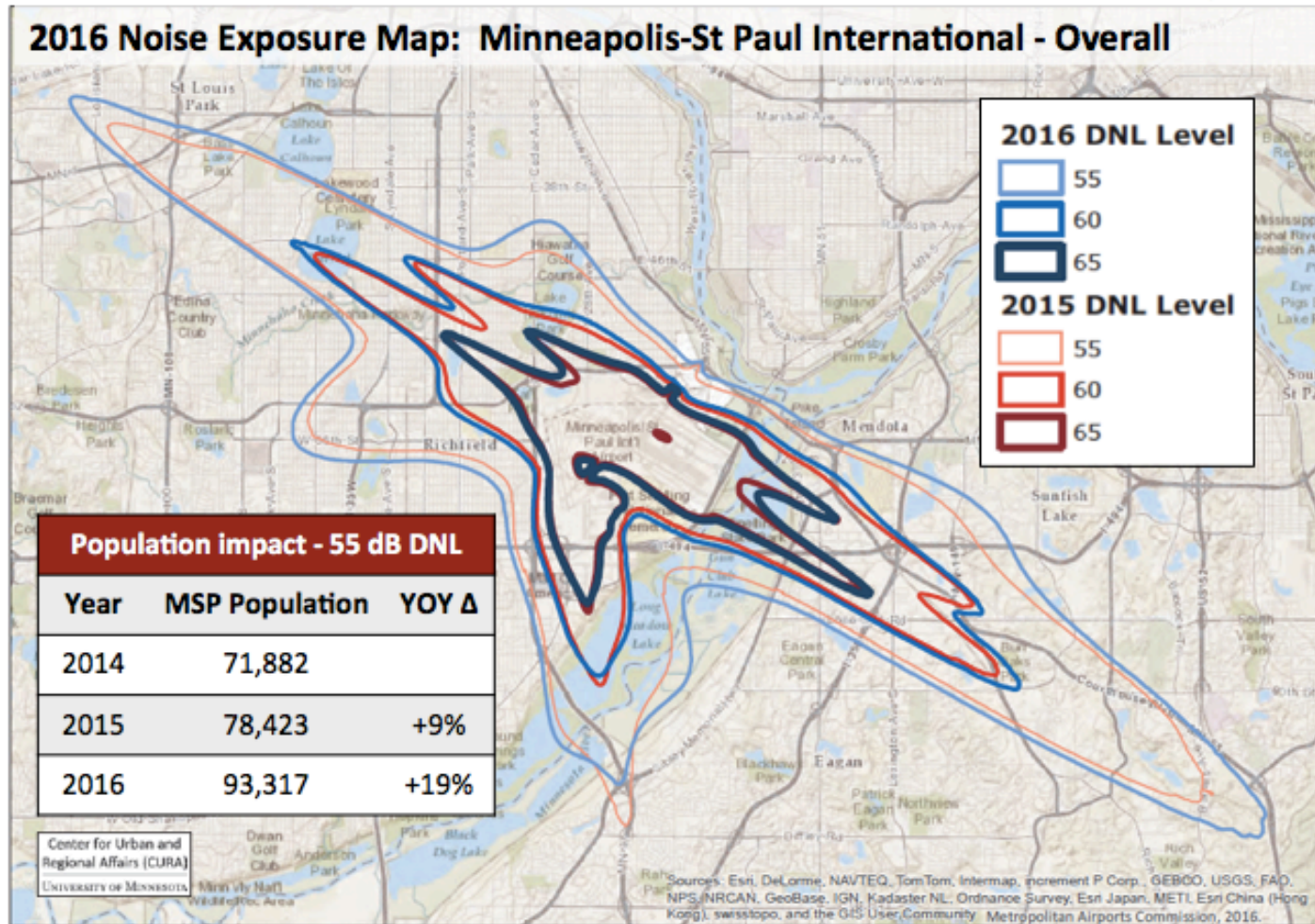
MSP noise is increasing



How do we know this?

MAC data we acquired show that across the MSP area, the population impacted by at least 55 dB DNL aircraft noise increased 30% in the last two years, to nearly 100,000

ESTIMATED



What concerns us?

MSP noise is increasing

**FAA on noise impact is
“arbitrary and capricious”**

How do we know this?

