METROPOLITAN AIRPORTS COMMISSION
ST. PAUL DOWNTOWN AIRPORT ADVISORY COUNCIL
MEETING MINUTES
Tuesday, 16 September 2008, 4:00pm
St. Paul Airport

Call to Order

A meeting of the Downtown Airport Advisory Council (DAAC), having been duly called, was held Tuesday, 16 September 2008, 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:	G. Burke, F. Clayton, B. Hagerty, A. Hunt, J. Kummer, J. Miersch, T. Netzell, C. Peterson, K. Schmaltz
Staff:	A. Frase, G. Fries, P. Mosites
Others:	M. Howard - FAA
Excused Absence:	J. Englin, J. Jungwirth

1. Approval of the 16 September 2008 Meeting Agenda

IT WAS MOVED BY REPRESENTATIVE BURKE AND SECONDED BY REPRESENTATIVE HAGERTY TO APPROVE THE AGENDA FOR THE 16 SEPTEMBER 2008 MEETING.

THE MOTION CARRIED BY UNANIMOUS VOTE.

2. Approval of the 10 June 2008 Meeting Minutes

Representative Peterson, District 5 Community Council – Payne-Phalen, noted that line 2 on page 7 of the draft 10 June 2008 meeting minutes should be corrected to read "works during the day and sleeps during the night".

IT WAS MOVED BY REPRESENTATIVE HAGERTY AND SECONDED BY REPRESENTATIVE CLAYTON TO APPROVE THE MINUTES OF THE 10 JUNE 2008 MEETING AS CORRECTED.

THE MOTION CARRIED BY UNANIMOUS VOTE.

3. 2008 Noise Monitoring Study

Scott Skramstad, Technical Advisor, distributed copies of the draft STP Holman Field Noise Monitoring Study, 6.11.08-6.17.08, to Council members. He reminded the group that conducting an annual noise monitoring study is an element in the Supplemental Conditions of Agreement pertaining to the floodwall project at Holman Field. He reminded Council members the first study was conducted in September 2007, with results presented at the November 2007 Council meeting. Skramstad noted the data presented in the 2008 study are the same as were presented in the 2007 study, with the exception of inclusion of a sixth district monitoring site. He noted monitors were deployed in early May 2008, but that one of the monitors experienced equipment failure. That monitor was sent to the manufacturer for repair, and all six monitors

were re-deployed 11-17 June 2008. Skramstad pointed out that: sites 1, 2 and 4 for the 2008 study were the same sites used in the 2007 study; site 6 was a new location for the 2008 study; site 3 was located at Bruce Vento Elementary in the 2007 study but experienced vandalism and so was relocated to Phalen Regional Park for the 2008 study; and site 5 was moved at the recommendation of Representative Miersch, District 1 Community Council – Battle Creek.

Skramstad pointed out that the 2008 study includes information on:

- A map of the noise monitoring locations
- Runway Use (All Operations and Night Operations)
- Aircraft noise complaints
- The number and level of aircraft noise events for arrival and departure operations at each site
- The top ten noisiest aircraft events recorded at each site
- The aircraft radar flight tracks (obtained from the FAA) showing the flight paths during the study period.
- Aircraft and community DNL information for each site.

He noted that, at the request of the Council, the following additional information was included in the 2008 study:

- Background noise levels
- Plotted noise events
- Radar flight tracks from 10 pm to 7 am

Referring to the operations count data in the 2008 study, Skramstad pointed out that there were more northerly winds than usual during the 11-17 June timeframe, leading to a greater percentage of arrivals and departures on Runway 32. Skramstad stated there were 751 total operations during the 11-17 June 2008 timeframe and 920 total operations during the 27 September – 3 October 2007 timeframe of the 2007 study. He noted this is an approximately 18% reduction in total operations. He noted that total nighttime operations during the 2008 study timeframe were down approximately 45% from the total number of nighttime operations during the 2007 study timeframe. He pointed out the lower numbers in the 2008 timeframe could be due, in part, to several days of inclement weather during which there may not have been as much flight training or recreational flying taking place, and due to high fuel prices which may be limiting the amount of recreational flying people are doing. He pointed out that the Day-Night Average Sound Levels (DNL) for the 2008 study are therefore lower than in the 2007 study. Skramstad noted that the July and August 2008 operational counts have rebounded to close to what they were in July and August 2007.

Skramstad pointed out that the aircraft DNL data in the 2008 study reflect aircraft noise only. The community DNL data reflects all noise recorded exclusive of aircraft noise.

