MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES
Wednesday, September 16, 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, September 16, 2026, at the Metropolitan Airports Commission (MAC) General Offices Legends conference room. Videoconference (Teams) and telephonic options for attendance were also provided.

The meeting was called to order at 1:37 p.m. The meeting participants were:

Members: J. Bergman, Apple Valley; C. DesCamps, Richfield (via Teams); K. Gallatin, St. Paul (via Teams); C. Jacobson, Mendota Heights; K. Jansen, Sun Country Airlines (via Teams); D. Lowman, Bloomington; 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); J.D. Poyatos, Endeavor Air; M. Ray, Burnsville; V. Rivas, Bloomington;

Staff: R. Anderson; Y. Bizen (via Teams); K. Fisher (via Teams); D. Lafferty; J. Lewis; P. Mosites; M. Ross; J. Sonju (via Teams); M. Takamiya (via Teams);

Others: R. Bassarab, FAA (via Teams); T. Bergen, FAA; Elizabeth Cory, FAA (via Teams); T. Lopac; E. Patenaude, Bolton & Menk (via Teams); J. Risser (via Teams); H. Schumacher; Y. Xu (via Teams); R. Ziegler.

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

Community Members: Bergman, DesCamps, Gallatin, Jacobson, Lowman, Moore, O'Leary, Olson, Pivec, Ray, Rivas
User Members: Jansen, Luce, Moos, Poyatos

Chair Jacobson welcomed everyone, introduced herself, and explained meeting procedures and format. She discussed the agenda and public comment period. She stated that a quorum was present.

1. Consent

Chair Jacobson 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 July 15, 2026 Meeting Minutes

Chair Jacobson opened discussion of the July 15, 2026, meeting minutes. She asked if anyone had comments or edits to be made. No changes were requested, and no comments were made.

1.2. Reports

1.2.1. Monthly Operations Reports: July and August 2026

David Lafferty, Assistant Community Relations Manager, indicated there were 31,955 total operations in July and 30,111 in August. July figures were similar to those of July 2025, and August had approximately 500 fewer operations than August 2025. Nighttime operations numbered 2,100 in July and 1,774 in August. July 2026 had fewer nighttime operations than July 2025, while August 2026's numbers were approximately the same as August 2025. Most nighttime operations were arrivals.

South Flow was predominant for July at 61%, dropping to 49% for August. Comparing 2025 and 2026, flow and usage rates were approximately the same despite high South Flow usage in July 2026. He showed runway use for arrivals and departures, with Priority 1 and 4 runways used approximately 50% of the time each for arrivals. He then discussed fleet mix. Narrowbody jets showed a slight decrease but still accounted for approximately 2/3rd of aircraft. Regional jets saw a slight increase to just over 31%. Widebody aircraft remained steady at 3.7%.

Complaints received in July totaled 20,676 from 246 locations. In August, there were 21,346 complaints from 262 locations. July's figures represent a sharp increase from July 2025 even though operations appear similar, with no obvious reason in the data for the change. August's complaint data was similar to those of August 2025. Complaints from new locations were 10 in July and 27 in August. The 27 new August locations did not have an obvious concentration pattern. In total, there were 42,022 complaints from 336 households, a slight decrease from May and June. The complaint concentrations corresponded to heavy use of South Flow during the two-month period. The top ten complaining households made 42% of overall complaints.

July's time above the 65-decibel threshold was 412 hours, 5 minutes; and August's was 404 hours, 26 minutes. These figures are slightly higher than these months in previous years. Events above 65 decibels were 87,472 for July and 82,893 for August. Summer is usually the peak for these metrics, so they are expected to taper off. Noise abatement procedure usage was high at 98.2% in July and 99.1% in August for Runway 17. The Eagan/Mendota Heights corridor saw adherence of 92.6% in July and 95.4% in August. Cross Day and Cross Night adherence was between 35 and 41%. Reports can be found at https://metroairports.org/community and https://customers.macnoms.com/reports/.

