



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, May 15, 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, May 15, 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, J. Falk, H. Hoffman, C. Jacobson, J. Klinger, L. Moore, A. Moos, L. Olson, J. Otzen,
- Staff:** K. Fisher, J. Lewis, C. Metcalfe, D. Nelson, N. Pesky, B. Peters, M. Ross, M. Schommer, J. Sonju, K. Verdeja
- Others:** T. Bergen, S. Fortier, N. Rao – FAA, B. Hoffman – St. Louis Park, G. Davis – Edina, B. Raker – Eagan, D. O’Leary – Sunfish Lake, R. Jaeger – Delta, A. Peterson – Apple Valley, N. Davis – Edina.

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

Community Representatives: Alig, Hoffman, Jacobson, Moore, Olson

Industry Representatives: Arnold, Falk, Klinger, Moos, Otzen

1. Consent

1.1. Approval of the March 20, 2024, Meeting Minutes

There is one correction to the minutes; Diana Butler (Minneapolis resident) suggested that the MAC add a noise monitor at 60th Street and 15th Avenue not 58th Street and 12th Avenue as stated in the March 20, 2024 minutes.

1.2. Reports

1.2.1. Monthly Operations Report: March and April 2024

Carey Metcalfe, Assistant Technical Advisor, provided the following March and April 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 can be found on its interactive reporting website:

<https://customers.macnoms.com/reports>

MAR

- Total Operations: 28,104
- Nighttime Operations: 1,975
- North/South/Mixed: 44/39/7 (%)
- RUS Priority 1/2/3/4: 38/15/0/46 (%)
- RJ/Narrow/Wide: 29.1/67.6/3.3 (%)
- Complaints: 20,605
- Complaint locations: 200
- Top 10 Households: 80.5%
- Hours of events*: 386
- Number of events*: 78,003
- R17 procedure: 99%
- EMH Corridor procedure: 91.3%
- Crossing procedure day: 25.0%
- Crossing procedure night: 34.1%
- RUS: 53.0%

* Aircraft sound events above 65dB.

APR

- Total Operations: 27,470
- Nighttime Operations: 1,794
- North/South/Mixed: 39/41/13 (%)
- RUS Priority 1/2/3/4: 39/15/0/46 (%)
- RJ/Narrow/Wide: 27.9/68.7/3.3 (%)
- Complaints: 17,429
- Complaint locations: 229
- Top 10 Households: 75.4%
- Hours of events*: 446
- Number of events*: 83,761
- R17 procedure: 99.4%
- EMH Corridor procedure: 87.0%
- Crossing procedure day: 24.8%
- Crossing procedure night: 24.1%
- RUS: 54.0%

Member Olson commented that the number of complaints seems high, and she would appreciate more information to see if it might be an anomaly. She also noted that this is the highest complaints since 2020.

1.2.2. Review of the Spring Listening Session

Michele Ross, Technical Advisor, reviewed the Spring Listening Session, which was held at Edina City Hall in Edina, Minnesota on April 24, 2024. In attendance were three residents from Eagan, who are also members of the Eagan Airport Relations Committee, two former Eagan residents, three residents from Edina, two from Chanhassen and one from the City of Minneapolis. Leadership from the City of Edina and the Metropolitan Council District 8 Commissioner were also in attendance, as well as many NOC members, MAC, and FAA staff.

MAC staff shared that the FAA scheduled public workshop events on August 14 and 15 regarding the FAA's proposed RNAV departure procedure updates. MAC staff also provided details regarding the upcoming runway construction project that is scheduled for this summer at MSP. The north parallel runway, Runway 12L/30R, as well as the crosswind, Runway 4/22, will be closed from June 3 through September 21, 2024 for necessary runway maintenance. Efforts are underway to inform residents that live around the airport that they will likely notice changes in airport operations as aircraft are directed to available runways. Residents were informed of the new construction information webpage available at <https://metroairports.org/runway-construction>

Ross offered to take questions, but there were none.

