



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, July 15, 2026, at 1:30 PM
MAC General Offices
6040 28th Avenue South
Minneapolis, MN 55450



Call to Order

A regularly scheduled meeting of the Minneapolis-Saint Paul International Airport (MSP) Noise Oversight Committee (NOC), having been duly called, was held Wednesday, July 15, 2026, at the Metropolitan Airports Commission (MAC) General Offices Legends conference room. A videoconference option (Teams) was also provided.

The meeting was called to order at 1:30 p.m. The meeting participants were:

- Members:** S. Alig, Eagan; R. Benz, Delta Air Lines; J. Bergman, Apple Valley; R. Coleman-Woods, Bloomington (via Teams); G. Fitzner, Target Corporation; K. Gallatin, St. Paul (via Teams); C. Jacobson, Mendota Heights; K. Jansen, Sun Country Airlines; A. Luce, Delta Air Lines; L. Moore, Bloomington (via Teams); A. Moos, United Parcel Service (via Teams); D. O’Leary, Sunfish Lake; L. Olson, Minneapolis; M. Pivec, St. Louis Park (via Teams); M. Ray, Burnsville; V. Rivas, Bloomington;
- Staff:** R. Anderson; A. Cornolo; K. Fisher (via Teams); B. Juffer (via Teams); D. Lafferty; J. Lewis; N. Pesky; M. Ross; S. Schwartz; M. Takamiya (via Teams);
- Others:** T. Bergen, FAA; S. Fortier, FAA; J. Haubrich; T. Lopac; S. Norling (via Teams); M. Nowaczewski; E. Patenaude, Bolton & Menk (via Teams); K. Smith, FAA (via Teams); J. Widing, Met Council (via Teams); R. Ziegler.

A quorum of at least four Community and four User Members was established.

Community Members: Alig, Bergman, Coleman-Woods, Gallatin, Jacobson, Moore, O’Leary, Olson, Pivec, Ray, Rivas

User Members: Benz, Fitzner, Jansen, Luce, Moos

Chair Benz welcomed everyone, introduced himself, and explained meeting procedures, including for those who called in or were present via Teams. He discussed the meeting format and confirmed with the recording secretary that a quorum was present. He explained additional information can be found at <https://metroairports.org/noc>.

1. Consent

Chair Benz introduced the consent agenda items, stating each item would be reviewed individually and then a motion sought for their approval together.

1.1. Approval of May 20, 2026 Meeting Minutes

Chair Benz opened discussion of the May 20, 2026, meeting minutes. He asked if anyone had comments or changes to be made. No changes were requested, and no comments were made.

1.2. Reports**1.2.1. Monthly Operations Reports: May and June 2026**

David Lafferty, Assistant Technical Advisor, reviewed total operations numbers, noting May was up slightly and June was nearly flat compared to 2025. Total operations for May were 29,000 and for June were 30,422, with nighttime operations totaling 1,614 in May and 1,904 in June. He noted significantly fewer nighttime operations in 2026 versus 2025, adding that the majority of nighttime operations were arrivals. He then reviewed runway use data and time spent in the three primary flows. South Flow was predominant in May at 48% and June at 53%. He discussed priority runway use for arrivals and departures. Reviewing fleet mix, he stated that narrowbody aircraft saw a slight uptick in May and June and represented approximately 2/3rds of overall fleet. Regional jets saw a slight decrease, dropping to approximately 30% of operations. These changes could be attributed to the summer travel season picking up. Widebody operations remained steady at 3.7% of total operations.

19,913 noise complaints from 229 locations were received in May; 22,407 complaints from 269 locations in June. Both months represent a sharp increase from 2025 even though aircraft operations were similar. There were 40 new complaining locations in May and 11 in June. New complaining locations were lower than the same period in 2025. All together, 42,320 complaints were received from 341 households. Areas of high complaint concentrations were shown, including high volumes from Richfield, Eagan, and Mendota Heights. He said flight patterns corresponding with complaints, including heavy South Flow use and complaints in June from Plymouth associated with Runway 12 arrival patterns.

Sound monitoring data showed time above 65 decibels for May was 401 hours, 35 minutes. For June, it was 427 hours, 49 minutes. These figures were similar to May and June 2025. Counts above 65 decibels for May were 80,646 and 84,942 for June. He discussed noise abatement procedure adherence for Runway 17, the Eagan-Mendota Heights Corridor, and Cross Day and Cross Night figures and percentage of operations using high priority runways for both arrivals and departures.

