



## MSP NOISE OVERSIGHT COMMITTEE MEETING MINUTES

Wednesday, January 22, 2025, at 10:30 AM

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, January 22, 2025, 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, R. Benz, J. Bergman, K. Bonner, C. Jacobson, D. Lowman, C. Miller, A. Moos, L. Olson, J. Otzen, C. Potter

**Staff:** K. Fisher, K. Martin, J. Lea, C. Metcalfe, D. Nelson, N. Pesky, M. Ross, B. Ryks, M. Schommer, J. Sonju, M. Takamiya, J. Welbes

**Others:** K. Archer – FAA, T. Bergen – FAA, P. Cain, S. Doyle – FAA, S. Fortier – FAA, K. Gallatin – St. Paul, B. Hoffman – Saint Louis Park, T. Lais, T. Lorence – FAA, Rebecca McPherson – FAA, L. Moore – Bloomington, G. Norling, S. Norling, B. Raker, N. Rao – FAA, K. Regotti – FAA, J. Risser – Edina, M. Simmons, C. Torell, X. Yu, S. Swenson, and others

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

**Community Representatives:** Alig, Bergman, Jacobson, Lowman, Miller, Olson

**Industry Representatives:** Benz, Bonner, Moos, Otzen, Potter

### **1. Consent**

#### **1.1. Approval of November 20, 2024, Meeting Minutes**

#### **1.2. Reports**

##### **1.2.1. Monthly Operations Report: November and December 2024**

**Carey Metcalfe, Assistant Technical Advisor**, provided an overview of monthly operations. The MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, in compliance with established noise abatement procedures, on its interactive reporting website: <https://customers.macnoms.com/reports>

## NOV

- Total Operations: 26,723
- Nighttime Operations: 1,538
- North/South/Mixed: 39/44/9 (%)
- RUS (Priority 1/2/3/4):35/18/0/47 (%)
- RJ/Narrow/Wide: 28/68.7/3.2 (%)
- Complaints: 9,166
- Complaint locations: 197
- Top 10 Households: 66%
- Hours of events\*: 416
- Number of events\*: 77,531
- R17 procedure: 98.8%
- EMH Corridor procedure: 94.2%
- Crossing procedure day: 24.7%
- Crossing procedure night: 35.1%
- RUS: 53%

\* Aircraft sound events above 65dB.

## DEC

- Total Operations: 28,672
- Nighttime Operations: 1,955
- North/South/Mixed: 37/42/12 (%)
- RUS (Priority 1/2/3/4):35/20/0/45 (%)
- RJ/Narrow/Wide: 28.8/67.7/3.5 (%)
- Complaints: 9,017
- Complaint locations: 176
- Top 10 Households: 68.9%
- Hours of events\*: 368
- Number of events\*: 73,029
- R17 procedure: 97.8%
- EMH Corridor procedure: 94.6%
- Crossing procedure day: 31%
- Crossing procedure night: 43.1%
- RUS: 54.5%

There were no questions or comments.

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

## 2. Public Comment Period

**Tom Lais, 5105 37<sup>th</sup> Ave S 55417**, said that he experienced an increase in noise after last summers' construction. He expressed concerns regarding how noise will be forecast in the future and existing noise due to long runup times of C130s, braking noise during landing, departure thrust noise, and overall whining noises. He also expressed concerns regarding air quality when prevailing winds are from the south and requested that the NOC share any applicable health information.

**Gina Norling, 1280 Lakeview Ave., Mendota Heights**, shared that she had submitted a comment during the FAA RNAV public comment period and expressed concern that hers was not included in the summary table. She requested it be considered. Ms. Norling would like the NOC to request that the FAA review, consider, and address all submitted comments.

**Paul Cain, 5424 Vernon Ct, Savage**, stated that he has lived in Savage for 35 years and moved there before the construction of Runway 17/35. Mr. Cain shared his expectation that aircraft would be kept to the river valley based on information shared before the runway was constructed. He remarked that runway use patterns result in many flights over his area and he would like the FAA to use alternate headings to fly over the river valley instead of neighborhoods.

