



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, July 17, 2024, 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 17, 2024, at the Metropolitan Airports Commission (MAC), General Offices, Legends conference room, a videoconference option was also provided. Chair Jacobson called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, C. Arnold, R. Benz, J. Bergman, G. Fitzer, C. Jacobson, L. Moore, A. Moos, C. Potter, R. Jaeger, C. Miller, L. Olson

Staff: C. Aden, D. Dyer, K. Fisher, B. Juffer, J. Lea, J. Lewis, K. Martin, P. Mosites, D. Nelson, N. Pesky, M. Ross, B. Ryks, M. Schommer, M. Takamiya, E. Wilson

Others: E. Amend – FAA, A. Aram – Goff, T. Bergen – FAA, S. Devich, S. Doyle – FAA, S. Fortier – FAA, K. Gallatin – St. Paul, K. Hughes – HNTB, J. Makiejus – FAA, S. Norling, N. Rao – FAA, J. Risser – City of Edina, M. Ray – City of Burnsville, B. Hoffman – City of St. Louis Park, M. Simmens – FAA, J. Taylor – FAA, E. Johnson – FAA, E. Trante, J. Widing, Y. Xu – HNTB, J. Widing – Met Council, Bill Raker – Eagan and others

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

Community Representatives: Alig, Bergman, Jacobson, Miller, Moore, Olson

Industry Representatives: Arnold, Benz, Fitzer, Moos, Potter, Jaeger

1. Consent

1.1. Approval of May 15, 2024, Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Report: May and June 2024

Carey Metcalfe, Assistant Technical Advisor, provided the following November/December operations updates prefacing that each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website: <https://customers.macnoms.com/reports>

May

- Total Operations: 28,859
- Nighttime Operations: 1,835
- North/South/Mixed: 28/51/15 (%)
- RUS (Priority 1/2/3/4):36/19/144 (%)
- RJ/Narrow/Wide: 26/70/4 (%)
- Complaints: 17,885
- Complaint locations: 269
- Top 10 Households: 66%
- Hours of events*: 461
- Number of events*: 88,406
- R17 procedure: 99%
- EMH Corridor procedure: 90.8%
- Crossing procedure day: 28.1%
- Crossing procedure night: 32.7%
- RUS: 55%

* Aircraft sound events above 65dB.

June

- Total Operations: 30,497
- Nighttime Operations: 2,595
- North/South/Mixed: 20/48/29 (%)
- RUS(Priority1/2/3/4): 25/39/0/35(%)
- RJ/Narrow/Wide: 23/73/4(%)
- Complaints: 20,370
- Complaint locations: 423
- Top 10 Households: 65%
- Hours of events*: 444
- Number of events*: 85,989
- R17 procedure: 98.4%
- EMH Corridor procedure: 92.9%
- Crossing procedure day: 35.2%
- Crossing procedure night: 35.4%
- RUS: 63.7%

1.2.2. Review of Summer Listening Session

Carey Metcalfe, Assistant Technical Advisor, provided an update on the Summer Listening Session. The session was held at Eagan City Hall and via Teams. There were three residents from Eagan who are members of the Eagan Airport Relations Committee, two from Apple Valley, one from Mendota Heights, and one from Burnsville in attendance. In addition, NOC members Sarah Alig, John Bergman, Rich Benz, Cheryl Jacobson, Lynn Moore, and Julie Risser were present.

Staff provided an airport update including an overview of runway construction and closures. After the presentation, staff opened the floor to discussion. Questions arose regarding the FAA's proposed preliminary draft departure procedures and how to participate in the FAA's scheduled public workshops for the project. Additionally, residents raised questions about runway use decisions during the current runway construction at the airport.

Member Olson remarked that the current fleet mix is comprised of more than 72% narrow body aircraft and that the long-term plan anticipated more up gauging of aircraft. She wondered if the fleet mix is a result of the ongoing runway construction and the known potential for flight delays. She asked if anyone had any information regarding up gauging trends.

Metcalfe replied that he would get back to Member Olson with fleet mix information.

Member Arnold responded that Endeavor Airlines added more ground time in anticipation of delays out of Minneapolis.

Brian Ryks, MAC Executive Director/CEO shared that Delta stated that they have not pulled down their schedule or changed their fleet mix relative to the construction, and he expected that to continue. Regarding the comment from Endeavor regarding block time, he said there have been discussions about extending block times to help alleviate some of the delays, he said that Delta has not done that and there has not been any impact to the schedule.