He then concluded his presentation and asked if there were any questions. Information and reports can be found at <https://metroairports.org/community> and <https://customers.macnoms.com/reports/>.

Chair Benz inquired if there were any questions or any comments regarding the operations report, and there were none at this time. He then reviewed voting procedures and asked members to prepare for a vote.

Chair Jacobson moved to approve the consent agenda items. Member Ray seconded the motion. There was a call for any further discussion, and there was none at this time. A vote was taken, and the motion passed unanimously.

2. Public Comment Period

Chair Benz introduced the public comment period. He reviewed procedures for public comment and noted that such an opportunity is always included in NOC meetings. No comment cards were received, and no comments were made by those in the room. There were also no comments by Teams or telephone. The public comment period was concluded.

3. Information

3.1. Delta Air Lines Fleet Mix Overview

Anderson introduced **NOC Member Andy Luce**, Delta Air Lines pilot, for a presentation on Delta's fleet updates. He noted that this is an item in the work plan and addresses questions from communities to learn more about Delta's current and future aircraft fleet mix.

Member Luce thanked the MAC and the Committee for this opportunity to present. He described the fleet delivery pipeline for the rest of 2026 of A321neo, A220-300, and A350 aircraft. Fleet deliveries of the A321neo for 2026 are expected to be complete by the end of the third quarter, while a delivery of approximately one A350 plane every quarter limits operational disruption. The A220-300 fleet drives most of Delta's future growth, with demand continuing through the end of the year. He noted that the incoming aircraft are replacing older models and have increased range capabilities.

Anderson asked for clarity about whether these are aircraft that Delta has ordered.

Member Luce indicated that they are and that the dates on the screen showed the future delivery dates.

Member Ray noted that, after delivery, aircraft need to be retrofitted and asked how long after delivery these planes might be in service.

Member Luce stated that the time to retrofit the narrowbody planes was relatively short and is longer for the widebodies. They retrofit the new planes by adding Wi-Fi and making adjustments to seating and other internal elements.

Anderson asked for confirmation that Delta has assigned MSP as a pilot base for the Airbus A220 aircraft.

Member Luce confirmed that Delta has crew bases all over the country. They recently made MSP a pilot base for the Airbus A220. This type of aircraft has been at MSP for a while, and when a threshold is met, then a pilot base is created. Initially, about 40 crew members are brought in and then that is added to. Eventually, there will be about 400 crew members (200 first officers, 200 captains) as part of the MSP A220 pilot base, with a slight increase in the number of A220 aircraft coming through MSP.

With regard to noise mitigation, he discussed vortex generators which are placed onto aircraft to alleviate noise. New aircraft already come with the part installed, and Delta has been retrofitting the parts onto older planes as well.

Anderson added context that, pre-COVID, the issue was brought to the NOC regarding a whistling sound from the A320 planes. The vortex generators are the fix for that issue. He said it is a great improvement that this issue has been addressed in both new planes and on older ones.

Member Luce provided a statement from Delta that they continue their fleet transformation, with increased deliveries of next-generation-powered aircraft which are quieter, all of which operate at MSP. In addition, the announced purchases of the 787-10 and 737 MAX 10 will continue Delta's sustained evolution of both its narrowbody and widebody footprint. Delta continues to partner with the MAC and HNTB, a local consulting company, to model annual noise impacts at MSP and evaluate the impacts and benefits of de-rated departure profiles.

He added that de-rated departure profiles means operating on climb-out profiles at reduced power settings to reduce noise footprint. Similar things are done on descent profiles, including waiting to start the descent profile to be at idle thrust/idle power all the way down, which also saves fuel and minimizes noise impact.

He then concluded his presentation and asked if there were any questions.

Member Olson thanked **Luce** for the information. On the climb procedures, she inquired whether it is NADP 1 or 2.

Member Luce stated that NADP 1 is a close-in community profile. NADP 2 is a distant community profile, which is the default. There are a handful of airports with a mandate to use NADP 1, which has a steeper profile. MSP uses the default, NADP 2.

Member Olson talked about an interesting article she had read regarding Boeing putting serrated edges on their exhaust nozzles to help mix air coming out, but they were now moving away from the practice because it was affecting performance over the length of the flight. The article also talked about engine design and other elements to reduce noise.

