Public Input Meeting Responses - April 28, 2005

(Questions are in blue, responses are in black)

Why do aircraft departing on 30R have to turn north over 28th Avenue/34th Avenue instead of flying farther before making their turn?

Air Traffic Control (ATC) considers several factors through each phase of flight to safely move aircraft from one place to another. Some of these factors include safety requirements, capacity needs, efficiency of aircraft movements and specific noise abatement procedures.

The departure phase of flight starts with a local tower controller. ATC will give the departing aircraft a clearance to taxi to the runway and to takeoff. The clearance that the tower gives to the pilot is guided by procedures and requirements outlined in the ATC Tower Order. These instructions guide the aircraft during the initial phases of flight and will incorporate any necessary requirements for noise abatement, safety and separation.

The point at which departing aircraft make their turn off of Runways 30L/R can vary considerably due to factors such as wind, weather, aircraft performance, pilot technique and safety considerations. Many of the aircraft that are assigned right turns off of Runways 30L/R will be heading to northerly or easterly destinations and are utilizing the most efficient routing to their destination.

Will Runway 35 departures takeoff straight over 28th Avenue?

Because of runway configuration and geographical location, Runway 17/35 will almost exclusively be used to the south. This means that aircraft will depart to the south or arrive from the south of the airport. Operations to and from the north on Runway 17/35, except under rare circumstances, will not be allowed because they would interfere with arriving and/or departing aircraft operations off the existing two parallel runways.

What is MAC doing to encourage the use of Stage 3 aircraft?

The Metropolitan Airports Commission (MAC) included Noise Abatement Measure 8 in the November 2004 Part 150 update. This proposal provides a means for the MAC to investigate, at a later date, measures to encourage increased use of manufactured Stage 3 aircraft.

How does the NOC direct itself when it is waiting for FAA's approval of the NCP?

The Noise Oversight Committee (NOC) develops an annual work plan in consultation with the Finance, Development and Environment Committee of the

MAC. The MAC Full Commission reviews and approves the NOC work plan each year. Items on the annual work plan may be elements of the Noise Compatibility Program (NCP), they may be efforts specifically related to the noise program, or they could be items of concern that were brought to the NOC through its public input channels.

How will retiring DC9 aircraft impact aircraft noise?

Analysis of aircraft operations at Minneapolis - St. Paul International Airport (MSP) projected for 2007 indicate that noise impacts (i.e., impacted population and dwelling counts) associated with aircraft operations could be reduced by about 10-percent if all night operations were conducted by manufactured Stage 3 aircraft. Additionally, noise impacts could be reduced by approximately 43-percent if all aircraft operations at MSP were conducted by manufactured Stage 3 aircraft.

Are the landing/takeoff profiles new or just proposed?

After extensive testing and analysis, the Federal Aviation Administration (FAA) issued Advisory Circular (AC) 91-53A, Noise Abatement Departure Profiles (NADP), which recommended two specific departure procedures to help minimize aircraft noise exposure. The Close-in NADP is a unique combination of aircraft thrust, speed and configuration settings that provides a slight reduction in noise impact for residents living within 3.5 miles from an aircraft's start of takeoff. The Distant NADP is a departure procedure that provides a slight reduction in noise impact for residents living further than 3.5 miles from the start of takeoff.

Airport operators, such as the MAC, are allowed to designate which NADP will be flown off each of the airport's runways. In the recently submitted Noise Compatibility Program, MAC directed the Distant NADP be used off all runways at MSP. This procedure was implemented in July 2003 for all active runways and will be used for future departures off Runway 17.

Why did we change the location of the meeting to Roosevelt High School?

The location of the meeting was changed to accommodate requests from city representatives on the Noise Oversight Committee (NOC). The intent is to make the meetings more accessible to the public by going out to different communities around the airport. The next public input meeting is July 28th and will be held at the Mendota Heights City Hall.

In regards to the Part 150 Program, how did MAC determine the qualification of houses in Bloomington near the Mall of America and in Richfield that ARE NOT affected by the airport noise and not qualify houses in the 48th and Park area who ARE affected by the noise. Is MAC skipping

areas?

