Minneapolis-St. Paul International Airport
Noise Oversight Committee (NOC)

NOC Committee Members

Rich Benz	User Co-Chair, Scheduled Airline Representative (Delta Air Lines)
Cheryl Jacobson	Community Co-Chair, City of Mendota Heights Representative
Sarah Alig	City of Eagan Representative (City of Eagan)
Grant Fitzer	Minnesota Business Aviation Association Representative
Mark Ray	At-Large Community Representative (City of Burnsville)
John Poyatos	At-Large Airport User Representative (Endeavor Air, Inc.)
Rori Coleman-Woods	City of Richfield Representative (City of Richfield)
Andy Luce	Chief Pilot Representative (Delta Air Lines)
Jamison Whiting	City of Minneapolis Representative (Minneapolis City Council)
Dwayne Lowman	City of Bloomington Representative (Bloomington City Council)
Angie Moos	Cargo Carrier Representative (United Parcel Service)
Kari Jensen	Charter/Scheduled Operator Representative (Sun Country Airlines)

MEETING AGENDA

November 18, 2026, at 1:30 PM

IN-PERSON AND VIRTUAL MEETING FORMATS AVAILABLE

MAC General Office Building, Legends Conference Room,

6040 28th Avenue South, Mpls, MN 55450

Microsoft Teams Link: Click here to join the meeting or

By Phone: 612-405-6798, ID: 776 308 097#

Rich Benz*, User Co-Chair, Scheduled Airline Representative, will be the Chairperson for the meeting*

Note: 1:00 to 1:30 PM – Committee Agenda Review Session

(NOC members, alternates, and at-large contacts only in the Coleman Conference Room)

1. **Consent**
   - 1.1. Approval of September 16, 2026 Meeting Minutes
   - 1.2. Reports
     - 1.2.1. Monthly Operations Reports: September and October 2026
     - 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
2. **Public Comment Period**
3. **Information**
   - 3.1. AirportNEXT 2026 Survey Findings
   - 3.2. MSP RNAV Departure Procedures Update
4. **Business**
   - 4.1. Review and Approval of 2026 NOC Accomplishments, 2027 NOC Work Plan, and 2027 NOC Meeting Dates
5. **Announcements**

MSP NOISE OVERSIGHT COMMITTEE
DRAFT 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; J. Risser, Edina (via Teams).

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); 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.

The resident's written comment is included as Attachment A to these minutes.

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

Attachment A — Written Public Comment
MSP Noise Oversight Committee
September 16, 2026
Subject: Airbus A220 Aircraft Noise
Written public comment submitted in advance of the meeting and accepted into the meeting record.

Submitted on Tue, 08/11/2026 - 17:22
Submitted values are:
Your Name
john perry biestman

Address
4232 Drew Avenue South
Minneapolis. 55410

Message
Hello...When/how can the following remarks be entered into the public record? Thank you.

My name is John Biestman, and I live in Linden Hills, directly under the Runway 30L RNAV arrival corridor. Today I want to address the acoustic impact of the Airbus A220 on our neighborhood — specifically its pure tone harmonic noise, which is fundamentally different from conventional aircraft noise.

The A220 is powered by the Pratt & Whitney PW1500G geared turbofan, a modern engine with a large, slow turning fan driven through a reduction gearbox. Under certain thrust and fan speed conditions — especially during shallow descent, level off segments — this engine produces a distinct pure tone harmonic, typically in the 200–600 Hz range. This is not speculation; it is a documented acoustic characteristic of geared turbofan engines.
Pure tone noise is treated differently in acoustics because it behaves differently. Unlike broadband aircraft noise, which spreads energy across many frequencies, a pure tone concentrates energy into a narrow band. Human hearing is highly sensitive to these narrow band frequencies, especially in the lower mid frequency range where the A220's tone occurs. As a result, pure tone noise:

• penetrates building materials more effectively,
• remains perceptible at lower decibel levels,
• triggers stronger annoyance responses, and
• is far more difficult to mask or ignore.

In other words, a 60 dB pure tone is not equivalent to a 60 dB broadband aircraft flyover. The human ear treats them differently, and residents experience them differently.
Under current RNAV routing, A220s pass directly over my home at roughly 1,800–2,200 feet AGL, in the exact thrust regime where this tonal resonance is strongest. Because RNAV concentrates aircraft on a single precise track, this tone repeats with high regularity, often dozens of times per day.