Skramstad reminded Council members that normal conversation is typically 60-65 decibels, while a typical household vacuum cleaner is 70 decibels and a riding lawn mower is typically 90 decibels. He pointed out that decibels are logarithmic so, for example, an increase of 10 decibels from 70 to 80 dB is experienced by the human ear to sound as twice as loud. He noted that an increase of 3 dB is required for the average human ear to notice a change in noise level.

Skramstad reiterated that the data in the 2008 study and the data in the 2007 study, in terms of the number and magnitude of noise events, are virtually the same but that DNLs are lower in the 2008 study because there were fewer total operations that took place during the 2008 study timeframe.

Skramstad reviewed the data for each monitoring site, as noted:

Site 1 – Roosevelt Elementary

- There were 10 arrival events >= 65 dB
- There were 13 departure events >= 65 dB
- The loudest noise event was an arrival on Runway 14 (unknown aircraft) that registered an Lmax of 77.4 dB
- The daily aircraft DNL for this site ranged from 31.5 dB to 41.4 dB
- This site was tampered with and/or vandalized during the early morning hours on 15 June 2008. As a result, there are no data for the period midnight on 15 June through 11:59pm on 17 June.

Site 2 – Mears Park

- There were 47 arrival events >= 65 dB
- There were 32 departure events >= 65 dB, and one depature event >= 80 dB
- The loudest noise event was a departure on Runway 13 (unknown aircraft) that registered an Lmax of 80.4 dB
- The daily aircraft DNL for this site ranged from 33.8 dB to 43.8 dB

Site 3 – Phalen Regional Park

- There were seven arrival events >= 65 dB
- There were 44 departure events >= 65 dB, and one departure event 1 >= 80 dB
- The loudest noise event was a departure off of Runway 32 (Beech Bonanza 36) that registered an Lmax of 80.9 dB
- The daily aircraft DNL at this site ranged from 30.3 dB to 45.2 dB

Site 4 – Indian Mounds Park

- There were 28 arrival events >= 65 dB
- There 171 departure events >= 65 dB, and seven departure events >= 80 dB
- The loudest noise event was a departure off of Runway 32 (Piper Cherokee Six) that registered an Lmax of 86.3 dB
- The daily aircraft DNL at this site ranged from 37.2 dB to 50.1 dB

Site 5 – Private Residence, Skyway Dr

- There were 23 arrival events >= 65 dB
- There were 25 departure events >= 65 dB, and two departure events >= 80 dB
- The loudest noise event was a departure off of Runway 14 (Gulfstream III) that registered an Lmax of 85.4 dB
- The daily aircraft DNL at this site ranged from 33.1 dB to 46.7 dB

Site 6 – Private Residence, Abell & Jessamine

- There were 54 arrival events >= 65 dB, and two arrival events >= 80 dB
- There were 12 departure events >= 65 dB
- The loudest noise event was an arrival onto Runway 14 (unknown aircraft) that registered an Lmax of 89.8 dB
- The daily aircraft DNL at this site ranged from 25.2 dB to 48.8 dB

Skramstad noted that the daily average aircraft noise levels recorded in the 2008 study and associated with St. Paul Downtown Airport are not of a significant nature according to Federal Aviation Administration standards. He pointed out that that does not mean that individuals experiencing aircraft-related noise events will consider such events as not significant. Skramstad stated three noise complaints were received from

two households during the 2008 study timeframe, and noted that two of the complaints correlate with two of the Top 10 Noise Events listed in the study for Site 5.

Skramstad noted that the noise monitoring studies provide representative samples of aircraft-related noise at each monitoring site and information on how the airport was used during the study timeframe. He stated that aircraft noise monitoring, in combination with other data, is useful in determining where aircraft noise occurs, its magnitude and its source.

Chair Weibel noted that the two of the three noise complaints were for propeller-driven aircraft, rather than jet aircraft.

Representative Peterson, District 5 Community Council – Payne-Phalen, asked why the charts listed in Appendix C of the 2008 study show different ranges on the y-axis. Skramstad stated that the varying ranges are a function of standard formatting the spreadsheet software used to create the charts.

Skramstad noted that a noise monitoring study will be conducted in 2009.

Following on a question regarding vandalism of the noise monitors, Representative Hagerty, H/C Inc, asked how much flexibility there is in choosing where to place the monitors. Skramstad replied that the location of the monitors for noise studies is the purview of the Council. He noted that the question was raised as to whether or not to re-deploy the monitors after each vandalism event but that it is virtually impossible to avoid vandalism when the monitors are deployed in public areas. He suggested trying to find more secure areas for the 2009 study.

