

**PUBLIC INPUT MEETING COMMENTS/QUESTIONS**  
**LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES**  
**26 JANUARY 2010**

1. **RICK HALL**  
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I live near Lake Nokomis and I hear a lot of aircraft noise in the morning. What time do aircraft start up and what time do they depart?

Answer: Minneapolis St. Paul International Airport (MSP) is a public-use airport and open for aircraft arrivals and departures 24-hours per day. More than 85% of the air traffic at MSP is operated by scheduled air carrier service companies. While market demand will determine what time air carrier flights are scheduled, there are established agreements between the Metropolitan Airports Commission (MAC) and the air carriers that attempt to voluntarily limit the number of flights that are scheduled between 10:30 pm. and 6:00 a.m. In December 2009, scheduled early morning air carrier operations began at approximately 4:30 a.m.

MAC staff publish a monthly Technical Advisors Report that details aircraft operations, aircraft fleet mix, runway use, aircraft noise, and aircraft noise complaints. These reports are available to the public on the internet (<http://www.macnoise.com/opreports>), and include air carrier operations schedules.

Is Delta Air Lines going to do some research and development to keep up with hush-kitting older aircraft, like they did for DC-9s about 10 years ago?

Answer: The MAC is not aware of any plans that Delta has to hushkit additional Stage 2 aircraft.

2. **LIZ YURICH**  
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**MINNEAPOLIS MN 55419**

I live some distance from the airport and I hear engine thrust and start up noise.

Comment noted.

The noise mitigation program being conducted by the MAC did not take terrain into consideration when determining which homes would receive which types of mitigation. Homes that are up on the hill in my neighborhood are closer to aircraft when they pass overhead and experience more noise – it's not fair that those homes are receiving less mitigation than other homes. Why was terrain not considered when determining mitigation eligibility?

Answer: Noise mitigation programs are strictly regulated under 14 CFR Part 150 (Part 150 Study), which mandates use of federally-established aircraft noise exposure calculations and thresholds for defining eligibility. The process for calculating aircraft noise exposure includes using the Integrated Noise Model (INM) and inputting numerous pieces of aircraft operations data that specifically include several operational variables and input data for the development of noise contours. These variables and data include terrain, along with actual aircraft flight paths, forecasted operations, aircraft types and noise measurements from the Federal Aviation Administration's (FAA) Part 36 noise standards certification database, atmospheric conditions, aircraft performance, and other variables as necessary. 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.

The FAA specifies that only residences impacted by cumulative aircraft noise exposure level of 65 dB DNL or greater are considered incompatible with an airport and thus eligible for sound insulation programs using aviation-generated revenues.

Why are aircraft so low when they depart north off of Runway 30R but higher up when they depart to the south off of that runway? Why hasn't that ever been addressed? I can see for myself that the aircraft are lower when departing to the north. I've been told that the reason they're so low is because pilots fly the aircraft that way. Is the MAC penalizing airlines when their aircraft fly so low?

Aircraft departing Minneapolis St. Paul International Airport are operating under the guidance of Air Traffic Control and established aircraft operating procedures. Primary considerations that factor into each aircraft's climb gradient include weather (e.g., wind, temperature, barometric pressure, etc.), other air traffic operating in the vicinity, and the weight of the aircraft. The combination of these factors can vary the actual altitude that an aircraft operates over the ground at any location. Analysis of the altitude of departing aircraft in 2009 shows the altitude over your area is an average of 2,000 feet above ground. In comparison, aircraft departing to the south at the same distance from MSP as your area are approximately 1,960 feet above the ground.

Federal regulations prevent local jurisdictions, such as the Metropolitan Airports Commission, from imposing restrictions or penalties on aircraft operating in the national airspace system. The Federal Aviation Administration is the only enforcement agency with jurisdiction over aircraft operating regulations.

**3. KEN WOOD  
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In the transcript of a December 2009 Delta Air Lines investor conference call, Delta's Chief Operating Officer stated that Minneapolis-St Paul International Airport (MSP) will become, by summer 2010, an "MD-80 hub" airport, and that Delta will be removing approximately 70 regional jets from its fleet. Has Delta Air Lines made the MAC aware of such a plan? If so, has the MAC calculated what the noise impact will be of having so many MD-80s operating out of MSP? If not, why is a stock analyst on a conference call getting information that the MAC is not?

Answer: The Metropolitan Airports Commission (MAC) is aware of Delta's plans that will include an increase in the number of MD-80/88 aircraft at MSP. However, the MAC is not aware at this point as to the total operating numbers that may materialize at MSP in the future.

I understand that the MAC cannot dictate to an airline the types of aircraft it uses, but there's no reason MSP needs to be a Delta-dominated airport. I encourage the MAC to do what it can to entice other airlines to operate out of MSP.

Comment noted.