I have measured these events inside my home. Even with windows closed, the A220's tonal component consistently rises 10–15 dB above interior background noise, enough to disrupt sleep, concentration, and conversation. The tone is not momentary — it persists for several seconds as the aircraft maintains a shallow descent. This is a patterned acoustic intrusion, not an isolated annoyance.

Other airports have already acknowledged this issue. Residents near Boston Logan and Seattle have filed complaints specifically identifying the A220's tonal noise. Acoustic studies from MIT, Transport Canada, and multiple European research groups confirm that pure tone aircraft noise produces higher annoyance scores and greater perceived loudness than broadband noise at equal decibel levels.

MSP should not be behind the science.
There are procedural mitigations available:

1. Continuous Descent Approaches (CDAs) reduce the level off segments where the PW1500G produces tonal resonance.
2. Adjusted altitude profiles can shift the tonal segment away from dense residential areas.
3. Modified RNAV transitions can distribute arrivals rather than funneling all aircraft over the same corridor.

These are not theoretical. They are operational refinements already under evaluation at other airports facing the same A220 tonal noise problem.
Therefore, I am requesting the following:

1. A formal acoustic review of A220 arrivals into Runway 30L, including spectral analysis of tonal components.
2. Evaluation of CDA feasibility for A220 operations, especially during off peak periods.
3. Updates to MSP's noise modeling to include pure tone penalties, not just averaged decibel values.
4. A public mitigation plan outlining how A220 tonal noise is being monitored and what procedural changes are under consideration.

The A220 is a modern aircraft, but its tonal signature is a real, measurable acoustic problem. And because RNAV concentrates arrivals over the same narrow corridor, neighborhoods like mine bear a disproportionate share of that impact.

We are asking for recognition of the science — and for reasonable, data driven mitigation.
Thank you.

John Biestman
4232 Drew Avenue S.
Minneapolis, MN 55410
206-747-8798

MEMORANDUM

ITEM 1.2.1

TO: MSP Noise Oversight Committee (NOC)

FROM: David Lafferty, Assistant Manager, Community Relations

SUBJECT: **REVIEW OF MSP MONTHLY OPERATIONS REPORTS: SEPTEMBER AND OCTOBER 2026**

DATE: November 4, 2026

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: customers.macnoms.com/reports.

At the November NOC meeting, MAC staff will provide a summary of this information for September and October 2026. To view these summary reports prior to the meeting, visit the "Archive" section at the link above.

MEMORANDUM

ITEM 1.2.2

TO: MSP Noise Oversight Committee (NOC)

FROM: David Lafferty, Assistant Manager, Community Relations

SUBJECT: **REVIEW OF FALL 2026 LISTENING SESSION**

DATE: November 4, 2026

The primary goal of Listening Session meetings is to ensure residents' concerns are heard and considered as part of the ongoing effort by the MAC and the NOC to address noise and other topics around MSP.

To encourage participation in the Listening Session, the event was included on the metroairports.org website and a news article and an email was distributed.

On October 28, 2026, at 6:00 P.M., staff from the MAC's Community Relations Office conducted a Listening Session at the MAC General Office building and via Teams. Attendees included residents from Edina and Minneapolis. Also in attendance were NOC members Andy Luce and Mark Ray, and staff from the MAC.

Staff provided an overview of the NOC and then opened the floor to discussion. Questions arose regarding FAA's implementation of RNAV departure procedures at MSP on October 29. 2026, the Airbus A220 'whale sound' on arrival over South Minneapolis, and a discussion over aircraft activity during nighttime hours (2200 – 0600).

The Winter Listening Session will be held on January 27, 2027. Additional information will be made available on the Listening Session website.

MEMORANDUM

ITEM 1.2.3

TO: MSP Noise Oversight Committee (NOC)

FROM: David Lafferty, Assistant Manager, Community Relations

SUBJECT: **SUMMARY OF AVIATION-RELATED RESEARCH INITIATIVES**

DATE: November 4, 2026

In accordance with the 2026 NOC Work Plan, MAC staff have enclosed an updated listing of aviation-related research initiatives pertaining to aircraft noise, technology, human health, and environmental topics.

A summary of the research projects that were completed, active, initiated, or anticipated in 2026 or 2027 is provided in the attached report, and includes work by the Transportation Research Board (TRB), the FAA's Centers of Excellence (ASCENT), and other researchers.

