

**METROPOLITAN AIRPORTS COMMISSION
ST. PAUL DOWNTOWN AIRPORT ADVISORY COUNCIL
MEETING MINUTES**

Tuesday, 14 April 2009, 4:00pm
St. Paul Airport

Call to Order

A meeting of the Downtown Airport Advisory Council (DAAC), having been duly called, was held Tuesday, 14 January 2009, in the Administration Building of the St. Paul Downtown Airport. Chair Glenn Weibel called the meeting to order at 4:00 p.m. The following were in attendance:

Representatives: A. Hunt; J. Dorer; C. Peterson; L. Lencowski; G. Weibel; D. Lessard; B. Hagerty; F. Clayton; J. Jungwirth; J. Englin; G. Berquist

Staff: G. Fries; P. Mosites; J. Lewis

Others:

Excused Absence: K. Shmaltz; J. Miersch

1. Approval of the 14 April 2009 Meeting Agenda

IT WAS MOVED BY REPRESENTATIVE HAGERTY AND SECONDED BY REPRESENTATIVE DORER TO APPROVE THE AGENDA FOR THE 14 APRIL 2009 MEETING.

THE MOTION CARRIED BY UNANIMOUS VOTE.

2. Approval of the 13 January 2009 Meeting Minutes

IT WAS MOVED BY REPRESENTATIVE HAGERTY AND SECONDED BY REPRESENTATIVE LESSARD TO APPROVE THE MINUTES FOR THE 13 JANUARY 2009 MEETING.

THE MOTION CARRIED BY UNANIMOUS VOTE.

3. STP Long-term Comprehensive Plan Update

Bridget Rief, MAC Airport Development, distributed revised draft forecast numbers related to the Downtown St Paul Airport (STP) Long-term Comprehensive Plan (LTCP). She reminded Council members that the tower at STP is not open 24 hours a day and, therefore, the operations count from the tower is not 100% accurate. She noted that radar data from Minneapolis-St Paul International Airport allow the MAC to establish a percentage of STP operations as having taken place at night. **Rief** said that, in the past, that percentage was then applied as nighttime operations to the noise contour models and the daytime operations number would be the actual number of operations minus the percentage of operations determined to be nighttime operations. She pointed out that this process yields inaccurate data. **Rief** stated that to correct this inaccuracy, the

nighttime percentage has been added to the daytime count; the corrected, higher counts are reflected in the handout Rief provided at today's meeting. **Rief** stated that the count numbers are not being used to justify any development needs at STP – i.e., the change in count numbers will not change the alternatives the MAC analyzes in the STP LTCP. **Rief** noted that the change in count numbers will affect the STP noise contours.

Rief pointed out that the materials she distributed include an updated breakdown per aircraft type for the baseline forecast for STP, and noted that the baseline forecast numbers have been updated. She stressed that the data included in the handouts are in draft form.

Rief stated that the STP LTCP should be completed during summer 2009 and will be presented for public review. She noted that the only request received so far is for the MAC to look into an approach lighting system for Runway 32. She said it is likely a public informational meeting about the STP LTCP will be held in early June 2009.

Chair Weibel asked what the rationale is for the difference between the 2010 and 2015 forecasted numbers for single-piston and multi-piston aircraft operations. **Rief** stated that the trend at all of the MAC-owned airports is for a decline in typically general aviation aircraft and an increase in corporate jet aircraft operations. **Scott Skramstad, Technical Advisor**, added that there is an expectation of an increase in more Very Light Jet aircraft in the aviation market over the next 10-15 years.

Weibel asked if the dike project at STP is complete. **Rief** stated that the dike itself is complete, but that the entire project is not as the wall cap and landscaping need to be completed.

Representative Hunt, City of St. Paul, asked if the Council's next meeting could be combined with the anticipated June public informational meeting regarding the STP LTCP. **Skramstad** noted that the Council meets to discuss noise issues related to STP, and that it may be difficult for the MAC Airport Development Department to solicit feedback and input from the public regarding development at STP during a Council meeting. **Rief** stated that the public informational meetings are informal and residents are welcome to come and go as they please during a meeting, which might be disruptive to the Council's proceedings if the two meetings were combined. It was suggested that MAC Noise staff be present at the LTCP information meeting in order to address any noise-related questions that may arise. **Skramstad** stated that the MAC could discuss the matter internally to decide if it would be effective and appropriate for MAC Noise staff to do so.

Representative Berquist, District 3 Planning Council - West Side Citizens Organization, noted that an environmental justice meeting would be held at Our Lady of Guadalupe Church and that impacts of STP on the surrounding community would be discussed. He asked if the MAC could be present at that meeting with materials regarding noise abatement at STP. **Skramstad** said the MAC could be present and asked Berquist to convey the date, time and location of the meeting to him as soon as possible.

