

PUBLIC INPUT MEETING COMMENTS/RESPONSES

LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES

25 OCTOBER 2011

- 1. I am asking for your help in explaining the situation that some of your neighbors are living with now in terms of aircraft noise. I appreciate that, when I contacted you in August, you quickly arranged a meeting with Mr. Carl Rydeen of the FAA who explained the change in runway use. I still don't understand, though, why there are 4000 more flights over the Ericsson and Keewaydin neighborhoods than there were last year. The information Mr. Rydeen provided at our meeting accounted for only about 800 flights.**

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

- 2. We have concerns about things that have not been explained, such as aircraft having lower altitudes, the timing of flights and the short intervals in between planes, and the impacts of the changed fleet mix, including small planes with earlier take-offs and quicker turns.**

Please see the response to Question 1.

- 3. Have you considered having flights stay on take-off heading longer with a gradual ascent to achieve higher altitudes before turning?**

The FAA is in the process of evaluating whether or not any possible alternative options exist to address this issue. Please see the response to Question 1.

- 4. Have you considered reducing the peak rates of operation, perhaps spreading the number of operations out over a longer period of time so that flights are not as closely timed for departures and arrivals?**

The FAA is in the process of evaluating whether or not any possible alternative options exist to address this issue. Please see the response to Question 1.

- 5. The MAC is a public body, operating a publicly-owned airport, under the public regulation of the Federal Aviation Administration. We are the public and we expect answers.**

Comment noted.

- 6. Performance based navigation can allow for fuel savings and also environmental benefits, but residents living directly below a selected PBN track could taken on an even greater burden and greater intensity of noise. We don't understand why we didn't have more notices or explanation of the 4000 extra flights. Any changes to navigation and flight tracks need to be considered carefully and discussed with the people who will be affected.**

Comment noted. The MAC agrees with your position on communication with those affected. On October 3, 2011 Mr. Rydeen addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of the FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

- 7. I watched the KARE11 news story last night and it painted a fairly negative picture of tonight's meeting. They basically said "it doesn't matter if you show up because they're just going to talk about safety, so don't bother". I thought you might want to explore why that message was so negative – either they're correct, or they're not. I know that safety is an important factor, of course, but to just brush off the comments is not right.**

Comment noted. The MAC had no influence or control over how KARE11 news covered the story. The MAC carefully considers all public comment and works with the FAA to address community concerns.

- 8. The 22 September 2011 Star Tribune article said that the flight patterns changed last year. The impression I got from the article was that nobody really knew about it, it implied the MAC didn't really know what was going on.**

The MAC was not aware of the Federal Aviation Administration's (FAA) actions; the MAC was in the same position as the communities. As is evident by the many MAC noise communication-related programs (please visit www.macnoise.com), the MAC takes communication with those affected by aircraft noise very seriously. On October 3, 2011 Mr. Carl Rydeen, FAA MSP Control Tower Manager, addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

9. I live in Eagan. I'm wondering if more flights could be directed over the wildlife refuge or river valley area.

Since 2007 the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) has been investigating ways to leverage new aircraft navigation technology to reduce noise impacts. A critical element of this effort is the use of RNAV (Area Navigation). RNAV is a method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigation signals or within the limits of a self-contained system capability, or a combination of these. In short, this navigation technology provides the capability for aircraft to fly a desired track in a manner that is reproducible and allows for more accurate concentration of aircraft overflights in a desired area. Existing noise procedures such as the Eagan-Mendota Heights Departure Corridor, Runway 17 River Departure, Crossing-in-the-Corridor Procedure could be enhanced, and new noise reduction opportunities could be achieved, with RNAV. Arrival noise reduction is also being investigated with the development and implementation of Optimized Profile Descents (OPD) at MSP.

On March 22, 2011 the NOC sent a letter to the FAA detailing five criteria that the Committee wanted the FAA to address as part of the RNAV procedure design and implementation effort. Specifically, the NOC criteria are intended to ensure that all possible noise reduction opportunities at MSP are considered as the process moves forward. To your point, the NOC included the following as one of the criteria:

“Reduce the number of sensitive land use overflights. (This could be done through increased Eagan-Mendota Heights Departure Corridor compliance, maximizing the concentration of westbound Runway 17 departures directly over the Minnesota River Valley, noise-sensitive departure tracks for operations east of runway heading off Runway 17, and evaluating the impacts of focusing operations to the northwest over major road corridors, where possible.)”