Aviation-Related Research Summary

Summary of Research Related to Aircraft Noise, Technology, Human Health, and Environmental Topics Pertaining to Aircraft Operating at Minneapolis-St. Paul International Airport

November 2026

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1. Introduction

Research is ongoing by various agencies in the U.S. and across the globe to evaluate the effects of aviation noise and other environmental impacts associated with aircraft operations. Much of this research explores technological solutions and scientific advancements developed through many years of study.

Below is a high-level summary, and a list of recent research efforts in 2026 that are most applicable to passenger service airports like Minneapolis-St. Paul International Airport (MSP).

2. Federal Aviation Administration (FAA)

A. Noise Policy Review

The FAA continues its Noise Policy Review in response to congressional mandates. The FAA Reauthorization Act of 2024 directs the agency to establish an Aircraft Noise Advisory Committee (ANAC) under Section 792 to provide recommendations on aircraft noise exposure and policy. FAA established ANAC on January 14, 2025.

Section 786 of the Act also requires updates to the Airport Noise Compatibility Program regulations (14 C.F.R. Part 150). These updates will similarly be informed by ANAC's recommendations.

FAA published a Federal Register Notice [ANAC FRN] on July 10, 2026 soliciting membership in ANAC. Applications for membership were due by August 10, 2026. Updates on the status of ANAC and the Noise Policy Review process will be provided here: https://www.faa.gov/noisepolicyreview

B. National Aviation Research Plan

The National Aviation Research Plan (NARP) provides an overview of how the FAA invests in research and development to keep our skies safe, efficient, and ready for the future of aviation and space. Updated annually and submitted to Congress, the NARP outlines the FAA's research priorities for the next five years.

More information is found here:
https://www.faa.gov/about/office_org/headquarters_offices/ang/narp

3. International Civil Aviation Organization (ICAO)

The ICAO Strategic Plan 2026-2050 establishes a commitment that includes six goals and three aspirations that reflect safer, secure, and sustainable global aviation.

The report is available here: https://www.icao.int/about-icao/Council/strategic-plan-2026-2050

4. Research Agency Overview

Research collaborations are conducted on an ongoing basis and detailed by the Transportation Research Board (TRB) and ASCENT. More information about each research agency and the referenced projects are accessible through the website links provided in the Research Agency Project Table on the following pages.

A. Transportation Research Board

The mission of the Transportation Research Board (TRB) promotes innovation and progress in transportation through research. According to the TRB website, the organization facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages implementation.

The Airports Cooperative Research Program (ACRP) is sponsored by the Federal Aviation Administration (FAA) and managed by the National Academies through TRB. ACRP research topics are selected by an independent governing board appointed by the U.S. Secretary of Transportation that includes individuals from airports, universities, FAA, and the aviation industry.

For more information: https://www.nationalacademies.org/trb/transportation-research-board

B. ASCENT

The Aviation Sustainability Center, called ASCENT— also known historically as the FAA's Center of Excellence program—conducts aviation-related research to develop "science-

based" solutions to challenges posed by aircraft operations. Projects undertaken by ASCENT are funded by the FAA, NASA, DOD, Transport Canada, and the US EPA.

For more information about this organization: https://ascent.aero/

Research Agency Project Table				
Agency	**Project #**	**Project Title**	**Project URL**	**Status**
TRB	ACRP 02-102	***A Balanced Look at Local Airport Activity and Climate Change***	http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=5203	***Completed 3/20/2024***
ASCENT	003	***Cardiovascular Disease and Aircraft Noise Exposure***	https://ascent.aero/project/noise-impact-health-research/	***Ongoing Report 2025***
ASCENT	044	***Aircraft Noise Abatement Procedure Modeling and Validation***	https://ascent.aero/project/aircraft-noise-abatement-procedure-modeling-and-validation/	***Ongoing Report 2025***
ASCENT	062	***Noise Model Validation for ADET***	https://ascent.aero/project/noise-model-validation-for-aedt/	***Ongoing Report 2025***
ASCENT	022	***Evaluation of FAA Aviation Performance Management Tools***	https://ascent.aero/project/evaluation-of-faa-climate-tools/	***Ongoing Report 2025***
ASCENT	023	***Analytical Approach for Quantifying Noise from Advanced Operational Procedures***	https://ascent.aero/project/analytical-approach-for-quantifying-noise-from-advanced-operational-procedures/	***Ongoing Report 2025***

