



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.)
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

May 21, 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: 577 414 511#
Cheryl Jacobson, *Community Co-Chair, 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 Wold Conference Room)

1. Consent

- 1.1. Approval of March 19, 2025 Meeting Minutes
- 1.2. Reports
 - 1.2.1. Monthly Operations Reports: March and April 2025
 - 1.2.2. Review of Spring Listening Session

2. Public Comment Period

3. Business

4. Information

- 4.1. Air Service Updates
- 4.2. MSP Construction Update

5. Announcements

Adjourn



MSP NOISE OVERSIGHT COMMITTEE

DRAFT MEETING MINUTES

Wednesday, March 19, 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, March 19, 2025, 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 meeting participants were:

Representatives: S. Alig, R. Benz, J. Bergman, K. Bonner, G. Fitzer, C. Jacobson, J. Klinger, D. Lowman, C. Miller, L. Olson, C. Potter.

Staff: R. Anderson, K. Fisher, J. Lewis, C. Metcalfe, P. Mosites, D. Nelson, P. Reckinger, M. Ross, M. Schommer, J. Sonju, Mark Takamiya.

Others: S. Fortier – FAA; B. Hoffman – St. Louis Park; L. Moore – Bloomington; D. O’Leary – Sunfish Lake; K. Regotti – FAA; J. Risser, Edina; and Ryan Ziegler, Recording Secretary.

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

Community Representatives: S. Alig, J. Bergman, C. Jacobson, D. Lowman, C. Miller, L. Olson

Industry Representatives: R. Benz, K. Bonner, G. Fitzer, J. Klinger, C. Potter

1. Consent

Chair Benz introduced discussion of the consent agenda items.

1.1. Approval of January 22, 2025, Meeting Minutes

Chair Benz introduced discussion of the January 22, 2025, meeting minutes. No comments were made.

1.2. Reports

1.2.1. Monthly Operations Report: January and February 2025

Carey Metcalfe, Assistant Technical Advisor, provided an overview of monthly operations, including runway usage, total operations, nighttime operations, and noise complaints. In comparison to January and February 2024, there was an approximate 3% increase in the number of flight operations but an approximate 50% decrease in noise complaints.

Further MAC information regarding MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, established noise abatement procedures, and more is available at the MAC website: <https://customers.macnoms.com/reports>.

1.2.2. Monthly Operations Report: Review of Winter Listening Session

Carey Metcalfe, Assistant Technical Advisor, discussed the MAC NOC Winter Listening Session held on 1/29 at 6 p.m. at the MAC General Offices. Three residents from Mendota Heights were present at the session as well as **Co-Chair Jacobson** and FAA and MAC staff.

Metcalfe confirmed that the Spring Listening Session will be held April 23, 2025 at the Mendota Heights City Hall at 6 p.m.

Chair Benz called for questions and/or discussion regarding the consent agenda items. No further comments were made.

Co-Chair Jacobson moved to approve the consent agenda items as presented. **Member Bergman** seconded the motion. No further discussion was held.

The motion was carried by majority vote.

2. Public Comment Period

Chair Benz noted that no comment cards had been received. He then reviewed the standards for public comment and called for any comments. No comments were made.

3. Business

There were no new business items.

4. Information

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

Ryan Anderson, Technical Advisor, gave a general overview of the amended Consent Decree, including its history and requirements. He compared the results of the 2024 Actual Contour with the 2007 Forecast Contour as well as the 2023 Actual Contour. He discussed total operations, nighttime operations, and hushkit operations for each contour. He compared the shapes of the 2023 and 2024 Actual Contours and discussed the factors that influence the size and shape of the contours.

He then provided information on Noise Mitigation Program eligibility, noting that the current program goes from 2025 to 2032. He reviewed the effect of changes from the 2023 and 2024 Actual Contours and how the boundaries moved, affecting some eligibility. He further reviewed the MAC MSP Noise Mitigation Program History, noting that much has been accomplished and that over half a billion dollars has been invested by MAC for noise mitigation in the communities. Over 19,000 homes and 19 schools have received noise mitigation through the program.