Chair Jacobson asked for a motion to approve the Consent Agenda: Member Potter moved to accept the consent agenda and Member Moore seconded. The motion carried by unanimous vote.

2. Public Comment Period

There were no public comments.

3. Business

There were no business items.

4. Information

4.1. FAA Update on MSP VOR-MON and RNAV Procedure Development

Brian Ryks, MAC Executive Director/CEO and Erik Amend, FAA Regional Administrator for the Great Lakes Region, provide up an update.

Ryks shared that Congress directed the FAA to enhance safety and efficiency throughout the national airspace system. As part of this directive, the FAA is transitioning from a ground-based navigation system to a system which integrates satellite technology including area navigation or RNAV.

The MAC was created in 1943, and its legislative mission is to promote the full potentiality of aviation in the region and also to mitigate environmental impacts. To that end, the MAC has invested more in sound insulation mitigation than any other major hub airport, at over half a billion dollars. The NOC has been successful in bringing communities and industry partners together to talk about opportunities and solutions.

There have been a number of advancements over the years that have helped with noise mitigation, such as aircraft modernization, and engine technology; both have helped reduce the size of the noise contours around MSP.

Ryks thanked the FAA for their willingness to attend this meeting in person to discuss the FAA's proposed RNAV departure procedures for MSP. He stated his appreciation for the open and transparent dialogue with the FAA regarding RNAV, a topic that began in 2020 with Rebecca McPherson, FAA's Great Lake Regional Administrator at the time. McPherson had addressed the NOC about the need to update MSP procedures at that time. The schedule to implement RNAV departure procedures at MSP was delayed due to Covid.

The FAA has shared that they are developing procedures that closely replicate the current departure paths that are in place at the airport today.

The NOC provided recommendations that were considered by the FAA to determine if they can be accommodated into the FAA's proposed departure procedures.

Ryks shared that he had the opportunity to give an airport overview to the regional conference of mayors where he presented a slide on RNAV and let them know that the FAA had committed to try to replicate current departure paths. **Ryks** also emphasized in that meeting that the new departures procedures were not in effect yet and would not be until August 2025.

The FAA is preparing to share information at a couple of public sessions, August 14 and 15. There will be representation from the airport, at the meetings, that can answer questions regarding noise complaints, noise mitigation, or runway construction.

Regarding the runway construction project, the construction is necessary to ensure that MSP continues to be a top airport from an efficiency and operations standpoint. Ryks acknowledged that it is painful for those affected and he thanked everyone for their understanding and help in responding to concerns received. He also thanked the FAA for the work they have done. The month of June started out with wind conditions that resulted in the airport using a single runway configuration. It was anticipated that MSP would be in a single runway configuration 3-4% of the time. The first week of June required a single runway configuration 14% of the time and has subsequently lowered to 8% of the time as weather conditions have stabilized.

Additionally, as these procedures are implemented in August of 2025, the MAC has the ability to track and compare outcomes to share with the NOC.

Ryks then introduced Erik Amend, one of nine regional administrators that work to ensure the FAA is providing consistent stakeholder support and engagement while partnering with federal, state, and local governments and others to promote aviation safety across the region. Amend represents Minnesota, the Dakotas, Iowa, Wisconsin, Illinois, Michigan, Indiana, and Ohio.

Erik Amend expressed appreciation for the background information that Ryks provided as well as the collective partnership from the MAC team.

He shared that MSP is a Core 30 airport; these are the busiest airports around the country. MSP is also one of four Core 30 airports in the Great Lakes region, the other three are O'Hare, Midway, and Detroit. The FAA's modernization of the MSP airspace and development of new departure procedures is to ensure that air traffic controllers and the traveling public have the most up-to-date technology and to maintain the safety and efficiency of the national airspace system.

While the current system is safe, modern technology allows for increased safety, which is always the focus of the FAA. Part of the modernization efforts at MSP involve discontinuing the use of ground based technology, VOR or very high frequency omnidirectional range. VOR technology dates back to the 50s and has been a valuable and reliable navigation asset at airports across the country. It is being updated to performance-based navigation (PBN) at airports nationwide. PBN is a satellite-based technology the FAA has updated departure and arrival procedures across the country and at nearly all of the Core 30 airports. With the advent of satellite-based procedures, the VOR that is currently in use at MSP becomes obsolete. The process to modernize MSP departure procedures dates back to 2020. There have been a few delays due to COVID and some other technical issues.

