

Public Input Meeting Responses – April 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 April 22, 2008 Public Input Meeting

Nighttime operations over my home have increased dramatically in recent months, particularly since the City of Eagan complained about operations over its northern areas and had them re-routed. Nighttime noise is unbearable.

Review of the flight track data from the Airport Noise and Operations Monitoring System (ANOMS) shows an increase in nighttime operations over your neighborhood in April 2008 compared to April 2007. The increase in operations can most likely be attributed to an increased adherence to the agreed upon Runway Use System (RUS) at MSP.

There is no divergence of operations over the various areas – noise is not shared among communities.

This statement is not accurate. The 2007 actual runway use¹ shows 43.3% of departure operations used Runways 30L/R (S. Minneapolis/N. Richfield), 31.4% used Runways 17/35 (Bloomington/Eagan/S. Minneapolis), 24.1% used Runways 12L/R (Eagan/Mendota Heights) and 1.2% used Runways 4/22 (St. Paul/S. Richfield/Bloomington).

Other communities get on your case and then flights are sent our way.

The Federal Aviation Administration (FAA) has sole authority for determining where aircraft will fly and how the airport will operate. These decisions are made solely upon standard air traffic control procedures (including several noise abatement procedures).

Per the approved RUS, when MSP is in a southeast operational flow, during the nighttime hours of 10:30 p.m. and 6:00 a.m., use of Runways 12L and 12R for departure operations into the Eagan\Mendota Heights Departure Corridor should be the primary departure runway configuration. When capacity dictates, per the RUS, Runway 17 should be used as a secondary option to Runways 12L and 12R.

In 2007, the MSP Noise Oversight Committee reviewed compliance with the RUS. On November 16, 2007 a letter was sent to the FAA Air Traffic Control Tower (ATCT) requesting that supervisors be briefed on the importance of maximizing adherence to the approved RUS during nighttime operations. All supervisor briefings were complete as of November 29, 2007.

I don't believe the noise contour maps reflect actual operations. Your noise contour maps do not reflect departure operations over our community.

The 2007 Actual Noise Contour closely reflects what was forecasted in the City of Mendota Heights in the 2007 Forecast Mitigated Noise Contour. The 2007 MSP Annual Noise Contour Report can be found online at: www.macnoise.com/pdfs/2007-MSP-Annual-Contour-Report.pdf.

¹ MAC ANOMS data were used to calculate runway use for 2007.

How far out from the airport is the divergence point at the end of the corridor?

The corridor boundary extends three miles from the runway ends.

My home is located on residential land immediately under Runway 12L departure tracks, and other runway departure tracks. My health, and that of my wife, continues to deteriorate due to noise from departure operations. Aircraft noise makes it impossible to sleep between the hours of 10:00pm and 7:00am, and makes it impossible to engage in speech.

Comment noted.

Commissioner Foley submitted a Part 150 that certified that, with Runway 17 in place Runway 12L departures would constitute 8.5% of total Minneapolis-St. Paul International Airport departures. In 2007, with Runway 17 in place, 39,360 departures took off from Runway 12L according to Commissioner Foley's ANOMS reports; 39,360 departures is 17.6% of total departures. I request that Commissioner Foley and the other MAC Commissioners bring Runway 12L departures into compliance with the percentage certified by Commissioner Foley to the FAA, or the Part 150 should be revised.

In 2007, Airport Noise and Operations Monitoring System (ANOMS) data show 39,360 (17.6%) departure operations at Minneapolis-St. Paul International Airport (MSP) utilized Runway 12L. However, the 2007 actual Runway 12L departures are less than what was projected in the 2007 forecast. The 2007 forecast projected 54,335 (9.33%) departure operations utilizing Runway 12L (representing a 27.6% decrease in actual operations compared to the 2007 forecast). An analysis of ANOMS data shows that 13.1% of total departures utilized Runway 12L in the first quarter of 2008.

I believe it is the MAC's responsibility to revise the Part 150.

Comment noted. The issue of on-going residential noise mitigation at MSP has been finalized via a settlement of a noise mitigation lawsuit that was brought by the cities of Minneapolis, Richfield and Eagan. On October 19, 2007, Judge Stephen Aldrich approved a Consent Decree entered into by the MAC and the cities that settled the litigation and outlined the details of future residential noise mitigation at MSP.

I request that ANOMS include an additional report of nighttime operations from 10:00pm to 7:00am pursuant to the definition of nighttime operations in the federal Part 150 regulations, 14 CFR, section 150.7. Currently, ANOMS reports operations only between 10:30pm and 6:00am pursuant to private agreements reached with the airlines. This makes it impossible to track whether or not nighttime operation percentages are as certified by Commissioner Foley. I believe nighttime operations are under-reported.

Nighttime hours at Minneapolis-St. Paul International Airport (MSP) are 10:30 p.m. to 6 a.m. The MAC modified the nighttime hours to its current designation in January 1998 to encourage voluntary nighttime flight operation reductions. The monthly *Technical Advisors Report* assesses nighttime operations consistent with MSP nighttime hours.

The noise program website (www.macnoise.com) allows users to interactively query ANOMS nighttime operations consistent with the Part 150 and Integrated Noise Model (INM) defined nighttime hours of 10 p.m. to 7 a.m.

It is my understanding MAC staff meets monthly with the FAA to review ANOMS reports prepared by the MAC with the reports tabulated by Air Traffic Control Tower staff. I request to attend one of these meetings as an observer.

The MAC does not meet monthly with the FAA to review/compare ANOMS reports prepared by the MAC with the reports tabulated by ATCT staff.

I would like to know how the MAC identifies each type of aircraft operation and its flight track.

Flight track data are the three-dimensional positional information of an aircraft. This information is obtained by the FAA from its ASR-9 Radar System. As the ASR-9 spins 360 degrees on a lateral plain, it sends out a constant signal that interacts with the transponder on board an aircraft to determine the aircraft's position. With every revolution, the ASR-9 collects the three-dimensional aircraft position information and sends it to the Air Traffic Control Tower (ATCT.)

Software programs used by the ATCT process and correlate the data received from the ASR-9, with aircraft-specific information obtained from the respective aircraft flight plans. A Gateway computer located at the ATCT records and stores the correlated data that are gathered from the ASR-9 Radar and ATC flight plan data. After the FAA holds the data for 72 hours the data are transferred nightly from the Gateway, via a direct modem connection, to the MAC noise office.

I was surprised to read in the newspaper that DC9s comprise approximately 15% of Northwest's fleet. Under the Part 150 forecast for the 2007 map, did the Commissioners assume Northwest would continue to operate DC9s in 2007?

Yes – the November 2004 Part 150 update forecasted 260.547 average daily DC9 flight operations in 2007.

What is the current Part 150 map for Minneapolis-St. Paul International Airport?

The Consent Decree approved by district court specifies the 2007 Forecast Mitigated Contour as the noise exposure map used for future residential mitigation activities. Additional consideration is specified in the consent decree for residential homes located between the 2005 Mitigated 60 DNL Contour and the 2007 Forecast Mitigated 60 DNL Contour.