



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)
Kelly Bonner	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 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

March 19, 2025 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: 450 752 164#

Rich Benz, Delta Air Lines, will be the acting 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 January 22, 2025 Meeting Minutes

1.2. Reports

1.2.1. Monthly Operations Reports: January and February 2025

1.2.2. Review of Winter Listening Session

2. Public Comment Period

3. Business

4. Information

4.1. 2024 Actual Noise Contour Report and the Consent Decree Noise Mitigation Program Eligibility

4.2. MSP Construction Updates

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, January 22, 2025, 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, 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 37th 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 to 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 happen 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.

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: JANUARY AND FEBRUARY 2025**

DATE: March 5, 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 March NOC meeting, MAC staff will provide a summary of this information for January and February 2025. 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: Carey Metcalfe, Assistant Manager, Community Relations

SUBJECT: REVIEW OF WINTER LISTENING SESSION

DATE: March 5, 2025

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 January 29, 2025, at 6:00 P.M., staff from the MAC's Community Relations Office conducted a Listening Session at MAC General Offices and via Teams.

Staff provided information including an update of the FAA MSP VOR MON and RNAV Procedure Development.

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

The spring listening session will be held on April 23, 2025.

MEMORANDUM

ITEM 3

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: March 5, 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: Ryan Anderson, Manager, Community Relations

SUBJECT: **2024 ANNUAL NOISE CONTOUR REPORT AND THE CONSENT DECREE NOISE MITIGATION PROGRAM ELIGIBILITY**

DATE: March 5, 2025

In 2007, the Cities of Minneapolis, Eagan, and Richfield, the Minneapolis Public Housing Authority and the MAC entered into a Consent Decree that settled the litigation. Pursuant to the Consent Decree, the MAC is required, by March 1st of each calendar year, to prepare an Annual Noise Contour Report that reflects an assessment of actual noise generated by aircraft operations at Minneapolis-St. Paul International Airport (MSP). The 2024 Annual Noise Contour Report is available [here](#).

The terms in the Consent Decree specify multiple levels of sound insulation for homes within a fixed boundary of projected aircraft noise exposure around MSP. The 2007 Forecast Contour served as the fixed boundary to determine mitigation eligibility.

Noise contours use the federally prescribed Day-Night Average Sound Level (DNL) metric, which represents the total accumulation of all sound energy (in decibels or dB) averaged uniformly over a 24-hour period. A 10-decibel penalty is added to each flight occurring between 10:00 PM and 7:00 AM.

Consent Decree Background

The 2007 Consent Decree was first amended in 2013 in response to concerns expressed by the MSP Noise Oversight Committee (NOC) over the MSP 2020 Improvements Environmental Assessment/Environmental Assessment Worksheet. This amendment created the 2017-2024 Noise Mitigation Program (2017-2024 Program)¹ which established mitigation eligibility based on annual assessments of actual MSP aircraft activity, henceforth referenced “Actual Contour”, rather than forecasted projections. To be eligible for noise mitigation, a home needed to be located for three consecutive years in an area with a higher aircraft noise level compared to the level under the terms of the 2007-2014 Program. The first of the three years had to occur by 2020. The Full 5-decibel Reduction Package was offered to single-family homes meeting these criteria inside the 63 dB DNL Actual Contour, while the Partial Noise Reduction Package was offered to single-family homes in the 60-62 dB DNL Actual Contour. A uniform Multi-Family Noise Reduction Package was offered to multi-family units within the actual 60 dB DNL noise contour. Homes were mitigated in the year following their eligibility determination. The 2017-2024 Program continued to use the 2007 Forecast Contour as a baseline to measure areas of noise contour growth for mitigation eligibility.

The 2007 Consent Decree was amended again in 2017. This amendment allowed for the use of the Aviation Environmental Design Tool (AEDT) to develop the actual noise contours each year, beginning with the 2016 Actual Contour. In 2015, AEDT replaced the Integrated Noise Model (INM) as the federally

¹ The 2017-2024 Noise Mitigation Program was formerly referred to as the Amended Consent Decree Program.

approved computer model for determining and analyzing noise exposure and land use compatibility issues around airports in the United States. The second amendment also provided clarity on the Opt-Out Eligibility criteria of the 2017-2024 Program. Specifically, single-family homes that previously opted out of the Partial Noise Reduction Package could participate in the Full 5-decibel Reduction Package, provided the home met the eligibility requirements.