Amend outlined three items he would speak about: the partnership between the FAA, the MAC and the NOC in developing the RNAV procedures, the draft procedures, and future community engagement.

As part of the modernization effort at MSP, the FAA held three official work group meetings that kicked off in January 2023. These meetings included aviation stakeholders such as FAA procedure design experts, local air traffic control, and other subject matter experts. These are the FAA's best and brightest when it comes to designing air traffic procedures that are safe and efficient and meet the mission of the FAA to be the safest aerospace system in the world. In addition to the FAA staff, the airlines and the MAC actively participated in these meetings, for example, the airlines provided input on the viability of the procedures and the MAC provided input into community goals and concerns.

There have been numerous other meetings to discuss and incorporate recommendations into this project. With these collaborations, a preliminary design was developed, part of which attempted to incorporate some common themes that were consistently heard throughout the design process. First, dispersing traffic similar to how aircraft operate at MSP today. Second, use existing noise abatement procedures, when feasible, such as noise abatement corridors and preferential runway usage. Third, gain community feedback on the procedures to address community interests and concerns.

Many of the desired themes in the preliminary designs have been addressed, which will be illustrated to the public. Regarding FAA's partnership with the MAC and the NOC, **Amend** thanked the MAC for their partnership and continual input on the process with input on the FAA's development of the proposed departure procedures on behalf of the NOC and the Twin Cities community. The FAA's commitment is to be as open and transparent as possible and part of that was showing the preliminary designs to get some initial feedback from the NOC, which is outside of the FAA's normal process. There was a three-month response period offered and in a collaborative manner the NOC provided the FAA with many thoughtful suggestions in an effort to balance the impact of noise on the communities while still allowing the FAA to maintain the safety and efficiency of the airspace. Some of the recommendations were incorporated into the current, proposed design.

The preliminary designs will be showcased at the August workshops and the feedback from the NOC and the MAC and how it was specifically incorporated into the proposed procedures will be discussed. The NOC and the MAC's assistance were fundamental in developing these proposed procedures and without that input, these procedures might look a little different than they do today. That is why the FAA is committed to working with the airport sponsor and the community on these types of projects.

Lastly, future community engagement regarding the public workshops. There will be two virtual public workshops; August 14 from 1:00 PM to 3:00 PM and August 15 from 6:00 PM to 8:00 PM. The FAA has a registration link on their community engagement web page for the virtual workshops which will be broadcast live on social media, including the FAA's Facebook page, YouTube and other social media outlets. Workshops include a panel of experts who discuss the proposed procedures and how they will operate and address questions from the audience. The goal of the workshops is to educate the public. The workshops will be recorded and posted on the FAA's YouTube channel. This will enable future viewing. In recent years, the FAA has transitioned to virtual workshops for these types of engagements as it provides the most coverage and equity allowing people to participate and provide input in greater numbers, on their time, when it's convenient for them. A public virtual session was held in Long Beach, California that have over 1,300 views. It is not possible to fit 1,300 people in a room. It is the FAA's goal for MSP to gather the most input possible before these procedures are finalized. Post workshop, the community will be provided with the ability to comment via an e-mail inbox designed to take comments. The FAA, and its experts will review the comments, and if it's feasible to implement them without impacting safety and efficiency, the feedback will be incorporated into the design. Airspace procedure design and changes are complex and must meet the FAA's criteria for safety and efficiency so before anything is incorporated it must meet those criteria. Oftentimes, making a change in one place results in an impact somewhere else, sometimes causing unintended consequences. The plan is to discuss at the public workshops how these procedures will operate in totality. This is a topic that was discussed by local air traffic control at a NOC meeting last year.

Questions:

Member Bergman thanked Amend and the local FAA for doing a phenomenal job. **Bergman** expressed concern regarding getting the message out in a virtual meeting format, and allowing enough time for responses, saying that Minnesotans prefer in-person meetings.

Amend replied that coming out of COVID the FAA reassessed how best to do public engagements. There are a lot of subject matter experts that come together from across the FAA with the environmental and technical knowledge to provide the best content and the best specific detail possible. The virtual session not only works in terms of being more efficient in bringing subject matter experts together, but it is proven to increase audience reach. The meeting is recorded, and the comment period is kept open afterwards so if someone has a question, they can ask it. The goal is for a meaningful dialogue that is two way and ongoing, and to make sure that there is equitable distribution of content and access across the community.

