



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**
Wednesday, September 18, 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, September 18, 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, C. Jacobson, R. Jaeger, D. Lowman, C. Miller, A. Moos, L. Olson, C. Potter

Staff: Y. Bizen, K. Fisher, J. Lewis, K. Martin, C. Metcalfe, P. Mosites, N. Pesky, M. Ross, M. Schommer, J. Sonju, M. Takamiya, J. Welbes, A. Miller

Others: S. Fortier – FAA, K. Gallatin – St. Paul, B. S. Hammer-Smith, B. Hoffman – St. Louis Park, S. Norling, N. Rao – FAA, M. Ray - Burnsville, K. Regotti – FAA, M. Simmons – FAA, M. Thissen, J. Barnier, M. Johnson, B. Raker, D. O’Leary – Sunfish Lake, and others

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

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

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

1. Consent

1.1. Approval of July 17, 2024, Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Report: July and August 2024

Carey Metcalfe, Assistant Technical Advisor, provided the following July/August 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>

- | July | August |
|---|--------------------------------------|
| • Total Operations: 31,008 | • Total Operations: 31,062 |
| • Nighttime Operations: 2,690 | • Nighttime Operations: 2,416 |
| • North/South/Mixed: 8/56/33(%) | • North/South/Mixed: 15/44/38 (%) |
| • RUS (Priority 1/2/3/4):24/45/0/30 (%) | • RUS(Priority1/2/3/4):30/43/0/26(%) |
| • RJ/Narrow/Wide: 22.9/73.1/4.0 (%) | • RJ/Narrow/Wide:23.0/72.9/4.1(%) |
| • Complaints: 19,314 | • Complaints: 17,726 |
| • Complaint locations: 336 | • Complaint locations: 367 |
| • Top 10 Households: 69% | • Top 10 Households: 57% |
| • Hours of events*: 372 | • Hours of events*: 394 |
| • Number of events*: 75,934 | • Number of events*: 78,895 |
| • R17 procedure: 98.3% | • R17 procedure: 98.2% |
| • EMH Corridor procedure: 95.2% | • EMH Corridor procedure: 91.5% |
| • Crossing procedure day: 39.4% | • Crossing procedure day: 37.8% |
| • Crossing procedure night: 28% | • Crossing procedure night: 28.3% |
| • RUS: 69.3% | • RUS: 73% |

* Aircraft sound events above 65dB.

Questions:

Member Lowman asked a question about the sound monitoring sites which showed a decrease in events and he wondered what may have caused the decrease.

Metcalf responded that some noise monitoring sites were down due to weather and a power outage.

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

2. Public Comment Period

There were no public comments.

3. Business

3.1. Nomination and Election of User Co-Chair

Michele Ross, Technical Advisor, provided some background information about the User Co-Chair election. Member Buckley, Delta Airlines, served in the role since January 2024. He has recently moved to Atlanta so he is no longer able to serve on the committee.

The Noise Oversight Committee consists of equal representation of airport users and community representatives, and each is represented by a Co-Chair. The Airport User representatives will vote to elect their chairperson. Only the Airport User representatives can participate in the vote for their Chair.

Per NOC bylaws the role of the Co-chair is to alternate chairing the NOC meeting, provide input, approve agenda items, call special meetings as necessary, and sign documents. The Airport User Co-chair will serve the remainder of the term from September 18 through June

2025.

Action Requested:

CONDUCT AIRPORT USER CO-CHAIR NOMINATIONS AND ELECTIONS TO ESTABLISH THE AIRPORT USER CO-CHAIR TO SERVE FROM SEPTEMBER 18, 2024, THROUGH JUNE 25, 2025.

Member Arnold nominated Member Benz and Member Jaeger seconded the nomination. There were no other nominations. Member Benz was elected serve as User Co-chair via unanimous voice vote.

4. Information

4.1. MSP Runway Construction Update

Pat Mosites, Project Manager Airport Development, reported that the airfield electrical work was almost finished along with the grooves and the markings for the new pavement. On September 21, at 4pm, the runways will be open for MAC Operations to do a safety check and upon completion they will notify ATC that the runways can be opened for traffic.