**Member Olson** thanked the public commenters for bringing their concerns to the NOC, noting that the NOC does not provide responses to public comment. However, she verified their names

and addresses for follow up responses from MAC staff and/or council members. She mentioned that citizens could also bring future concerns to their city council members as well as the NOC.

### 3. Business

There were no business items

### 4. Information

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

**Taylor Lorence, Community Engagement Officer, FAA, Great Lakes Region**, provided the latest updates on the FAA's VOR-MON and RNAV procedure development project, including the recently published environmental documentation for the project. This update is consistent with the NOC's recommendations to the FAA regarding this project, that included a request for a presentation on the environmental review.

**Lorence** thanked the MAC and the NOC for the many discussions that took place to get her up to speed on the background regarding the process to develop the new procedures needed to facilitate the decommissioning of the VOR at MSP. She mentioned hearing about the remarkable engagement and participation of the NOC; and she acknowledged that it has been a long process with many conversations along the way. She also said that the FAA is very grateful for the opportunity to have meaningful discussions.

**Lorence** also shared that the FAA has completed the environmental review process required under the National Environmental Policy Act to evaluate the proposed air traffic changes. **Lorence** said the review found that there were no reportable or significant noise impacts or extraordinary circumstances identified because of the proposed action, and the project has been evaluated as a categorical exclusion or CATEX.

As a key part of the process the FAA continually collaborated and engaged with the NOC Sub-Committee to help refine the proposed procedures and address concerns. The feedback received helped shape the goal to design new procedures that mimic those in place today. Additionally, the FAA provided briefings and updates to the NOC and the public through NOC meetings, Sub-Committee meetings, and two live FAA webinars which allowed for public comment and questions. The webinars were attended by nearly 300 people.

The environmental determination has been published on the MSP Community Engagement page of the FAA website. Included in that document is a brief CATEX determination as well as supplemental appendices providing additional information on the evaluation process. Also included is a summary of community engagement activities. This determination completes the evaluation of the proposed procedures and the associated environmental review. The publication of the procedures is anticipated to be in late summer this year prior to the decommissioning of the VOR.

**Lorence** thanked the NOC and the MAC for the collaboration and engagement throughout the process and stated that the FAA greatly valued the input and looks forward to continued engagement with the NOC and its communities. FAA's website: [Community Engagement — Minneapolis-St. Paul | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/community-engagement/minneapolis-st-paul).

**Comments / questions:**

**Member Olson** asked about the noise assessment threshold and mentioned that there is no significant impact if it's under 1.5dB in noise. She requested clarification if there are any areas within the study area that show a 1.5dB change, and if so, if that would be enough of a trigger or is there a certain amount of exposure that determines significance. **Olson** went on to say that there was no notable noise change reported and that there is not an actual depiction of the noise analysis in terms of how much change would potentially occur. She asked if the data or map would be available.

**Lorence** said that the methodology information is on the FAA Community Engagement web page. As far as illustrating impacts, she offered to talk with her other team members and went on the mention that generally, a noise impact map is not published in a CATEX. The FAA offered to find the policy information regarding the 1.5dB threshold and report back.

**Olson** said that she had read the report but did not see the information regarding her noise question and that she appreciated the offer for clarification. She also asked if the information about the CATEX determination would be released to the public.

**Lorence** mentioned the information is public and can be found on the FAA website. Also, the NOC and the MAC are free to disseminate the information.

#### **4.2. 2024 Fleet Mix and Nighttime Operations Assessment**

**Michele Ross, Technical Advisor**, provided an overview of this annual report, completed in fulfillment of the NOC's 2025 Work Plan. The final 2024 MSP operation total is 342,254 operations, as reported by the FAA, which would put the airport at 84% of 2019 levels and 5.3% above 2023.