4. Pilot/Fixed Based Operator (FBO) Education Program Implementation

Scott Skramstad, Technical Advisor, reminded Council members that at the 10 June 2008 meeting the Council approved the draft STP Noise Abatement Plan and endorsed actions for a Pilot/FBO Education Program on the Plan. He noted that elements of the implementation were to include publishing the Plan on the MAC website, sending copies of the Plan to all STP tenants, conducting an annual pilot briefing on the Plan, publishing information in the Airport Facility Directory and developing a brochure to be distributed to FBOs and flight planning areas. Skramstad stated that the Plan has been published on the MAC's website at http://www.macnoise.com/stpprocedures and a copy of the Plan was sent to each STP tenant on 19 June 2008. He noted that on 17 June 2008 a letter was sent to the AFD requesting it place text stating, "for noise abatement procedures call 612-725-6327 or visit www.macnoise.com/stp. Aircraft please follow voluntary noise abatement procedures as published" in the directory's remarks section for St. Paul Downtown Airport, and that a pilot briefing was held on 13 August 2008.

Skramstad further noted that a draft brochure for distribution to the FBOs and flight planning areas has been developed.

Representative Hunt, City of St. Paul, asked how many attended the pilot briefing on 13 August 2008. Skramstad said 11 of the 18 tenants at STP attended the briefing. He pointed out that all but one of the tenants who are on the Council were present at the 10 June 2008 Council meeting and were involved in the Plan update, meaning that virtually all of the tenants have been informed about the STP Noise Abatement Plan.

5. Pilot/FBO Noise Abatement Brochure

Scott Skramstad, Technical Advisor, directed Council members' attention to the draft brochure he distributed at the beginning of the meeting. He noted that the brochure summarizes the procedures and recommendations contained within the STP Noise Abatement Plan and contains additional information useful to pilots who operate at the airport. He pointed out that the brochure has been formatted to fit conveniently within pilot chart binders. Skramstad asked the Council for feedback and recommendations regarding the brochure by 15 October 2008, and noted that the MAC would produce color copies of the approved brochure for distribution to the FBOs and tenants at STP.

Pat Mosites, MAC, noted that the runway information in the brochure should be updated to indicate STP does not have VASIs.

6. STP Noise Complaints

Scott Skramstad, Technical Advisor, reviewed STP noise complaint data for June, July and August 2008. He noted there were 47 total complaints from 10 households for the three-month period. He pointed out that 11 of the complaints were filed via the Internet complaint form, 18 complaints were received in June 2008, 15 were received in July and 14 were received in August. Skramstad noted that household #9 on the noise complaint map left its complaint in a voice mail at the STP administration offices building and also contacted the St. Paul City Council president. Skramstad said the complaint was investigated and it was discovered that the FAA was certifying the Instrument Landing System at STP at the time the complaint was lodged. He noted that a series of flight tests including low, fast approaches to the airport are conducted as part of that certification. Skramstad stated he's asked the STP Airport Manager to inform him in advance of any future testing so that he can notify Council members who can, in turn, notify their constituencies. Pat Mosites, MAC Airport Development, noted that the FAA may indicate when certification is impending but may not convey a specific date for certification.

Skramstad noted that, year to date for 2008, there have been approximately 160 total complaints from 20 households, with one household lodging approximately 50% of the total complaints.

Referring to the noise complaint map, Chair Weibel wondered if having pilots adhere to the Noise Abatement Plan departure procedures would reduce noise impacts for households #8 and #3. Aaron Frase, MAC Environment, noted that the noise complaints lodged by those households correlate to arrival operations that are typically at 600-800 feet altitude which is required for a safe landing.

Greg Fries, STP Airport Manager, noted that a flight check is scheduled to be conducted in approximately three weeks and stated that he would inform Skramstad of the date as soon as possible. Skramstad stated that, if he has that information, he would send it to Council community representatives as well as to Representative Hunt and to St. Paul City Council President Langtry.

As a follow-up to the 10 June 2008 meeting, Skramstad distributed to Council members a handout showing arrival and departure operations during tower and non-tower hours in August 2008. This handout is an informational item for Council members.

7. Next Meeting Date

The next meeting of the Downtown Airport Advisory Council is scheduled for 4:00pm, Tuesday, 28 October 2008.

The meeting adjourned at 4:55pm.

Respectfully submitted,

Christene Sirois, Recording Secretary
612.725.6455