



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, September 17, 2025, 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, September 17, 2025, 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 1:33 p.m. The meeting participants were:

Representatives: S. Alig, Eagan; J. Bergman, At-Large, Apple Valley; Kelly Bonner, Endeavor Air (via Teams); L. Chamberlain, St. Louis Park (via Teams); K. Gallatin, At-Large, St. Paul (via Teams); J. Klinger, Delta Airlines; C. Miller, Richfield; Angela Moos, United Parcel Service (via Teams); G. Norland, Sun Country (via Teams); G. Norling, Mendota Heights; D. O'Leary, At-Large, Sunfish Lake; L. Olson, Minneapolis; J. Otzen, Target Corporation; Michael Pivec, At-Large, St. Louis Park (via Teams);

Staff: R. Anderson, Manager - Community Relations; K. Fisher, Attorney (via Teams); S. Lakku, Intern - Community Relations; N. Pesky, Vice President - Strategy and Stakeholder Engagement; M. Ross, Director of Stakeholder Engagement; J. Sonju, Acoustics Coordinator (via Teams); M. Takamiya, Assistant Manager - Terminal Operations and Common Use Planning (via Teams);

Others: S. Bodsberg, Inver Grove Heights; C. DesCamps, Richfield; N. Mills Ford, Mendota Heights; A. Joshua (via Teams); T. Lopac, Eagan; Y. Xe - HNTB (via Teams); R. Ziegler, Recording Secretary.

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

Community Representatives: Alig, Bergman, Chamberlain, Gallatin, Miller, Norling, O'Leary, Olson, Pivec
User Representatives: Bonner, Klinger, Moos, Norland, Otzen

Member Alig noted that the Co-Chairs could not be present and asked for a motion to approve her to act as Chair for purposes of the meeting.

Member Miller moved to grant Member Alig authority to act as Chair for today's meeting. Member Norling seconded the motion. No further discussion was held.

The motion carried by unanimous vote.

Meeting Chair Alig introduced herself and the meeting rules, including those for participants on Teams. She inquired as to whether or not a quorum had been established.

Ryan Ziegler, Recording Secretary, confirmed that a quorum was established.

1. Consent

Meeting Chair Alig introduced the consent agenda items and stated that they would be reviewed individually and then a motion would be sought for them to be approved together.

1.1. Approval of July 16, 2025 Meeting Minutes

Meeting Chair Alig opened discussion of the July 16, 2025, meeting minutes. No comments were made and no changes were requested.

1.2. Reports

1.2.1. Monthly Operations Reports: July and August 2025

Ryan Anderson, Technical Advisor, provided an overview of monthly operations, including details about the months' runway usage, nighttime and daytime operations, and noise complaints. Runway usage for the time period was significantly different from 2024, primarily dictated by wind and weather, with more South Flow operations. Construction and noise complaint data was affected because of unusual runway usage. He discussed carrier fleet mix at the airport, including predominant aircraft types.

He then reviewed July and August noise complaints, including numbers of complaints received and details about from where they were received. He noted that August complaint numbers were significantly higher than July's, correlating with construction runway closures. He also spoke about the seasonality of noise complaints, with more received in warmer months when people are outside more and have windows open. He gave details on MSP sound monitoring results, including the metrics used for noise impacts; the data collected for the time period; and potential causes for noise, including temperature and aircraft performance, as August was a much warmer month this year. He also reviewed noise abatement procedures and adherence to those procedures, which was high for both July and August.

Meeting Chair Alig asked if any members had questions or comments on the report.

Member Olson thanked MAC staff for the detailed information and indicated she would follow up with them to dig further into the data. She noted that Egan has been getting a lot of complaints and that she wants to make sure that correct information is learned as far as what noise is truly annoying to people. She noted many of the complaints were received before construction. For one particular ten-day stretch at the end of July and beginning of August, 92% of all arrivals were landing on Runway 12 over Minneapolis and South Flow was used heavily. She said that is certainly a big factor in the noise complaints and further discussed how runway usage affects noise even without construction. She wondered how data could be parsed out to see what was construction-related and what was not. She indicated that heavy and unrelenting use of the South Parallel runway with no reprieve is a major contributor to consistent and annoying noise, and she wanted further information on how the different factors could be separated out to gain better understanding.

