

MEETING DATE CHANGE

The MSP Noise Oversight Committee will meet on January 22, 2025 at 10:30 AM at the MAC General Office Building, 6040 28th Avenue South, Minneapolis MN.



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
John Bergman	At-Large Community Representative (Apple Valley City Council)
Connor Arnold	At-Large Airport User Representative (Endeavor Air, Inc.)
Chris Swanson	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 Lohman	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

January 22, 2025 at 10:30 AM

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: 781 618 485#

Cheryl Jacobson, City of Mendota Heights, will be the acting Chairperson for the meeting

Note: 10:00 to 10:30 AM – Committee Agenda Review Session

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

1. Consent

1.1. Approval of November 20, 2024, Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: November and December 2024

2. Public Comment Period

3. Business

4. Information

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

4.2. 2024 Fleet Mix and Nighttime Operations Assessment

4.3. 2024 Complaint Data Assessment

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE
DRAFT MEETING MINUTES
Wednesday, November 20, 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, November 20, 2024, at the Metropolitan Airports Commission (MAC), General Offices, Legends conference room, a videoconference option was also provided. Chair Benz called the meeting to order at 1:30 p.m. The following participated in the meeting:

- Representatives:** S. Alig, R. Benz, G. Fitzer, C. Jacobson, J. Klinger, D. Lowman, C. Miller, A. Moos, D. O’Leary, L. Olson, C. Potter
- Staff:** K. Fisher, B. Juffer, K. Martin, C. Metcalfe, D. Nelson, N. Pesky, M. Ross, B. Ryks, M. Schommer, J. Sonju, M. Takamiya
- Others:** T. Bergen – FAA, C. Black, E. Bushaw, S. Fortier – FAA, K. Gallatin – St. Paul, S. Hanna, B. Hoffman – St. Louis Park, J. McNamee, L. Moore - Bloomington, B. Raker, M. Ray - Burnsville, X. Yu, and others

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

Community Representatives: Alig, Jacobson, Lowman, Miller, Olson, O’Leary
Industry Representatives: Benz, Fitzer, Klinger, Moos, Potter

Chair Benz began the meeting with a revision to the agenda, moving what was originally information item 4.2 to item 1.

1. Information

1.1. Guest Speaker: MAC/MSP Update Brian Ryks, MAC Executive Director/CEO

Brian Ryks, MAC Executive Director/CEO, shared an overview of the Minneapolis, St. Paul International Airport (MSP) and the MAC, highlighting the importance of the MAC’s system of airports to the region and state. He also expressed appreciation for the work of the NOC .

The MAC is in the second year of an enterprise strategic plan, with a purpose of providing exceptional airport experience so Minnesota thrives. The MAC operates MSP and six general aviation airports, all within 35 miles of the Minneapolis and St. Paul downtown areas. It is governed by a 15-member policy board with one resignation in the past six-months. The chair and commissioners are appointed by Minnesota’s governor (eight are from the Twin Cities metro and four from greater Minnesota). Five commission seats will become available at the end of 2024; some commissioners will reapply; Don Monaco will not be reapplying for a new term. The mayors of Minneapolis and St. Paul each appoint one commissioner.

In 2023, MSP was the eighteenth busiest commercial airport in the United States based on passenger volume. MSP is Delta's second largest hub and the home base for Sun Country Airlines, which has three-thousand employees at MSP. MSP draws passengers from across Minnesota as well as four other states and has a catchment area that stretches to Wisconsin, the Dakotas and Iowa. MSP and the reliever airports support more than 694,000 operations annually.

The MAC's 2024 operating revenue identifies more than \$508 million anticipated revenue; year to date revenue in September was ahead half of a percentage point. 2024 operating budget expenses are down about 1.6 percent at about \$285 million dollars which covers personnel, utilities, and other expenses required to maintain the various assets throughout the airport system.

