



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, March 19, 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, March 19, 2025, at the Metropolitan Airports Commission (MAC) General Offices Legends conference room. A videoconference option was also provided.

Chair Benz called the meeting to order at 1:30 p.m. The meeting participants were:

Representatives: S. Alig, R. Benz, J. Bergman, K. Bonner, G. Fitzner, C. Jacobson, J. Klinger, D. Lowman, C. Miller, L. Olson, C. Potter,

Staff: R. Anderson, K. Fisher, J. Lewis, C. Metcalfe, P. Mosites, D. Nelson, P. Reckinger, M. Ross, M. Schommer, J. Sonju, Mark Takamiya.

Others: S. Fortier – FAA; B. Hoffman – St. Louis Park; L. Moore – Bloomington; D. O’Leary – Sunfish Lake; K. Regotti – FAA; J. Risser, Edina; and Ryan Ziegler, Recording Secretary.

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

Community Representatives: S. Alig, J. Bergman, C. Jacobson, D. Lowman, C. Miller, L. Olson

Industry Representatives: R. Benz, K. Bonner, G. Fitzner, J. Klinger, C. Potter

1. Consent

Chair Benz introduced discussion of the consent agenda items.

1.1. Approval of January 22, 2025, Meeting Minutes

Chair Benz introduced discussion of the January 22, 2025, meeting minutes. No comments were made.

1.2. Reports

1.2.1. Monthly Operations Report: January and February 2025

Carey Metcalfe, Assistant Technical Advisor, provided an overview of monthly operations, including runway usage, total operations, nighttime operations, and noise complaints. In comparison to January and February 2024, there was an approximate 3% increase in the number of flight operations but an approximate 50% decrease in noise complaints.

Further MAC information regarding MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, established noise abatement procedures, and more is available at the MAC website: <https://customers.macnoms.com/reports>.

1.2.2. Monthly Operations Report: Review of Winter Listening Session

Carey Metcalfe, Assistant Technical Advisor, discussed the MAC NOC Winter Listening Session held on 1/29 at 6 p.m. at the MAC General Offices. Three residents from Mendota Heights were present at the session as well as **Co-Chair Jacobson** and FAA and MAC staff.

Metcalfe confirmed that the Spring Listening Session will be held April 23, 2025 at the Mendota Heights City Hall at 6 p.m.

Chair Benz called for questions and/or discussion regarding the consent agenda items. No further comments were made.

Co-Chair Jacobson moved to approve the consent agenda items as presented. **Member Bergman** seconded the motion. No further discussion was held.

The motion was carried by majority vote.

2. Public Comment Period

Chair Benz noted that no comment cards had been received. He then reviewed the standards for public comment and called for any comments. No comments were made.

3. Business

There were no new business items.

4. Information

4.1 2024 Actual Noise Contour Report & the Consent Decree Noise Mitigation Program Eligibility

Ryan Anderson, Technical Advisor, gave a general overview of the amended Consent Decree, including its history and requirements. He compared the results of the 2024 Actual Contour with the 2007 Forecast Contour as well as the 2023 Actual Contour. He discussed total operations, nighttime operations, and hushkit operations for each contour. He compared the shapes of the 2023 and 2024 Actual Contours and discussed the factors that influence the size and shape of the contours.

He then provided information on Noise Mitigation Program eligibility, noting that the current program goes from 2025 to 2032. He reviewed the effect of changes from the 2023 and 2024 Actual Contours and how the boundaries moved, affecting some eligibility. He further reviewed the MAC MSP Noise Mitigation Program History, noting that much has been accomplished and that over half a billion dollars has been invested by MAC for noise mitigation in the communities. Over 19,000 homes and 19 schools have received noise mitigation through the program.

More information is available online at <https://metroairports.org/noise-mitigation-program>, including maps and first- and second-year mitigation eligibility lists.

Member Olson inquired whether there were any homes that had entered any level of eligibility last year but now fell off of eligibility because of the reduction in the North Parallel lobe.

Michele Ross, Director, Stakeholder Engagement, noted that some blocks dropped off eligibility because of the contour narrowing in the south parallel lobe area but that there were no blocks eligible

in the north parallel lobe area per the 2023 Actual Contour. Therefore, no blocks dropped off eligibility as a result of the north parallel reduction shown on the map.

Representative Olson sought clarification on if that was because any blocks were in previously mitigated areas or why there was no eligibility change in connection with the North Parallel size reduction.

Ross noted that there were some blocks that dropped off after their first year of eligibility as a result of the change in the south parallel lobe area but that there were no blocks that had a change in eligibility status in 2024 in the north parallel lobe area.

Member Hoffman was acknowledged by Member Bergmann to provide comment. He inquired into the effect of the construction projects on the 2024 Contour.