Research Agency Project Table				
Agency	**Project #**	**Project Title**	**Project URL**	**Status**
ASCENT	038	***Rotorcraft Noise Abatement Procedures Development***	https://ascent.aero/project/rotorcraft-noise-abatement-procedures-development/	***Ongoing Report 2025***
ASCENT	044	***Aircraft Noise Abatement Procedure Modeling and Validation***	https://ascent.aero/project/aircraft-noise-abatement-procedure-modeling-and-validation/	***Ongoing Report 2025***
ASCENT	049	***Modeling of Urban Air Mobility Noise to Enable Innovative Means of Noise Reduction***	https://ascent.aero/project/modeling-of-urban-air-mobility-noise-to-enable-innovative-means-of-noise-reduction/	***Ongoing Report 2025***
ASCENT	051	***Combustion Concepts for the Next-Generation Aircraft Engines***	https://ascent.aero/project/combustion-concepts-for-the-next-generation-aircraft-engines/	***Ongoing Report 2025***
ASCENT	55	***Noise Generation and Propagation from Advanced Combustors***	https://ascent.aero/project/noise-generation-and-propagation-from-advanced-combustors/	***Ongoing Report 2025***
ASCENT	072	***Aircraft Noise Exposure and Market Outcomes in the U.S.***	https://ascent.aero/project/aircraft-noise-exposure-and-market-outcomes-in-the-us/	***Ongoing Report 2025***

Research Agency Project Table				
Agency	**Project #**	**Project Title**	**Project URL**	**Status**
ASCENT	075	***Improved Engine Fan Broadband Noise Prediction Capabilities***	https://ascent.aero/project/improved-engine-fan-broadband-noise-prediction-capabilities/	***Ongoing Report 2025***
ASCENT	079	***Novel Noise Linear Development Enabled by Advance Manufacturing***	https://ascent.aero/project/novel-noise-linear-development-enabled-by-advance-manufacturing/	***Ongoing Report 2025***
ASCENT	086	***Study on the Use of Broadband Sounds to Mitigate Sleep Disruption Due to Aircraft Noise***	https://ascent.aero/project/study-on-the-use-of-broadband-sounds-to-mitigate-sleep-disruption-due-to-aircraft-noise/	***Ongoing Report 2025***
ASCENT	053	***Validation of Low-Exposure Noise Modeling by Open-Source Data Management and Visualization Systems Integrated with AEDT***	https://ascent.aero/project/validation-of-low-exposure-noise-modeling-by-open-source-data-management-and-visualization-systems-integrated-with-aedt/	***Ongoing Report 2025***

5. Other Studies

A. Operation Blue Skies

A 30-month program known as Operation Blue Skies involves research and trials focused on reducing contrails using AI. Through a series of test periods in winter 2026 and 2027, air traffic controllers will direct specific flights to adjust their flight altitude up to 2,000 feet (610 meters) to avoid areas where contrails are likely to form. The research is being conducted by the UK Government and other partners, including the University of Cambridge and Google.

More information can be found here:

https://www.cam.ac.uk/research/news/operation-blue-skies-takes-off-landmark-trial-to-test-ai-driven-contrail-avoidance

https://blog.google/innovation-and-ai/models-and-research/google-research/blue-skies/

https://notebook.contrails.org/operation-blue-skies-launch/

MEMORANDUM

ITEM 1.2.4

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: **REVIEW OF RESIDENTIAL NOISE MITIGATION PROGRAM IMPLEMENTATION STATUS**

DATE: November 4, 2026

The NOC 2026 Work Plan includes a review of the residential noise mitigation program implementation.

For nearly three decades, the MAC has administered one of the most aggressive noise mitigation programs in the world for communities surrounding Minneapolis-St. Paul International Airport (MSP). Since 1992, the MAC has spent over $513 million on noise mitigation programs. This includes insulating more than 14,000 single-family homes, 3,300 multi-family units, 19 schools and acquiring over 400 residential properties affected by MSP aircraft activity. The MAC is committed to continue mitigating homes impacted by MSP activity based on an amended Consent Decree until the year 2032.