The MAC is prioritizing strategic capital improvements across 3.3 million square feet of facilities at MSP and its reliever airports. The MAC's 2023 CIP budget was more than \$321 million. In 2024 the CIP increased to more than \$1 billion including work on some high-profile projects such as this summer's runway construction project on the north parallel runway and the intersection of Runway 4/22. The MAC is working to complete about \$2 billion in airport improvements from 2023 to 2025 which is not unusual for an airport system of its size; other airports in the U.S are investing up to \$9 billion dollars in capital improvements over the same time span.

MSP serves 19 commercial airlines, led by Delta with over 69% of the operations followed by Sun Country with 11.5%, along with United, American, Alaska, Southwest, Frontier, and Spirit, and others with operations under 5%. Spirit filed a chapter 11 bankruptcy reorganization which should have minimal impacts for MSP as their service here is limited. MSP has benefitted from new airline service in 2024. Sun Country announced new flights to 14 markets from MSP that began operating in May. Frontier Airlines also expanded earlier this year, doubling its activity with the launch of five seasonal destinations this spring. Non-stop international destinations from MSP this year will surpass pre-pandemic levels. WestJet added service to Regina, Saskatchewan, in May. Aer Lingus returned after a four-year hiatus, bringing back its Dublin route. Delta also added a non-stop to Ireland. And Lufthansa added its first new transatlantic service in four years with a non-stop route MSP | Frankfurt beginning last June. Looking ahead, Delta recently announced two new seasonal routes to Rome and Copenhagen beginning May 2025.

MSP's total passengers in 2023 increased 11% to 34,770,800. That's an 88% pandemic recovery compared to the record 39.5 million total passengers set in 2019. Year to date (through September), passenger traffic across both terminals is closing the gap to almost 8% below 2019's record year. There's been much more growth at Terminal 2 so far this year, which is up 35% in passenger activity compared to 2019 levels. Year to date, MSP operates 163 non-stop destinations with an average 852 daily passenger aircraft operations.

One of the biggest challenges from an airport administration standpoint is to keep pace with the growth ensuring that enough gates are available so that people can move through the facility as efficiently as possible. With that goal in mind, MAC is using new software, called Better Airports which analyzes data inputs to determine what resources are needed to support the demands at certain time periods of the day for not only TSA but Customs and Border Protection as well.

Since late 2016, the entire pre-security area of Terminal 1 has been modernized to create a "new airport" focused on improving the passenger experience. Terminal 1 is in the final year of its

operational improvements program. The improvements also covered new ticket counters, terrazzo flooring, and new baggage carousels. The last of 11 new baggage carousels opened in October.

In 2024, an additional focus has been on refreshing and modernizing almost all the concourses in Terminal 1. The Airport Modernization Program (AMP) is the single largest interior renovation of Terminal 1 concourses and passenger Gate areas at MSP (the terminal opened in 1962). The MAC has invested \$182 million in the program and Delta Air Lines is contributing \$60 million to create a modern and unified design across six concourses and Delta's 75 gate areas with new corridor flooring, predominantly terrazzo, new wall finishes, lighting, ceilings digital signs, and all new gate elements which includes carpeting, powered seating, new counters and digital signage. Most of the phased work is occurring during overnight hours and will continue through the end of 2025.

The MAC is also focused on improving the experience at Terminal 2, which has repeatedly set monthly passenger records over the last year. This summer, the Terminal 2 north expansion project was launched to help accommodate the growth in airline and passenger activity. It will add 168,000 square feet of space, creating two additional gates (H15 and H16), while providing additional space for Gates H13 and H14. New concessions spaces and restrooms are also part of the project, which will be completed in early 2027. The long-range concept for expanding Terminal 2, includes the north expansion, the new gates being added this fall, and as many as nine other gates on the south for later addition in the coming years, all of which has been planned and developed to accommodate passenger growth and improve the operations for our airline partners.