Anderson answered that the contour was influenced by the construction and the construction's effects on airport operations. He noted that, although construction was one variable, it was not the only variable.

Member Hoffman asked whether those blocks in the northwest sections of the contour could lose eligibility if that area shrinks back down without the construction factor. He also inquired regarding why the northwest section of the contour extends past the 2007 Forecast projection despite quieter aircraft and reduced flight numbers.

Anderson suggested it could be that the extended northwest lobe is likely associated with heavy use of Runway 12R for arrivals while the 2007 Forecast assumed that the parallel runways, at least in South Flow, would be used more equitably than what occurred last year, with construction being one of many factors affecting that. Another factor could be wind and weather as they affect runway usage. He indicated he would look into the comparisons further to get a more definitive answer.

Member Lowman inquired regarding whether there is a breakdown available of the specific factors that impacted the contours.

Anderson answered that the report thoroughly discusses the factors, and noise models and includes historical comparisons of the contours.

Member Lowman inquired regarding how climate change is affecting operations and patterns at the airport.

Anderson answered that they can go back and look at predominant winds and how that has affected runway utilization and that it would be a factor in the contours if runway changes are made due to changes in historical winds.

Member Lowman expressed a concern that the construction changes could result in some homes losing eligibility in future years when construction is no longer a factor and that that could have negative impacts to homeowners. He expressed hope that ways could be found to mitigate that and better understand how and why eligibility can change.

4.2 MSP Construction Updates

Ryan Anderson, Technical Advisor, briefly introduced the planned construction for 2025, the second year of major runway closures associated with construction at the airport. Runways 12R and 30L will be closed from April 14 through May 23 and again from August 18 through September 26. He then introduced **Pat Mosites, Project Manager, Airport Development** and **Sean Fortier, FAA Traffic Management Officer, Minneapolis District**, to give further information.

Mosites gave specific information regarding the fundamentals of the project, noting the requirements and goals for the construction and discussing what work would be completed during the different phases of the project. He noted that he hopes no further runway closures will be necessary after completion of this project until approximately 2030.

Fortier reviewed several plans in place to mitigate construction traffic constraints, some of which are similar to those utilized during the 2024 construction. There is one preferred and one secondary configuration plan, each for North and South Flows, but flexibility will be needed to deal with any conditions that may arise. He noted differing arrival and departure levels and patterns in each configuration and discussed what conditions may lead to each configuration's use.

Member Olson sought confirmation that the preferred South Flow operation could lead to people in downtown Minneapolis experiencing more traffic.

Fortier noted that the preferred South Flow operation would be landing on Runway 12L and departing on Runway 17, but that during peak demand periods they would shift to landing on Runway 17 with an offload option to Runway 22 and that there would be a noticeable increase in aircraft going to Runways 17 and 22.

Member Olson then sought confirmation that the preferred North Flow operation could lead to people in Highland Park experiencing more traffic.

Fortier confirmed her understanding that Highland Park would see increased operations and traffic in that configuration.

Member Olson then sought confirmation regarding the preferred South Flow option.

Fortier noted that the preferred South Flow configuration is landing on Runway 12L and departing on Runway 17, but that during peak demand periods for arrivals there could be a shift to a secondary configuration with departures on Runway 12L and landings on Runway 17 with an offload option to Runway 22.

Member Olson inquired regarding runway length in the planned configurations.

Fortier recognized that as a very good point and that there will need to be flexibility and adjustments for aircraft that require longer runway length. He reviewed options for configurations and adjustments that can be made in different scenarios.

Anderson noted that MAC would ensure that the Committee would receive the graphics of the configurations and that there is updated construction information available on the website: <https://www.mspairport.com/about-msp/construction>.

Member Lowman sought confirmation that all the configurations are temporary and that this year's construction period will be shorter than last year's.

Anderson agreed that the construction impact is temporary and that the construction is not changing runway length or width so that airspace and runway utilization will not be impacted past the construction phases.

Member Lowman noted his appreciation for the important construction work being done to improve airport safety and operations.

5. Announcements

Ryan Anderson, Technical Advisor, reiterated that the Spring Listening Session will be held Wednesday, April 23rd, at 6 p.m. at the Mendota Heights City Hall. Feedback from the listening session will be brought to the next NOC meeting, which is scheduled for May 21, 2025 at the MAC General Offices at 1:30 p.m.

May NOC Meeting:

Wednesday, May 21, 2025 @ 1:30 p.m.

Location: MAC General Offices, Legends conference room + Teams

Agendas and meeting materials for NOC meetings and information on how to participate may be found here: [NOC Meetings](#)

NOC Spring Listening Session:

Wednesday, April 23, 2025 @6:00 p.m.

Location: Mendota Heights City Hall

[Listening Session website](#)

6. Adjourn

Chair Benz adjourned the meeting at 2:27 p.m.