

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

Is the Optimum Profile Descent (OPD) procedure being used at other airports around the country? If not, what is the issue preventing it from being used everywhere? Is the plan to implement an OPD at Minneapolis-St. Paul International Airport (MSP) and then work out the various operational issues?

There are other airports where OPD procedures have been developed and are currently being tested to resolve aircraft performance-related issues such as aircraft spacing compression during high demand periods. A MSP OPD task force has been established to work through the procedure development. The task force is comprised of the Federal Aviation Administration (FAA), the Metropolitan Airports Commission (MAC), Delta Air Lines, Southwest Airlines, and the Minnesota Business Aircraft Association (MBAA). The FAA is promoting development of a test procedure that is modeled from an existing procedure for arrivals on Runway 35. The task force is aggressively pursuing advancement of the test procedure by the end of 2010. It is anticipated that after the test procedure is developed and the performance issues are resolved, flight testing will occur in 2011. The progress on OPD procedure development will be reported to the MSP Noise Oversight Committee.

Back in 2005 there was talk about developing an approach system that would have arriving aircraft more closely follow the river – what is the status of such a system? Have there been any discussions about re-routing aircraft so that they track away from Cedar Avenue?

Development of RNAV departure procedures for Runway 17 and Runways 12L and 12R was completed in 2009. While Runway 17 RNAV departures with westbound destinations will follow the river valley initially before proceeding enroute, there is not an approved option for arrivals to follow the river valley on their approach to MSP. In previous years, the MSP Noise Oversight Committee (NOC) has explored the feasibility of a Runway 35 River Visual Approach Procedure. Due to technical aircraft operations aspects and airspace requirements, the procedure is not possible at this time. However, the NOC has retained the item for further discussion and it is included in its 2010 work plan.

Are there any data available regarding the use of Runway 35, particularly use during nighttime hours?

Runway use data are available by accessing the interactive reports and/or the monthly reports that are published on the noise program website: <http://www.macnoise.com/reports>. The table below summarizes Runway 35 arrivals and Runway 17 departures for Jan-Jun 2008, 2009, and 2010:

January 1-June 30 Summary	Runway 35 Arrivals	Runway 17 Departures
2008	16,184 (14.4% of total arrivals)	26,831 (24% of total departures)
2009	21,154 (19.4% of total arrivals)	21,507 (20.1% of total departures)
2010	19,545 (18.5% of total arrivals)	22,997 (22.1% of total departures)

January 1-June 30 Nighttime Summary	Runway 35 Arrivals	Runway 17 Departures
2008	140 (1.7% of total nighttime arrivals)	229 (4.5% of total nighttime departures)
2009	8 (.1% of total nighttime arrivals)	188 (4.6% of total nighttime departures)
2010	68 (1.2% of total nighttime arrivals)	171 (9.7% of total nighttime departures)

It seems that there are periods of time when Runway 35 is in constant use. Back in 2005, there was talk that that runway would not be used very much. How does its use compare to the use of airport's other runways, particularly during late night and early morning hours?

The air traffic patterns at MSP -- and at any airport -- are dependent primarily on airfield wind direction and speed as well as weather systems in the area and air traffic flow conditions that exist at any point in time. The air traffic flow and runways in use are directed by the Federal Aviation Administration Air Traffic Controllers (ATC) on duty continuously at MSP and are coordinated with air traffic control facilities throughout the national airspace system.

Additionally, a revised runway use system was established as part of the environmental approval process for Runway 17-35, which prioritizes runway use preferences when flexibility in air traffic control exists. The Runway Use System is as follows:

Departures

1. Runways 12L and 12R
2. Runway 17
3. Balanced Use of Runway 4-22
4. Runways 30L and 30R

Arrivals

1. Runways 30L and 30R
2. Runway 35
3. Balanced Use of Runway 4-22
4. Runways 12L and 12R

In general, arrivals on Runway 35 are continuous when the airfield wind is blowing from a northerly direction and there is a high demand flow of air traffic.

The table below summarizes the number of Runway 35 arrivals and Runway 17 departures during nighttime hours (10:30 p.m. – 6:00 a.m.) for the first six months of 2008, 2009, and 2010. The table also includes the number of operations that utilized the parallel runways (Runways 30L and 30R and Runways 12L and 12R) for comparison. The percentages below are based upon total nighttime operations during January-June for each of the noted years, as follows: 7,567 in 2010, 11,111 in 2009, and 13,409 in 2008.