Anderson thanked **Member Olson** for her good points. He stated that there are many factors in annoyance due to aircraft noise and that unusual activity and changes spike complaints. He confirmed that annoyance also spikes when one configuration is used consistently and without sustained relief. He noted that there was a period in late July to early August when, due to wind and weather, South Flow was used heavily and that there was a spike in complaints in relation to that.

Member Olson then discussed when one runway is designated for arrivals to increase efficiency for air traffic control and how that increases noise consistency and complaints and makes the sound continuous for some populations. She said that these high-demand periods seem to be lasting longer than in the past and expressed concern that unbalanced runway usage could be a growing issue.

Member Norling inquired what data was used for the conclusion that complaints are seasonal and related to people being outside or having their windows open more in the summer.

Anderson stated the correlation plays out in the data between operations being higher and people being more exposed to the noise in warmer months when they are outside more.

Member Norling asked whether that correlation has specifically been studied to show that people being outside more was causative of increased complaints.

Anderson was not aware of any such study specific to MSP, but he said that studies have shown a correlation between warmer months and high complaint levels.

Member Norling explained that she wanted to further understand the data and said her perception is that aircraft performance in warmer months would be a more likely cause.

Anderson stated that could be true. He gave information on altitude density, which is affected by pressure and temperature. High-density altitude occurs at high altitudes or in hot temperatures, reducing aircraft performance. In contrast, low-density altitude is beneficial for performance. He noted that aircraft performing worse in warmer months increases the time it takes for take-offs to gain altitude, leading to aircraft being lower for longer and sometimes to higher levels of noise depending on perceptions and location.

Meeting Chair Alig pointed out that the data shows Egan has been quite impacted by South Flow usage and by runway construction. She stated that she looks forward to seeing noise relief in the next set of data. She asked for any further comments or questions, and there were none at this time. She then inquired if there was a motion to approve the consent agenda items.

Member Bergman moved to approve the consent agenda items as presented. Member Miller seconded the motion. No further discussion was held.

The motion carried by unanimous vote.

Anderson noted there was one more item on the consent agenda.

1.2.2. Review of Summer Listening Session

Meeting Chair Alig opened a discussion regarding the Summer Listening Session.

Anderson reviewed information about the Summer Listening Session held July 29 at the Highland Park Community Center. It was held at night to allow for more participation, and there was a Teams option for virtual participation. Three Highland Park residents attended. **Committee Members Kevin Gallatin, Loren Olson, Mark Ray, and Victor Rivas** attended along with MAC and FAA staff. A goal of the session was discussion of runway construction impacts which led to significant noise annoyance for St. Paul, especially Highland Park. Community members were engaged with to explain the increased noise. It was hoped that the session would be more highly attended, but there were many people who called the noise phone line and were engaged with in that way.

Meeting Chair Alig inquired if members had any questions or comments regarding the listening session, and there were none at this time.

2. Public Comment Period

Meeting Chair Alig introduced the public comment period. She reviewed the rules for the public comment period and noted that such an opportunity is always included in NOC meetings.

Tom Lopac, Eagan resident, stated he lives just south of Highway 55 near Lexington and that he moved there in 1985 to get away from noise in Richfield. He indicated that he has attended some of these meetings over the years. He noted that the noise starts earlier each week and that it used to start Friday and go through the weekend, and now it starts Wednesday or Thursday and goes to Monday or Tuesday, almost all week. He said he has recorded the noise over his deck at over 80 decibels and that he hears planes from inside the house. He stated aircraft type makes a significant difference in the noise and that, with more efficient engines, planes could be quieter and have less of an effect on the public. He continued by noting that, in winter months, his house sometimes shakes with arrivals. He stated the berms in place may not be high enough to suppress noise. He noted that planes over 4,000 feet are quieter and those in the 2,000 - 3,000-foot range are louder. He reviewed common paths aircraft use when they go over his house, saying that they also go right over city hall. He suggested planes could accelerate over the river until they get higher to help abate noise. He complained about the noise and said he would like to see it quieter. He indicated he is unable to talk to people on his deck during the day until as late as 10 or 10:30 at night. He thanked the Committee for their time and attention.

