

PUBLIC INPUT MEETING COMMENTS/RESPONSES

LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES

22 APRIL 2014

- 1. I'm a block off of Cedar, just west of Hiawatha, and in the last few months I've noticed a significant increase in the number of departures directly over our house. It's every two minutes, starts around 8:30pm and can go well after 10:30pm, and again in the morning – it starts around 5:30am and goes until I leave for work. What is the reason for that increase? Are these flights all coming off of 30R and flying directly north over Cedar?**

In March 2012 the Noise Oversight Committee (NOC) unanimously passed the following motion regarding northbound departures from Runway 12R:

“Request that the MAC Planning and Environment Committee endorse these action items:

- Move approximately 32 daily departure operations from a 360° heading to a 340° heading for those operations going to destinations such as Duluth, International Falls, Winnipeg, etc.
- Implement the use of three divergent headings (360°, 340°, 320°) for north bound departure operations off Runway 30R.
- Continue adherence to the Runway Use System (RUS) at all times when traffic levels and prevailing winds allow.

Further request that MAC send a letter to the FAA requesting implementation of the above operational measures as soon as is possible...”

MAC Chairman Dan Boivin sent a letter to the Federal Aviation Administration (FAA) in April 2012 recommending the divergent departure procedures, which were then implemented by the FAA in August 2012. Flight track analysis indicates a greater use since that time of the divergent headings for Runway 30R departures, although the 360° heading (east of Cedar Avenue South) is used frequently due to the final destination routing of the aircraft and wind direction. For example, aircraft departures going to airports to the east and southeast of MSP are initially sent on a 360° heading and then turn easterly toward their final destination shortly after takeoff.

Properties just to the west of Cedar Avenue South between 42nd Street and 50th Street are aligned between the 340° departure heading and the 360° departure heading. At these locations residents will observe arriving aircraft assigned to Runway 12L to the west on a 120° heading, and departures from Runway 30R to the east on a 360° heading and to the west on 300°, 320° and 340° headings.

Overall, Runway 30L is being used more frequently for departures than Runway 30R and this has the effect of reducing the total aircraft noise impacts in neighborhoods directly north of MSP.

2. Are the contours averaged across a day? Is it possible to run a contour for a specific time period?

The noise contours prepared for noise mitigation programs use the yearly Day/Night Level (DNL) metric. The yearly DNL is prescribed in the Code of Federal Regulations (14 CFR Part 150) when using the Integrated Noise Model (INM) for calculating aircraft noise exposure and creating noise contour maps prepared for airports for use in noise mitigation programs. The yearly DNL is also used in aircraft noise impact environmental documents such as Environmental Assessments that contain aircraft noise contour maps. While the time frame of the INM can be scaled to periods of any duration, the MAC adheres to the Federal requirements when contracting for the preparation of noise contour maps.

To determine specific noise impacts on a monthly or daily basis, the MAC provides tools and interactive reports that members of the public may use to query sound measurement data that are collected by the 39 Remote Monitoring Towers (RMTs) in the MAC Airport Noise and Operations Monitoring System (MACNOMS), independent of the INM data inputs. These tools and reports are available at www.macnoise.com/tools-reports/reports-fly. Using the “MSP Daily Noise Summary” selection on the pull-down menu tab next to “MSP All Operations RUS”, the daily aircraft and community DNL values may be viewed for any date(s) selected.

In March 2014, RMT #8 (located at Longfellow Avenue South and 43rd Street), recorded aircraft departure noise of 3 hours 7 minutes and 23 seconds >65 dB; 3 minutes and 48 seconds >80 dB and zero seconds >90 dB or >100 dB. The loudest departure at RMT #8 in March 2014 was attributed to a MD80 departure on March 7th, which was recorded at a maximum of 89.9 dB (Lmax). The March 2014 monthly DNL at RMT #8 was 50.1 dB. Additionally, Sound Exposure Level (SEL), Equivalent Sound Level (LEQ), and Lmax can be queried for specific flights by using the Flight Tracker application link: <http://www.macnoise.com/tools-reports/flighttracker>.

3. Is there a reason why airplanes that are approaching the airport from the south can't follow Cedar Avenue? Why can't you put plane traffic over Cedar Avenue? How many degrees off of Runway 17/35 is Cedar Avenue?

Aircraft arriving on Runway 35 at MSP use flight management systems (FMS) and flight deck instruments for their lateral and vertical position during the arrival flight segment, the initial approach, the intermediate approach and the final approach. On the final approach segment, aircraft are aligned with the extended centerline of Runway 35, which has a compass heading of 350°. Aircraft can also follow vectored waypoints during the arrival segments of the flight.