The long-term plan was approved earlier this year and identifies 16 major project programs and a potential \$9.2-billion-dollar investment to enhance airfield, facilities and overall operations through 2040. The goals and benefits of this long-term plan include additional aircraft gates and gate hold areas that are right sized for the fleet; that will enable growth opportunities for new and existing air service. Additional Federal Inspection Services (Customs) Capacity, which is currently constrained. Expanded curbside and improved experience along the front of our terminals—drop-offs and pickups zones and enhanced airfield ground maneuver capabilities.

The MAC is focused on positioning for changes in the aviation industry and elevating the travel experience through new services and innovation. It continues to invest in technology to support a seamless passenger journey. The pre-book parking program is becoming very popular as customers are guaranteed a spot and savings in the parking area they reserve. Passengers have been able to save even more now with dynamic parking discounts rates based on demand, length of stay and lead time for those that prebook online. A year ago, a pilot program called MSP Reserve debuted at Terminal 2 and has since expanded to Terminal 1 last month. MSP Reserve is a reservation program that is offered at select times in order to move passengers through TSA screening in no time. Reserving a spot in line is simple to book at MSP Airport-DOT-com (www.msairport.com)

This fall, the MAC added the convenience of a second passenger pick-up and drop-off zone at Terminal 2, as an alternative to the primary curb location. This should alleviate congestion during peak times, including through the holiday travel season. The Terminal 2 Express Lane is free and is accessed through the Purple Ramp on the second level. It's a covered loading zone, and it connects easily to the terminal by way of a sky bridge. New wayfinding signs mark the express lane entrance and the full route through to the exit from the Purple Ramp. Additional dynamic signs will be installed later this

year on the main inbound roadway to alert motorists when there are high levels of vehicle congestion and to encourage use of the Terminal 2 Express Lane option.

With every new facility, and throughout day-to-day operations, the MAC is progressing toward our 2030 sustainability goals to reduce emissions, reduce water use, divert more of our waste stream, and grow engagement around sustainability. The MAC has operationalized sustainability through employee working groups, a leadership committee, and broad engagement. Sustainability is also reflected in the focus areas and values of the MAC's 2023-2027 Enterprise Strategic Plan. One of the MAC's exciting new partnerships evolves around future fuel sources for aviation. The MAC is a supporting member of the Minnesota Sustainable Aviation Fuel (SAF) Hub, led by Greater MSP. This is the first of its kind in the country and could be transformative for MSP, and all airlines, with the goal to grow the production, delivery and use of SAF to a scale that greatly reduces the reliance on traditional jet fuel. In September, the MN SAF Hub announced that a new SAF blending facility will come online in the next two years to supply SAF to MSP via an existing pipeline. MSP took its first delivery of 7,000 gallons of blended SAF. Delta marked the occasion with its first SAF flight between MSP and New York LaGuardia. The momentum accelerated last week, when DG Fuels announced the selection of Moorehead, Minnesota as the future site of a roughly \$5 billion manufacturing facility that will produce 193 million gallons per year of low-carbon aviation fuel (SAF) using agricultural and wood waste as feedstock.

MSP continues to be globally recognized for its operations and customer service; earlier this year, MSP was awarded with the 2023 Cirium On-Time Performance Award for the global and large airport categories. Cirium is an aviation analytics leader and tracking real-time flight information for flights across the world. MSP is the first U.S. Airport to win this global award since 2011. MSP was also named the Best Airport in North America in 2023 for the third straight year and seven out of the last eight years by Airports Council International through its Airport Service Quality (ASQ) Program. MSP earned the award for the 25-40 million passenger category. In September, MSP returned to the No. 1 ranking in customer satisfaction for mega-airports by J.D. Power. MSP earned the highest customer satisfaction rankings for each of the seven airport dimensions that form the basis for the overall award. This award also acknowledges the work and focus of all airport employees and our partners who ensure our airport facilities, services and hospitality are maintained at the highest levels and exceed travelers' expectations.

There were no questions.

2. Consent

2.1. Approval of September 18, 2024, Meeting Minutes

There were no questions.

