

MSP NOC

Fall 2025 Listening Session



October 29, 2025

Agenda

- 6:00 – Welcome
- 6:05 – Introductions
 - What is your name? Where do you live?
- 6:10 – MAC Presentation
 - What is the NOC?
 - Draft 2026 Work Plan
- 6:30 – Open Conversation: 2026 Work Plan
- 6:55 – Closing Feedback
 - Survey: How can we improve?



Aircraft Noise Basics

- <https://metroairports.org/community-connection/aircraft-noise>



Learn the Basics of Managing Aircraft Noise



AIRCRAFT NOISE | METROPOLITAN AIRPORTS COMMISSION

Who makes the decisions?

Numerous organizations have a role to play in the safe, efficient operation of the Minneapolis-St. Paul International Airport (MSP). Similar to the federal highway system, MSP's public transportation infrastructure is regulated by the federal government.

Role of the Federal Aviation Administration (FAA)

The Federal Aviation Administration (FAA), a branch of the U.S. Department of Transportation, is responsible for the safe, efficient movement of aircraft through the National Airspace System. The FAA has broad legislative authority to create and enforce federal regulations for airports, airlines and pilots.

In addition to regulating aviation, the FAA also operates the following air traffic control facilities around MSP:

- **The MSP Air Traffic Control Tower ("MSP Tower")** where controllers monitor and direct all aircraft taxiing, taking off and landing at MSP. Tower controllers are responsible for the airspace up to 3,000 feet above the airport and a radius of five miles around the airport.
- **The MSP Terminal Radar Approach Control ("MSP TRACON")** where controllers maintain safe spacing between aircraft beyond the MSP Tower control up to 17,000 feet above the airport and out to a 40 nautical mile radius.
- **Minneapolis Air Route Traffic Control Center ("Minneapolis Center")** where controllers manage aircraft en route between the MSP TRACON and the



Federal Regulations on Flight Restrictions/Curfew

People often ask if the airport can enforce a nighttime curfew if higher landing fees can be charged to louder aircraft or that operate at night.

A congressional act passed in 1990, called the Airport Noise and Capacity Act (ANCA), establishes a process for airports to propose any noise or operational access restriction at an airport, such as a nighttime curfew. Airports must conduct comprehensive technical and legal analysis, called a Federal

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Collaboration at Work

The MAC is committed to regular, authentic and data-driven engagement with its airport neighbors. A key component of that commitment are advisory committees that convene to discuss aircraft noise topics for many of the MAC airports. The most active of these committees is the MSP Noise Oversight Committee.

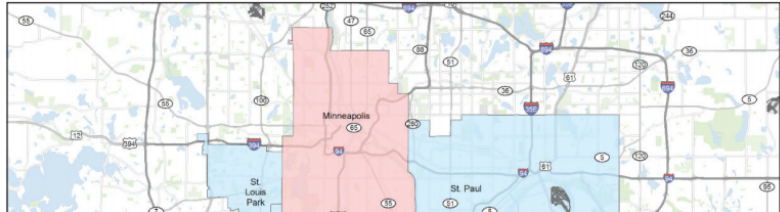
MSP Noise Oversight Committee (NOC)

The NOC was created by a blue ribbon panel in 2002. It is the primary advisory board to the MAC board's Planning, Development and Environment Committee on topics related to aircraft noise at MSP.

The NOC is a balanced forum for the discussion and evaluation of noise impacts around MSP including the identification, study and analysis of aircraft noise issues. Membership includes six community representatives and six aviation industry representatives. As shown below, the most noise-impacted cities -- Bloomington, Eagan, Mendota Heights, Minneapolis and Richfield -- each has a representative. An At-Large Community member represents the cities of Apple Valley, Burnsville, Inver Grove Heights, St. Louis Park, St. Paul, Sunfish Lake and Edina. The aviation industry is equally represented by a scheduled air carrier, a cargo air carrier, a charter/scheduled operator, a chief pilot of an airline serving MSP, the Minnesota Business Aviation Association (MBAA) and an At-Large member.

NOC members serve two-year terms and are appointed by their respective community or airport industry group. Each representative is authorized to make decisions and recommendations on behalf of his or her city or organization -- a crucial element of the NOC's success.

NOC REPRESENTATIVE CITIES

A map of the Minneapolis-St. Paul area. A red-shaded region covers the central part of the map, including Minneapolis and St. Paul. Other cities labeled on the map include St. Louis Park, Bloomington, Eagan, Mendota Heights, and Richfield. The map shows major highways and the surrounding landscape.

Roles and Responsibilities



U.S. Congress

- Passes laws that govern aviation in the U.S.