Eligibility for the future Sound Mitigation Program is based on the updated 2007 DNL contour map, and not on existing noise exposure. The MAC approved, at its July 19, 2004 meeting, that all homes in the 2007 65-75 DNL contour area be eligible to receive the current residential noise mitigation package (5 dB reduction package).

In March, the Federal Aviation Administration (FAA) notified the MAC that it had approved MAC's Noise Exposure
Maps that were included in the November 2004 Part 150 Update document. This includes the 2002 base case and the 2007 5-year unmitigated forecast map. Approval of the 2007 5-year mitigated map is pending while the FAA reviews the proposed measures in the Noise Compatibility Program.

However, approval of the updated noise contours allows the MAC to begin work for 165 single-family homes and 16 multi-family buildings in the 2007 65+ DNL noise contour. The approval kicked off an aggressive schedule to mitigate as many eligible homes as possible before the opening of the new North/South Runway (17/35) in October.

Was Field School insulated and if so was it insulated by MAC and when?

No, this school was not located within the eligibility area and therefore did not receive mitigation improvements.

Wanted to clarify that no state or local taxes were used.

The MAC Part 150 Residential Sound Mitigation Program is funded entirely from "airport and airline generated" funding sources, including local MSP Passenger Facility Charges and federal Airport Improvement Program grants. In short, the Part 150 Program is funded by airline passengers. No general, property or income taxes (city/state/federal) are used for the program.

Could we hold a Public Input meeting at Field School?

Comment noted. Field School will be considered as a location for a future meeting.

Your comments and concerns have been incorporated in a memorandum to MAC Commissioners and MSP Noise Oversight Committee members. The memorandum summarizes the input received at the April 28, 2005 Public Input Meeting.

How is the sound insulation area determined? Why haven't I been notified

to get my house insulated?

The FAA determines eligibility for Part 150 (sound mitigation) programs by using an approved "five-year" forecasted DNL (Day-Night Average Sound Level) Noise Exposure Contour Map (NEM). This contour represents the projection of an airport's yearly noise average using aircraft fleet mix, hourly operations, and arrival and departure flight tracking data.

In accordance with FAA regulations, the MAC established the 1996, 65 Day-Night Average Sound Level (DNL) Noise Exposure Contour line as the boundary of the recently completed Residential Sound Insulation Program. Future eligibility will be based on the updated 2007 Noise Exposure Map. Unfortunately your residence located at 5341 35th Avenue South, Minneapolis, is located outside both the 1996 65 DNL and the 2007 60 DNL contour area and is not proposed for inclusion in the future mitigation program.

Why don't we use the paths of aircraft to determine the contour lines instead of the RMT data?

The 2007 DNL contour map was not developed using noise measurements from the RMT's, but rather the Federal Aviation Administration outlines that the Integrated Noise Model (INM) be used to predict noise impacts around the vicinity of our nation's airports and develop the boundaries of Part 150 programs, including sound insulation.

The INM uses several variables as inputs into the development of noise contours. Actual aircraft flight paths, forecasted number of operations, aircraft noise measurements from the FAA's Part 36 noise standards certification database, aircraft types, atmospheric conditions, aircraft performance, and other variables are used. The INM also adds a 10-decibel nighttime noise penalty to aircraft operations expected to occur between the hours of 10 p.m. and 7 a.m. to take into consideration the relatively low nighttime ambient noise levels and the fact that most people are sleeping during this time. These variables are then used to map an average annualized day of noise impacts considering all arrivals and departures to and from the airport. The FAA's INM methodology is universally recognized and applied at all U.S. airports.

Pilots need to ascend their aircraft more aggressively to reduce noise & pollution.

The altitude of departing aircraft over a particular area depends on a number of factors. The climb rate and flight profile of departing aircraft will vary considerably. New, modern aircraft (e.g. Airbus A320, Boeing 757) have higher-thrust engines and improved wing designs compared with older aircraft (e.g. Boeing 727, DC-9), which results in a superior climb rate. Even though newer

aircraft have more thrust, they also have much quieter engines than older aircraft.