Chair Jacobson inquired if there were any questions or comments, and there were none at this time.

1.2.2. Review of Summer Listening Session

Lafferty said the purpose of the listening sessions is to hear residents' concerns regarding airport noise. The Summer Listening Session was held July 22, at which 12L and 12R departure information, noise complaint procedures, and the NOC Work Plan were discussed. He reviewed meeting attendees. He thanked the City of Eagan and **Member Alig** for hosting and also thanked **Members Luce** and **Ray** for attending.

Chair Jacobson asked if there were comments or questions, and there were none at this time. She reviewed voting procedures and asked members to prepare for a vote.

> **Member Ray 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 and reviewed procedures for public comment. No comments were made by those in the room, on Teams, or by phone.

Member Olson discussed a written comment she received from a Minneapolis resident. She requested it be made part of the record and provided copies to members in the room. The resident is concerned about Airbus A220 noise. She noted that **Ryan Anderson**, Community Relations Manager, has spoken with the resident, and said the resident brought up the unique noise of the A220 as a well-known problem. She understood more work is being done to address the issue and asked **Anderson** to speak further.

Anderson has reached out to get the latest information on A220s and available mitigation options for their particular noise profile. He is still waiting to hear back.

Member Olson said she is under the impression there are industry efforts being made to potentially make changes to the aircraft that would help mitigate the noise so that it would not be a long-term issue. She noted Delta might need to be engaged as they have a lot of A220s in their fleet. She asked if she needed to make a motion to have the resident's comments included within the meeting record.

Anderson stated it was up to the Chair as to whether a motion was necessary.

Chair Jacobson said she did not believe a motion was necessary and that the comments would be included within the meeting record. She asked if there were any further comments or questions at this time, and there were none.

3. Information

3.1. RNAV Departure Procedure Update

Anderson stated that the NOC RNAV Review Subcommittee had recently met and received an FAA briefing, including from Air Traffic Manager Bergen and Regional Administrator Rebecca MacPherson. The briefing focused on what can be expected in October when the procedures are implemented. The subcommittee was informed there are no further schedule changes and that the new procedures are on track to be implemented on October 29.

Member Ray expressed interest in convening the subcommittee one more time before the October implementation. He noted that he was new to the subcommittee. He referenced two letters that had been written with some requests and wanted to circle back to review those issues and also further refresh and educate the members on the process.

Chair Jacobson agreed that it would be helpful to revisit some of the history.

Anderson said he would be happy to organize an additional subcommittee meeting in the coming weeks, noting it is a good point that there are newer members who could benefit from additional information regarding the history and status of the RNAV issue.

Chair Jacobson noted there have been changes to the FAA staff as well, which is another good reason to revisit, and that they will look to MAC staff to pull together another subcommittee meeting date.

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

3.2. Runway 17/35 Closure Update

Pat Mosites, Airport Development Project Manager, introduced himself. He said the closure of Runway 17/35 started on September 8, as planned, and will go until October 17, during which time the lighting and electrical systems will be upgraded and signage changes will be made. The project is expected to complete on time. Any remaining work after October 17 will be done at night and will not affect daytime operations.

He then discussed reconstruction of Taxiway Alpha/Bravo. The work is one week ahead of schedule and should be completed by September 18. Next, Taxiway Romeo will be paved, along with bituminous shoulder construction and lighting system upgrades. They expect that work to be completed within the next three weeks.

Member Olson inquired as to the location of Taxiway Romeo and about the traffic utilizing it.

Mosites explained that it primarily serves military aircraft, although regular air traffic does utilize a portion of it as an access to Runways 12L and 30R.

Member Luce congratulated **Mosites** and his team for being ahead of schedule and expressed his appreciation for the work, especially in that busy area of the airfield.

Mosites said it is challenging to manage airfield projects with trucking activity. He noted another project will be done next year adjacent to this year's construction area.