Member Luce noted that aircraft have both engine noise and airframe noise. He also mentioned that all the aircraft Delta is having delivered, with the exception of the 787, are Airbus products which will come with geared turbofan engines, which are quiet. He said he was not familiar with the Boeing issue or article.

Member Olson said they integrated the fix into new planes and then backed off of it. Reading the article had made her wonder about the vortex generator situation, so she said it was good to have the update.

Member Luce indicated that manufacturers are good about listening to feedback from customers and communities.

Anderson said both the 737 MAX and 787 Dreamliners have the serrated back end of the engine cowling. Both those aircraft, even without that feature, are extremely quiet compared to earlier models. He expressed interest in getting the Boeing article so he could read it.

Member Olson indicated she would get him that information. She then asked whether the vortex generators were tackling engine noise or airframe noise.

Member Luce said they were a fix to a whistling sound that was heard typically upon descent. He has been flying the 320 for over 20 years, and he can hear the whistling from the inside with idle power. It is muffled when flying a new A321neo, with about 85% of that noise being eliminated.

Member Olson asked if it was relevant to the airframe noise.

Member Luce said it does help with the bottom airframe noise. The vortex generators are an aerodynamic correction for an acoustical anomaly separate from engine noise.

Member Olson indicated she understood and sought confirmation that it was not related to exhaust.

Member Luce stated that it is not related to exhaust in this case.

Anderson said it is like air going over the top of a Coke bottle to create a whistling noise and that this piece disturbs the air to avoid that noise production.

Member Olson said she had always thought they were related to exhaust.

Anderson mentioned there are other pieces that can be referred to by the same name, but the particular situation they were discussing was not in relation to exhaust.

Member Luce said they can be used in different places in different applications to solve problems.

Member Ray inquired about how noise weighs into Delta's decisions regarding which aircraft they purchase.

Member Luce said the market is driving manufacturers to produce quieter planes. Delta figures noise and sustainability into its decisions for purchase of engines and airframes.

Chair Benz asked if there were further questions or discussion, and there were none at this time.

3.2. Update on RNAV Procedure Development

Anderson stated that the FAA is still on track to implement the new departure procedures on 10/29. A NOC subcommittee will be meeting in advance of that date to discuss those procedures and make sure all members understand what to expect come October. At this time, there are no anticipated changes to the procedures or timelines that were previously laid out.

3.3. MSP Air Traffic Flow Overview

Anderson introduced the presentation, which covered airport operations and how air traffic control decisions are made. He introduced **Sean Fortier** and **Timothy Bergen** of the FAA for the presentation.

Fortier noted that this same presentation was given approximately four years ago and that, in speaking with MAC staff, they thought it would be beneficial to review the information with the Committee. He also introduced **Bergen**, who is taking over as active traffic management officer next month. Objectives of the presentation were to provide awareness of the MSP air traffic control environment and airspace system, explain constraints within the system that drive and shape current procedures, and to communicate how MSP procedures integrate into the overall National Airspace System.

The purposes of the air traffic control system are to prevent collisions; issue safety alerts; provide safe, orderly, and expeditious flow of air traffic; and to support national security and homeland defense, which is an emphasis item added since 9/11 and can include supporting military training and also assistance for intercept operations, national security requirements, or other concerns.

He reviewed runway configuration choices and aircraft requirements for landing and takeoff, noting wind is the primary driver of runway usage. Other considerations such as airframe limitations and company policies play a role. Air traffic control follows policies and guidelines, factoring in all information and conditions to determine optimal configuration. There is a continuous flow of

operations throughout the day. Lulls in traffic are used to take advantage of opportunities to shift runway use. Air traffic controller judgment is only at play when winds are less than 5 knots for arrivals or less than 10 knots for departures. At all other times, procedures and guidance control to prioritize safety and efficiency in airport operations.

Member Ray noted that the 5 and 10 knot thresholds seemed low and asked what percentage of the time winds are that calm.

Fortier did not know exact percentages but acknowledged that it was low, reiterating that wind is a primary driver of traffic pattern configuration. He acknowledged that, in periods of calm wind, sometimes questions are received about runway usage and that there can be additional factors like wind and weather forecasts that play a role.