The approach waypoints that are used by pilots to program the FMS use precision guidance to ensure the aircraft will arrive safely, have enough altitude and speed at critical decision points

and can also account for a possible missed approach. During periods of heavy arrival traffic demand, the aircraft can be directed to align with the 350° heading at distances greater than 14 miles from MSP. Portions of this heading place the aircraft over Cedar Avenue at various times. However, Cedar Avenue has bends and, as the aircraft approach MSP, the 350° runway heading and the roadway become more divergent. Maintaining runway alignment provides safe and efficient arrival operations and ensures Federal Aviation Administration (FAA) aircraft separation standards are observed as well as adherence to specific arrival procedures established by the FAA.

Aircraft following Cedar Avenue would be approximately 10° off course on their final approach; such an error is considered unsafe during an arrival, a time of high workload on the flight deck. Because airspeeds can be in excess of 150 miles per hour during arrival, it is imperative that the aircraft be on a straight line with the selected runway well in advance of landing.

- 4. It's back to the same old thing, continued plane after plane after plane – on Thursday, 4/17 at 2:01, 2:08, 2:12, 2:14, 2:19, 2:21, 2:22, 2:25, 2:26, 2:27, 2:29, 2:30, 2:37, 2:38, 2:39, 2:40, 2:42, 2:43, 2:44, 2:45, 2:50, 2:51, 2:54 – it gets very tiring, plane after plane, and they're all coming from different directions over our house. I can't get six hours of sleep because they're coming after 11:00 at night – Monday, 4/20, they came through at 5:10, 6:05, 6:06, 6:08, 6:10, 6:11, 6:12, 6:13, 6:20 and 6:26am. Is there ever going to be any relief where I live? Is it going to be like this forever?**

Comment noted. The Federal Aviation Administration (FAA) provided information to the Metropolitan Airports Commission (MAC) about its intention to move forward with implementation of new Standard Terminal Arrival Procedures (STARs) at MSP that will leverage use of Area Navigation (RNAV); the FAA has indicated that it will not be implementing new RNAV departure procedures at MSP at this time.

- 5. I spent the last two days looking up some of the different reports because we get such a volume over there, nobody seems to think Edina should have noise, and I read the paper about the towers, that it's adequate. And I looked at some of those towers and first of all, we do get most of the traffic from departures on 30L – 34.6% of all traffic departures take off of Runway 30L and this is April 1-16 – so this month's reports – that's over 3000 planes in 16 days. We also have the highest number of night operations, again from April 1-16, and that is 35.1%. And tonight I found that a lot of our traffic is only monitored by tower #5. And #5 is so close to the end of the runway, they have very high levels of noise there. It goes over 5 and it turns, it goes south of 27th and tower #7 will pick up a little bit of the noise. The December DNL noise levels, tower 7 is about 2.1 miles from the airport – and I used the tools on the website – and it had an average of 58.8 DNL; of all the 39 towers, there are only 3 others that have higher DNL numbers than tower 7. One of those towers was about the same distance away and the other tower was tower 5, which is 1.1 mile away from the airport. And tower 6 was about a mile away from the airport. So if you go with the three towers that have higher DNL levels than tower 7, then we're getting a lot of noise out there. I**

also found a report from March 2014 for the time above the threshold, on that report it said anything equal to or over 65 decibels – only two of the 39 towers had more time over or above 65 decibels than tower 7. So our tower – “our” tower, it’s not even near us, but it’s the only thing that even partially collects the noise – there’s only two higher. And if you go to equal to or greater than 80 decibels, only two towers of the 39 are higher than our tower 7.

Aircraft departing from MSP Runway 30L are directed by the Federal Aviation Administration (FAA) Air Traffic Controllers and assigned headings based on the destination of each aircraft.

Aircraft noise and community noise are recorded by the MSP Remote Monitoring Towers (RMTs) on a continuous basis. Aircraft do not need to fly directly over an RMT in order for the noise event to be recorded; however, RMTs that are typically overflowed by aircraft departing from Runway 30L include RMT 3, 5, 7, 27, and 28. Noise events that are reported in the monthly operations reports are those that were correlated with the time and location of aircraft arrival and departure flight tracks.

- 6. I did a printout of where this traffic is going. If you take a look at this map, tower 7 is right here and tower 5 is right here, and traffic is coming between the two. Traffic is coming from the end of the airport, barely across tower 5, and down below 27, and it catches a little bit of 7 there and it goes right through the middle and across Edina. I randomly picked a bunch of dates, so I can show you how the planes are running through the towers. There are no towers in Edina that’s picking up any of this. I don’t think that the noise is being monitored at all, that’s coming our way.**

Please see response to comment #2 above.