United States Court of Appeals
FOR THE DISTRICT OF COLUMBIA CIRCUIT

Argued March 17, 2017

Decided August 29, 2017

*“The petitioners argue that the
FAA’s approval of the new
flight routes was
arbitrary and capricious...
We agree.”**

* City of Phoenix v. Huerta and FAA. The court decided unanimously on the merits of the case. The sole dissent addressed only the question of timeliness in filing the case



What we don't want

PHX

United States Court of Appeals
FOR THE DISTRICT OF COLUMBIA CIRCUIT

A result of FAA's NextGen implementation



STATE OF MARYLAND
OFFICE OF THE GOVERNOR

LARRY HOGAN
GOVERNOR

May 11, 2017

Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: NextGen Flight Path

NYC LGA

Population exposed to 55 dB DNL Noise*

2010 **370,000**

Pre NextGen

2016 **774,000**

Post NextGen

MSP

**Any of that to
happen here**

AKA outdated NEPA processes used against us

* Analysis of FAA data obtained through FOIA and Port Authority Part 150
We also are not asking for additional mitigation, further out than 60 dB DNL

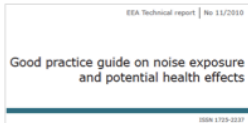


How to succeed?

- 1. Agree on the problem**
- 2. Baseline with meaningful and readily available data**
- 3. Set improvement goals**
- 4. Collaborate to reach goals**

Anatomy of a problem

Annoyance is just one concern with airplane noise. Studies also show a negative association between 55 dB DNL noise, health and learning



Lower levels of reading comprehension for children
2010



Increased risk of cardiovascular disease
2013



Increased risk of stroke, cardiovascular and congestive heart disease
2013

Environmental Protection Agency evaluation of noise, 1978

Table VIII
Yearly L_{dn} Values That Protect Public Health and Welfare with a Margin of Safety

EFFECT	LEVEL	AREA
Hearing	$L_{eq(24)} \leq 70$ dB	All areas (at the ear)
Outdoor activity interference and annoyance	$L_{dn} \leq 55$ dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{eq(24)} \leq 55$ dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	$L_{dn} \leq 45$ dB	Indoor residential areas
	$L_{eq(24)} \leq 45$ dB	Other indoor areas with human activities such as schools, etc.

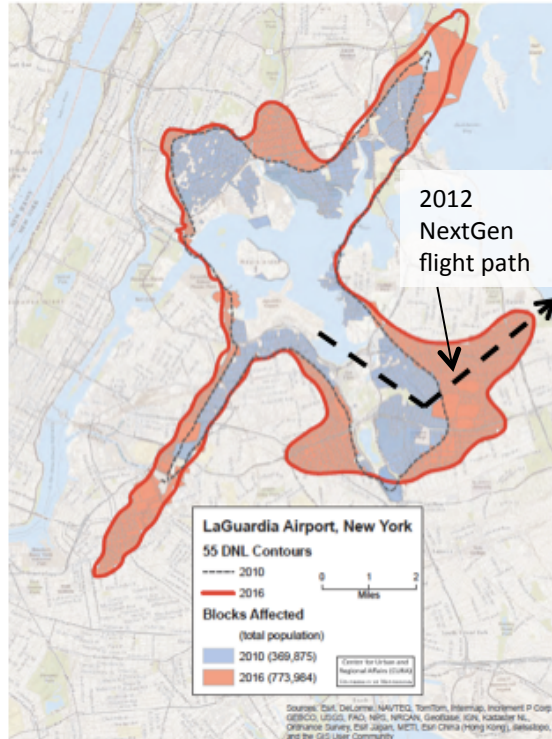
Is this a problem?

A bad trend at MSP

Impact of
55 dB DNL
increases
30% in two
years

Hiding noise with 55 dB DNL

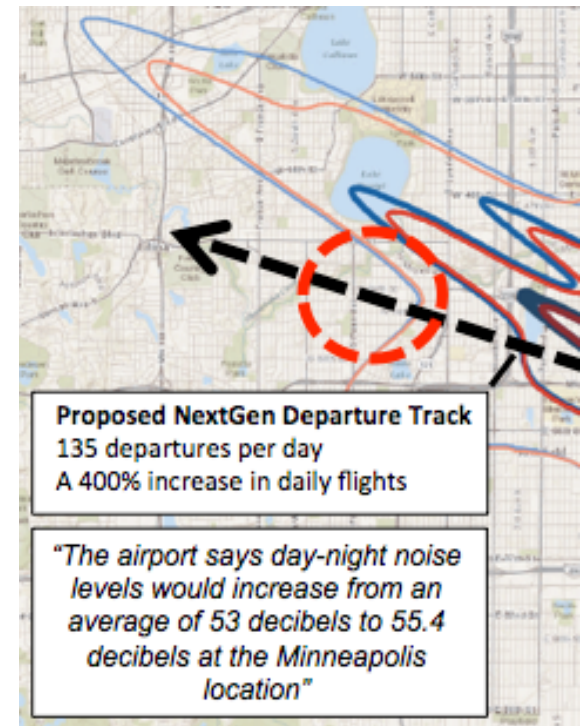
LGA Noise Exposure Map 2010 vs. 2016



110% increase in people exposed to 55
dB DNL noise post NextGen flight path

What's past is prologue

2012 proposal for MSP NextGen departures



Baseline: Today's view

“The Annual Noise Contour Report does not include population counts.”