Temperature and air density also play a role in aircraft performance and climb rate. As the temperature increases, air density decreases, which reduces engine thrust and results in a longer takeoff distance and a lower climb rate.

Wind is another important factor in determining aircraft altitude. A strong headwind (coming toward the front of the aircraft) will reduce an aircraft takeoff and landing distance, and increase the climb rate.

Air Traffic Control must also consider safety and separation requirements of inbound/outbound aircraft. All of these factors combined heavily influence the operational characteristics of aircraft and play an important role in determining the altitude of aircraft departing over any given area.

I am concerned about future accidents and/or terrorist attacks on low flying aircraft.

The MAC shares your concern and has been working with local and national law enforcement agencies to provide information and accommodate requests that enhance the security of the National Airspace System.

I don't like the smell from the planes.

The Metropolitan Airports Commission does not regulate or have jurisdiction over aircraft emission levels. The Federal Aviation Administration (FAA) and the U.S. Environmental Protection Agency are the agencies responsible for this issue.

Recently, however, discussions have taken place on both a national and international level through various aviation groups and legislators. Although the MAC is not a producer of aircraft emissions, we will continue to keep abreast of these discussions and of any resulting policy decisions.

I am concerned about the easy availability of retrofit kits for guns that enable them to have the capability to shoot airplanes in the air. Is anyone aware of it and/or looking into it?

The MAC shares your concern and has been forthcoming working with local and national law enforcement agencies to provide information and accommodate requests that enhance the security of the National Airspace System.

What is MAC doing in regards to air, water and soil pollution from aircraft?

The Metropolitan Airports Commission does not regulate or have jurisdiction over aircraft emission levels. The Federal Aviation Administration (FAA) and the U.S.

Environmental Protection Agency are the agencies responsible for this issue.

Recently, however, discussions have taken place on both a national and international level through various aviation groups and legislators. Although the MAC is not a producer of aircraft emissions, we will continue to keep abreast of these discussions and of any resulting policy decisions.

It should also be noted that currently, the Minneapolis-St. Paul International Airport (MSP) and the surrounding metro area is in compliance with state and national ambient air quality standards for criteria pollutants. This means that currently the airport (along with surrounding communities) is not a significant contributor of "pollutants of concern."

The MAC is also working to minimize contamination to water and soil at the airport. MSP's airfield improvement plan includes the construction of five aircraft de-icing pads, including storage and reclamation facilities to make the de-icing process more efficient and to safeguard the environment from glycol runoff. The purpose of the deicing pads is to contain spent glycol fluid at the source and minimize the opportunity for it to enter the storm-water drainage system, which then discharges to the Minnesota River. Storage capacity has been enhanced at the airport and newer recycling technology allows recycled glycol to be re-applied on aircraft at MSP.

I have heard that there will be a continuous loud noise coming off of the north end of the new 17-35 runway to the neighborhoods within 2 miles north of there.

Ground noise impact is a topic of concern for the Metropolitan Airports Commission and the communities surrounding the airport.

In December of 1998, the City of Richfield and the MAC agreed to undertake detailed studies of existing and potential impacts of low-frequency aircraft noise (typically related to ground noise) in communities around MSP. The agreement established the Low-Frequency Noise Expert Panel, which extensively studied and measured low-frequency noise and its effects. In April of 2000, the expert panel reported their findings in a 227-page three-volume report. On a national level questions were raised as to the adequacy of the study findings and further evaluations of the topic are on-going on a national level.

I am also concerned about the value of the houses decreasing because of the noise.

The impact of airport noise on housing values has been the subject of a number of studies around the nation. These studies have been useful in providing some insight into the complex issue, but results have varied and have been difficult to quantify. In addition, results of published studies are greatly influenced by an

airport’s location and surrounding housing and neighborhood base. Historically property values around the airport, including South Minneapolis, have not decreased in recent years.