Member Olson asked if a communication could be sent out to let people know that construction is wrapping up and full airport operations will be resuming. She asked that it include details on the 2025 construction schedule as well.

Michele Ross, Technical Advisor, replied that she would be presenting more information on the topic, which should answer Member Olson's question, and apologized for any confusion.

Ross presented three months of data gathered June through August of this year representing noise complaint activity during the construction period. Total operations increased seven percent overall. Comparing June through August of 2024 to 2023, there was an increase in nighttime operations (10 P.M. to 6 A.M.) which based on conversations with air traffic control was likely due to both the reduction of available runways, as well as a result of summer weather activity not only here but also in other areas of the country which can affect downline operation by pushing arrivals later and in some cases into nighttime hours. In the 5 A.M to 6 A.M hours there was a slight reduction in activity; the total percentage of operations that occurred during the day for both 2023 and 2024 was about the same at 87%.

Regarding runway use, in 2023 about 20% of arrivals occurred on runway 12L, and 18% of arrivals occurred on runway 30R. There was a significant change to the use of runway 35. In 2023 this runway was used only 2% of the time for arrivals during the summer months. In 2024, as a result of the construction, runway 35 was used 45% of the time and Community Relations team reported that they heard from residents in the areas that those arrivals overflew.

In terms of the number of complaints received in July and August, there were increases from some communities and decreases from others. When construction is finished and runways reopen, there may be a reduction in complaints from communities that were more heavily overflown due to reduced runway availability and there may be an increase in

complaints from other communities as air traffic resumes a more typical pattern with full runway access.

Regarding departure activity in the months of June, July and August, Runway 30R had 19% of departures in 2023 and 12L had 16% of departures. There are no corresponding 2024 percentages for those runways due to the runway closures. Runway 17 was used about 6% more often and runway 30L was used about the same at about 22% of departures. The largest increase in departures was on runway 12R which increased from 9% in 2023 to 36% in 2024. The Mixed B runway configuration at MSP is arrivals on runway 35 and departures from 12R. With the increases in arrivals on runway 35 there is a corresponding increase in the Mixed B configuration of departures on runway 12R.

In terms of noise complaints received in the months of June, July, and August, in 2024 there were decreases in the households filing complaints from the cities of Richfield, Edina, St Louis Park, Minneapolis, and St Paul. There were 67 fewer households that filed complaints in Minneapolis, and 10 fewer households that filed complaints in the city of Richfield. Increases in households filing complaints in the same time period were seen from the City of Eagan with 6 additional households, the City of Bloomington had 10 additional households, and the City of Apple Valley had 73 additional households that filed complaints this year compared to 2023. When the runways re-open, and traffic is distributed among the open runways these complaint patterns may change.

Communication about the 2024 construction project will be ongoing. The web page will be updated, and information sent out early next week, once the runways have reopened. Information regarding 2025 runway construction plans will also be sent out. The south parallel runways 12R / 30L will be closed next summer for two separate 6-week periods between April and May, and again between August and September of 2025. More information can be found on the website: <https://metroairports.org/runway-construction>

Questions:

Member Olson asked a question regarding the Household Filing Complaints slide in the presentation. For the people who experienced an increase compared to last year. How many complaints are we talking about and what is the difference?

Ross answered that the illustration on the slide shows the number of households filing complaints. The City of Bloomington had ten additional households that filed complaints, but there were only about 125 additional complaints that were filed. The City of Apple Valley had thousands of additional complaints in addition to 75 additional households. The lighter pink on the map represents 10 or fewer households that filed complaints. The darker pink represents 20 to 25 additional households filing complaints. The darker red is more than fifty additional households that filed complaints. In Minneapolis, there were about 2,000 fewer complaints in addition to the decrease in the number of households.

Member Olson said that she was interested to see what could be learned about noise complaints with the reduced runway conditions. She went on to say that she thinks some people who were negatively impacted might have withheld their complaints due to understanding the need for the construction project and its limited time duration.

Member Bergman, City of Apple Valley, mentioned that he resides under the flight path and the first time he experienced the airplane noise he was surprised by how loud it was. He went on to say that airplane noise is significantly increased when the plane's landing gear is down and that pilots are not supposed to lower the landing gear until they are in the area of highway 35E, 3.1 nautical miles from MSP. This is where the airplanes come in and line up with runway 17/35.

