



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, May 20, 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, May 20, 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 1:36 p.m. The meeting participants were:

- Members:** S. Alig, Eagan; L. Chamberlain, St. Louis Park (via Teams); C. DesCamps, Richfield; K. Gallatin, St. Paul (via Teams); C. Jacobson, Mendota Heights; K. Jansen, Sun Country Airlines; D. Lowman, Bloomington; A. Luce, Delta Air Lines; A. Moos, United Parcel Service (via Teams); D. O'Leary, Sunfish Lake; L. Olson, Minneapolis; M. Pivec, St. Louis Park (via Teams); J.D. Poyatos, Endeavor Air; M. Ray, Burnsville (via Teams);
- Staff:** R. Anderson; D. Lafferty; J. Lewis; M. Peloski (via Teams); N. Pesky; B. Peters; M. Ross; J. Sonju (via Teams); M. Takamiya (via Teams);
- Others:** S. Doyle, FAA; S. Fortier, FAA; J. Haubrich; T. Lopac; S. Norling (via Teams) J. Risser (via Teams); K. Smith, FAA (via Teams); J. Vossen, Bolton & Menk (via Teams); Y. Xu, HTNB (via Teams); R. Ziegler.

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

Community Members: Alig, Chamberlain, DesCamps, Gallatin, Jacobson, Lowman, O'Leary, Olson, Ray

User Members: Jansen, Luce, Moos, Poyatos

Chair Jacobson welcomed everyone, introduced herself, and explained meeting procedures. She gave information regarding the agenda and public comment period. She confirmed a quorum was present.

1. Consent

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

1.1. Approval of March 18, 2026 Meeting Minutes

Chair Jacobson opened discussion of the March 18, 2026, meeting minutes. She asked if anyone had comments, suggestions, or requested changes. No changes were requested; no comments were made.

1.2. Reports

1.2.1. Monthly Operations Reports: March and April 2026

Ryan Anderson, Technical Advisor, introduced himself. He reviewed March and April operations numbers, explaining the numbers were slightly down from March 2025 and pretty flat from April 2025.

He discussed nighttime operations, which were about 6% of total operations and down about 8% for March and 13% for April as compared to 2025. He provided information on runway usage and configuration, including splits for time spent in North, South, and Mixed Flows. He gave year-to-date information for fleet mix: approximately 62-63% narrow-body, 34% regional jet, and 3-4% wide-body. Detailed operations reports are available at <https://customers.macnoms.com/reports/>.

He explained complaints received, noting March had a little over 23,000 complaints from 250 locations and April had 18,400 from 233 locations. These numbers reflect a significant increase from 2025 and are consistent with the steady increase that started in August/September 2025, with many complaints originating from the Mendota Heights area. He provided data on the number and location of complaining households, including a large increase from a new location in Minneapolis, likely in response to more consistent North Flow usage. He highlighted a location in Apple Valley filing significant complaints but said, otherwise, the distribution is mostly associated with North Flow departures and departures off 17, leading to complaints from Eagan and Apple Valley. Approximately 43% of complaints came from the top ten complaining locations, five of which have been consistently in the top ten for all of 2026. He noted complaint concentrations from homes in Mendota Heights, Eagan, and Richfield.

Regarding sound monitoring data, he broke out counts above and time above 65 decibels. Time above for March was 413 hours, 32 minutes, and in April it was up to 437 hours, 27 minutes. He gave context that MACNOMS algorithm improvements were rolled out mid-April that improved how the system calculates and correlates sound events so that monitors are now picking up noise more accurately, which showed in the numbers due to increased data. For noise abatement procedures, adherence was high for both months: approximately 99% for Runway 17, approximately 89% for the Eagan/Mendota Heights corridor, and Cross adherence at about 30%, with better adherence during nighttime hours. He then concluded his report and said he was happy to answer any questions.

Member Ray asked what thresholds are used when air traffic control is looking at runway usage and if there could be possible adjustment to that. He wondered what factors go into configuration choices, particularly with the parallel runways. He inquired whether, assuming similar wind conditions, the runways are used in rotation so that communities under the routes have different experiences.