2.2. Reports

2.2.1. Monthly Operations Report: September and October 2024

Carey Metcalfe, Assistant Technical Advisor, provided a review of September and October operations, prefacing that each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website: <https://customers.macnoms.com/reports>

September	October
<ul style="list-style-type: none"> • Total Operations: 27,969 • Nighttime Operations: 1,648 • North/South/Mixed: 12/64/21(%) • RUS (Priority 1/2/3/4):20/39/0/40 (%) • RJ/Narrow/Wide: 26.4/69.2/4.4 (%) • Complaints: 17,681 • Complaint locations: 406 • Top 10 Households: 58.8% • Hours of events*: 371 • Number of events*: 76,621 • R17 procedure: 98.7% • EMH Corridor procedure: 95.1% • Crossing procedure day: 34.9% • Crossing procedure night: 35% • RUS: 59.1% 	<ul style="list-style-type: none"> • Total Operations: 29,276 • Nighttime Operations: 1,772 • North/South/Mixed: 30/49/14 (%) • RUS(Priority1/2/3/4): 33/21/0/45(%) • RJ/Narrow/Wide: 27.1/69/3.9(%) • Complaints: 15,432 • Complaint locations: 262 • Top 10 Households: 68.7% • Hours of events*: 417 • Number of events*: 81,470 • R17 procedure: 99% • EMH Corridor procedure: 96.8% • Crossing procedure day: 28.6% • Crossing procedure night: 47.4% • RUS: 55%
<p>* Aircraft sound events above 65 dB.</p>	

2.2.2. Review Fall Listening Session

No presentation was given; the memo is included in the agenda packet.

2.2.3. Summary of Aviation-Related Research Initiatives

No presentation was given; the memo is included in the agenda packet.

2.2.4. Review of Residential Noise Mitigation Program Implementation Status

No presentation was given; the memo is included in the agenda packet.

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

3. Public Comment Period

Jennifer McNamee, 5428 29th Ave. S., Minneapolis, shared that she purchased her home in 2008 and has lived there for the past 15 years. In that time, she became accustomed to the noise of aircraft taking off and landing. Recently, she has noticed a change in the types of aircraft flying overhead and an increase in the frequency of them. She also noticed an increase in ground noises such as braking, engine idling, she also occasionally hears what sounds like a mechanical humpback whale sound which is so loud it seems to go right through her sound mitigation windows. She also noted that there is often a bad smell of fuel in the air. She said she used to go outside for a run or to garden around 8 AM in the morning, but the noise and smell can be so bothersome that she changed her schedule.

Scott Hanna and Candace Black of 1965 Bayard Ave., St Paul, commented that they purchased their property in 2009 and know the typical noise from military and commercial aircraft, but they have noticed a significant increase in noise throughout 2024. About a week ago between 9:17pm – 10:12pm they counted 16 planes near their house and again noticed many aircraft around just before 6am.

Their neighbors three blocks east of them have lived in the neighborhood for 30 years and have also noticed an increase in airplane noise. They thought it was related to construction but according to MAC staff that is not the case and that some noise was due to south-flow air traffic. About two to four times a week they notice what sounds like thunder right over their house which they hadn't noticed prior to this year and said was very unusual.

4. Business

4.1. Review and Approval of the 2024 NOC Accomplishments, 2025 NOC Work Plan, and 2025 NOC Meeting Dates

Michele Ross, Technical Advisor, highlighted a few of the NOC's 2024 accomplishments; the full list is included in the agenda packet. She mentioned the NOC's commitment to conduct four community listening sessions throughout the year as an opportunity to hear from residents. In 2024, the sessions were held in Edina, and Egan, as well as two separate sessions at the MAC general offices. **Ross** thanked the communities for hosting. She noted that no work plan items resulted from the 2024 listening sessions.

The NOC did important work in 2024 to develop recommendations to the FAA regarding their proposed RNAV departure procedures for MSP. Recommendations included ways to engage with communities and reduce noise impacts for them as much as feasible.

