

Public Input Meeting Responses – January 22, 2008 (Questions are in **bolded**)

Click [here](#) for the summary memorandum that was forwarded to members of the MSP Noise Oversight Committee (NOC) regarding the January 22, 2008 Public Input Meeting

- 1. I was taxiing out for departure and heading northwest, so I was going to Runway 12L. There was a Pinnacle CRJ in front of me. It was 9:30 at night and very quiet, low traffic levels, no one departing off of any of the runways. The CRJ asked the ground controller if it could take Runway 12L for departure instead of going to Runway 17. The ground controller said “unable due to noise”. Why didn’t the ground controller offer use of Runway 12R if she was concerned about noise?**
- 2. On the ATIS, whenever there are arrivals on the parallel runways, it states “final approach over noise-sensitive area”. That doesn’t appear on the ATIS for any of the other runways – why is that?**
- 3. Yesterday (January 21, 2008), it was snowy and winds were out of the north, 360, at 7 knots and they were landing on the parallel runways and departing on Runway 17. This went on for quite a few hours – why did it take so long to switch the airport around?**

The questions you posed at the meeting were primarily for the Federal Aviation Administration (FAA) regarding the use of Runway 17/35. MAC staff has forwarded the questions to the FAA for their review and/or response.