Federal Aviation Administration (FAA)

- Regulates airports
- Regulates airlines
- Operates Air Traffic Control (ATC) facilities



Airlines

- Transport people and products domestically and internationally
- Determine number of flights, aircraft types, routes, and flight times based on market demands



Metropolitan Airports Commission (MAC)

- Owns and operates MSP and six reliever airports
- Provides a facility for airlines to conduct air commerce activities
- Does not determine where aircraft fly, runway use, or flight procedures



MSP Noise Oversight Committee (NOC)



MSP NOC

- ✈ Established in 2002
- ✈ 6 Community Representatives
- ✈ 6 Airline Industry Representatives
- ✈ Balanced forum and advisory committee to the MAC Board



MSP NOC



Mission

- Identify, study, and analyze airport noise issues and solutions
- Provide policy recommendations or options to the MAC
- Monitor compliance with established noise policy at MSP
- Ensure the collection of information and dissemination to the public

Meetings

- Bimonthly (i.e.: January, March, May, etc.)
- Next: November 19, 2025, 1:30pm

NOC Accomplishments

- ✈ Quarterly Listening Sessions
- ✈ Air National Guard Guest Speaker
- ✈ Runway 17 Departure Operations Report
- ✈ Runway 12L & 12R Nighttime Arrival Operations Report
- ✈ Runway 30L & 30R Departure Operations Report
- ✈ Runway 12L & 12R Departure Operations Report





Draft 2026 NOC Work Plan

DRAFT 2026 NOC WORK PLAN



- Review Residential Noise Mitigation Program Implementation Status
- 2025 Annual Noise Contour Report and Mitigation Eligibility
- 2025 Annual Fleet Mix and Nighttime Operations Assessment
- 2025 Annual Aircraft Noise Complaint Data Assessment
- Flight Track Analysis
- Status of FAA Center of Excellence/ASCENT, TRB, and FICAN Research Initiatives
- Converging Runway Operations
- FAA's Noise Policy Review
- New RNAV Departure Procedure Development / VOR-MON
- Guest Speaker: Brian Ryks, MAC Executive Director / CEO
- Continue Review of Public Input

Open Conversation



Announcements

- NOC Meeting
 - November 19th
 - 1:30 pm MAC General Offices and via Teams
- Noise News – sign up to get latest information

More information:

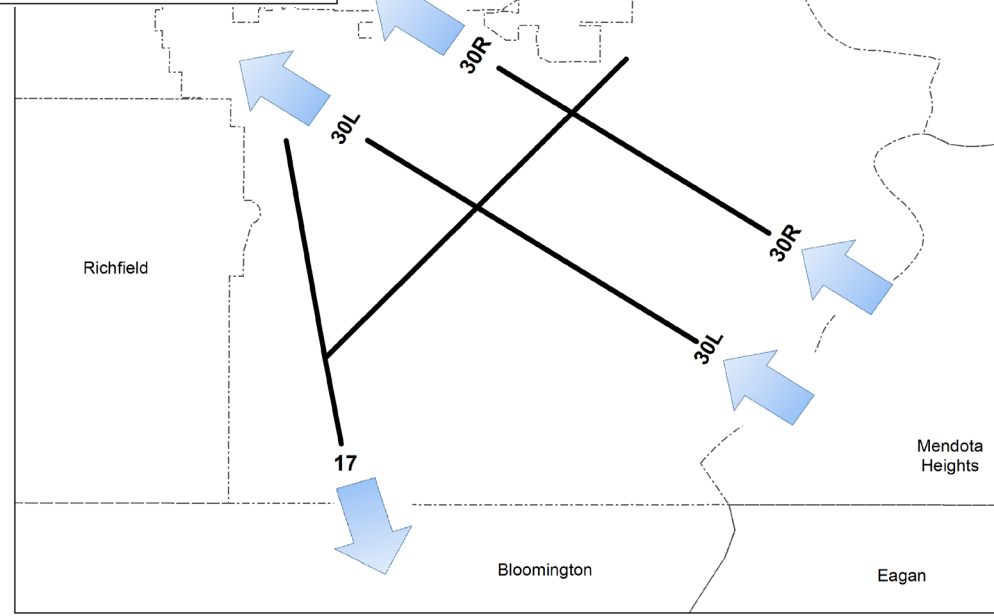
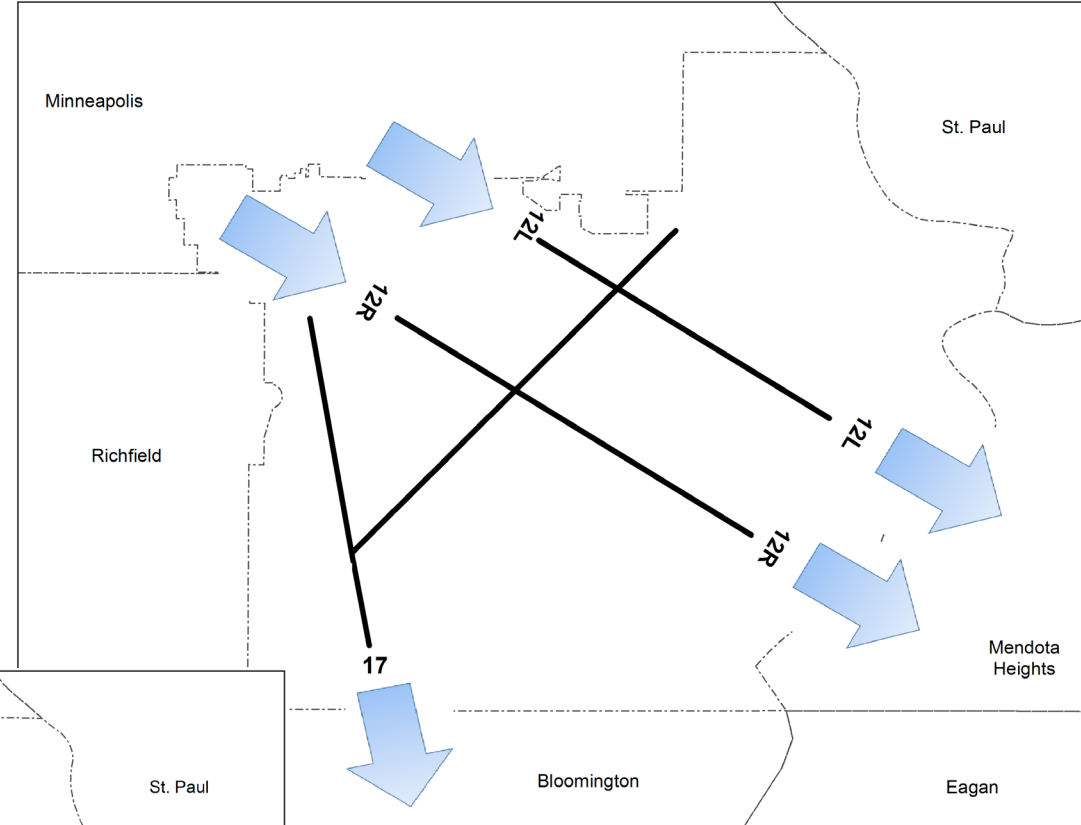
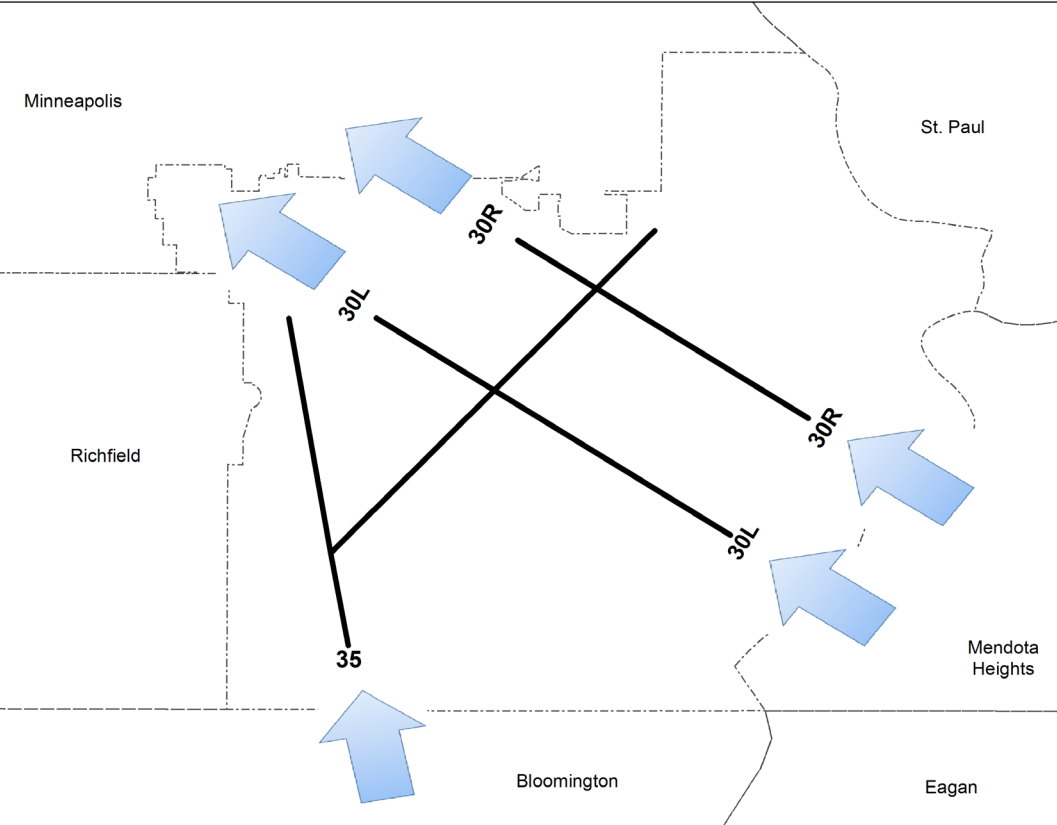
metroairports.org/community-connection/aircraft-noise