He said the FAA does not determine demand but is responsible to safely manage the traffic. All demand factors are driven by consumer demand, which changes depending on the time of year, airport location, and customer base. He showed a chart of typical flight demand over a given day, illustrating that demand shifts and that there are daily ebbs and flows. Demand for arrivals and departures throughout the day are also a factor in air traffic control configuration decisions. The chart represented a configuration allowing for 60 departures per hour, and he indicated that likely meant that it would reflect a straight North or South Flow configuration.

Anderson asked **Fortier** to clarify what straight North or South Flow configuration meant in this context.

Fortier noted that would be 12L and 12R in straight South configuration without using 17 or straight North on the 30s, again without using 17.

He stated sometimes the demand can exceed the departure-per-hour figure, leading to a lineup of planes awaiting departure. Arrival demand is more cyclical and is represented on the chart by a line overlaying the departure data to provide a clear picture of overall airport busyness. There is a slower period around noon and then periods later in the day with high departure and arrival demand. MSP runs as a hub-and-spoke-type airport. MSP's largest customer, Delta, brings aircraft to the hub, and people get off and go to different aircraft, so a lot of straight overlap is typically not seen and there are more ebbs and flows with peaks and valleys. He added that high departure demand periods can have significant noise impacts. The air traffic control choices are heavily influenced by conditions on the ground as well as weather and wind forecasts.

He showed MSP runway layouts and discussed area division points and how control is distributed across the airport. Typically, air traffic control is split between a north and south section, with one ground controller and one local controller per section. Aircraft then departing off the north section mostly turn towards the right. Aircraft departing from the south section usually go straight out or turn left. Potential for crossover is evaluated, but since each controller set generally independently controls half of the airport, it is not often utilized. Crossover-type operations can occur with additional conversation, usually in North Flow for aircraft requiring a longer runway heading to the north or east departure on 30L.

City pairs determine departure procedures, with each pair having preferential routing published in the FAA chart supplement. There are standardized, agreed-upon routes from takeoff to landing. Departure procedures determine initial heading assignments after takeoff. MSP is located in the North Central

chart supplement. He further reviewed runway usage and departure assignments by runway for South Flow, North Flow, and Mixed Flow. He provided graphical representations of arrivals and departures in all flow states and also overlaid to show all arrival and departure travel paths.

He also showed how MSP fits into the larger geographical airspace environment (the “Interstate”), illustrating the innumerable routes and obstacles that need to be considered. Procedures must fit into the system with other regional airport systems such as Denver, Chicago, and Detroit. Military and training airspace is also a factor. It is a complex system, and it takes a controller two years to move into on-the-job training after the academy to ensure that procedures are understood and training is comprehensive.

He then concluded his presentation and indicated he would be happy to entertain any questions.

Member Ray asked whether entry points for the Interstate are waypoints such as ZMBRO.

Fortier indicated that is correct.

Member Olson inquired regarding the 60-departure-per-hour number that was discussed, asking for further clarity on where the number comes from, whether it is a calculation of actual operations or a theoretical standard being applied.

Fortier said the arrival and departure rates are determined based on aircraft speed and whether or not runways are being shared between arrivals and departures. Typically, aircraft are landing and departing at between 130 and 140 knots. Aircraft speed and spacing needed between operations dictates numbers of arrival and departure operations that can safely occur per hour. Conditions such as visibility and weather can increase spacing, dropping the rate of operations per hour.

Member Olson stated she knows some traffic limitations are driven by the market, number of gates, delay calculations, etc., so that operational number limitations are not necessarily capped based on airfield/airspace capacity. From the past, she remembered the number of 90 arrivals per hour and asked if that was still a possibility.

Fortier noted that before MSP got into converging runway operation mitigation, they could achieve 90 arrivals per hour, but now the highest possible would be 75.

Member Olson asked if the FAA has standards published for pilots and whether any directives about airspace and airfield utilization come from the FAA or another aviation entity.

Fortier stated the FAA does publish the airport acceptance rate that MSP can achieve based on configuration. That information is available through the Operational Information System at https://www.fly.faa.gov/ois/menu_pub. He further said that these figures represent only what the airfield could achieve and not necessarily what the terminal could accept.

Member Olson said at times you might exceed those levels in certain areas and sometimes you might be slower. She sought further information about how that would affect flight scheduling or potential restrictions. She wanted clarity as to the FAA’s role in dictating limitations within air traffic based on the acceptance rate data.