In 2024, MSP continued to be dominated by airline carrier jet aircraft operations, which were about 93% of all movements at MSP. The remaining categories include about 4% in a general aviation jet aircraft, around 2% in a turboprop aircraft and less than 1% in a piston driven aircraft, so not much variation, year over year.

The carrier jet group is further categorized into three groups of aircraft based on general size. In 2024, the split between regional jets, narrowbody jets and widebody jets was 26/70/4%, which is similar compared to 2023.

The most flown aircraft at MSP in 2024 was the Boeing 737-800 at 16% followed by the 737-900 at 15%, the Embraer E170 regional jet aircraft came in at 13%.

The amount of aircraft activity at MSP occurring at night increased last year. The operations that occurred during the federal definition of night, 10:00 PM and 7:00 AM, as well as activity during the MSP nighttime hours of 10:30 PM – 6:00 AM, was stable from 2016 – 2019. Last year there were 63 total arrivals or departures on average every day between 10:30 PM and 6:00 AM which was steady from the previous year.

The 63 average daily nighttime operations are split roughly 71% of operations were arrivals and 29% were departures. 71% of the arrivals used the south parallel runway 30L or 12R for arrival while 60% of the departures used one of those runways ends. Delta Air Lines had the highest

contribution to the total nighttime traffic at MSP. While they contribute the most, 95% of their schedule was flown during the daytime hours in 2024. UPS flew 28% of its flights at night and FedEx flew 21% of its flights at night. Like past years, most of the night flights in 2024 happened in the 11:00 PM hour, 10:30 PM half-hour and 5:00 AM hour.

The full report is available at [2024 Annual Fleet Mix and Nighttime Operations Report](#).

There were no questions or comments.

#### **4.3. 2024 Complaint Data Assessment**

**Carey Metcalfe, Assistant Technical Advisor**, provided an overview of this annual report, completed in fulfillment of the NOC's 2025 Work Plan. Highlights include that in 2023 there was a 10% increase in the number of households filing complaints and a 12% increase in the number of complaints filed compared to 2022. And in 2024 there was a 17% increase in the number of households filing complaints with 1,184 households filing complaints and a 40% increase in the number of complaints received with 197,190 complaints. The top ten households filed 125,563 complaints in 2024; 90% of complaints were filed by fewer than 10% of the households that filed complaints.

Comments / Questions:

**Member Bergman** asked if the increase in total household complaints in 2024 was due to runway construction.

**Metcalfe** replied that there was an increase in households filing complaints in cities that could be due to the change in runway use during construction, like Apple Valley.

**Member Bergman**, requested clarification regarding how far out from the runway end do aircraft drop their landing gear. He noted his understanding was that it should be at about 3-miles from the runway end for Runway 35, at 35E on the Apple Valley border to Eagan, but that it was happening much further out and the noise was noticeable.

MAC staff will review and clarify.

**Member Olson** requested clarification regarding the complaint ratio per operations chart and the complaints by aircraft type chart.

**Ross** clarified that the complaint ratio chart illustrates the number of ops per complaint and the higher the number the better. Regarding the complaints by aircraft type, the regional jets generate fewer complaints because they are able to gain altitude more quickly than larger aircraft.

The full report is available at [2024 MSP Complaint Data Assessment](#).

#### **5. Announcements**

**Michele Ross, Technical Advisor**, shared that Sean Fortier, Minneapolis District Traffic Management Officer, was the recent recipient of the Regional Administrator's Lake Huron Award

for Community and Stakeholder Services, awarded last Fall. She went on to congratulate him on winning this award and to say how much the MAC appreciates his work and engagement.

**Chair Jacobson and Member Olson** thanked Fortier for his many contributions and said that he represents the FAA well.

March NOC Meeting:

Wednesday, March 19, 2024 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

Agendas and meeting materials for NOC meetings and information on how to participate may be found here: [NOC Meetings](#).

NOC Winter Listening Session:

Wednesday, January 29, 2025 @ 6:00 pm

Location: MAC General Offices + Teams

[Listening Session website](#)

The meeting was adjourned at 11:29 AM.