January 1- June 30 Nighttime Operations	Runway 35 Arrivals	Runway 17 Departures	Runways 30L&R Arrivals	Runways 30L&R Departures	Runways 12L&R Arrivals	Runways 12L&R Departures
2008	140 (1%)	229 (1.7%)	4,991 (37.2%)	2,669 (19.9%)	3,172 (23.7%)	2,193 (16.4%)
2009	8 (0.07%)	188 (1.7%)	4,482 (40.3%)	2,274 (20.5%)	2,494 (22.4%)	1,653 (14.9%)
2010	68 (0.9%)	171 (2.3%)	3,426 (45.3%)	632 (8.4%)	2,309 (30.5%)	954 (12.6%)

It seems that the airport functioned just fine with the runways it had prior to 2005 and the opening of Runway 35. I would like to see Runway 35 not used so frequently.

Comment noted.

Are there specific carriers and/or cargo operators that use Runway 35 frequently simply out of preference (e.g., because it's closer to the operators' hangars)?

Aircraft operators may request use of a specific runway due to the proximity of the gate/hangar and runway, but the FAA will make the final determination of which runway will be approved for that aircraft. The primary considerations for determining which runways are selected for any specific arrival or departure are safety and efficiency of aircraft operations. Factors that affect the runway assignment include wind direction and speed, established air traffic flow, runway length, runway crossings during taxiing of the aircraft to and from the gate, and runway congestion.

How many years have the parallel runways at the airport been in operation? People living in the flight paths of the parallel runways chose to live where they do, even knowing they would be impacted by those runways. When we bought our house in June 2005 our realtor did not tell us that Runway 35 would begin operating in October 2005.

The parallel runways have been in service since the 1960s. The Minnesota State Legislature passed the Metropolitan Airport Planning Act in 1989, which established the Dual-Track Airport Planning Process. In response to that directive, the Metropolitan Airports Commission (MAC) and the Metropolitan Council explored options for providing needed air service capacity and facilities for the region by analyzing the options to either expand MSP at its present site or build a new airport elsewhere. In 1996, the Minnesota State Legislature directed the MAC to implement the MSP 2010 Long Term Comprehensive Plan, providing for \$3.1 billion in airport improvements at the current site, including construction of a new runway (Runway 17-35). The Dual-Track Airport Planning process and the associated extensive environmental impact analyses involved tremendous public input and participation. The reason for the lack of information provided to you by your Realtor is unknown to the MAC since there were more than 40 public open houses hosted by the MAC as part of the public outreach process.

Given that local taxes are used to fund the airport, shouldn't local communities be able to demand that the airport be closed at night?

Funds that are used to operate, maintain and develop MSP do not come from local taxes or General Fund dollars; rather, the sources of funds include passenger facility charges, rates and fees charged to airport users and tenants, and federal grants. The federal grant monies that are used at MSP come from the Airport Improvement Program. These funds are generated by ticket taxes paid by consumers who purchase flight services. The biggest revenue source at MSP is parking.

The Humphrey Terminal is not fully occupied at this time. Are there any plans to bring in more occupants for that terminal? Do operations from the Humphrey Terminal utilize Runway 35?

Terminal 2-Humphrey is fully occupied as of July 2010. Expansion of Terminal 2-Humphrey facilities is outlined in the MSP 2030 Long Term Comprehensive Plan Update, which was approved in July 2010.

Operations from the Terminal 2-Humphrey utilize Runway 17-35 as well as any of the other available runways at MSP. Aircraft operators may request use of a specific runway due to the proximity of the gate and runway, but the FAA will make the final determination of which runway will be approved for that aircraft. The primary considerations for determining which runways are selected for any specific arrival or departure are safety and efficiency of aircraft operations. Factors that affect the runway assignment include wind direction and speed, established air traffic flow, runway length, runway crossings during taxiing of the aircraft to and from the gate, and runway congestion.

Can the MAC fan out more departures off of Runway 17-35 so that we don't get so many aircraft tracking over our home?

The predominant flight paths for departures from Runway 17 are not typically straight out on runway heading. The predominant flight headings used by Runway 17 departures are approximately 120 degrees, 140 degrees, and 215 degrees. Natural fanning occurs for aircraft departures at MSP as a result of variations in air traffic control vectoring, assigned procedures, aircraft performance, winds aloft, and flight destination.

Does the MAC predict an increase in the use of Runway 17-35 in the future?

Yes. Aircraft operations at MSP are currently at 1993 operations levels. Aircraft operations have been declining at MSP since 2004 as a result of the struggling economy and the scheduling consolidation associated with the merger of Delta Air Lines and Northwest Airlines. It is expected that air travel demand in general will increase as the economy improves; aircraft operations specifically at MSP are anticipated to increase since there are airlines showing an interest in adding new flights to accommodate market demands. As aircraft operations increase it is reasonable to expect that use of Runway 17-35 will increase.