Please let us know how we are doing

- Please take our survey:
- What did you enjoy about this meeting?
- What suggestions do you have to improve?





Federal Policy that Impacts Airports

Aviation Safety and Noise Abatement Act, 1979

- FAA establishes system to measure noise and mitigation criteria
- Airports required to use metric (DNL) and threshold (65 dB) in determining land uses compatible to aircraft noise

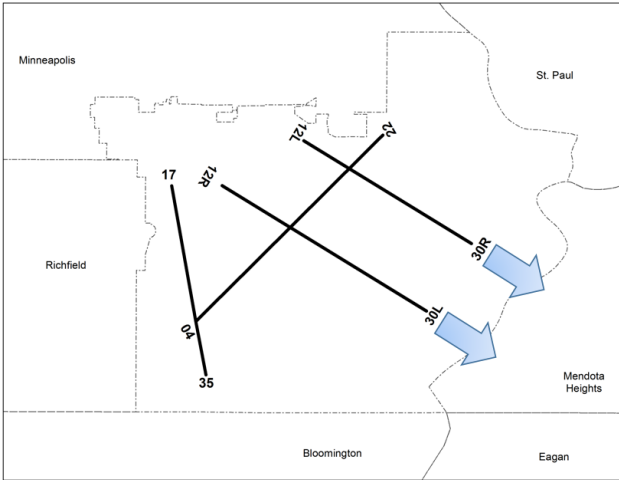
Airport Noise and Capacity Act, 1990

- Mandates phase-out of loud (“Stage 2”) jet operations over 75,000 pounds
- Establishes requirements regarding airport noise and access restrictions
- Prevents airports from instituting noise curfews without going through a rigorous FAA approval process

