



MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

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

The meeting was called to order at 1:30 p.m. The meeting participants were:

Members: S. Alig, Eagan; R. Benz, Delta Air Lines; K. Bonner, Endeavor Air; L. Chamberlain, St. Louis Park (via Teams); C. DesCamps, Richfield; K. Gallatin, At-Large, St. Paul (via Teams); C. Jacobson, Mendota Heights; E. Koski, Minneapolis; D. Lowman, Bloomington; A. Luce, Delta Air Lines; L. Moore, Bloomington; A. Moos, United Parcel Service (via Teams); G. Norland, Sun Country (via Teams); D. O’Leary, At-Large, Sunfish Lake; M. Pivec, At-Large, St. Louis Park (via Teams); M. Ray, Burnsville;

Staff: R. Anderson; K. Fisher; S. Lakku, J. Lewis, N. Pesky, M. Ross, B. Ryks, J. Sonju, M. Takamiya, E. Valencia;

Others: N. Benson, Burnsville; T. Bergen, FAA; S. Bodsberg, Inver Grove Heights; S. Fortier, FAA; D. Kreibich, Bloomington; J. Haubrich, West St. Paul; T. Haubrich, West St. Paul; T. Lopac, Eagan; S. Norling, Mendota Heights; J. Risser, Edina; J. Vossen, Bolton & Menk; J. Widing, Met Council; Y. Xe - HNTB (via Teams); R. Ziegler, Recording Secretary.

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

Community Members: Alig, Chamberlain, DesCamps, Gallatin, Jacobson, Koski, Lowman, Moore, O’Leary, Pivec, Ray

User Members: Benz, Bonner, Luce, Moos, Norland

Chair Benz welcomed everyone, introduced himself, and explained the meeting procedures, including for Teams participants. He inquired as to whether or not a quorum had been established.

Ryan Ziegler, Recording Secretary, confirmed that a quorum had been established.

Chair Benz indicated the first item addressed would be Item 4.1., the MAC/MSP Update by **Brian Ryks, MAC Executive Director/CEO,** and welcomed **Ryks** to speak.

4. Information

4.1. MAC/MSP Update - Brian Ryks, MAC Executive Director/CEO

Ryks thanked the Committee for accommodating the schedule change. He gave a thorough presentation covering general MAC information, MSP Passengers and Operations, Facility & Airfield Improvements, and Innovating the Travel Experience. He began with information on the MAC, including its purpose and upcoming changes for its Board of Commissioners. He mentioned the federal government shutdown that affected operations and gave a shout-out to the federal employees at MSP and reliever airports for doing a fantastic job during that time mitigating the negative effects of the shutdown. He noted MAC is three years into their current project plan and that all is proceeding nicely.

With regard to MSP Passengers and Operations, he discussed system size, operations data, and airlines for whom MSP is a hub. He talked about MAC's structure, capabilities, funding sources, passengers served, and expectations for 2025 data. He expressed a positive outlook on passenger numbers in 2026. He enumerated the many domestic and international nonstop destinations from MSP, noting nonstop international departures in 2025 is at an all-time high. He discussed some carriers at MSP, saying the airport is in a strong position and maintains good relationships with its hub airlines and other partners.

On the topic of Facility and Capital Investments, he talked about the numbers budgeted for capital investments for 2025 through 2027, indicating these projects add many construction jobs for the community as well as upgrade and maintain safe and secure facilities that meet customer demand. He noted the completed project on Terminal 1, with remodeling and expansion of the departures lobby, baggage area expansion, and remodeled vertical circulation. He highlighted some of the art and design features of the terminal as well as the partnership with Delta in the Airport Modernization program, which remodeled and updated concourses and will be wrapping up next month. It included new LED lighting, added sustainability elements, terrazzo flooring, and other major upgrades.

He discussed the Terminal 2 North Expansion Project, which will add two new gates and space for four gates, with added concessions and seating, scheduled to finish in 2027. He said there is ample room for continued growth at Terminal 2. He mentioned MSP's long-term plan adopted in 2024, with 16 major projects and \$9.2 billion earmarked, which includes plans for projects in the near, mid, and long term. He said it's clear the airport can be expanded in its current location for a number of years into the future.

Regarding Leveraging Technology, he talked about ways that technology is utilized to streamline staffing and customer experience, including improvements in parking, the MSP Reserve program, and a database that allows for better preparation for airport volume needs. He discussed the unique partnerships needed to compile data. He touched upon new processes for inbound international travelers that expedite the process and significantly improves the US international passenger arrival process.

He emphasized MSP's focus on accessibility, highlighting the Navigating MSP program and improvements such as gate announcements being captioned on screens. He recognized the Airport Foundation, consisting of over 500 volunteers, which helps guide passengers and provide a personal touch as well as assisting in arts, culture, and entertainment. MSP received back-to-back #1 rankings from J.D. Power the last two years and three out of the last four, a testament to the 20,000 employees at MSP who focus on customer service and doing things right. He said there is always an eye on ways to improve and receive feedback, but he expressed appreciation for great work done by all stakeholders at MSP.