The FAA reporting standard would show only a couple thousand people impacted by **65 dB DNL**



Minneapolis St. Paul International Airport (MSP) 2016 Annual Noise Contour Report

Table 2.5 Summary of 2016 Actual DNL Noise Contour Unit Counts

City	Count	Dwelling Units Within DNL (dB) Interval									
		Single Family					Multi-Family				
		60-64	65-69	70-74	75+	Total	60-64	65-69	70-74	75+	Total
Minneapolis	Completed	7045	1636	-	-	8681	447	507	-	-	954
	Additional	1352	-	-	-	1352	237	-	-	-	237
	Total	8387	1636	-	-	10023	684	507	-	-	1191
Bloomington	Completed	16	1	-	-	17	513	-	-	-	513
	Additional	-	-	-	-	-	-	-	-	-	-
	Total	16	1	-	-	17	513	-	-	-	513
Richfield	Completed	689	22	-	-	711	66	-	-	-	66
	Additional	-	-	-	-	-	-	-	-	-	-
	Total	689	22	-	-	711	66	-	-	-	66
Eagan	Completed	319	15	-	-	334	38	-	-	-	38
	Additional	-	-	-	-	-	-	-	-	-	-
	Total	319	15	-	-	334	-	-	-	-	-
Mendota Heights	Completed	43	1	-	-	44	-	-	-	-	-
	Additional	-	-	-	-	-	-	-	-	-	-
	Total	43	1	-	-	44	-	-	-	-	-
All Cities	Completed	8112	1675	-	-	9787	1064	507	-	-	1571
	Additional	1352	-	-	-	1352	237	-	-	-	237
	Total	9464	1675	-	-	11139	1301	507	-	-	1808

Notes:

Block intersect methodology

Multi-Family = 4+ Units

Units that declined mitigation or were determined to be ineligible for participation in the current program are not included in the table.

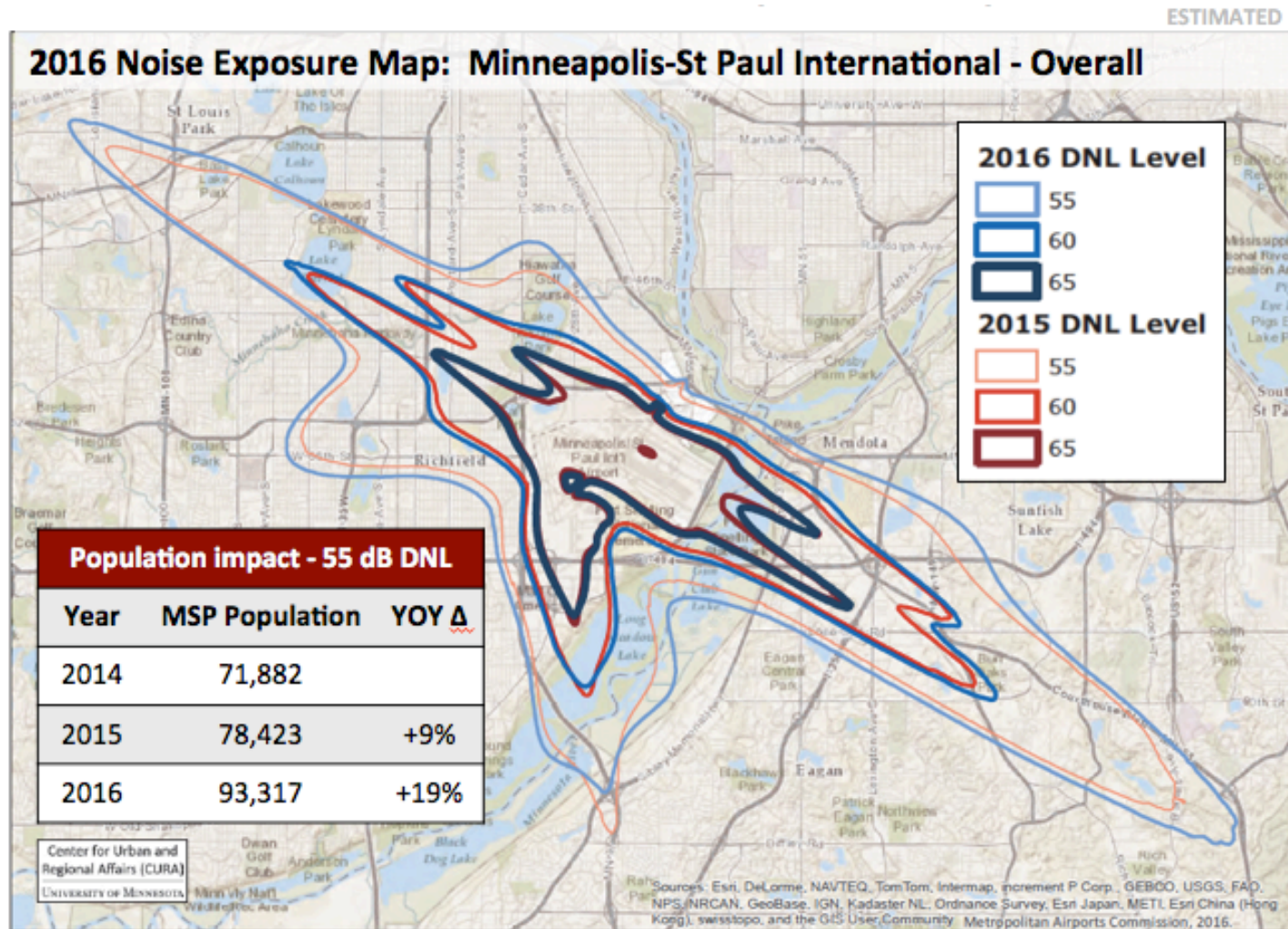
As a result of updated parcel information the MAC obtained from Metro GIS in January 2017, the unit counts in the tables above have slightly different values than previously published.

