

**PUBLIC INPUT MEETING COMMENTS/QUESTIONS**  
**LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES**  
**27 APRIL 2010**

Below are the responses to the questions posed during the MSP Public Input Meeting held on April 27, 2010 at the Metropolitan Airports Commission General Offices:

1. My wife and I bought a house in Highland Park last summer and were aware of the runway reconstruction taking place in the fall, so we were aware of the increased aircraft noise in that area during that time. However, about a month ago we noticed the aircraft noise level has increased significantly, before 6:00am and after midnight. We've used the on-line noise complaint form and we're pretty positive the noise is from the Minneapolis-St Paul International Airport. We're wondering what's changed in the last month that would account for the dramatic increase in noise? It seems like "staging" noise, like aircraft taxiing, not necessarily aircraft taking off or landing.

Response: The type of ground noise you are referring to may be departure noise generated on takeoff roll or thrust-reverse on arriving aircraft. These lower frequency noise levels can travel distances several miles from the airport, particularly during times of the day when ambient community noise levels are low (e.g. evening and nighttime hours) and when blowing wind directs noise in toward your area. The seasonal weather changes may account for why you are hearing more ground noise in April versus February, since springtime promotes more outdoor activity and having windows open in the home.

2. Why doesn't the noise contour map cover Highland Park when we can hear aircraft and/or airport noise there? Are the noise contours developed using noise complaint information? How are they developed? I'd like to suggest that the noise contours are developed using real-time feedback from residents and complaints.

Response: Noise contour maps depict averaged noise levels for areas surrounding Minneapolis-St. Paul International Airport (MSP) of 60 dB DNL and greater. The process that is used to generate the noise contours is regulated under 14 CFR Part 150 (Part 150 Study), which mandates use of federally-established aircraft noise exposure calculations. These calculations require use of the Integrated Noise Model (INM) and inputting numerous pieces of aircraft operations data that specifically include several operational variables and input data, which includes terrain, 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. Highland Park is not located within the noise contour area because it is not impacted by an average of 60 dB DNL or greater. Noise complaint information is not used to generate noise contours.

3. Is the difference in noise levels generated by different aircraft factored into the averaging that goes into developing the noise contours?

Response: Yes. Specific noise levels are documented during aircraft type noise certification tests. The levels and the processes to obtain them are documented by the Federal Aviation Administration in 14 CFR Part 36. When the noise contours are generated, the input data used to represent aircraft noise levels are taken directly from the Part 36 database.

4. We never received much aircraft noise in our area before Runway 17-35 opened. If aircraft head south off the end of that runway, could they peel off and turn and follow the I494 corridor? Is that a possibility, has anyone looked into that? Or do they have to go south over Eagan and Apple Valley?

Response: Aircraft departing Minneapolis St. Paul International Airport are operating under the guidance of Air Traffic Control and established aircraft operating procedures. Primary considerations for the runway they use and the directions they fly are based upon the flight destination, weather (e.g., wind, temperature, barometric pressure, etc.), other air traffic operating in the vicinity, and the weight of the aircraft. It is unlikely that aircraft overflying your area are departing from Runway 17.

5. At a meeting last year, there was discussion about techniques or procedures that aircraft could be used for take-offs – are they using those yet?

Response: The Runway 17 RNAV Departure Procedure was submitted to the Federal Aviation Administration and is in the approval stage. Use of this procedure may occur in 2011.

6. Do any of those procedures include using a steeper angle of ascent for aircraft that are taking off from the airport?

Response: No. The primary factors that affect each aircraft's actual climb rate 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. In general, aircraft will climb faster in cooler temperatures and higher headwinds than they will in warmer temperatures or lower headwinds due to engine efficiency and aerodynamics.

7. Have there been more run-ups at the airport since Delta Air Lines took over Northwest?

Response: The number of maintenance run-ups at Minneapolis-St. Paul International Airport fluctuates based upon the aircraft operator's needs. The number of maintenance run-ups has steadily decreased each year from 1,645 in 2004 to 892 in 2009.