In 2022, a third amendment was made to the 2007 Consent Decree that established the 2025-2032 Noise Mitigation Program (2025-2032 Program). This program will provide eligibility criteria and aircraft noise relief packages for the 2025-2032 Program, consistent with the terms of the 2017-2024 Program.

MSP 2024 Contours

The number of aircraft operations (takeoffs and landings) is a prominent factor in noise contour calculation. Although total MSP aircraft operations in 2024 remained significantly below the pre-pandemic 2019 number of 406,073, they increased to 342,254 aircraft operations in 2024 versus 323,945 in 2023. There was an increase in aircraft noise exposure from flight activity at MSP in 2024 compared to 2023.

The 2025-2032 Program requires the use of the 2007 Forecast Contour as a baseline to measure potential areas of growth, consistent with previous programs. Because the total number of operations at MSP in 2024 (342,254) was fewer than the number forecasted in 2007 (582,366), the 2024 60 dB DNL Actual Contour is approximately 31 percent smaller than the 2007 Forecast Contour, and the 2024 65 dB DNL Actual Contour is approximately 43 percent smaller than the 2007 Forecast Contour. The contraction of the contours from the 2007 Forecast to the 2024 Actual Contour is driven by the reduction in aircraft operations due to airlines operating larger aircraft and by the advancements in noise reduction technology on modern aircraft. There were 661 fewer average operations per day in 2024 compared to what was forecasted for 2024 in 2007.

2017-2024 Mitigation Program Status

In 2017, the MAC began mitigating homes meeting the eligibility requirements of the 2017-2024 Program. The program included 138 single-family homes and 88 multi-family units as part of the 2017 program year, 283 single-family homes in the 2018 program year, 429 single-family homes in the 2019 program year, 243 single-family homes in the 2020 program year, and 16 single-family homes in the 2021 program year. As of January 2025, \$33,200,158 has been spent on mitigating homes pursuant to the 2017-2024 Program.

2020 was the final year that homes could become eligible under the terms of the 2017-2024 Program. The homes determined eligible under the terms of the 2017-2024 Program must have opted-in by the end of 2024 to receive mitigation. Eligible homes were notified in writing that their deadline to participate was at the end of 2024.

2025-2032 Program Eligibility

There are 196 single-family and 5 multi-family homes that achieved the first year of eligibility as a result of the 2024 Actual Contour as outlined by the terms of the 2025-2032 Program. Of those homes, 29 single-family are located outside of previously mitigated areas. An additional 20 single-family homes are located within previously mitigated areas and within the 60 DNL contour. The remaining 147 single-family homes and 5 multi-family homes were previously mitigated under the Partial Noise Reduction Package and have moved into the 63 DNL contour.