Chair Jacobson asked for clarification regarding the link on the FAA's website, is it simply a headcount or does it allow a person to interact during the virtual sessions.

Amend replied that it is a headcount and also it registers a person in the webinar so that they will receive communication from the FAA and the Zoom meeting link for the virtual sessions. People will have the opportunity to submit questions during the moderated sessions and, to the extent possible, questions will be answered live. If not, all questions can be answered in the meeting, they will be answered offline and posted after the session.

Member Risser commented that she appreciated the FAA's goal of fostering meaningful dialogue through substantive comments. She expressed concern about the Edina residents that she represents, not having the opportunity to see any materials prior to the sessions and went on to say that if people could be prepared for the meeting the discussions would be more substantive.

Amend remarked that everything that the FAA is working on is still in development and will be right up until the August time frame before it is actually ready to be shared. It is also important to provide explanations and context for the materials that will be shown in the sessions to avoid creating impressions that may not be accurate. He reiterated that there will be a moderator at the meeting to handle live questions and also an open period of time for people to send in questions and comments after the meeting.

Member Olson thanked the FAA for coming to address the NOC. She expressed appreciation for the collaborative work to date, and the commitment to do what is possible to replicate current procedures to mitigate noise exposure.

Olson went on to say that many NOC members have had a lot of experience with government careers and projects. She understands the reasoning and value behind recorded virtual meetings but feels in this case a hybrid meeting option would be appropriate given this is the second time the community has had departure procedures proposed.

Olson mentioned that we need to work together to show people what they can expect from proposed departure procedures. Also, the commitment to taking feedback after the meetings is very important and will go a long way with public trust.

Olson remarked that the [FAA video](#) was appreciated and the link was placed on the city's website, but the awareness is still low, and until the community is more engaged on this matter, and can bring forward their questions and concerns, then they have not been effectively represented yet.

Olson committed to amplifying the invitations to the public virtual workshops using available resources, and asked what the FAA has done to reach interested stakeholders and policymakers.

Amend shared that the FAA took a close look at in-person and hybrid meetings, as well as how effective virtual meetings have been for these meeting, and the decision was not made lightly. He stated that the suggestion about showing current versus planned has been noted. He shared that the FAA is devoted and committed to ensuring all questions will be answered. Regarding awareness of the project – he requested help to get the word out. News of the project is on the FAA's website, and social media pages but NOC constituents may not be looking there so help is needed to get the word out through NOC channels and resources. He requested that NOC members take the web link and distribute it to as many people as possible; the goal is to get as much feedback as possible.

Olson also mentioned the importance of informing a wide array of local stakeholders, and officials, including legislators.

Amend reiterated that this is an ongoing conversation so if there are other comments or feedback, please route them through MAC staff and they will be answered prior to the sessions. He mentioned that the comment period will be 30-days.

Olson stated that the NOC has requested that the comment period be longer than 30-days.

Member Arnold noted that it is important to provide the information in various ways and that having that period of time to consider the information is important.

4.2. MSP Runway Construction Update

Michele Ross, Technical Advisor, and **Pat Mosites, Project Manager Airport Development,** gave an update regarding the summer construction projects, which began on June 3rd and are on schedule to be completed September 21st. These projects are necessary in order to maintain the functionality of the north parallel runway (30R/12L) and the crosswind runway (4/22). These runways will remain closed for the duration of the construction project.

MSP runways are often closed on a regular basis for various reasons, including maintenance and inspections. It has been 15 years since the runways have been closed for this amount of time. In an effort to maximize efficiency and minimize future runway closures as many projects as possible were combined into this projects time period as possible.

Some of the work includes a full concrete reconstruction of the intersection of Runway 4/22 and the north parallel runway, there is a lot of work that is being done for lighting and rerouting of electrical.

Mosites said the project includes runway safety area regrading to meet FAA design standards for a safe exit of an aircraft from the runway, as well as routing electrical and upgraded LED for greater visibility and longevity of the lighting system on the airfield. There is also the reconstruction of a large section of Taxiway P and connectors to the runway off of the taxiway.