Anderson answered that wind and weather are the primary factors for air traffic control decisions on runway use. Aircraft like to take off and land into the wind, and each aircraft has different thresholds and tolerances for wind conditions. Factors such as taxiways, flows, construction activity, and other variables go into the overall plan for airport operations. He added that the FAA could possibly speak on the issue at a future meeting to help further educate the group regarding runway usage.

Member Olson thanked **Anderson** for his presentation. She said Minneapolis has been receiving more inquiries than usual from residents about noise complaints. She was curious about contributory factors and inquired whether there had been any changes to departure profiles regarding thrust, climb, or other factors, especially with Delta, as they have so many operations at MSP.

Anderson said he was not aware of any FAA or airline procedure changes that would result in differing experience of noise on the ground. He noted that April and March often have strong winds as the season transitions, which can play a big role in aircraft patterns and performance during departures. Cloud cover mix and temperature inversions can also influence sound experience. He asked for input from airline representatives as far as any altitude, thrust, or climb factors.

Member Luce confirmed there have been no such recent changes for Delta. He added that air traffic control does a great job of directing aircraft to minimize noise impacts but that wind and weather ultimately dictate the safe operation of the aircraft.

Member Poyatos confirmed there have been no procedure changes at Endeavor to flight profiles. He gave information regarding flexing of regional jet engines in summertime, allowing less power to be used during takeoff, weather permitting, which could help reduce noise. He stated Endeavor adheres to noise abatement whenever possible, ensuring climb typically to above 3,500 feet within 7 miles.

Member Olson asked if, when less power is used, climb was slower. She said she understood the seasonal factors but asked for more information regarding the effect on climb or speed.

Member Poyatos indicated engine flexing does not affect profiles or altitude and that the extra power they have is used for reserves, so aircraft can still meet or exceed departure procedures while flexing.

Member Olson noted that information was very helpful and then asked whether the RNAV procedures allow for unrestricted climb for departures.

Sean Doyle, FAA Deputy Regional Administrator for the Great Lakes Region, said there are no such changes within the RNAV procedures. He added more information will be given in the presentation on RNAV later in the meeting.

Member Olson reiterated her question about whether unrestricted climb is allowed.

Sean Fortier, FAA Traffic Management Officer, reiterated that no flight profile procedures have changed and that there are no anticipated changes to them with RNAV.

Chair Jacobson asked if there were further questions. There was no further discussion at this time, and she invited **Anderson** to present regarding the Spring Listening Session.

1.2.2. Review of Spring Listening Session

Anderson said it was a great event hosted by Bloomington with a good turnout of residents from many municipalities as well as NOC members, FAA staff, MAC staff, and Bloomington representatives. He gave a presentation at the listening session on weather and its impacts on aircraft patterns and noise. He thanked **Member Luce** for attending as well to give an airline perspective. He stated it was a valuable conversation and that he is looking forward to future sessions. He encouraged cities to host a listening session. He completed his report and indicated he would be happy to answer any questions.

Chair Jacobson thanked **Anderson** for his report and asked if there were any questions. There were none at this time. She then reviewed voting procedures and asked members to prepare for a vote.

Member Olson moved to approve the consent agenda items. Member Lowman 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 Jacobson introduced the public comment period. She reviewed procedures for public comment and noted that such an opportunity is always included in NOC meetings. No comment cards were

received. She gave an opportunity for public comment to those participating via Teams or by telephone. No comments were made, and the public comment period was concluded.

3. Business

Chair Jacobson stated there were no business items on the agenda.

4. Information

Chair Jacobson introduced the Information agenda topic and explained that the items would be taken out of order, starting with the 4.2, the Air Service Updates.

4.2. Air Service Updates

Anderson thanked the Committee for their accommodation of the schedule change. He introduced **Brian Peters**, MAC Director of Air Service Development, for the presentation.

Peters thanked **Anderson**, **Chair Jacobson**, and the Committee for having him. He explained his background with MAC and with Air Service Development at MSP.

He reviewed monthly total passenger data from 2019, 2025, and 2026, noting January and February were slightly down from 2025 and March had a more-than-usual dip in total passengers. April numbers were very close to the 2025 operations, reflecting good consumer sentiment and showing March's number is unlikely to be a long-term indicator of softness in travel demand. He showed passenger totals by airline and gave context to why some airlines were down or up, including loss of 50,000 seats with the Spirit Airlines exit. Internationally, there was a reduction in Canadian activity as well as some in Mexico.

