

Public Input Meeting Responses – July 24, 2007 (Questions are in **bolded**)

Click [here](#) for the summary memorandum that was forwarded to members of the MSP Noise Oversight Committee (NOC) regarding the July 24, 2007 Public Input Meeting

Thank you for attending the July 24<sup>th</sup> airport noise Public Input Meeting at the MAC General Offices. We appreciate you taking the time to share your concerns with us.

This letter is in response to the question(s) you posed at the meeting. Your questions are **bolded** and followed by our answer.

- 1. Runway Use System (RUS) for departures: 1) 12L and 12R 2) 17 3) 4/22 4) 30L and 30R**
- 2. Why doesn't the FAA abide the RUS and utilize 12R for departures during slow times such as: 1) Night time operations 2) Between pushes 3) No or very few arrivals.**
- 3. During normal operations, why doesn't the airport use all 3 runways for departures instead of just 2, with the exception of heavys needing the longest runway?**
- 4. What was the planned useage percentage for 12R departures after 17 opened?**
- 5. In May, only 8.7% of departures were off of 12R. Is this percentage less than planned? I would guess is that it was, because runway 17 was overused at 38% and the airport was and is not currently at capacity.**
- 6. Is the runway 12R usage being enforced as stringently as runway 17 is?**
- 7. What were the average delays for 2006 when 17 usage was an acceptable 15.2%?**
- 8. Have those delays decreased significantly in 2007 when 17 usage was an unacceptable 70% on days the wind favored it?**
- 9. In summary, 12R should be utilized for departures whenever possible as per noise abatement procedures regardless of that 37% usage number for runway 17, which should really be updated. This would have great benefits, not only with noise issues, but the airlines as well. Fuel consumption while waiting in line would decrease as well as unnecessary delays sitting in line for runway 17 while 12R is not used at all.**

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 response.