Member Klinger moved to accept the consent agenda and **Member Alig** seconded. The motion was carried by unanimous voice vote.

2. Public Comment Period

Nora Davis, an Edina Resident, asked a question regarding the use of the runways and how flights will be prioritized for takeoff during construction.

Annette Peterson, an Apple Valley Resident, commented that the noise impact of the runway closures is not being communicated well in her community.

Michele Ross, Technical Advisor, said that she would follow up with both residents.

3. Business

There were no business items on the agenda.

4. Information

4.1. Air Service Updates

Brian Peters, Director Air Service Development, reviewed MSP monthly enplanements which are currently at 9% more enplanements than in 2023 but still 8% fewer than 2019. MSP had 135 domestic and 32 international non-stop flights flight destinations in 2019. Projections for July 2024 are 131 domestic and 32 international flights. Of the 19 airlines operating at MSP, ten provide non-stop international service. New or returning routes include Aer Lingus service to Dublin which resumed in April with four weekly operations on an A330 aircraft. The last time Aer Lingus operated the route was March 2020. Delta launched their own service to Dublin May 9th with daily operations in a B767 aircraft; both airlines plan to operate the route through October and will most likely resume again in March or April 2025. Lufthansa will launch a new route to Frankfurt, June 4th. They plan to offer year-round service five days per week. In addition, WestJet launched service to Regina Saskatchewan on April 28th, the route was last operated in 2016.

MSP is still about 19% below 2019 operations level and is projected to be for the rest of 2024, in large part due to airlines upgrading to larger aircraft that can accommodate more passengers. Total passengers at MSP have been 8% below 2019 levels through March 2024 but forecasted to end the year at 98% of 2019 levels.

The domestic side has seen tremendous growth; Delta has 4.3% more operations than in 2019. Sun Country has almost 20% more operations scheduled through June of this year and 52% more operations than in 2019. Southwest has 13.2% more operations than last year but still 5.5% fewer operations than in 2019. United Airlines has about 6.5% more operations out of MSP this year, which is about 4.8% more than they had in 2019. American has 4% more operations than last year but about 31% less than they had in 2019. Frontier is experiencing rapid growth with 213% more operations this year than last year and 50% more operations than in 2019.

Terminal 1 has about 4.5% more operations than last year but still about 10% fewer than in 2019. Terminal 2 has 22% more operations than last year. Overall MSP is 8% busier in 2024 compared to last year and about 4% below 2019 levels.

Peters offered to take questions, but there were none.

Member Julie Falk, Sun Country Airlines, said that Sun Country has experienced a lot of growth in terms of the number of new pilots hired as well as service added to new destinations including Manchester, Monterey, Albuquerque, Dulles, Oakland, Grand Rapids, Missoula, Boise, Billings, Syracuse, Montreal, Toronto, Austin, and Atlanta.

Member Olson asked if Sun Country's transition to an ultra-low-cost carrier has been successful. **Member Falk** responded that Sun Country has been successful moving in and out of markets with consumer demands though it has not been without its operational challenges.

Greg Davis, General Manager Schedule Optimization, Delta Air Lines, shared Delta's 2022-2024 scheduled operations and fleet mix. Average daily departures at MSP are up about 15% (a year over 2 years comparison). The future fleet transformation plan is fueled by deliveries of larger, quieter, and more efficient, NEXTGEN aircraft (A220/A321-NEO/A339/B737 MAX-10). The CRJ-200s have all been retired. Some of the older B757s and B737s have been replaced as well. The average aircraft size is up 10% from 127 passengers in 2022 to 142 passengers in 2024.

The Haneda Japan service remains on a A330-900, Incheon remains on a A350-900, and Dublin will operate on a B767. Delta has new domestic service to Charleston, Myrtle Beach, Norfolk, Savannah, Syracuse, Knoxville, and Fort Walton. Delta has increased service to Bismark, Jacksonville, Madison, Rhinelander, Richmond, Rochester, Northwest Arkansas, and Winnipeg has increased frequency.