Nonstop destinations from MSP are now at 132, slightly below the 2019 number of 137, but at an all-time high since the COVID pandemic. Three new nonstop flights are being added in 2026: Tulsa, OK, starting in May; Lexington, KY, also starting in May; and Maui, HI, starting in November. There are 35 nonstop international destinations with the new additions in 2025 of Rome and Copenhagen.

He discussed fuel prices and potential capacity reductions. He said, at present, reaction to higher fuel prices seems contained to a little trimming of seats and operations. He reported 2026 had started approximately 1-2% down but had been projected to grow about 2% from April or May into September, which has been adjusted back given current conditions. He believes the reductions are a result of elevated fuel prices and not reflective of a lessening demand. He stated the forecast through the first quarters of 2026 is projected to be about even with 2025. 2026 was originally projected to grow 1-2% overall but is now looking approximately even with or slightly below 2025 in number of passenger seats.

He gave some history of the Sun Country-Allegiant merger and of each company. His understanding is the plan is to grow operations at MSP as there is a robust passenger base here with demand for lower-cost service options. The approval process has gone well, with DOT and DOJ approvals in April and shareholder approvals in May. Sun Country is now a subsidiary of Allegiant Travel Company and will continue to operate normally for about a year as the merger is effectuated. For now, the Sun Country brand will continue in operation with gradual changes as it converts to Allegiant.

He showed the combined route map of the two airlines, illustrating virtually no overlap. This helps to explain the smooth approval process, as it is a combination of unique airlines. With the merger, MSP will be the largest Allegiant station by a large measure, another indication of opportunity that exists to

continue to grow and expand at MSP with the merger. He said more meetings are planned to continue learning more. He ended his presentation and asked if there were any questions.

Member Olson thanked **Peters** for the presentation and asked if change is being seen with up-gauging or aircraft choice by airlines in response to fuel costs.

Peters said he is not seeing that. Thus far, any changes appear to be minor trimming in reaction to elevated fuel prices. He is hoping long-term adjustments will not be needed. They are not seeing substantial aircraft changes or any subtraction of destinations.

Member Lowman noted there were some TSA issues in 2026 but not large operational changes. He asked for more insight into why 2026 numbers are down slightly.

Peters stated the small reduction was due in large part to Delta's operations being flat and Sun Country and Southwest's going down slightly. More growth from Delta could offset other reductions, but he said he did not believe the reduction was indicative of bad economic conditions going forward. He said demand for flights at MSP remains strong but that priorities for each airline do affect the numbers.

Chair Jacobson asked if there were further questions, and there were none at this time. She said they would return to the original agenda order now and introduced Topic 4.1.

4.1. FAA Update on RNAV Procedure Development

Anderson thanked **Chair Jacobson** and introduced **Sean Fortier** and **Sean Doyle** of the FAA to present.

Doyle advised he had accepted a new position and will not be at future meetings in the same capacity. He introduced **Katrina Smith**, who will be taking over on an acting detail basis as deputy administrator.

He then recapped the history of the RNAV project and the issue that was discovered during a multitiered safety review. The goal is to turn down the Very High Frequency Omnidirectional Range (VOR) system and update procedures in alignment with Area Navigation (RNAV). Because of potential obstruction issues with some departures, MSP was granted a waiver to allow most departures to fly with current procedures that will be coded as RNAV procedures out to the 70-degree arc. Air traffic controllers will manage airspace and have the ability to vector aircraft as needed. Two departures to the south off of Runway 17 that fly over the river will utilize the new RNAV procedures as they do not experience the downtown Minneapolis obstruction potential. The hope is that very little will change out to the 70-degree arc other than how it is coded and published. The new publication date is October 29.

He said no further environmental review is needed. The FAA is working to update their website with links to the documentation when it is completed. He reiterated that the current plan involves no functional change in either environmental or noise impacts and then concluded his presentation.

Member Ray asked when the new procedures go into effect after being published on October 29.

Doyle indicated they would be immediately implemented upon publication and that not much of a change is likely to be perceived.

