



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



### NOC Committee Members

Rich Benz	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
John Bergman	At-Large Community Representative (Apple Valley City Council)
Connor Arnold	At-Large Airport User Representative (Endeavor Air, Inc.)
Ben Whalen	City of Richfield Representative (City of Richfield)
John Klinger	Chief Pilot Representative (Delta Air Lines)
Emily Koski	City of Minneapolis Representative (Minneapolis City Council)
Dwayne Lowman	City of Bloomington Representative (Bloomington City Council)
Angie Moos	Cargo Carrier Representative (United Parcel Service)
Casey Potter	Charter/Scheduled Operator Representative (Sun Country Airlines)

### MEETING AGENDA

July 17, 2024, 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:** or **By Phone:** 612-405-6798, ID: 341 423 0#

*Cheryl Jacobson, City of Mendota Heights 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 May 15, 2024 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: May and June 2024

1.2.2. Review of Summer Listening Session

#### 2. Public Comment Period

#### 3. Business

#### 4. Information

4.1. FAA Update on MSP VOR-MON and RNAV Procedure Development

4.2. MSP Runway Construction Update

#### 5. Announcements

**Adjourn**



**MSP NOISE OVERSIGHT COMMITTEE**  
**DRAFT MEETING MINUTES**  
Wednesday, May 15, 2024, at 1:30 PM  
MAC General Offices  
6040 28<sup>th</sup> 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 (%)

**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: 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%
- 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%

\* Aircraft sound events above 65dB.

**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](http://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.

# MEMORANDUM

ITEM 1.2.1

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Carey Metcalfe, Assistant Manager, Community Relations

**SUBJECT:** REVIEW OF MSP MONTHLY OPERATIONS REPORTS: MAY AND JUNE 2024

**DATE:** July 3, 2024

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>.

At the July NOC meeting, MAC staff will provide a summary of this information for May and June 2024. To view these summary reports prior to the meeting, visit the "Archive" section at the link above.

# MEMORANDUM

**TO:** MSP Noise Oversight Committee (NOC)  
**FROM:** Michele Ross, Manager, Community Relations  
**SUBJECT:** REVIEW OF SPRING LISTENING SESSION  
**DATE:** July 3, 2024

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 July 10, 2024, at 6:00 P.M., staff from the MAC’s Community Relations Office will conduct a Listening Session at Eagan City Hall and via Teams.

Staff will provide an airport update including an overview of runway construction and closures.

Additional information will be made available on the [Listening Session website](#).

At the July NOC meeting, staff will provide an update on this item.



# MEMORANDUM

ITEM 2

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Manager, Community Relations

**SUBJECT:** PUBLIC COMMENT PERIOD

**DATE:** July 3, 2024

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.
- 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](mailto:nocsecretary@mspmac.org).

# MEMORANDUM

ITEM 4.1

**TO:** MSP Noise Oversight Committee (NOC)

**FROM:** Michele Ross, Manager, Community Relations

**SUBJECT:** FAA UPDATE ON MSP VOR-MON AND RNAV PROCEDURE DEVELOPMENT

**DATE:** July 3, 2024

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 will be 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](http://www.youtube.com/watch?v=2WOjg-RvRME)

According to the FAA, updating this technology, coupled with FAA safety standard changes, requires 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 FAA has scheduled the updated procedures to go into effect August 2025.

To learn more about the FAA’s project and how the FAA will engage the public, visit [www.faa.gov/air\\_traffic/community\\_engagement/msp](http://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, and September 20, 2023.

At the July NOC meeting, an FAA representative will provide an update on the status of the VOR MON program, RNAV procedure development process, and engagement efforts.

# MEMORANDUM

**TO:** MSP Noise Oversight Committee (NOC)  
**FROM:** Michele Ross, Manager, Community Relations  
**SUBJECT:** MSP CONSTRUCTION UPDATES  
**DATE:** July 3, 2024

The MSP airfield has over 7 miles of runway and 25 miles of taxiways. Maintaining and updating the MSP airfield so that airfield infrastructure (i.e., runways, taxiways, aircraft parking surfaces, etc.) are safe for aircraft take offs and landings is an ongoing process throughout the year and requires coordination of regularly scheduled construction and maintenance tasks that involve pavement, painting, electrical work, signage, navigational aids, and area protection barriers.

Construction and maintenance projects on the airfield at MSP may impact typical runway use. Airfield construction and maintenance may require closing one or more runways at MSP temporarily, even when the activity is not occurring on the runway, to ensure the safety of construction crews and aircraft. Additionally, construction activities can impact how the Federal Aviation Administration (FAA) assigns aircraft to open runways.

Over the next two years, runway and taxiway closures at MSP are planned to complete needed pavement reconstruction and runway safety area grading. This work is necessary to ensure critical airport infrastructure maintains the highest level of safety for handling aircraft operations and conforms to FAA specifications.

The current runway construction project commenced in early June 2024 and is expected to last through late September 2024. The project involves the full concrete reconstruction of the intersection of Runways 12L/30R and 4/22, along with additional maintenance work on connecting taxiways, regrading of runway safety areas, and the installation of new pavement markings, LED lighting, and LED signage. Due to the closure of Runways 12L/30R and 4/22, there have been changes in air traffic patterns as FAA air traffic controllers have redirected flights to available runways.

At the July NOC meeting, MAC staff will provide an update.