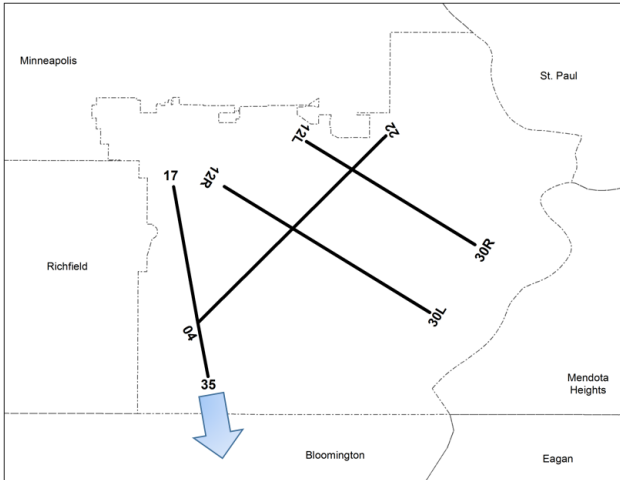


Departures

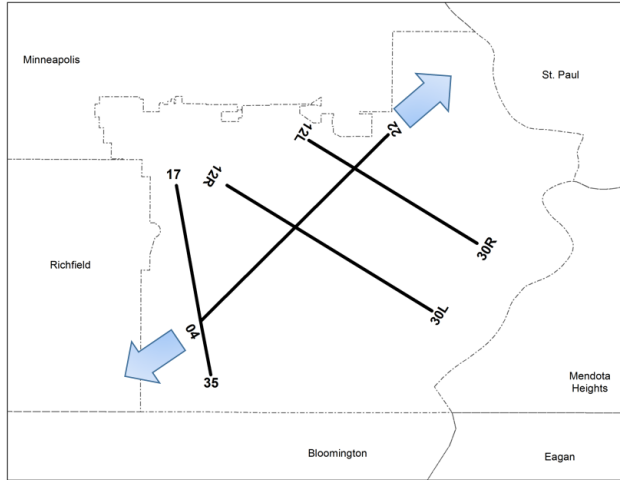
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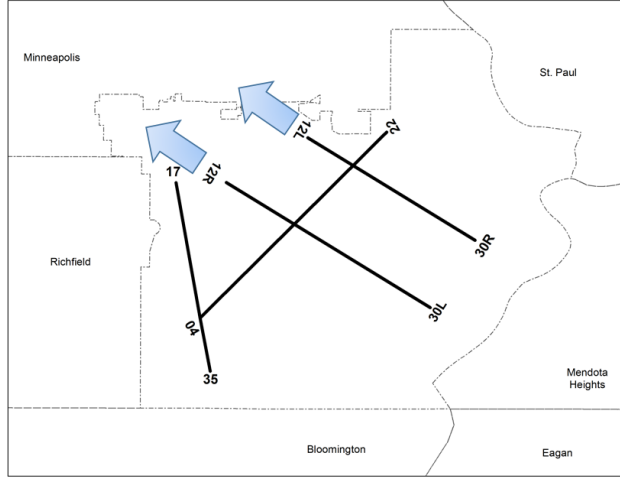
Priority 2



Priority 3

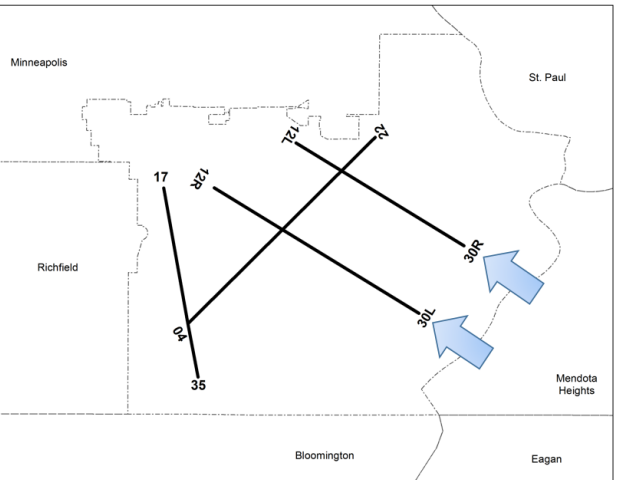


Priority 4

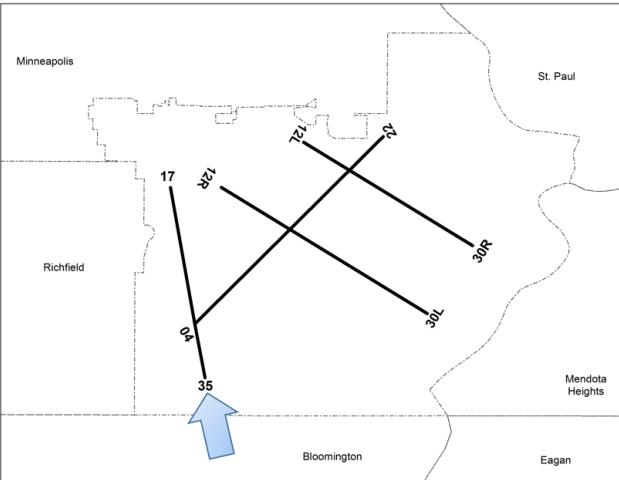


Arrivals

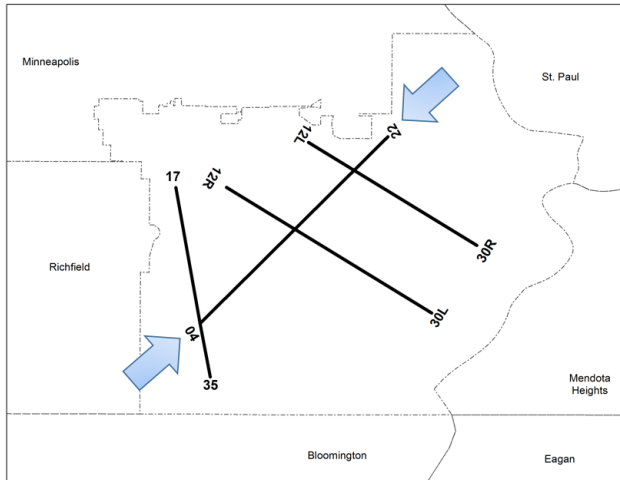
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Priority 2



Priority 3



Priority 4

