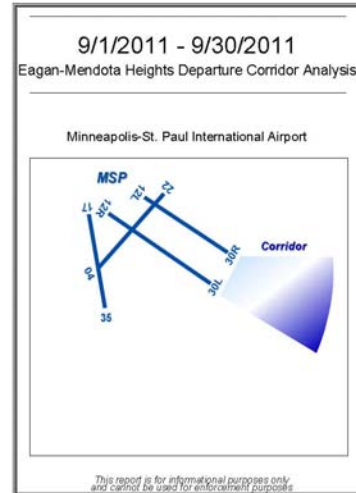


# Eagan-Mendota Heights Corridor Report – Help

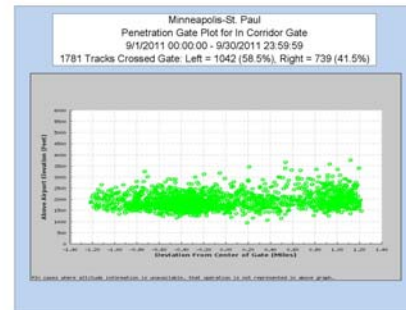
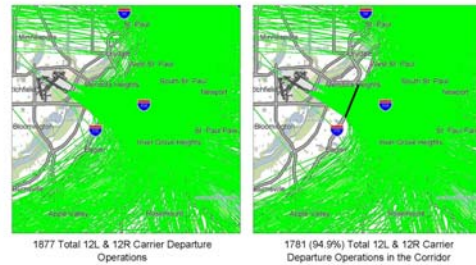
An effective Noise Abatement Procedure implemented at Minneapolis-St. Paul International Airport (MSP) is the use of the Eagan-Mendota Heights Corridor. The procedure sets boundaries for aircraft departing from Runways 12L and 12R to concentrate as many jet aircraft operations over the industrial corridor and minimize the number of aircraft flying over residentially developed land.

This report summarizes the departure activity from Runways 12L and 12R and provides counts and percentages of operations that took place within the Corridor boundaries.



The first page shows flight tracks for carrier jet aircraft that departed from Runways 12L and 12R, and the number and percentage of those aircraft that remained within the Corridor boundaries. The graphic on the bottom of the page shows a penetration gate plot for aircraft that remained within the Corridor boundaries. The horizontal location of a flight track relative to the center of the penetration gate is plotted on the x-axis and the vertical distance above ground level as an aircraft passed through the gate is plotted on the y-axis.

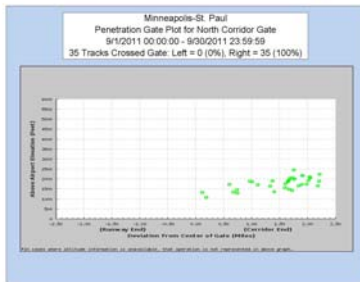
Metropolitan Airports Commission  
1877 Carrier Jets Departed Runways 12L and 12R in September 2011  
1781 (94.9%) of those operations remained in the Corridor



The next two pages examine the operations that took place to the north or to the south outside of the Corridor boundaries.

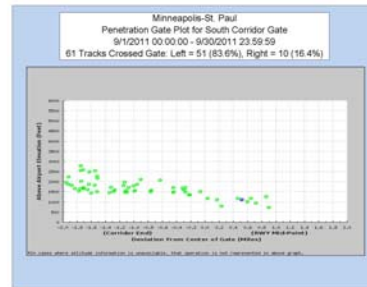
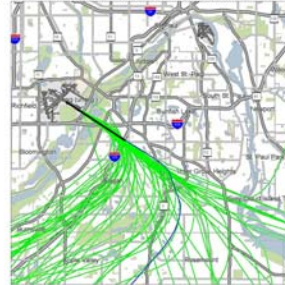
The graphic on the bottom shows a penetration gate plot for such operations and exactly where those aircraft were located as they passed through the gate.

Metropolitan Airports Commission  
 35 (1.9%) Runway 12L and 12R Carrier Jet Departure Operations were north of the 090° Corridor Boundary during September 2011. Of those, 0 (0%) returned to corridor before reaching SE border of Ft. Snelling State Park



Page 2 Monthly Eagan/Mendota Heights Departure Corridor Analysis, Report Generated: 10/09/2011 11:54

Metropolitan Airports Commission  
 61 (3.2%) Runway 12L and 12R Carrier Jet Departure Operations were south of the Corridor (south of 30L Localizer) during September 2011. Of those, 1 (1.6%) returned to Corridor before reaching SE border of Ft. Snelling State Park



Monthly Eagan/Mendota Heights Departure Corridor Analysis, Report Generated: 10/09/2011 11:54 Page 3

The last page of the report shows the top 15 destinations for aircraft departing from Runways 12L and 12R.

Metropolitan Airports Commission  
 Top 15 Runway 12L/12R Departure Destinations for September 2011

Airport	City	Heading (deg.)	#Ops	Percent of Total Ops
SEA	SEATTLE	278°	75	4%
FAI	FARGO	312°	60	3.2%
GFK	GRAND FORKS	316°	52	2.8%
MOT	MINOT	304°	50	2.7%
CYWG	WINNIPEG	330°	49	2.6%
YHZ	TORONTO	190°	48	2.6%
BIS	BISMARCK	291°	49	2.6%
ORD	CHICAGO (OHARE)	124°	48	2.6%
DLH	DULUTH	19°	46	2.5%
SLC	SALT LAKE CITY	252°	44	2.3%
RAP	RAPID CITY	269°	41	2.2%
DTW	DETROIT	105°	36	1.9%
BOS	BOSTON	97°	35	1.9%
SFO	SAN FRANCISCO	251°	35	1.9%
DEN	DENVER	237°	36	1.9%