The work is on schedule, the major elements of work that were completed recently is the total removal of all the concrete from the pavements, the subgrade excavation and restoration for Taxiway P adjacent to concourses B and C with paving operations beginning tomorrow. It should take about 10 days to complete that section of Taxiway P and then the two adjacent connectors to the runway. Running concurrently is the process of reclaiming and sub grading the intersection, which should be completed within the next two weeks after which preparations can be made for paving that intersection. Work is underway six days a week, 12 hours a day, and sometimes longer, in order to meet the schedule. The only project that has been affected by the weather is the runway safety area grading which basically involves regrading soil adjacent to the runway, which is not possible during wet weather, but it is not affecting the overall schedule.

Once the paving projects are complete the adjacent asphalt shoulders will be rebuilt and the runway safety area grading will be completed. One of the longer timeframe elements is the electrical restoration at the intersection, which has a multitude of lights for both runways, as well as FAA guidance into the intersection.

There are trucks coming off of the airfield, but much of the traffic is contained on the airfield which reduces emissions from the vehicles and as well as traffic on the roadways. There are two new structures adjacent to the airfield in the north parallel that are being built which is also requiring truck traffic on the roadways to remove the soil from a past dump site.

Ross spoke about airport aircraft operations and runway use, not only is MSP operating with reduced runways, but total operations are up 10% compared to June 2023 however, the construction did not start until June 3rd, so there were two days that were not affected by runway closures.

Residents have reported noticing more nighttime operations particularly in the shoulder hours of 10 PM, 11 PM, 5 AM. The increase in total operations can account for some of the increase. There were 2,159 nighttime operations, hours between 10 PM to 6 AM, in June 2023, and there were almost 2,600 in June 2024. During both June 2023 and 2024, 87% of operations occurred during the day. The total percentage of operation remains at about 13% occurring at night. In some cases, there have been fewer operations around the hours of 4 AM and 6 AM in 2024.

Air traffic control (ATC) have shared that it is not unusual for operations to move into nighttime hours particularly during adverse weather situations. In the summer there are a lot of thunderstorms at MSP and weather in other parts of the country can impact the arrival time for MSP operations. Construction can also push out our arrivals and departures into those shoulder hours as well.

Regarding current runway use, with two runways closed, ATC is directing traffic to available open runways. In June 2023, 28% of arrivals were utilizing runway 12L and 11% of arrivals were utilizing runway 30R. In June 2024, without those runways, there has been an increase in arrivals moving to Runway 35 compared to last year when there were only about 2% arrivals utilizing that runway. This June, 39% of arrivals utilized Runway 35. In June of 2012 and 2013, Runway 35 was used for about 17% for arrivals but since that time the use of Runway 35 for arrivals has decreased for a variety of reasons including converging runway operations as well as due to a total reduction in the amount of traffic operating at the airport as a result of the pandemic. In 2020 and 2021 there was very little use of Runway 17 or Runway 35. So now that the closed runway are resulting in traffic moving to other runways including Runway 35, the MAC is hearing from residents who are under that arrival path, particularly in the City of Apple Valley.

Air traffic needs to utilize all available runways to maintain efficiency which helps to keep operations within the daytime hours. Any further reduction in efficiency would continue to push those operations out into different parts of the day. There was an increase in arrivals to Runway 17, from 0% to 3%. This runway is used for arrivals when there is weather in the area, notably on June 12th there was a large weather system that resulted in the use of this runway.

As for runways available for departures, in June of 2023, Runway 30R was used 11% of the time for all departures and Runway 12L was used for 23% of departures. With the closure of these runways, the use of Runway 30L increased from 13% of departures in June 2023 to 33% of departures in June 2024. Departures from Runway 12R increased from 14% to 26%. There was also a notable increase of the use of Runway 17 from 37% of departures in June of 2023 to 41% in June of 2024.

Looking more closely at departures that occurred in the summer of 2023, June plus a few weeks into July, which represent the construction period to date. Note that without the departures occurring on the north parallel and the crosswind runway, there's a slight change in the use of the headings that being used on available runways. Typically, departures from Runway 30R utilize a 360 heading more than departure from Runway 30L, but without aircraft on 30R, the departures from Runway 30L are now utilizing that 360 heading. Similarly, departures off of Runway 12R typically do not utilize a 90 degree heading as there are usually other aircraft utilizing that heading off of Runway 12L. Without those aircraft utilizing the heading on Runway 12L, aircraft departing Runway 12R are utilizing that heading to turn to go east and then north. Typically, departures that would be going north or east would be utilizing Runway 30R in a Mixed A configuration but without Runway 30R, some aircraft departing Runway 17 are being directed to turn north and east through Richfield and Bloomington. Complaints have been received from residents in Richfield and Bloomington regarding these departures from Runway 17.