Meeting Chair Alig thanked **Lopac** for his comments. She then asked if there were any further public comments, and there were none at this time. She concluded the public comment period.

3. Business

Meeting Chair Alig stated that no business items were on the agenda.

4. Information

4.1. MSP Construction Updates

Anderson reviewed the timing of the two phases of construction and the runway closures involved. He stated construction would finish on September 26, with the runway turned back over to the FAA no later than 7 p.m. on that day. He talked about runway configurations air traffic control has used during the

construction period in each phase and how that correlated with complaints received. He discussed air traffic control's preferred configurations and reviewed the top four configurations used during construction. He noted that configuration and runway choices were affected by weather conditions and reviewed specific data regarding runway usage. He noted that, in both construction phases, many arrivals were on one runway, which did have significant noise impacts. MAC staff has done and is doing outreach to community members and is answering questions and complaints received about changing configurations and airport noise. He pointed to additional information on the MAC website (<https://metroairports.org/our-airports/msp-airport>) and in the MSP newsletter.

Member Olson asked about arrivals on Runway 17 and whether that configuration is prohibited, typically, and stated its use in that way was unusual. She noted the impacts over downtown Minneapolis and asked whether many people in that pathway complained.

Anderson stated he could follow up with more specific data on arrivals on Runway 17 and its impact on downtown Minneapolis. He knew that complaints had been received but was unsure if their number was significant. He agreed that it is unusual for Runway 17 to be so heavily used for arrivals and that it would cause aircraft noise in areas which are not usually as impacted.

Member Olson stated there are multiple dynamics at play and that it is difficult to understand which cause the most negative noise impacts. She discussed preliminary September data, which showed heavy departures from Runway 17 over Eagan. She expressed hope that, after construction is done and runway usage returns to more normal patterns, resident impacts will be alleviated.

Member Bergman said he would like to see data that shows historical noise impacts from prior construction projects so they could be used to compare different construction periods. He acknowledged there are multiple factors at play, including louder aircraft and less traffic volume during past projects, but he still thought it would be helpful to look at comparative data for construction projects from the 1990s through the present.

Anderson said he would be happy to work with the Co-Chairs to look into such a comparison and that that was a good segue into the work plan for 2026 if there were no other questions.

Meeting Chair Alig indicated he could proceed into the draft 2025 work plan update.

4.2. Draft 2026 Work Plan

Anderson pointed the Committee towards the draft work plan for next year. He stated that no action was requested at the present time, but he requested that Committee members review and consider the items in the plan between now and the November meeting. He asked Committee members to contact the Co-Chairs if they have any items they would like to be added to the plan. He noted that a public listening session would be held in October to get community feedback, which would be brought to the Committee at the November meeting so that the work plan can be finalized.

Meeting Chair Alig thanked **Anderson** and asked if there were any questions or comments on the draft 2026 work plan.

Member Norling asked whether there would be an update provided to the NOC on the 2025 work plan.

Michele Ross, Director of Stakeholder Engagement, indicated that a review of the 2025 work plan will be presented at the November meeting.

Member Gallatin inquired as to the date that the runway would be turned over to the FAA.

Anderson stated that it would be turned over to the FAA on September 26 no later than 7 p.m.

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

5. Announcements

Anderson reviewed information for the public Fall Listening Session, stating that it would be held at MAC General Offices on October 22 at 6 p.m. He stated that a review of the listening session would be presented to the NOC at the November meeting, which is scheduled for November 19.

Meeting Chair Alig inquired if any members in the room or online had announcements. There were no further announcements at this time.

Adjourn

Meeting Chair Alig adjourned the meeting at 2:23 p.m.

November NOC Meeting:

Wednesday, November 19, 2025 @ 1:30 p.m.

Location: MAC General Offices, Legends conference room + Teams

[NOC Meetings](#)

NOC Summer Listening Session:

Wednesday, October 22, 2025 @ 6:00 p.m.

Location: MAC General Offices, Legends conference room

[Listening Session website](#)