More information is available online at <https://metroairports.org/noise-mitigation-program>, including maps and first- and second-year mitigation eligibility lists.

Member Olson inquired whether there were any homes that had entered any level of eligibility last year but now fell off of eligibility because of the reduction in the North Parallel lobe.

Michele Ross, Director, Stakeholder Engagement, noted that some blocks dropped off eligibility because of the contour narrowing in the south parallel lobe area but that there were no blocks eligible

in the north parallel lobe area per the 2023 Actual Contour. Therefore, no blocks dropped off eligibility as a result of the north parallel reduction shown on the map.

Representative Olson sought clarification on if that was because any blocks were in previously mitigated areas or why there was no eligibility change in connection with the North Parallel size reduction.

Ross noted that there were some blocks that dropped off after their first year of eligibility as a result of the change in the south parallel lobe area but that there were no blocks that had a change in eligibility status in 2024 in the north parallel lobe area.

Member Hoffman was acknowledged by Member Bergmann to provide comment. He inquired into the effect of the construction projects on the 2024 Contour.

Anderson answered that the contour was influenced by the construction and the construction's effects on airport operations. He noted that, although construction was one variable, it was not the only variable.

Member Hoffman asked whether those blocks in the northwest sections of the contour could lose eligibility if that area shrinks back down without the construction factor. He also inquired regarding why the northwest section of the contour extends past the 2007 Forecast projection despite quieter aircraft and reduced flight numbers.

Anderson suggested it could be that the extended northwest lobe is likely associated with heavy use of Runway 12R for arrivals while the 2007 Forecast assumed that the parallel runways, at least in South Flow, would be used more equitably than what occurred last year, with construction being one of many factors affecting that. Another factor could be wind and weather as they affect runway usage. He indicated he would look into the comparisons further to get a more definitive answer.

Member Lowman inquired regarding whether there is a breakdown available of the specific factors that impacted the contours.

Anderson answered that the report thoroughly discusses the factors, and noise models and includes historical comparisons of the contours.

Member Lowman inquired regarding how climate change is affecting operations and patterns at the airport.

Anderson answered that they can go back and look at predominant winds and how that has affected runway utilization and that it would be a factor in the contours if runway changes are made due to changes in historical winds.

Member Lowman expressed a concern that the construction changes could result in some homes losing eligibility in future years when construction is no longer a factor and that that could have negative impacts to homeowners. He expressed hope that ways could be found to mitigate that and better understand how and why eligibility can change.

4.2 MSP Construction Updates

Ryan Anderson, Technical Advisor, briefly introduced the planned construction for 2025, the second year of major runway closures associated with construction at the airport. Runways 12R and 30L will be closed from April 14 through May 23 and again from August 18 through September 26. He then introduced **Pat Mosites, Project Manager, Airport Development** and **Sean Fortier, FAA Traffic Management Officer, Minneapolis District**, to give further information.

Mosites gave specific information regarding the fundamentals of the project, noting the requirements and goals for the construction and discussing what work would be completed during the different phases of the project. He noted that he hopes no further runway closures will be necessary after completion of this project until approximately 2030.

Fortier reviewed several plans in place to mitigate construction traffic constraints, some of which are similar to those utilized during the 2024 construction. There is one preferred and one secondary configuration plan, each for North and South Flows, but flexibility will be needed to deal with any conditions that may arise. He noted differing arrival and departure levels and patterns in each configuration and discussed what conditions may lead to each configuration's use.

Member Olson sought confirmation that the preferred South Flow operation could lead to people in downtown Minneapolis experiencing more traffic.

Fortier noted that the preferred South Flow operation would be landing on Runway 12L and departing on Runway 17, but that during peak demand periods they would shift to landing on Runway 17 with an offload option to Runway 22 and that there would be a noticeable increase in aircraft going to Runways 17 and 22.