4.2. MSP Long Term Plan Update

Dana Nelson, Director of Stakeholder Engagement, announced that she will be transitioning to a new position as MAC's Director Governmental Affairs and will be working under Mitch Killian, VP Governmental Affairs. Michele Ross, Manager of Community Relations and Technical Advisor to the NOC, will cover the Director of Stakeholder Engagement role until the position is filled. She went on to say she is very proud of the work that has been accomplished with the NOC as well as the relationships that have been built and she is looking forward to working together in new ways.

The Long-Term Comprehensive Plan (LTP) for MSP is a forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year passenger demand and aircraft operations. It evaluates when facility improvements will be needed to accommodate projected demand in a manner that is safe, efficient, orderly and cost-effective and also maintains and enhances customer service. The plan does not authorize construction or improvements to facilities, nor serve as a basis for determining eligibility for noise mitigation programs.

The LTP objectives include planning for future facilities that will meet forecast planning activity levels in a manner that maintains and enhances customer service, while facilitating a seamless "one-journey" experience. Producing a development plan that positions the MAC to meet future demand levels, enhances financial strength, leverages environmental stewardship, and infuses sustainable thinking, and to conduct the planning process in a manner that includes meaningful stakeholder engagement. The LTP is a strong plan, and the MAC appreciated the sage guidance received from both the NOC and the Stakeholder Advisory Panel during the plan's development.

Nelson went on to give a few highlights regarding what is being called the preferred alternative, which is a high-level planning idea that includes 16 potential projects to ensure that existing and future FAA design standard obligations are met. Eric Gilles, the MAC's Senior Airport Planner, presented this information to the NOC last year and there have been no changes since. Some of the highlights address the capacity of both Terminals 1 & 2 as well as the future fleet mix of airline partners and how that will affect the footprint of the gate hold areas and other

terminal spaces. The preferred alternative addresses the need for improvements for vehicle and pedestrian access to the airport and includes future parking requirements. It also considers the balance between Terminals 1 & 2 and the connectivity between them.

The LTP will be presented to the Commission on Monday, May 20, for final approval, after which it will go through both a state and federal environmental review process and then integrated into the MAC's seven-year CIP outlook, the mechanism for funding the various projects. There are many steps in the process with opportunities for public input along the way.

Nelson finished her presentation and offered to stand for questions.

Chair Jacobson congratulated Ms. Nelson on her new role.

Member Olson thanked Ms. Nelson for her service to the NOC. She congratulated staff on reaching the current status of the Long-Term Plan. She also asked for more information on the airport layout plan and the environmental review.

Nelson explained that the Federal Aviation Administration (FAA) requires the airport layout plan for their approval. She went on to say that regarding the LTP many other airports call it master planning but due to the Metropolitan Council providing the regional planning, in addition to the FAA requirements, the MAC refers to it as the Long-Term Comprehensive Plan. For example, if MSP wanted approval for runway, taxiway or infrastructure design, that would all need to be indicated on an airport layout plan for the FAA's approval.

Nelson also explained that the environmental review needs to meet both state and federal environmental requirements. She noted that the level of environmental review has not yet been determined and stakeholders will be updated.

Member Olson reiterated that the City of Minneapolis commented on the Long-Term Plan and that the Legislature requires the environmental impacts these plans look at air quality and noise standards, among other things. The City of Minneapolis commented that the air quality metrics could be elaborated or modernized.

5. Announcements

Michele Ross, Technical Advisor, made the following announcements.

NOC Summer Listening Session

Wednesday, July 10, 2024 @ 6:00 pm (note this is earlier in the month than usual).

Location: Eagan City Hall

[Listening Session website](#)

July NOC Meeting

Wednesday, July 17, 2024 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

FAA RNAV Departure Procedures Public Open Houses

August 14, 2024, 1-3pm

August 15, 2024, 6-8pm

Additional information: www.faa.gov/air_traffic/community_engagement/msp

6. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff, and residents in attendance. The meeting was adjourned at 2:26 pm.