The NOC also reviewed annual reports throughout the year for MSP fleet mix, nighttime operations, the complaint data assessment, the annual contour report, and the review of the 30L and 30R departure analysis.

Ross thanked NOC members for volunteering their time and talent to the group and went on to say that the 2024 NOC accomplishments would not have been possible without all NOC members involvement.

The 2025 Draft Work Plan was presented in September with a couple of items added since. The City of Mendota Heights residents requested a departure analysis of runways 12L and 12R. Additionally, at the request of NOC members, item J is requested to be amended to direct MAC staff to collect and analyze data before and after implementation of RNAV procedures and report findings to the NOC.

The NOC committee typically meets the third Wednesday of odd numbered months; there has been a request to move the November 19 meeting to November 12 due to a conflicting annual conference for some members.

Questions / Comments:

Member Olson suggested a minor change to the language in the community relations section of the work plan under the fleet mix and nighttime operations assessment, striking the sentence "over the past several years the number of noisy aircraft in the fleet has been declining". The sentence was not necessary nor appropriate to reach any conclusions without understanding the data.

Ross stated that if there were no objections to the request to strike the sentence, then the NOC could still proceed with the requested action to approve the 2025 work plan.

Member O’Leary emphasized that it is important for the NOC and communities to have an opportunity to hear from the FAA regarding their environmental review of RNAV departure procedures in January prior to them finalizing their plans in February.

There were no further comments, or questions and no objections from committee members in the room or on Teams.

REQUESTED ACTION:

APPROVE AND RECOMMEND TO THE MAC PLANNING, DEVELOPMENT AND ENVIRONMENT COMMITTEE APPROVAL OF THE 2024 MSP NOC ACCOMPLISHMENTS, 2025 MSP NOC WORK PLAN (AS AMMENDED) AND 2025 NOC MEETING DATES (AS AMMENDED).

Chair Benz asked for a motion to approve the Work Plan: Member O’Leary moved to accept the Work Plan and Member Jacobson seconded. The motion carried by unanimous vote.

5. Information

5.1. Runway 30L and 30R Departure Operations Report

Carey Metcalfe, Assistant Technical Advisor, provided an overview of the Runway 30L and 30R departure operations report sharing that total departures remained consistent between 2014 - 2019, fluctuating between 200,000 and 206,000 per year. In 2020 there was a sharp decline in departures due to the COVID-19 pandemic which significantly reduced air travel. Between the years 2021-2023 traffic rebounded steadily with 149,578 departures in 2021, 152,986 departures in 2022 and 160,266 in 2023, signaling a return to about 20% of pre-pandemic activity.

Regarding the proportion of runway 30L and 30R departures, historically Runway 30L has accounted for more departures than Runway 30R, though the proportion declined slightly from 33% (2014) to 23% (2023). Post-pandemic (2022–2023), the share stabilized at around 23–28% of total departures. Runway 30R Departures contributed a smaller but steady share of departures, ranging from 19% to 26%. The highest share of 30R departures occurred in 2020 (26%) during reduced overall activity at the airport.

MSP departures have not yet reached pre-pandemic levels but show a strong recovery trajectory. While Runway 30L is used more often than 30R for departures, there has been variability in the proportional use of Runway 30R, reflecting operational adjustments.

Metcalfe next compared the average hourly departures on Runway 30L during 2020-2022 (average) and 2023. Both time periods exhibit similar daily patterns, with two prominent peaks: morning rush hours (6:00 AM - 10:00 AM) and evening decline (8:00 PM - 11:00 PM). Both periods show steady morning departures, peaking at 7:00 AM and 8:00 AM in 2020–2022 and at 9:00 AM in 2023. Both periods show a sharp drop-off after 10:00 PM, with minimal activity by 11:00 PM. 2023 maintained slightly higher evening activity compared to 2020–2022.

Runway 30R Departures by Hour (2020-2022 vs. 2023) show that both periods have a daily departure pattern with morning and evening peaks, but with distinct variations in activity levels during certain hours. 2023 exhibits a higher morning peak compared to 2020-2022, especially at 7:00 AM. Both periods show a significant evening peak in departures.