Source: HNTB provided AEDT contours, MAC analysis, 2017



Baseline: A better view

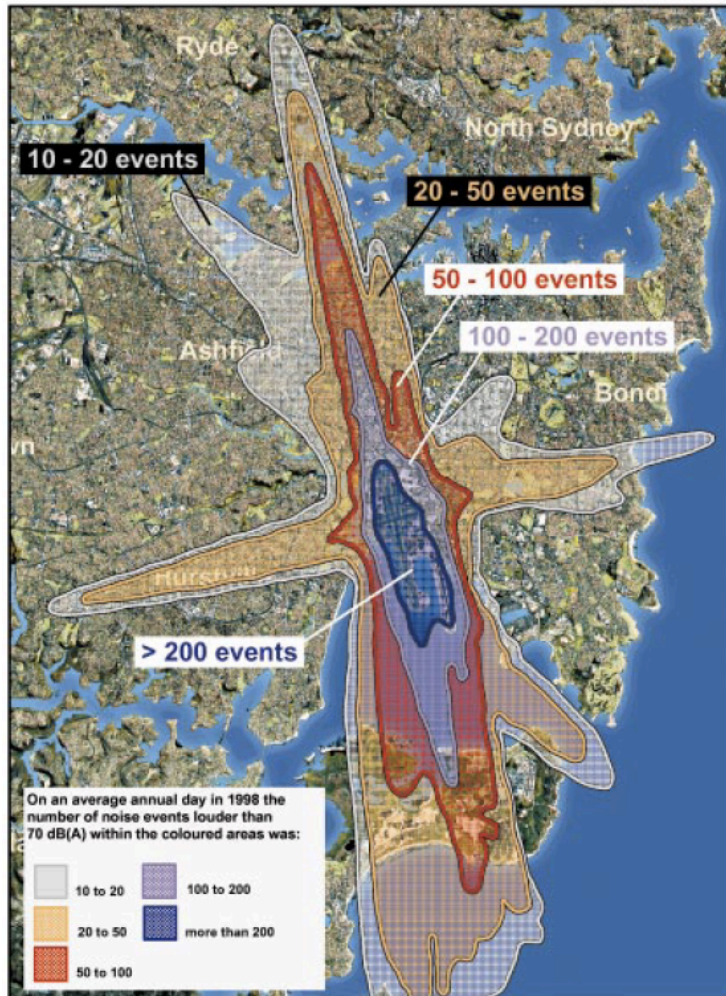
International standards (**55 dB DNL**) show the impact of noise is far larger & is growing dramatically