Chair Benz thanked **Ryks** for his presentation. There were no questions at this time.

1. Consent

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

1.1. Approval of September 17, 2025, Meeting Minutes

Chair Benz opened discussion of the September 17, 2025, meeting minutes. No comments were made, and no changes were requested.

1.2. Reports

1.2.1. Monthly Operations Reports: September and October 2025

Ryan Anderson, Technical Advisor, provided an overview of monthly operations, including details on runway usage, nighttime and daytime operations, and noise complaints. He reviewed September and October data and looked at comparisons to 2024. Nighttime operations were approximately 5-6% of overall operations, with most of nighttime operations being arrivals. Runway usage for the time period included consistent South Flow, but even with that, the ratio of South to North Flow over the last several years remains approximately the same. He said south winds limit runway options. He discussed carrier fleet mix, which had no major fluctuations and has been consistent for the last couple years

In reviewing September and October noise complaints, he noted a 71% increase in noise complaints from September 2024 to September 2025 even though operations were almost equal and the South Flow/North Flow split was also similar. He referenced the operations-per-complaint ratio, 0.9 in September and 1.3 in October, which might indicate that the complaints are more localized and are coming from fewer locations. He discussed numbers of complaining locations and the dropoff in noise complaints from September to October, which was similar in 2024 data. September had fewer operations but higher complaint numbers compared to October. Almost 47% of total complaints came from 10 households. He reviewed different communities' complaint patterns and possible reasons for each community's noise complaints, specifically mentioning an area in Mendota Heights that may warrant a closer look, because the data does not show significant changes compared to previous years in that location, yet people on the ground are experiencing significantly more noise annoyance.

He reviewed sound monitoring results and stated Site 10 had been affected by the construction and has been operating on batteries. MAC is working to get it back online, but there may be discrepancies in the data resulting from the power shifts. He discussed noise abatement procedures, including 98.9% adherence for Runway 17 noise abatement procedures in October and 95.8% adherence in September.

He then concluded his report and stated he would be happy to answer any questions.

Member Lowman said, in reference to October complaints from 2024 being lower than 2025, that it would be interesting to have more analysis to figure out the drivers for that difference. He asked if average temperature had been evaluated to see if that could be a contributing factor.

Anderson stated he would review that data and that it could be a factor. He said that many variables go into people's experience on the ground, including wind, temperature, and aircraft performance.

Member Lowman thought it might be a great case to see how climate change may affect flight patterns and runway usage and said he would be interested in how it might impact perception of airport noise.

Anderson said it definitely is worth looking into. He noted MSP is seeing more consistent South Flow operations over the last couple years, which may be different from historical data. He indicated climate change influencing operations and flow usage would be good to analyze further.

Member Ray asked about what impact noise changes from construction beginning and ending could have on complaint numbers.

Anderson agreed that could play into noise perception and experience.

Chair Benz asked if there were any further questions, and there were none at this time.

1.2.2. Review of Fall Listening Session

1.2.3. Summary of Aviation-Related Research Initiatives

1.2.4. Review Residential Noise Mitigation Program Implementation Status

Chair Benz said information regarding these two consent agenda items was located in the meeting packet and asked if anyone had questions or comments regarding these items. There were no questions or comments at this time.

Chair Jacobson moved to approve the consent agenda items. Member Koski seconded the motion. There was a call for any further discussion, and none was held at this time.

The motion carried by unanimous vote.

2. Public Comment Period

Chair Benz introduced the public comment period. He reviewed rules for public comment and noted that such an opportunity is always included in NOC meetings. Three comment cards were received.

David Kreibich, resident of Bloomington for 47 years, stated he moved to his current location from south Minneapolis in part to get away from airport noise. He asked to give a written editorial to Committee members and did so. He expressed both a noise concern and a safety concern due to flights going over residential areas more frequently and said that MAC should work to improve the issues.

Judith Haubrich, of West St. Paul, noted a large increase in airport noise over the last number of years. She discussed seeing and hearing larger planes flying over her house than she had experienced in the past. She has gone through MAC data and believes there is not only more traffic over her area but also bigger airplanes. She detailed the flights she experienced on October 1st, including many flights between 6:59 a.m. and 8:59 a.m. She stated she has canceled meetups at her house because of the level of noise in the backyard and that noise levels are high enough to disrupt sleep and conference calls. She believes West St. Paul should be studied along with Mendota Heights to gain further insights into the noise increase. She believes planes are turning sooner to take them over her residential area.

Tom Lopac, Eagan resident, said for many years that officials have indicated quieter engines were coming. He asked for action with the airlines to increase the use of quieter plane engines at MSP.

Chair Benz thanked participants for their comments. He then asked if there were any further public comments, and there were none at this time. He concluded the public comment period.

3. Business

3.1. Review and Approval of the 2025 NOC Accomplishments, 2026 NOC Work Plan, and 2026 NOC Meeting Dates

Chair Benz opened discussion of the agenda item and invited **Anderson** to present.