3.3. Runway 12L and 12R Departures Operations Report

Anderson explained that this analysis grew out of feedback from residents perceiving changes in departures off 12L and 12R turning to the north. Last year, MAC studied departure activity comparing the 2020-through-2022 period to 2023. He gave an overview of total departures at MSP for the last ten years. Pre-COVID, operations were relatively consistent, with departure utilization of 12L and 12R around 15% (12L) and 6% (12L). Post-COVID, as operations incrementally recovered, similar distributions of approximately 15% and 6% were seen in 2023. 2024 and 2025 are outlier years due to construction closures. The updated analysis discussed today compared June 2023 to June 2026. June was chosen because of frequent southerly/southeasterly winds and high usage of South Flow. The analysis showed fewer departures off 12L and 12R in 2026 than in 2023 even though total MSP departures were higher.

The viewing of actual flight tracks off 12L and 12R showed significantly less utilization of southbound Standard Instrument Departures (SIDs), a change driven by destination and market changes. Comparing the top ten destinations for 12L and 12R departures showed that, although the top two destinations were the same, there are significant variations in the data, including a large drop-off of departures to SFO. These market changes could lead to perceived noise differences on the ground because of fleet mix and SID usage. Aircraft types also shifted from mostly 737s to CRJs.

Member Ray asked for clarity on the departure slide, using the number of flights to Denver as an example.

Anderson clarified that the data only reflected departures from 12L and 12R and not total MSP departures. Combined, the two runways account for approximately 20% of departures at the airport.

Member Ray asked if most flights heading south or west use Runway 17.

Anderson stated that runway and SID assignments are influenced by weather and flight destination and confirmed that 17 and 12R are used quite a bit for southern versus northern/northwestern markets.

Member Luce gave further information about traffic patterns and runway choices.

Anderson displayed flight patterns for northbound departures off 12L and 12R, as well as density maps for both June 2023 and June 2026. There were fewer departures off both runways for 2023 than in 2026, with 12R showing a greater decrease. Track geometry during the comparison months remained nearly identical. The density maps showed flight tracks were also very similar.

He explained that a 7-mile gate analysis was done, with gates being general directions after takeoff, not exact headings. At the 7-mile mark, Gate D is the most used, which corresponds well to the Eagan/Mendota Heights corridor. Overall, the gate analysis showed the flights tracking within the preferred areas. A 7-mile altitude analysis showed that, in 2023, 25.7% of flights crossed the 7-mile point at or above 3,500 feet. For 2026, that number was 27%. The small difference is likely accounted for by slight changes in aircraft types, performance characteristics, weather, and aircraft climbing ability.

Member Ray asked how RNAV changes regarding restricted climb might impact altitude.

Member Luce said the current situation and post-RNAV implementation would be very similar.

Member Poyatos indicated aircraft are very capable of reaching the desired altitude.

Member Luce agreed, noting that heavier aircraft do have a harder time.

Member Ray asked if even faster climbs and higher elevations at the 7-mile mark could be seen.

Member Luce stated it is possible given wind and weather conditions.

Anderson indicated that flight altitude at the 7-mile mark can be included as a metric on reports done after RNAV implementation and agreed with **Member Luce** that there are not significant changes anticipated in the distribution of vertical or lateral flight tracks.

Member Ray inquired as to the minimum altitude of 1,736 in June 2026.

Anderson noted they do have military aircraft and smaller aircraft that cannot climb as fast that are reflected in the data, but that most aircraft are around the 3,500-foot elevation at the 7-mile point. On average, aircraft were able to get slightly higher in 2026 compared to 2023.

He summarized key takeaways from the analysis, including that overall departure activity between the two periods is very consistent. Flight locations and altitudes are also highly similar. Although operations are close to the same, differences in aircraft types, destinations, and individual flights can affect sound characteristics and how noise is perceived from the ground.

Member Lowman commented on how much data and specificity went into this analysis. He found the difference in aircraft types and destination market factors very interesting. He added that it is difficult to look at daily averages and determine drivers of noise complaints. He found the analysis complex and wondered how representative the June snapshot is. He inquired as to how much market demand is an overall driver of noise versus weather conditions.