Amended Noise Mitigation Program

Under the provisions of the First, Second, and Third Amendments to the Consent Decree, filed by the MAC, the cities of Minneapolis, Richfield, Eagan, and the Minneapolis Public Housing Authority, properties must meet certain criteria to be considered eligible for participation in the MAC noise mitigation program.

First, as stated in the Amendment:

> *"The community in which the home is located has adopted local land use controls and building performance standards applicable to the home for which mitigation is sought that prohibit new residential construction, unless the construction materials and practices are consistent with the local land use controls and heightened building performance standards for homes within the 60 DNL Contour within the community in which the home is located."*

Second, as stated in the Amendment:

> *"The home is located, for a period of three consecutive years, with the first of the three years beginning no later than calendar year 2020 (i) in the actual 60-64 DNL noise contour prepared by the MAC under Section 8.l(d) of this Consent Decree and (ii) within a higher noise impact mitigation area when compared to the Single-Family home's status under the noise mitigation programs for Single-Family homes provided in Sections 5.1 through 5.3 of this Consent Decree or when compared to the Multi- Family home's status under the noise mitigation programs for Multi-Family homes provided in Section 5.4 of this Consent Decree. The noise contour boundary will be based on the block intersect methodology. The MAC will offer noise mitigation under*

Section IX of this Consent Decree to owners of eligible Single- Family homes and Multi-Family homes in the year following the MAC's determination that a Single-Family or Multi-Family home is eligible for noise mitigation under this Section."

In cases where homes have received previous reimbursements or mitigation from the MAC, those improvements will be deducted from the efforts required to increase the homes' mitigation relative to the actual noise level, per the amended Consent Decree. A second amendment was made to the Consent Decree in 2017. This amendment allows the use of the Aviation Environmental Design Tool (AEDT) to run the actual noise contours each year, beginning with the 2016 actual noise contour. In 2015, AEDT became the federally-approved computer model for determining and analyzing noise exposure and land use compatibility issues around United States airports. The second amendment also provided clarity on the opt-out eligibility criteria. Specifically, single-family homes that previously opted out of the Partial Noise Reduction Package may participate in the Full 5-decibel Reduction Package, provided the home meets the eligibility requirements. The third amendment extends the program to 2032.

2017 Noise Mitigation

In 2017, the MAC began the project to provide mitigation to 138 single-family homes that became eligible by virtue of the 2015 actual noise contour. 118 homes were completed in this program, 10 homes declined to participate, and 12 homes were moved to later programs.

Two multi-family structures were eligible to participate in the Multi-Family Mitigation Program in 2017; one property was completed, and one property declined to participate.

The total cost for the 2017 Mitigation Program was $2,442,685.

2018 Noise Mitigation

In 2017, the MAC began the project to provide mitigation to 283 single-family homes that became eligible by virtue of the 2016 actual noise contour. 230 homes were completed in this program, 16 homes declined to participate while 36 homes were moved to later programs.

The total cost for the 2018 Mitigation Program was $7,294,999.

2019 Noise Mitigation

In 2018, the MAC began the project to provide mitigation to 429 single-family homes that became eligible by virtue of the 2017 actual noise contour. As of October 17, 2025, 371 homes have been completed and 45 homes have declined to participate. The total cost for the 2019 Mitigation Program to date is $13,333,018.

2020 Noise Mitigation Program

In 2019, the MAC began the project to provide mitigation to 243 single-family homes that became eligible by virtue of the 2018 actual noise contour. As of October 17, 2025, including the homes transitioned from previous programs, 264 homes have been completed, 4 homes are in the construction or pre-construction phase and 38 homes have declined to participate.

The total cost for the 2020 Mitigation Program to date is $10,277,776.

2021 Noise Mitigation Program

In 2020, the MAC began the project to provide mitigation to 16 single-family homes that became eligible by virtue of the 2019 actual noise contour. 15 homes were completed and 1 home declined to participate.

The total cost for the 2021 Mitigation Program to date is $286,121.

No additional homes became eligible for mitigation under the 2022, 2023, or 2024 Annual Noise Contours.

Homeowners who were eligible to participate in the 2017-2024 Program but who have not participated in the program were contacted in June 2024. The opportunity to participate in that phase of the program ended on December 31, 2024.