Member Olson then sought confirmation that the preferred North Flow operation could lead to people in Highland Park experiencing more traffic.

Fortier confirmed her understanding that Highland Park would see increased operations and traffic in that configuration.

Member Olson then sought confirmation regarding the preferred South Flow option.

Fortier noted that the preferred South Flow configuration is landing on Runway 12L and departing on Runway 17, but that during peak demand periods for arrivals there could be a shift to a secondary configuration with departures on Runway 12L and landings on Runway 17 with an offload option to Runway 22.

Member Olson inquired regarding runway length in the planned configurations.

Fortier recognized that as a very good point and that there will need to be flexibility and adjustments for aircraft that require longer runway length. He reviewed options for configurations and adjustments that can be made in different scenarios.

Anderson noted that MAC would ensure that the Committee would receive the graphics of the configurations and that there is updated construction information available on the website: <https://www.msairport.com/about-msp/construction>.

Member Lowman sought confirmation that all the configurations are temporary and that this year's construction period will be shorter than last year's.

Anderson agreed that the construction impact is temporary and that the construction is not changing runway length or width so that airspace and runway utilization will not be impacted past the construction phases.

Member Lowman noted his appreciation for the important construction work being done to improve airport safety and operations.

5. Announcements

Ryan Anderson, Technical Advisor, reiterated that the Spring Listening Session will be held Wednesday, April 23rd, at 6 p.m. at the Mendota Heights City Hall. Feedback from the listening session will be brought to the next NOC meeting, which is scheduled for May 21, 2025 at the MAC General Offices at 1:30 p.m.

May NOC Meeting:

Wednesday, May 21, 2025 @ 1:30 p.m.

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 Spring Listening Session:

Wednesday, April 23, 2025 @6:00 p.m.

Location: Mendota Heights City Hall

[Listening Session website](#)

6. Adjourn

Chair Benz adjourned the meeting at 2:27 p.m.

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: MARCH AND APRIL 2025

DATE: May 7, 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 May NOC meeting, MAC staff will provide a summary of this information for March and April 2025. 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: Carey Metcalfe, Assistant Manager, Community Relations
SUBJECT: REVIEW OF SPRING LISTENING SESSION
DATE: May 7, 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. Communities around the airport also distributed information regarding the event and an article was included in the Sun Sailor, a local newspaper.

On April 23, 2025, at 6:00 P.M., staff from the MAC’s Community Relations Office conducted a Listening Session at Mendota Heights City Hall and via Teams. Attendees included two residents from Lilydale, three residents of Mendota Heights, including two Airport Relation Committee members, one resident from Plymouth, and one Mendota Heights City Council member. Also in attendance were NOC members Cheryl Jacobson, John Bergmann, and Rich Benz and staff from the FAA and the MAC.

Staff reviewed recent runway construction and then opened the floor to discussion. Questions arose regarding runway use related to construction and the FAA’s proposed RNAV departure procedures.

The next Listening Session is anticipated to be held at the MAC General Offices on July 23, 2025 at 6 P.M. Additional information will be made available on the [Listening Session website](#).

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

MEMORANDUM

ITEM 2

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: PUBLIC COMMENT PERIOD

DATE: May 7, 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: AIR SERVICE UPDATE

DATE: May 7, 2025

To keep NOC members updated and prepared with information about upcoming air service to address community concerns that may arise, the NOC has invited Brian Peters, MAC Director of Air Service Development, Delta Air Lines and Sun Country Airlines to provide an update about future airline schedules and fleet changes and communicate how these may impact airport operations.

MEMORANDUM

ITEM 4.2

TO: MSP Noise Oversight Committee (NOC)

FROM: Ryan Anderson, Manager, Community Relations

SUBJECT: MSP RUNWAY CONSTRUCTION UPDATES

DATE: May 7, 2025

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 runway use during construction.