Anderson said previous studies have been done that looked at full years and that this analysis was more granular to focus on a specific time period. He added this work was done in response to community feedback regarding recent changes in noise perception, so they wanted to focus on recent data in order to try to pinpoint and better understand current noise concerns. With major construction impacts to operations in 2025 and 2024, they had less applicable data to choose from that would be representative of normal patterns. He agreed that a study of a larger time period could be helpful in the future to continue to get a clear picture of these noise concerns. Regarding the question on markets and weather, he stated that weather trumps all other concerns when it comes to runway usage because of safety prioritization. Weather systems both locally and in the larger geographic system are in play for runway usage and departure procedures, and market forces such as destination also play a big role.

Member Luce liked the rationale for using June since it is a month with heavy use of South Flow due to southerly winds. He thought it provided a good cross section and representative analysis. He also added that June is the start of the busy travel season, so it was a good choice.

Member Ray asked how this information could be utilized for analysis of post-RNAV changes. He wondered what metrics might be most useful in comparing June 2023 and June 2026 to June 2027 to see any post-implementation impacts.

Anderson said actual flight tracks could be reviewed to find any significant changes, especially for departures. This data, along with density maps, could be used to see how concentrations differ. Especially for the communities closest to MSP, the understanding is that they should not experience much noise difference with RNAV procedures. He noted that a lot of track analysis can be done after implementation. He added that the procedures may not be fully implemented on October 29 and there may be a warm-up period as air traffic control transitions to the new procedures, so they will need to discuss what periods should be used for future analysis to represent full RNAV implementation.

Member Ray asked if they could add a similar analysis with June of 2027 to the 2027 Work Plan. Continuing to use June would help to keep factors of wind, weather, and travel-season timing consistent.

Anderson agreed and recommended such an analysis be included in the work plan. He thought June would be a great comparative month, but was happy to consider other time periods as well.

Member Ray was curious if data regarding Runway 17 could also be added to future analysis.

Chair Jacobson noted that Item G in the 2027 Work Plan is to collect and analyze data before and after implementation of RNAV procedures, and she inquired as to whether the recommendation was system-wide or if the 12L/12R analysis would be pulled out and completed separately.

Anderson recommended that the work plan item was intended to look at all departures but that they could also break out individual runway data as well.

Member Ray agreed that all departures should be reviewed and said that he liked how the data was structured in the analysis. He found it very helpful.

Member Lowman indicated he would like data that can help him to narrow down specific potential complaint drivers, like weather and fleet mix, and show what activity is most likely to lead to complaints.

Anderson noted that fleet mix shifts such as larger aircraft can make a significant impact to annoyance at aircraft noise even if sound metrics do not show significant differences. Changes in airport operations such as flow usage changes or aircraft type can trigger more questions or complaints as well.

Member Lowman said he grew up on the east side of Bloomington. He now lives in the central/west section of the city and says things feel more like they did when he was a kid when it comes to aircraft noise. He understands the noise levels have not necessarily changed, but he now notices it more. He wants to figure out how to encapsulate the change in noise perception, possibly evaluating whether it is less a change in aircraft noise and more a change in the traffic patterns.

Anderson suggested this may be a good segue into the next agenda item.

Chair Jacobson agreed and opened discussion of the draft 2027 Work Plan.

3.4. Draft 2027 Work Plan

Anderson responded to **Member Lowman's** comments, stating that they look at fleet mix in an annual report and that more data can be included in that to help evaluate how differing aircraft types may be leading to differences in noise perception on the ground.

Member Lowman stated it can be easy to get lost in large sets of data and that analyzing one runway separately may help to narrow down any correlations between operations and complaints.

Anderson said he will take that into account as they finalize the work plan items to ensure the Committee can review the data that works best for them.