4. 2009 Holman Field Noise Monitoring Study

Scott Skramstad, Technical Advisor, reminded the Council that, at its 13 January 2009 meeting, he had asked Council members to consider a timeframe for conducting the annual Noise

Monitoring Study and to consider locations for the noise monitors different from the locations used in the 2008 study. **Skramstad** reminded the Council that the 2008 study was initially conducted during 7-13 May but that equipment malfunctions in one of the noise monitors necessitated re-conducting the study from 11-17 June 2008. He pointed out that the same monitoring locations were used for both the 7-13 May and 11-17 June monitoring periods. He noted that in 2007 the study was conducted in late September into early October. **Skramstad** pointed out that conducting a study during the same timeframe as in 2008 would allow for year-to-year comparison of data. He stated that the equipment used for the monitoring study cannot be deployed during freezing temperatures; therefore, a fall study would have to be conducted during September and early October.

Chair Weibel noted that residents may be outside and have their windows open during warm weather, leading to an increase in noise complaints, and he suggested conducting the study during July – August 2009, in order to correlate the complaints to the study data, and to have data available for the Council's October 2009 meeting. **Skramstad** noted that, typically, there is a spike in noise complaints in spring when residents first begin getting outside and having their windows open. **Representative Hunt, City of St Paul, and Representative Berquist, District 3 Planning Council – West Side Citizens Organization**, both suggested conducting the study in May 2009. **Representative Jungwirth, District 6 Planning Council – North End**, agreed. **Skramstad** said he would take that as a recommendation to conduct the study during May 2009. He pointed out that the study would take place during a period of good weather in order to reflect typical airport activity levels.

Skramstad reminded Council members that noise monitoring equipment is placed at locations within each district represented on the Council, and he asked Council members if they wished to use different sites for the equipment for the 2009 study. He reminded Council members that the noise monitoring equipment used in Districts 1 and 6 during the 2008 study were located at private residences. He recommended using those same residences if they are available for the 2009 study. **Skramstad** reminded the Council that the noise monitoring equipment placed in District 3 for the 2008 study was vandalized and suggested using a different location for the 2009 study. **Representative Peterson, District 5 Community Council – Payne-Phalen**, requested that the equipment used for her district be placed further south than it was placed for the 2008 study. She noted that the equipment was located close to Lake Phalen for the 2008 study. **Skramstad** noted that the equipment was located near Lake Phalen for the 2008 study because the equipment was vandalized at its Bruce Vento Elementary location during the 2007 study. He asked Peterson to forward to him suggestions for other locations for the equipment for the 2009 study, noting that Noise Office staff would visit each of the suggested locations to determine their suitability for the study. **Berquist** asked if the monitoring equipment could be placed on the roof of Bruce Vento Elementary. **Skramstad** said that the necessary daily access to the equipment could be problematic but that he could check into having the equipment located on the roof. **Skramstad** asked all district representative Council members to forward location suggestions to him by 30 April 2009 so that his office can review the locations in a timely manner before beginning the study. **Representative Clayton, District 17 – Capitol/River Council**, asked if it was recommended to use the same sites from year to year in order to generate historical data. **Skramstad** said that would be a good approach because data could be compared year to year and trend analyses could be conducted.

5. **STP Noise Complaints**

Scott Skramstad, Technical Advisor, noted that flight track maps and noise complaint information for January – March 2009 is available at www.macnoise.com. He noted there were 15 total complaints for the January-March 2009 time period, with four complaints in January, three in February and eight in March. He stated these numbers trend lower than the number of complaints for 2008. He noted there were 199 total complaints for 2008, with 22 total households registering complaints; only one complaint was registered during November-December 2008. **Skramstad** pointed out that, of the 15 complaints received for January-March 2009, two complaints appear to be for jet aircraft operations at Minneapolis-St Paul International Airport (MSP), five appear to be for propeller aircraft, three appear to be for jet aircraft, two appear to be for helicopters; information was not available for the remaining three operations. **Representative Dorer, District 4 Community Council – Dayton’s Bluff**, asked if it would be possible to get a similar breakdown of operation types for all of the 2008 complaints. **Skramstad** said that his office could work on that and possibly have such information available at the Council's next meeting. He stated that if noise complaints increase substantially it would likely not be possible to continue reporting the breakout of operation types going forward. **Dorer** asked if operations are broken out for noise complaints at MSP. **Skramstad** noted that 95% of operations at MSP are jet aircraft operations and that approximately 60,000 noise complaints are filed for MSP making such a breakout time consuming to conduct.

Chair Weibel noted that two complaints for the January-March 2009 timeframe at STP were for arrivals at 3:30am, and asked if any information was available about those operations. **Skramstad** said that the 11 March 2009 operation was a LifeLink helicopter but that information is not available for the 4 March 2009 operation.

Representative Peterson, District 5 Community Council – Payne-Phalen, noted that she has experienced quiet aircraft operations and wondered if it is possible to file a compliment, rather than a complaint. **Skramstad** noted that a compliment is not an available option when using the www.macnoise.com website but that if someone were to call the Noise Complaint Line or him directly they could investigate what type of aircraft was used for such an operation.

6. **Establish Next Meeting Date**

The next two meetings are scheduled for Tuesday, 14 July 2009 and for Tuesday, 13 October 2009, both at 4:00pm.

The meeting adjourned at 4:35pm.

Respectfully submitted,

Christene Sirois Kron, Recording Secretary
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