Member Olson thanked Member Bergman for sharing his experience. She mentioned that arrivals on Runway 35 are not very common though there was a significant increase due to the construction. She asked if data could be reviewed to parse out how much noise was specifically related to airplanes with their landing gear down versus planes over the area lining up to land. The people sending in complaints may not be typically affected by departures because planes tend to turn before reaching this area.

Member Bergman said that the FAA made a point of specifying when airplane landing gear should be in place although there are exceptions. The airplane noise has been excessive and sometimes it's the 5 A.M. flights coming from the West Coast and banking hard to line up for the runway with their wheels down. That's where the City of Apple Valley complaints are coming from and that's what's represented here in the slide.

Ross said that there was a significant increase in the number of arrivals that were using the runway. It went from 2% in 2023 to 45% in 2024, which is a big difference in terms of the number of aircraft that were over flying the area. She agreed that was probably a large part of the complaints and consistent with what was heard from residents who were not used to that type of activity and that they were hoping that traffic could be more dispersed around the airport. Most people that Community Relations spoke to understood that the construction was necessary, but it was still impactful to them.

Ross mentioned that she coordinated with air traffic control and reached out for more information about the wheels down issue to see if that could be addressed and will continue to investigate that, especially going into the runway construction period next year. She noted that the use of Runway 35 for arrivals used to represent about 12% to 13% of arrivals back in about 2013/2014 and so at this time the usage has gone down for several for reasons. When the runways reopen and both parallels available for arrivals, ATC has said that they do not anticipate that usage as high as 45% will continue, but there may be an opportunity to utilize runway 35 more often as it is the second priority runway for arrivals at MSP in terms of the runway use system. Usage may be in the 10% to 15% range; it is a demand and capacity issue when they use that runway.

Chair Jacobson thanked Ross and asked her to speak about the Mendota Heights data specifically due to the increase in complaints from Mendota Heights residents as planes were departing off of 12R.

Ross replied that typically, when both runways are open, departures from Runway 12L utilize a 105° departure heading in order to maintain separation. During construction there was an increase in the number of departures off of Runway 12R being assigned a 105° departure heading because there were no aircraft on Runway 12L being assigned that

heading. Those aircraft were turning over Mendota Heights. As Metcalfe had reported, there was still high use of crossing in the corridor and the Egan Mendota Heights corridor best practices, but they were crossing over the city in different ways than people were used to. Looking at construction communication, there was perhaps an expectation there would be no traffic over that area with the closure of that runway, so having traffic in different places is something that the MAC can work to better communicate in 2025 construction.

Chair Jacobson agreed and said that she thought that Mendota Heights residents had been under the impression that they would have a quieter summer and were surprised with the aircraft turning in areas that hadn't seen before and that it would be important to try to explain that a differently in the next construction season.

4.2. Draft 2025 Work Plan

Michele Ross, Technical Advisor, shared that a 2025 NOC draft work plan has been assembled and included in today's meeting packet. The items included are only a starting point of important work items that the NOC undertakes each year as well as requests to FAA to receive important updates. The work plan will be finalized at the November 20 NOC meeting and input from NOC members is welcome any time before that date.

The Fall Listening Session, October 23rd, will be a brainstorming session with airport neighbors to solicit input on items they may like to see on the Work Plan. Their recommendations will be brought to the committee in November.

Questions:

Member Lowman mentioned that at a past community meeting in Richfield a guest speaker had presented information regarding environmental impacts.

Ross said that she would look into his request.

Chair Jacobson asked about how members can request an action item.

Ross stated that NOC members are welcome to email her with their agenda item requests up until the November NOC meeting when the work plan would be finalized.

5. Announcements

November NOC Meeting:

Wednesday, November 20, 2024 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

NOC Fall Listening Session:

Wednesday, October 23, 2024 @ 6:00 pm Location:

MAC General Offices + Teams [Listening Session website](#)

Member Olson mentioned the State of the Airport meeting will be held September 26.

The meeting was adjourned at 2:20 PM.