2025-2032 Program Eligibility

There are 119 single-family homes in the City of Minneapolis that achieved the first year of eligibility as a result of the 2025 Actual Contour as outlined by the terms of the 2025-2032 Program all of which are located outside of previously mitigated areas. Additionally, there are 20 single-family homes in the City of Richfield that achieved the second year of eligibility as a result of the 2025 Actual Contour as outlined by the terms of the 2025-2032 Program.

If these homes remain in a higher noise impact area compared to previous noise mitigation programs for three consecutive years, they will become eligible to receive mitigation in the 2025-2032 Program.

At the November meeting, staff will be available to answer questions on this item.

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: **PUBLIC COMMENT PERIOD**

DATE: September 2, 2026

Members of the public are welcome to listen to the NOC meeting. During the meeting, a public comment period of no more than 20 minutes is included on the agenda. Individuals who wish to speak during the public comment period may do so by following the directions of the chairperson.

Below are some rules of decorum for speaking at NOC meetings.

- Each speaker will have one opportunity to speak and is allotted three (3) minutes. The public comment period is limited to 20 minutes.
- The chairperson will open the public comment period by asking for participants who wish to speak to indicate their desire following the direction of the chairperson. Comments can be made in-person or virtually for those participating using Microsoft Teams.
- Commenters shall address their comments to the NOC and not to the audience.
- No response from the NOC is provided during the comment period.
- Use of profanity, personal attacks, or threats of violence will not be tolerated.
- Interruptions from the audience, such as speaking out of turn, shouting, and other disruptive behavior are not permitted.
- If special assistance is needed to make a public comment, please contact the NOC Secretary at least two days prior to the meeting by sending an email to: nocsecretary@mspmac.org.

MEMORANDUM

ITEM 3.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: **AIRPORTNEXT 2026 SURVEY FINDINGS**

DATE: November 4, 2026

AirportNEXT is an airport industry benchmarking and stakeholder research program that measures stakeholder perceptions of airport performance, communication, engagement, and overall effectiveness. The survey gathers feedback from a broad range of stakeholders, including government partners, business leaders, community representatives, airlines, tenants, and other airport users.

At the November meeting, the Committee will receive a presentation on the 2026 AirportNEXT stakeholder survey results for Minneapolis-St. Paul International Airport (MSP). The presentation will provide an overview of the survey methodology, key findings, notable trends, and stakeholder perceptions related to MSP's performance and engagement efforts. The results will help inform ongoing stakeholder outreach and relationship-building activities across the Metropolitan Airports Commission (MAC) and MSP.

MEMORANDUM

ITEM 3.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: **RNAV DEPARTURE PROCEDURE UPDATE**

DATE: November 4, 2026

The Federal Aviation Administration (FAA) manages the navigational systems used to determine and manage flight procedures at airports nationwide, including the Minneapolis-St. Paul International Airport (MSP). The FAA is in the process of retiring outdated navigational systems across the United States and replacing it with satellite technology.

One of the systems set to be retired is called a Very High Frequency Omnidirectional Range (VOR), that is currently being used at the MSP Airport. VORs are aircraft navigation systems developed in the 1950s.

The FAA seeks to reduce the nationwide inventory of VORs through its VOR Minimum Operational Network (MON) program. Flight procedures currently using VORs have been updated to use satellite-based technology, which includes Area Navigation (RNAV). The following video by the FAA provides more information about the agency's VOR MON program: www.youtube.com/watch?v=2WOjg-RvRME

According to the FAA, updating this technology, coupled with FAA safety standard changes, required modifying the flight procedures used by aircraft departing MSP. The FAA has stated that the updated flight procedures will increase safety due to more efficient communications between pilots and air traffic control. The new procedures were published on October 29, 2026.

To learn more about the FAA's project and how the FAA engaged with the public, visit www.faa.gov/air_traffic/community_engagement/msp

The NOC has received updates from the FAA on this work at their meetings on January 29, 2020; January 19, 2022; January 18, 2023; May 17, 2023; September 20, 2023; July 17, 2024; July 16, 2025; January 21, 2026; May 20, 2026; July 15, 2026; September 16, 2026; and the RNAV Review Subcommittee Meetings on August 12, 2026, and October 13, 2026.