The hours spent in North Flow or Mixed Flow A are typically at their highest during the winter. The 2020-2022 average, February recorded 392 hours, the peak for the year, reflecting consistent northward wind patterns during colder months. Departures also align closely with flow hours, with 7,655 average departures in February 2020-2022.

Flow hours drop significantly during spring, particularly in May 2023 when the airport spent only 148 hours in North Flow or Mixed Flow A. This decrease reflects seasonal changes in wind patterns that reduce the use of North Flow or Mixed Flow A. Flow hours typically decrease in summer but 2023 was an unusual summer, with 409 hours recorded in July 2023, the highest for the year. Departures on the 30s also peaked in July, with 8,063 departures on 30L and 30R, the highest monthly total for 2023.

Higher flow hours generally coincide with higher runway departures, indicating strong alignment between flow patterns and runway usage. The chart highlights clear seasonal patterns in North Flow and Mixed Flow A operations, with peak usage during winter and fall. Flow hours in 2023 show variability, with notably higher peaks in July and October, compared to the 2020-2022 averages. Departures closely follow flow hour trends, emphasizing the importance of these configurations in managing runway traffic. The data reflects MSP's ability to adapt operations to seasonal wind and traffic demands, with recovery in traffic volumes evident in peak months like July, August and October 2023.

The 2020-2022 averages show that the number of days in North Flow or Mixed Flow A remains relatively consistent throughout the year, ranging from 15 to 23 days per month. Peaks are observed in February (23 days), April (21 days), October (23 days), and December (22 days), reflecting the seasonal nature of prevailing winds.

Monthly totals in 2023 show a more dynamic pattern compared to the 2020-2022 averages. July 2023 recorded the highest total at 26 days, a significant increase compared to the average of 17 days for the same month in previous years. May 2023 saw a steep drop to 9 days, well below the 2020-2022 average of 15 days for that month. Late summer and fall months, such as August (19 days) and October (22 days), remained consistent with historical averages.

Next, staff presented departures from Runway 30L and 30R at MSP in 2023 categorized by 7-mile departure gates (labeled A through F) and further divided by the top destinations. These gates are based on cardinal directions, though they are not indicative of air traffic control's actual assignments of aircraft headings.

Michele Ross, Technical Advisor, then reviewed density of Runway 30L departures in 2023 represented by a heat map graphic. Each square in the graphic is one kilometer and color coded based on the number of Runway 30L departures that flew through any part that square; the darker the square the greater the number of operations that flew through it. The square at the end of the runway represents about 35,000 departures, which was approximately the total departures in 2023. The darkest square right before Gate A at 7 miles, represents 11,000 departures; demonstrating the dispersion of departures.

Most of the departures from Runway 30L that flew through Gate A were narrowbody aircraft, which makes sense as they account for 70% of the operations and about half of runway 30L departures go through Gate A at 7 miles. Widebody aircraft comprise only about 3 to 4 percent of total operations; the wide body aircraft typically utilize 30L for departures as it is the longer runway. Note that when

looking at averages, altitude averages can be a bit tricky when dealing with fewer departures, as those averages are greatly impacted by outliers. There were approximately 30,000 departures from Runway 30R and similar to the departures off of Runway 30L, this traffic dissipates the further out along the route to destinations.

Next staff presented information on the MAC's Remote Monitoring Towers (RMT) located near the ends of Runways 30L and 30R. RMT 5, is located at the end of Runway 30L and RMT 6, is located at the end of Runway 30R. There can be an overlap of sound between the two monitors. For example, RMT 5 might record a departure from 30R, it does not differentiate events between the two runways. When the number of events above 65 decibels (dB) at these two RMTs is compared to 2020, there is a steady increase and then a slight drop at the end of 2023; RMT 6 was inoperative for a few weeks in July of 2023, which could account for some of the drop-off.