Baseline: A new view

Nx (N70) single event map

Sydney Airport



United States Court of Appeals FOR THE DISTRICT OF COLUMBIA CIRCUIT

Argued March 17, 2017

Decided August 29, 2017

- “The FAA’s proposal **would increase by 300%** the number of aircraft flying over twenty-five historic neighborhoods...The idea that a change with these effects would not be highly controversial is “so implausible” that it could not reflect reasoned decisionmaking.”
- “In short, the FAA had several reasons to anticipate that the new flight routes would be highly controversial: The agency was **changing routes that had been in place for a long time**...The air traffic in some areas would **increase by 300%**”

A baseline to prepare us

1. A 55 dB DNL contour
 2. A 55 dB DNL NEM
 3. An N65 contour
 4. An N65 NEM
- NOC/MAC staff suggestions?
 - Data-driven decisions based on citizen expectations

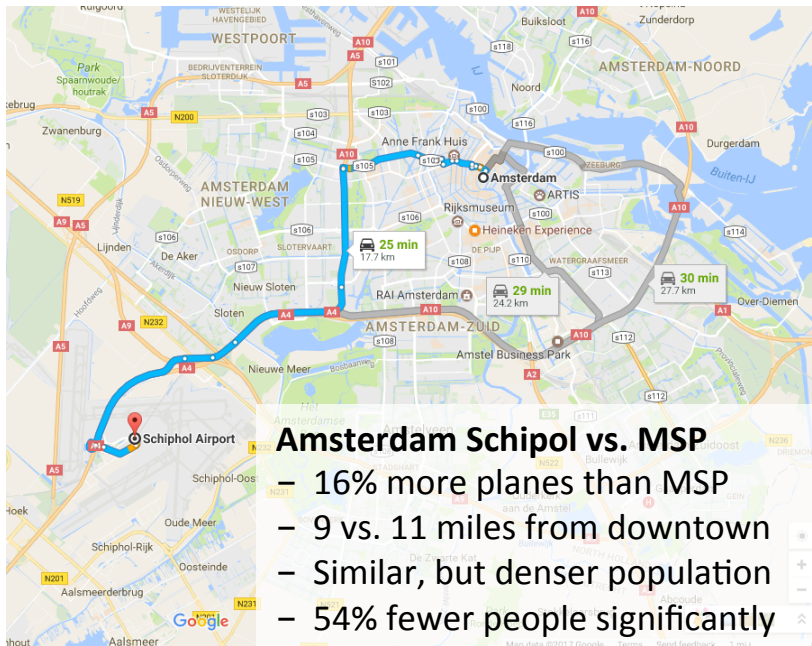
3. Set goals

Target Amsterdam:

Reduce the population impacted by 55 dB DNL noise from MSP by 50% by 2025 AND ensure it's fairly distributed

NOC suggestion:

?



Amsterdam Schipol vs. MSP

- 16% more planes than MSP
- 9 vs. 11 miles from downtown
- Similar, but denser population
- 54% fewer people significantly impacted by 55 dB DNL noise

4. Collaborate

Voice of Citizen

1. Noise Oversight?
 2. City reps on NOC have many stakeholders, not just residents
 3. Industry-City / 6-6 split on NOC:
Few citizens we talk to deem this to be fair, reasonable or as providing citizens a true voice in the process
- These concerns undermine the legitimacy and effectiveness of the NOC in the eyes of concerned citizens
 - Citizens need a “seat at the table” in order to effectively collaborate

Alternatives

1. Noise Reduction
2. Directly integrate a Voice of Citizen “listening post” onto the NRC.
Several possible models exist:
 - School Board “student” rep who applies and is selected
 - Appointed Ombudsman
 - Elected/seconded by citizen groups (e.g. LAX Roundtable)
 - Other?
3. Use that direct VOC to better understand community standards and enhance NRC’s legitimacy

Will you...

Ways to help improve our community	Decision	If not, why not?
1. Produce a 55 dB DNL contour?	Yes No	_____
2. Publish a 55 dB DNL NEM?	Yes No	_____
3. Produce an N65 contour?	Yes No	_____
4. Publish an N65 NEM?	Yes No	_____
5. Establish a goal to <u>reduce</u> noise?	Yes No	_____
6. Enhance the NOC with greater stakeholder (citizen) representation?	Yes No	_____

Next steps

1. NOC to review this proposal
2. Integrate into the work plan
3. Collaborate to reduce noise



What?

Less Noise



www.mspfairskies.com



What?

No Surprises



www.mspfairskies.com



What?

Meaningful data



www.mspfairskies.com



What?

Collaborative plan



www.mspfairskies.com