Fortier indicated the FAA has conversations with stakeholders to inform them of acceptance rates. There can be competition for airfield operations. MSP does not generally have demand exceeding capacity over long periods of time, although there are short periods where demand is exceeded. At these times, traffic management initiatives are put in place to slow down aircraft, delay them somewhat, or potentially hold them to help alleviate the issue. There have not been discussions of limitations at MSP relating to capacity.

Member Olson asked how often one controller team is assigned both the north and south sides of the airport.

Fortier said that between midnight and 5 a.m. it is usual to have one controller in the room as well as another in the building to provide relief or assistance. During those times, crossing the corridor is used more often because they have more freedom to use both sides for airport efficiency.

Chair Benz asked if there were any further questions or comments, and there were none at this time.

4. Business

4.1. Recognition of Sean Fortier, MSP FAA Traffic Management Officer

Chair Benz recognized **Fortier** and his work in service of the NOC. He read aloud a formal NOC resolution to honor **Fortier's** commitment to public engagement and leadership:

Minneapolis-Saint Paul International Airport (MSP) Noise Oversight Committee (NOC)
Resolution #01-2026, a Resolution Honoring Sean Fortier for his service and partnership with the
Minneapolis-Saint Paul International Airport Noise Oversight Committee:

Whereas, the NOC is the primary advisory body to the Metropolitan Airports Commission (MAC)
on topics related to aircraft noise at MSP; and

WHEREAS, Sean Fortier has served the Federal Aviation Administration (FAA) for more than 23
years, most recently as Traffic Management Officer for the Minneapolis District, and has been a
longstanding partner to the NOC, the MAC, airport users and surrounding communities; and

WHEREAS, Sean has consistently supported the work of the NOC by participating in meetings,
providing operational expertise and helping stakeholders better understand the complexities of
the National Airspace System and air traffic operations at MSP; and

WHEREAS, Sean has demonstrated an unwavering commitment to transparency, collaboration
and public engagement by thoughtfully educating community members about air traffic
operations and addressing questions and concerns from community representatives, airport
users, and elected officials - efforts that were recognized with the 2024 FAA Regional
Administrator's Lake Huron Award for Community and Stakeholder Services; and

WHEREAS, Sean has earned the respect and admiration of fellow NOC members, MAC staff, FAA
colleagues and community stakeholders through his professionalism, integrity, technical
expertise, and calm, approachable demeanor; and

WHEREAS, Sean's willingness to engage in constructive dialogue has helped foster productive
relationships among the FAA, the MAC, airport users, and the communities surrounding MSP;

NOW, THEREFORE, BE IT RESOLVED, that we, the members of the Noise Oversight Committee of the Minneapolis-Saint Paul International Airport, do hereby extend to Sean Fortier our sincere gratitude and appreciation for his dedicated service, partnership and commitment to the airport noise community and wish him continued success, happiness and good health in his retirement.

Adopted by the Noise Oversight Committee of the Minneapolis-Saint Paul International Airport this 15th day of July, 2026.

Chair Benz asked if there were any questions or any discussion regarding the resolution, and there were none. He then directed members to prepare for a vote.

Chair Jacobson moved to approve the resolution. Member Luce seconded the motion. There was a call for any further discussion, and there was none at this time. A vote was taken, and the motion passed unanimously.

The resolution was then formally presented to **Fortier**.

5. Announcements

Chair Benz invited **Ryan Anderson**, Technical Adviser, to give MAC announcements.

Anderson said the next Committee meeting would be September 16 at 1:30 p.m. The upcoming Summer Listening Session is scheduled for Wednesday, July 22, at 6 p.m. Eagan will be hosting at Eagan City Hall in the Eagan conference room. All present were encouraged to attend.

He then reminded everyone that Runway 17/35 would be closing for six weeks after Labor Day for lighting upgrades.

Chair Benz asked if there were further announcements, and there were none at this time.

Adjourn

Chair Benz thanked everyone for their participation and adjourned the meeting at 2:47 p.m.

May NOC Meeting:

Wednesday, September 16, 2026 @ 1:30 p.m.

Location: MAC General Offices, Legends conference room + Teams

[NOC Meetings](#)

NOC Summer Listening Session:

Wednesday, July 22, 2026 @ 6:00 p.m.

Location: Eagan City Hall, Eagan conference room

[Listening Session website](#)