Member Olson sought clarity as far as using current procedures but coding them RNAV, specifically in terms of the obstacle potential in downtown Minneapolis. She asked if the current solution is not to go back to the drawing board with RNAV but to keep going with today's procedures up to a specified point.

Doyle clarified that RNAV procedures are coded in a formal way but used variably based on needs of air traffic control. The present use of vectoring aircraft will remain unchanged. There will be a more formal RNAV mechanism farther out. Although there is a preference for use of RNAV procedures, it needs to be recognized that it does not always work best for safety or efficiency in every community.

Member Olson asked about the current procedures and what the differences are between the new proposal and what was originally proposed before the obstruction issue was identified. She asked if this would be the final solution to the project or if there would be more work done to develop procedures.

Doyle said this is the final solution to this project and is not an interim solution. They used a slightly different approach from traditional RNAV program targets, which is why a waiver was needed, but in conversations with air traffic control, this was found to be the optimal solution. He gave further clarity to the original proposal, which included procedures that were more locked in and automated and did not rely as much on direct tactical aircraft control. Because of the obstruction issue, RNAV procedures as proposed were not workable from a safety perspective. The new solution will rely on air traffic control for aircraft separation and obstruction analysis, but the VOR will be turned down and aircraft will rely on RNAV waypoints coded into the system that they will join after initial ascent.

Fortier added further detail regarding the initial design proposal and climb gradient and how the waiver fixed the problem by allowing vectoring of aircraft to continue as currently done with the new procedures as supplements to the existing structure.

Member Olson asked for clarification regarding RNAV waypoints and altitude requirements, asking for confirmation that there will be variability with where aircraft will head initially upon departure.

Fortier confirmed there will be variability depending on airport conditions.

Member Olson said her impression is this all sounds positive and consistent with the desire to disperse air traffic. She asked if the same altitude targets would be in place as in the proposed procedures.

Fortier confirmed the altitude targets were the same.

Member Olson discussed the process undertaken in the working group and expressed her desire to be responsible to the residents she represents in her level of review and engagement. She said she would like the opportunity to fully examine the proposed changes.

Doyle stated the goal of the procedure revision was to take all conversation and input from the work group and move forward with any opportunities. He agreed that the results of the process are positive. He said all documentation will be made available in the normal course and that the formal procedures will be available July 13 for further review.

Member Lowman asked if any changes to air traffic control priorities or discretion are involved in the update.

Fortier stated no changes were anticipated and that the procedures retain the flexibility for air traffic control to make priority decisions that are required for safety, efficiency, and other aspects. He added that the two departure routes using RNAV procedures along the river should have even higher adherence, but that as adherence is already very close to 100%, the numbers will likely still be similar.

Member Lowman said he will await the data but that he would be happy to see higher adherence.

Chair Jacobson asked for clarity regarding the timeline of publication and if further work will be needed within the work plan to study outcomes of the changes.

Doyle said the FAA is very project based and that their perspective is this will conclude this RNAV project. He noted there may be changes in the future but that this ends the active plans for now.

Chair Jacobson asked whether future analysis of RNAV procedure change effects could be included as part of the NOC work plan.

Anderson said, after the full procedures are released on July 13, NOC could reconstitute the working group to review the final procedures, understanding that the FAA would not be entertaining or accepting comments at that time. This review would increase understanding and set expectations for final publication of the procedures in October. He further recommended that, starting with procedure implementation on October 29, the data in MACNOMS could inform NOC members on any effects of the changes. Although very few changes are expected, the data will be provided to NOC members. He added that the hope is there will not be any perceived change to residents.

Doyle agreed and hoped that, if any change is perceived, it is positive on noise impacts. He said the FAA is happy to come back and provide more information.

Anderson stated that NOC or the working group can decide, after October information is reported, how they want to move forward as far as receiving reports and information so that they can track the changes and get comfortable with the data to identify any issues that may arise.

Chair Jacobson asked if there were further comments or questions, and there were none at this time. She thanked **Anderson**, **Doyle**, and **Fortier** for their information.

4.3 MSP Construction Updates

Chair Jacobson introduced the last informational topic of the MSP Construction Update.

Anderson introduced **Pat Mosites**, MAC Airport Development Project Manager, for airfield construction updates.

Mosites reviewed 2026 construction plans, including many smaller projects and only a few with major operational impacts.