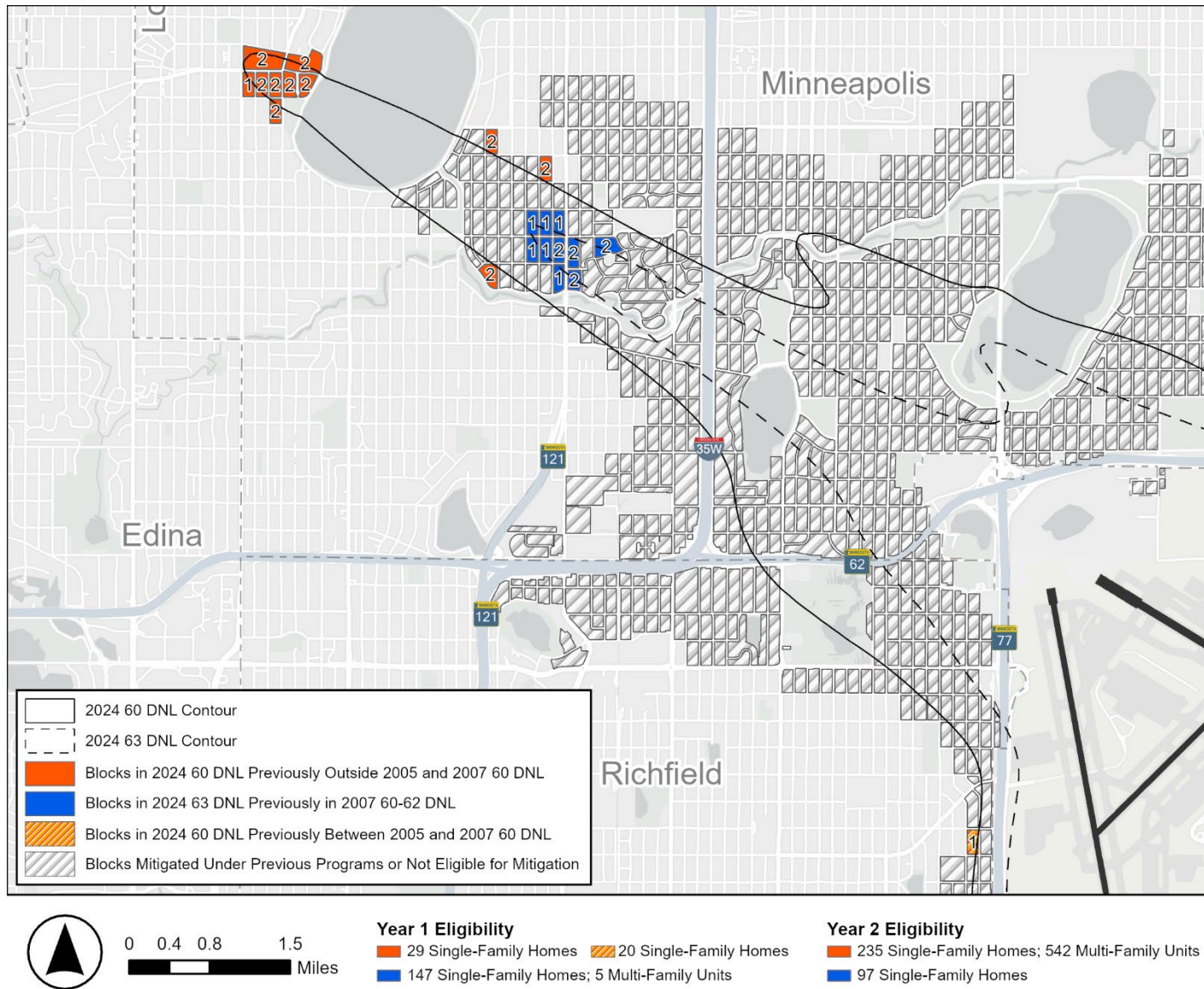
Additionally, there are 332 single-family and 542 multi-family homes that achieved the second year of eligibility as a result of the 2024 Actual Contour as outlined by the terms of the 2025-2032 Program. Of

those homes, 235 single-family and 542 multi-family homes are located outside of previously mitigated areas. The remaining 97 single-family homes were previously mitigated under the Partial Noise Reduction Package and have moved into the 63 DNL contour.

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. Figures 1 illustrates the 2024 Actual Contour and mitigation program eligibility.

Staff will provide an overview of the report at the March NOC meeting.

Figure 1: 2024 MSP Noise Contours with Mitigation Program Eligibility – Minneapolis and Richfield



MEMORANDUM

TO: MSP Noise Oversight Committee (NOC)
FROM: Ryan Anderson, Manager, Community Relations
SUBJECT: MSP RUNWAY CONSTRUCTION UPDATES
DATE: March 5, 2025

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.

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 Federal Aviation Administration (FAA) specifications.

Reconstruction work on runways and taxiways will include removing and excavating pavement, followed by laying new granular material, crushed aggregate base, concrete pavement, and bituminous shoulders. The final step in reconstruction will be painting with new pavement markings and installing lights. This work will also include grading around the runways, in an area called the runway safety area. Runway safety areas must be maintained so they are clear of debris, drained and graded and able to support aircraft, snow removal equipment and aircraft rescue and firefighting operations.

This year, Runway 12R-30L is scheduled to be closed from April 14, 2025 through May 23, 2025 and again from August 18, 2025 through September 26, 2025. Runway 4-22 will also be closed periodically during this time period during nighttime hours.

While runways are closed, airport runway operations will be temporarily adjusted to accommodate air traffic. Flights that would normally use these runways must be assigned to alternative runways. People residing in areas around MSP may notice unusual sounds, lights, or aircraft activity while construction and maintenance activities are occurring.

At the meeting, the NOC will receive an update on the construction project and anticipated runway use during construction.