Anderson explained that it is being sought for the Committee to approve and recommend to the MAC Planning, Development and Environment Committee approval of the 2025 MSP NOC accomplishments, 2026 MSP NOC work plan, and 2026 NOC meeting dates. He pointed to a listing of 2025 NOC accomplishments provided in the meeting packet. He noted progress has been made on all NOC work plan items except for No. 13, "Receive an overview of the Runways 12L and 12R Departure Operations Report," which is scheduled for later in this meeting.

He then reviewed the draft 2026 work plan and said that all items would be brought to the MAC Commission for approval as well. He stated that many are standing items. He mentioned the VOR-MON Program and RNAV Procedure Development item and noted he hopes that can be implemented next year and that, if it is, comprehensive flight track analysis will be done. He highlighted the Committee's work with community feedback and data analysis in understanding causes of increased noise annoyance.

He concluded the presentation and said he would be happy to answer any questions.

Member Lowman said that, in the past, the Committee has looked at fleet mix and improvements in their level of noise production and inquired if that would be part of the 2026 agenda.

Anderson stated that would be discussed in Item 2(b), Fleet Mix and Nighttime Operations Assessment, which will look for changes and noise impacts.

Member Lowman asked if climate and environmental concerns and data would or could be a component of that analysis.

Anderson clarified that the item as written speaks more to the FAA's review of their noise policy, not the MAC's, so that would not specifically include environmental or climate change factors, but he noted those factors could be incorporated in analyses in existing work plan items or added as a new item.

Member Lowman stated he is not asking for a new item to be added, but that he hopes climate considerations can be worked into existing elements of the plan.

Anderson said it would be worthwhile to incorporate more of that information into their reports.

Chair Benz asked if there were any questions on the work plan, and there were none at this time.

Anderson then presented the proposed 2026 meeting dates, which retain the same cadence of every other month on the third Wednesday at 1:30 p.m. at the MAC General Offices.

He then reiterated that what is being sought is that the Committee approve and recommend to the MAC Planning, Development and Environment Committee approval of the 2025 MSP NOC accomplishments, 2026 MSP NOC work plan, and 2026 NOC meeting dates.

Member Lowman asked about the November date and a potential conflict with a national conference.

Anderson said a change was made in 2025 to avoid the conference and then it was changed back. He indicated that, once the schedule is finalized, he would look at that and make adjustments if needed.

Chair Benz asked if there were any further questions, and there were none at this time.

Member Koski moved to approve and recommend to the MAC Planning, Development and Environment Committee approval of the 2025 MSP NOC accomplishments, 2026 MSP NOC work plan, and 2026 NOC meeting dates. Member Lowman seconded the motion. There was a call for any further discussion, and none was held at this time.

The motion carried by unanimous vote.

4. Information (continued)

4.2. Runway 12L and 12R Departure Operations Report

Chair Benz introduced the topic and invited **Anderson** to present.

Anderson presented data on usage of 12L and 12R historically and at present. He gave overall ratios and numbers for departures going back 12 years as well as hourly operations levels. He compared 2020-2022 data to 2023 data, with 2024 and 2025 not used to avoid runway closures skewing the results. He reviewed historical departure numbers and ratios of runway use for 12L and 12R, which have stayed relatively consistent going back ten years. They are not the main departure runways at MSP.

He discussed South Flow and Mixed Flow and how that affected 12L and 12R runway usage, still comparing 2020-2022 data to 2023. He provided graphics explaining flight paths from these runways at 3 miles out and 7 miles out to show noise concentration that occurs from 12L and 12R departures. He reviewed data for areas with sound events over 65 decibels. He added that air traffic considerations affect flow and departure/arrival runway use, which can lead to flight pattern concentration in one area. He reviewed top destinations for flights departing from these runways.

He noted the full report will be available on the website and that he would be happy to answer any questions. He mentioned that this data will help set the stage for analysis in the 2026 work plan and will help inform the discussion with communities affected by noise.

Chair Benz thanked **Anderson** and asked if there were any questions or comments on the report.

Chair Jacobson has been working with Mendota Heights residents and **Anderson** to look into operations data and appreciates the addition in the 2026 work plan to address these concerns and questions.

Member Lowman asked about the information on the graphic regarding over-65-decibel sound events.

Anderson explained the chart shows numbers of events where at least 65 decibels was measured.

Member Lowman thanked **Anderson** for the clarification.

Chair Benz asked if there were any further questions, and there were none at this time.

5. Announcements

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

Anderson thanked all Committee members for their attendance at today's meeting. He stated the next meeting is scheduled for January 21, 2026, at 1:30 p.m. and that the Winter Listening Session is scheduled for January 28, 2026, also at the MAC General Offices. He said that the Fall Listening Session was very successful, with great turnout and discussion.

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

Adjourn

Chair Benz adjourned the meeting at 3:02 p.m.

January NOC Meeting:

Wednesday, January 21, 2026 @ 1:30 p.m.

Location: MAC General Offices, Legends conference room + Teams

[NOC Meetings](#)

NOC Winter Listening Session:

Wednesday, January 28, 2026 @ 6:00 p.m.

Location: MAC General Offices, Legends conference room

[Listening Session website](#)