At the November NOC meeting, MAC staff will provide an update on the status of the RNAV departure implementation.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: **REVIEW AND APPROVAL OF THE 2026 NOC ACCOMPLISHMENTS, 2027 WORK PLAN, AND 2027 MEETING DATES**

DATE: November 4, 2026

At the September 16, 2026, NOC meeting, members reviewed the Draft 2027 Work Plan with a solicitation to consider updates or additional ideas. The following Work Plan items are proposed or revised based on feedback from NOC members.

d) Emerging Research on Aircraft Noise and Community Impacts

Description: MAC staff will identify and share emerging research and studies related to aircraft noise, noise abatement, and potential community and health impacts. As relevant findings become available, staff will share information with the NOC and facilitate discussion of research that may inform the Committee's understanding of aircraft noise issues and potential noise mitigation strategies.

Research may include studies and initiatives from the FAA Center of Excellence for Alternative Jet Fuels and Environment (ASCENT), Transportation Research Board (TRB), Federal Interagency Committee on Aviation Noise (FICAN), and other relevant research organizations.

i) Runway 12L Departure Procedures and Vectoring Review

Description: At the request of the Mendota Heights Airport Relations Commission (ARC), MAC staff will provide an analysis of Runway 12L departure flight paths and controller vectoring within the Eagan/Mendota Heights corridor. The analysis will support the ARC's assessment of existing operations and identification of potential opportunities to increase overflight of compatible industrial land uses while minimizing residential impacts. The ARC may develop recommendations for NOC consideration and potential referral to FAA Air Traffic for evaluation of operational feasibility and safety.

j) MSP Departure Operations Analysis – Remaining Runways

Description: Conduct an analysis of departure activity from MSP's remaining runways, consistent with the Runways 12L and 12R analysis presented in 2026. The review will compare historical and current departure patterns, including flight paths, turn locations, and altitude trends, to identify any notable changes.

k) Aircraft Noise Characteristics and Community Education
Description: Develop an educational presentation for NOC listening sessions that demonstrates differences in aircraft noise characteristics among regional jets, narrowbody aircraft, and widebody aircraft. Using representative audio recordings, illustrate how aircraft type, sound intensity, duration, and other characteristics can influence the perception of aircraft noise and community annoyance.

Objective: Improve public understanding of how different aircraft types contribute to the noise environment and why aircraft noise may be perceived differently even when measured sound levels are similar.

The following pages include the Draft 2026 NOC Accomplishments, the Draft 2027 NOC Work Plan and the Draft 2027 NOC Meeting Dates.

If approved by the NOC, the 2027 Work Plan will be presented to the MAC Planning, Development and Environment (PD&E) Committee by the NOC Co-Chairs on December 7, 2025, at 10:30 AM.

REQUESTED ACTION

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2026 MSP NOC ACCOMPLISHMENTS, 2027 MSP NOC WORK PLAN AND 2027 NOC MEETING DATES

MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2026 NOC ACCOMPLISHMENTS

1. Received ongoing review of MSP monthly operations reports which include aircraft noise complaints, operations, runway use, noise events, and compliance with noise abatement procedures.
2. Evaluated citizen input received during quarterly Listening Sessions as possible discussion topics at future NOC meetings.
3. Completed a Fleet Mix and Nighttime Operations Assessment which, in addition to evaluating fleet mix and nighttime operations, included certificated noise levels for aircraft operating at MSP and aircraft altitude trends.
4. Completed the 2025 MSP Complaint Data Assessment Report.
5. Pursuant to the Second Amendment to the Consent Decree, reviewed the MSP 2025 Annual Noise Contour Report published February 2026. The report noted that based on the 342,683 total operations at MSP in 2025, the actual 60 dB DNL contour is 31% smaller than the 2007 forecast contour, and the 65 dB DNL contour is 43% smaller.
6. Received an update from MAC's Director of Air Service Development and a Delta Air Lines representative about airline schedules and fleet mix changes.
7. Received an update from the FAA on the VOR Minimum Operational Network project and development of Area Navigation (RNAV) Departure Procedures.
8. Reconvened the RNAV Procedure Review Subcommittee twice to discuss the implementation of departure procedures on October 29, 2026.
9. Received updates on on-going outreach activities.
10. Received updates on aviation-related research initiatives from FAA Center of Excellence/ASCENT, TRB, and other researchers.
11. Reviewed status of the MSP Residential Noise Mitigation Program Implementation.
12. Received an overview of the Runways 12L and 12R Departure Operations Report.
13. Received updates on MSP runway and terminal construction projects throughout the year.

MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2027 NOC WORK PLAN

DRAFT 2027 MSP NOC WORK PLAN

1. Residential Noise Mitigation Program

a) Review Residential Noise Mitigation Program Implementation Status

Description: Staff from MAC Airport Development will update the NOC on the current Mitigation Program.

2. MSP Community Relations Specific Efforts

a) 2026 Actual Noise Contour Report and the Consent Decree Noise Mitigation Program Eligibility

Description: Each year in March, under the terms and conditions of the amended Consent Decree, MAC publishes an Annual Contour Report for the previous year. Staff will provide an update on the Contour Report and mitigation efforts underway in support of the Amended Consent Decree program.

b) MSP Fleet Mix and Nighttime Operations Assessment

Description: MSP is federally obligated to stay open 24 hours per day. Recognizing the impacts of nighttime operations, the NOC regularly assesses nighttime trends in airport operations. Reducing aircraft noise at the source is the largest factor of noise reduction. This annual assessment will review actual and scheduled nighttime operations at MSP as well as examine the current aircraft fleet mix.

c) MSP Annual Aircraft Noise Complaint Data Assessment

Description: Complaints are one of the tools the MAC uses to communicate with the community about aircraft activity and report to the NOC about concerns received from airport neighbors. This annual assessment reviews MSP complaints and households filing complaints.

d) Emerging Research on Aircraft Noise and Community Impacts

Description: MAC staff will identify and share emerging research and studies related to aircraft noise, noise abatement, and potential community and health impacts. As relevant findings become available, staff will share information with the NOC and facilitate discussion of research that may inform the Committee's understanding of aircraft noise issues and potential noise mitigation strategies.

Research may include studies and initiatives from the FAA Center of Excellence for Alternative Jet Fuels and Environment (ASCENT), Transportation Research Board (TRB), Federal Interagency Committee on Aviation Noise (FICAN), and other relevant research organizations.

e) Converging Runway Operations at MSP

Description: The FAA began applying new CRO mitigation strategies for both parallel runways in March 2016. The FAA will be requested to provide updates on this topic in 2027.

f) Noise Policy Review

Description: In 2021, the FAA released a summary of the research programs it sponsors on civil aircraft noise that could potentially inform future aircraft noise policy. The agency is assessing the survey results to determine if changes to the federal noise measurement methods and/or compatible land use considerations are warranted. The NOC will receive updates on this process as developments are made. The FAA will be requested to provide updates on this topic in 2027.

g) VOR-MON Program and RNAV Procedures

Description: In October 2026, the FAA implemented new RNAV departure procedures for MSP. MAC staff will collect and analyze data before and after implementation of RNAV procedures and report findings to the NOC.

h) Guest Speaker: Brian Ryks, MAC Executive Director / CEO

Description: NOC will receive an update on the MAC organization, recent accolades, trends in passengers and operations, and future development at MSP in addition to other pertinent topics.

i) Runway 12L Departure Procedures and Vectoring Review

Description: At the request of the Mendota Heights Airport Relations Commission (ARC), MAC staff will provide an analysis of Runway 12L departure flight paths and controller vectoring within the Eagan/Mendota Heights corridor. The analysis will support the ARC's assessment of existing operations and identification of potential opportunities to increase overflight of compatible industrial land uses while minimizing residential impacts. The ARC may develop recommendations for NOC consideration and potential referral to FAA Air Traffic for evaluation of operational feasibility and safety.

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Objective: Improve public understanding of how different aircraft types contribute to the noise environment and why aircraft noise may be perceived differently even when measured sound levels are similar.

Continue to Review Input Received from the NOC Listening Sessions as Possible Agenda and Work Plan Items

MSP NOISE OVERSIGHT COMMITTEE
DRAFT 2027 MEETING DATES

NOC meetings are held six times each year typically on the third Wednesday of January, March, May, July, September, and November (odd-numbered calendar months). Staff recommends the following 2027 NOC meeting dates:

- *January 20, 1:30 PM*
- *March 17, 1:30 PM*
- *May 19, 1:30 PM*
- *July 21, 1:30 PM*
- *September 15, 1:30 PM*
- *November 17, 1:30 PM*

The agenda packet for each meeting will be distributed and published two weeks prior to each meeting. An agenda review session will be arranged prior to NOC Meeting for all appointed NOC members and alternates. Each NOC meeting is scheduled to be held in the Legends Conference Room at the MAC General Office building, unless otherwise noted.