The first project he highlighted was reconstruction of Taxiway Romeo, adjacent to the Air Force Reserve base. He noted the pavement is in woeful need of reconstruction, which will be done in two phases. Construction began May 18. This phase impacts the glide slope for the north parallel runway, which is currently turned off. Other navigational aid procedures are in place to keep the runway in operation, but inclement weather could cause issues with continuing to use the runway. The first phase should

wrap up in early August, when a flight check will be done on the glide slope so it can return to full functionality. The second phase will run to early September and be coupled with roadway projects, including on the 30L tunnel. One lane will be kept open, but airfield operations could be affected.

Taxiway reconstruction adjacent to Concourse F will start in July and finish in the fall. They will reconstruct two segments of the taxiway, Alpha first and then Bravo. They will work with Delta to assist in aircraft navigation. Concourse F will remain operational. It is a challenging project, but no fuel lines or major utilities work are involved, so it is hoped to be completed relatively quickly. 2027 will include a follow-on project to the east to continue replacing and reconstructing taxiways.

He then discussed the closure of Runway 17/35 to perform lighting work and upgrades to LED, which is scheduled for September through early October. Runway 4/22 will remain operational. Work needed at the intersection of 17/35 and 4/22 will be done at night to avoid affecting airline operations. After this project, all runways will be upgraded to LEDs, though there will be further projects in the future to improve the maintenance and energy efficiency of the lighting system.

He said there is a scattering of smaller projects, but none with major impact to aircraft operations. The Terminal 2 expansion will continue and should open in 2027, adding new gates and reconstituting two others. There is also a redevelopment of Concourse G which will continue into 2028 that will add more areas for passengers, concessions, and further development.

Anderson said the project is looking beautiful and that perhaps they can show some pictures and video of the progress at future meetings.

Mosites noted there have been recent newscasts from Terminal 2 highlighting its new construction. He then concluded his report and asked if there were any questions.

Member Olson asked **Fortier** if, with the closure of 17/35, they would be relying on the parallel runways.

Fortier anticipated the parallel runways will be used most of the time for the extra traffic and that 4/22 may be utilized as well for long-haul or transcontinental flights that need a longer runway. He noted the project will begin after Labor Day, so hopefully it will avoid impacting the summer travel season.

Mosites said modeling done showed barely half a minute of delay on the part of aircraft landing and getting to the terminal.

Member Olson clarified regarding use of the parallel runways and asked whether there would be a consistent pattern of north and south being designated for arrivals and departures or if they would land and depart on both.

Fortier indicated they would land and depart on both.

Member Olson asked if that was the most efficient configuration.

Fortier said that it would be either 12R and L or 30R and L, depending on weather.

Member Olson wanted information on what could be expected. She would appreciate, when possible, having variety in flow usage to avoid being in either North or South Flow for too long.

Fortier understood and said it is a consideration to the extent wind and weather allow.

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

5. Announcements

Chair Jacobson introduced the agenda item and invited **Anderson** to give MAC announcements.

Anderson said the next Committee meeting would be July 15 at 1:30 p.m. The upcoming Summer Listening Session is scheduled for July 22 at 6 p.m. at MAC General Offices, but he said if any communities are interested in hosting the session to please reach out.

He also mentioned the 2026 Special Olympics, which are occurring in the Twin Cities. Thousands of athletes and coaches will be flown into MSP and Downtown Saint Paul Airport for the event. MAC and FAA partners are involved in facilitating the transportation, with private aircraft owners donating their planes to fly athletes in. June 19 will be the biggest arrival day, with 120 private jets and an arrival every three to four minutes. **Fortier** is helping to manage the traffic load, and **Anderson** confirmed with him that arrival from the south is preferred, although winds will dictate. The Arizona Cardinals donated their 777 to fly in athletes, and MAC is prepared to give all the participants a big welcome. He wanted to alert everyone to the unusual airspace operations and traffic levels that will happen surrounding the event.

Chair Jacobson asked if any members had announcements, and there were no further announcements at this time.

Adjourn

Chair Jacobson thanked everyone for their participation and adjourned the meeting at 3:05 p.m.

May NOC Meeting:

Wednesday, July 15, 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: MAC General Offices

[Listening Session website](#)