There was a slight decrease in the number of straight-out departures on Runway 17 that impact the same residents that are on the arrival paths to Runway 35. There is an overall decrease in the use of the Mixed A configuration, which is departures from Runway 17 as well as departures off of the 30s. With the decrease in the use of Mixed A, the straight-out departure path from Runway 17 is not used as frequently. There has been an increase in the use in the Mixed B configuration, which is departures off of the 12s and arrivals to Runway 35. ATC shared that the use of Mixed B would be likely when they presented the runway use configurations that they anticipated utilizing during construction to the NOC back in March of this year. However, the decrease in straight-out departures from Runway 17 is not as large as the increase of arrivals on Runway 35.

The largest increase from June 2023 to June 2024 in households that filed complaints in NOC communities was in the City of Apple Valley – 45 more households filed complaints within the city in June 2024 compared to last year. There were 26 additional households filing complaints in Minneapolis, nine additional households in the in the City of Richfield and twelve additional households that filed complaints in the City of Bloomington. There were also some notable decreases; there were three fewer households that filed complaints in Burnsville and three fewer households that filed complaints in the City of Eagan. Please note, the number of complaints has gone up in most of these cities even though the total number of households filing complaints decreased.

In an effort to communicate the impacts of the construction project to residents, the NOC worked with its member cities to provide information that they could use to notify their residents. Many communities

chose to post the information on their social media websites and newsletters and meetings were held around MSP neighboring communities. Updates have been provided at NOC meetings as well as at the quarterly listening sessions which were held within the Cities of Edina and Eagan this spring and summer. There was a media release that resulted in news articles. The MAC's Community Connection newsletter shared updates about the Metro Airports website (<https://metroairports.org/runway-construction>) where a link was provided for people to subscribe to the newsletter distribution list for updates.

Residents who were not used to having aircraft overhead, particularly in communities like Apple Valley where the number of arrivals on Runway 35 had decreased over time, shared that they have not been as engaged in our resources as in the past. The people that were unaware of the project had not participated in opportunities for newsletters or other forms of outreach. The MAC will take that into consideration in terms of how to effectively communicate, especially moving into next year with the second phase of the project and the south parallel runway closure.

Note that for communities that are noticing traffic in different places, that the use of Runway 35 in particular is always something that is available for ATC to use. While it is not anticipated that it will be used for 40% of all arrivals, there may still be arrivals utilizing Runway 35 after construction. Not all traffic will necessarily cease on that runway as it is still available and open for use.

Questions:

Member Olson asked a question regarding the colors of the cities in the *Households Filing Complaints* slide. **Ross** clarified that the dark blue and light blue slides represented cities filing fewer complaints and the pink and red colors represent an increase in complaints.

Member Fitzner asked about if any work was done on the approach lighting system. **Mosites** replied no, it is just the taxiway and runway lights.

Fitzner, asked if the LED's have any heat emitters like business aviation uses. **Mosites**, stated there will be a heating device in the lights as LED lights have less heating than incandescent and are similar on the runway status lights. The above ground taxiway lights do not have them as they are not affected in the same regard.

Member Olson, stated thanks to the MAC for the effective communication strategy around this project between the project website having the data that it does, the active newsletters, updating people throughout and news media coverage, there is a broad awareness that this is going on and people are patient in general when they understand what's going on and it helps. There have not been that many questions and concerns because people understand that this is a temporary condition. Also thank you to the FAA for managing this challenging situation.

5. Announcements

September NOC Meeting

Wednesday, September 18, 2024 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

NOC Fall Listening Session

Wednesday, October 23, 2024 @ 6:00 pm (to be confirmed via our website)

Location: MAC General Offices + Teams

[Listening Session website](#)

FAA Public Workshops

August 14, 2024, 1-3PM

August 15, 2024, 6-8PM

More info: www.faa.gov/air_traffic/community_engagment/msp

Member Bergman mentioned KARE 11's report regarding the FAA's projects at MSP and recommends that the report be included on the website.

The meeting was adjourned at 3pm.