Member Olson shared that residents have remarked that airplanes seem more concentrated than they had been before from the 360 heading off Runway 30R. She inquired if staff had any data from 2019 that would allow a comparison. She noted that while there are fewer operations, the fleet mix has changed and perhaps there is something about the mix of aircraft that is causing a perception of more noise or more concentrated noise.

Ross mentioned that widebody aircraft have increased from 2% to 4% and it makes sense that people notice that. There was a decrease in 65 dB events and an increase in 80 dB events. MSP is above the passenger levels from 2019 but below the operations level, and there has been a change in fleet mix. Ross agreed to look into 2019 data for a comparison.

6. **Announcements**

January NOC Meeting:

Wednesday, January 15, 2024 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

NOC Winter Listening Session:

Wednesday, January 22, 2025 @ 6:00 pm

Location: MAC General Offices + Teams

The meeting was adjourned at 3:05 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: NOVEMBER AND DECEMBER 2024**

DATE: January 8, 2025

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 January NOC meeting, MAC staff will provide a summary of this information for November and December 2024. To view these summary reports prior to the meeting, visit the “Archive” section at the link above.

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Director, Stakeholder Engagement

SUBJECT: PUBLIC COMMENT PERIOD

DATE: January 8, 2025

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.

MEMORANDUM

ITEM 4.1

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Director, Stakeholder Engagement

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

DATE: January 8, 2025

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=2W0jg-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 on August 7, 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

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, and July 17, 2024.

At the January NOC meeting, an FAA representative will provide an update on the status of the MSP VOR MON decommissioning and RNAV procedure development process.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Michele Ross, Director, Stakeholder Engagement

SUBJECT: **2024 FLEET MIX AND NIGHTTIME OPERATIONS ASSESSMENT**

DATE: January 8, 2025

The 2025 NOC Work Plan includes an assessment of current fleet mix and nighttime operational trends.

The report provides year-end 2024 data in comparison with historical trends. The report includes the following sections:

- MSP Fleet Mix
 - Historical Carrier Jet Trends
 - Trends in Aircraft Passenger Load Factors
 - MSP Carrier Jet Usage with Cumulative Certificated Noise Levels
 - Average Altitude Trends
- Nighttime Operations
 - Average Daily Nighttime Operations
 - Nighttime Operations by Runway, Airline, Aircraft Type, Origin/Destination
 - Trends in Nighttime Operations by Hour
 - Scheduled versus Actual Nighttime Operations by Hour

This report will be made available as an addendum to the packet prior to the meeting. Staff will present information from this report at the January meeting.

MEMORANDUM

ITEM 4.3

TO: MSP Noise Oversight Committee (NOC)
FROM: Michele Ross, Director, Stakeholder Engagement
SUBJECT: 2024 COMPLAINT DATA ASSESSMENT
DATE: January 8, 2025

The 2025 NOC Work Plan includes a review of the MSP Complaint Data Assessment. The assessment examines complaint data trends from 2021 through 2024 and includes the following information:

- Annual Complaint and Households
 - Total Households Filing Complaints
 - Three Year Total Complaints
 - Top 10 Households Filing Complaints
 - New Households Filing Complaints
 - Ground Noise and Runup Complaints
- Households Filing Complaints by Home Purchase Year
- Complaints Filed by Complaint Reason
- Three Year Complaints Filed by Top 10 Cities
- Three Year Households Filing Complaints by Top 10 Cities
- Complaints Filed by City
- Households Filing Complaints by City
- Three Year Complaint and Operations by Time of Day
- Complaints and Operations Ratio by Hour
- Complaint and Operation Monthly Ratio
- Complaints by Aircraft Category
- Complaints by Aircraft Type
- Top 10 Flights that Generated Complaints
- Three Year Complaints by Flow
- Three Year Total Flow
- Complaints by Temperature and Weather Conditions

This report will be made available as an addendum to the packet prior to the meeting. Staff will present information from this report at the January meeting.