More generally, he noted that this is the time to start thinking about the 2027 Work Plan. An initial draft has been prepared for the Committee's consideration that contains many standard items that NOC reviews annually. The elements of the current draft were outlined and displayed on the screen. He further explained and discussed elements of the draft work plan, including changes that could be made to get the items more in line with Committee requests. He asked that feedback or requested changes be sent to MAC staff or the Co-Chairs so that they can be integrated into a more final work plan to be reviewed at the next meeting.

Chair Jacobson inquired as to what date such feedback should be sent in by.

Anderson indicated that it would be very helpful if changes or ideas could be submitted by November 4.

Member Ray stated that he is open to removing Item D from the plan.

Member Olson said she was going to speak on Item D as well and that she thinks there is value in pausing to see what data is emerging from across the country about noise abatement and noise health impacts. She would like to give those subjects and any new information on the subjects more attention.

Member Ray agreed, saying he would remove Item D and add something more focused on research into impacts of airport noise on the community.

Member Rivas suggested that recordings of takeoff of a regional jet and a 737 be played at listening sessions along with a comparison recording of a widebody aircraft to help educate the public about the sound differences. He said the impression can be that widebody aircraft take longer to go by and are therefore judged to be noisier. The length of time of the sound can add to annoyance even if the sound levels are similar. He believes that the more information they can get to the public, the better, and that transparency is very beneficial.

Anderson said that is a great idea and that he will draft something to be added for 2027. With regard to noise research, MAC staff has presented in the past on certain new research initiative items. He thought the work plan might be revised to allow for presentation of applicable research within meetings, allowing for more discussion, instead of covering them in a larger annual report.

Member Lowman recalled a conversation about potential changes to the noise mitigation program and asked if the group still wanted to look into that. He wondered if that would fit within Item 1a. He added that information learned from noise research could help drive that conversation, as well as ideas and effective strategies learned from other airports.

He also expressed appreciation for environmental/climate conversations the group has had and those regarding nighttime operations. He brought up a time where a letter was sent to the FAA regarding nighttime operations that helped work toward improvements in noise perception while also meeting the market's economic demands. As he looks forward into 2027, he hopes to continue to see a recovering economy and work to continue to find positive solutions.

Chair Jacobson asked if there were further comments, and there were none. She reminded members to get any comments or revisions for the 2027 Draft Work Plan to MAC staff by November 4.

3.5. Draft 2027 Meeting Dates

Anderson reviewed proposed 2027 meeting dates and indicated they would seek final approval of the dates at the November meeting. He requested members inform MAC staff of potential issues so they can make adjustments. November is typically the most problematic to schedule. He asked that comments about the meeting schedule be received by November 4. If there are strong concerns about the proposed dates, he will reconvene with the Co-Chairs to put together a revised draft schedule.

Member Olson said the National League of Cities conference often conflicts with the November meeting. She would like that conflict to be avoided next year as she does not like to miss meetings.

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

4. Business

Chair Jacobson confirmed there were no business agenda items.

5. Announcements
Anderson confirmed that the next Committee meeting is November 18 at 1:30 p.m. The Fall Listening Session will be Wednesday, October 28, at MAC General Offices, although location is subject to change.

He then announced that MSP has earned a Number 1 ranking in the J.D. Power North American Airport Satisfaction Study for the third year in a row and for the fourth time out of the last five years. He added that they swept all seven categories, including airport experience, food and beverage, retail, ease of travel, and terminal facilities. He gave credit to everyone involved in airport operations, including staff, airlines, governmental partners. He said everyone plays a role in making MSP special.

Several members congratulated MAC staff on the award.

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

Adjourn
Chair Jacobson thanked everyone for their participation and adjourned the meeting at 2:57 p.m.

November NOC Meeting:
Wednesday, November 18, 2026 @ 1:30 p.m.
Location: MAC General Offices, Legends conference room + Teams
NOC Meetings

NOC Fall Listening Session:
Wednesday, October 28, 2026 @ 6:00 p.m.
Location: MAC General Offices, Legends conference room (subject to change)
Listening Session website