At the January 18, 2012 NOC meeting the FAA's draft RNAV procedure tracks will be reviewed. Following NOC review and approval of RNAV procedure tracks the FAA environmental review process will begin and will include a public open house. Possible procedures could be approved by the FAA in late 2012.

10. It seems like if we could get departures to go out over 35W before turning north it would help.

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- 11. The early morning departures basically go over our area very low, as low as 1500 feet – couldn't they go out further before they turn?**

Please see the response to Question 1.

- 12. I have a decibel meter and have measured flights going over my home. Yesterday I measured three aircraft at about 1:23 that were about 82 decibels. The loudest I've ever recorded was 104 decibels and that was a DC-10. Damage occurs at 70-80 decibels, so putting the DNL contour numbers at 60-64 decibels is skewing the numbers pretty bad.**

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The MAC is required by the FAA to use the Day-Night Average Sound Level (DNL) metric for quantifying and mitigating aircraft noise. The DNL is a single acoustic metric that takes into account the intensity, duration and frequency of aircraft events over the course of a day. DNL also penalizes the more intrusive events that occur between 10 P.M. and 7 A.M. by doubling them. This doubling is like saying these events are twice as loud as they actually are or, likewise, is equivalent to each aircraft event being counted 10 times.

The mitigation program at MSP extends beyond the federal noise mitigation eligibility criteria of 65 DNL to the 60 DNL. Based on existing aircraft noise impacts at MSP, the MAC is presently providing noise mitigation to homes at aircraft DNL levels equal to, or less than, the ambient community DNL levels excluding aircraft noise.

- 13. Aircraft noise in our neighborhood begins very early in the morning – last week it began between 7:15-7:24am – and sometimes sets off car alarms. We experience aircraft noise throughout the day and into the night. I work from home out of necessity and have had the experience of having to explain to clients that I can not hear them because of the airplane noise. This is unbearable and it cannot go on. I looked at a study that was done in Germany that associated a 139% increase in coronary disease in a population of one million people living near the Cologne airport**

with noise at 60 decibels. We're not just talking about safety, but about the safety and health of the people in the neighborhoods around the airport.

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The MSP NOC community representatives are in the process of gathering information on the topic of health effects from aircraft noise to determine if the issue should be included as a future NOC discussion item.

14. The density of flights and the frequency, the amount of time with which planes are being forced through this airport, that is the true safety issue at the airport. It's a public safety and a public health issue. The impact on my family's health, peace of mind and property value is substantial. We feel the impact of planes lined up nose to tail going over our homes, banking sharply.

The FAA has stated that it maintains the highest commitment to safety regardless of the capacity demands placed on the airport. Regarding the issue of overflights in the vicinity of your neighborhood, the FAA is in the process of evaluating whether or not possible alternative options exist to address the issue.

It is clear that the FAA heard your message at the October 25th Public Input Meeting. At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operation to provide an accurate response to the issues raised. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

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- 15. The noise abatement techniques the airport once used have apparently flown out the window. It seems like the airport officials have no understanding what changing flight patterns does to family life.**

All of the implemented noise abatement aircraft operation procedures remain in place at MSP. The MAC is very sensitive to the impacts that result from operations at MSP. The extensive list of noise abatement programs and the hundreds of millions of dollars that have been spent on noise reduction are a testament to this commitment. Details on these programs are available online at www.macnoise.com.

In the case of your issue the MAC is actively engaged. Although the FAA has control over air traffic operations and departure heading usage, we remain committed to facilitating a dialogue between the community, the FAA and the NOC as is outlined in the response to Question 1 above.

- 16. We're not going to accept the destruction of our health, our family lives and our property values. We deserve and expect a forthright response. There are so many questions that can be raised about this – why aren't they being asked and answered proactively by the MAC, by the airport, by anybody?**

As is detailed above in the response to Questions 1 and 2, the FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting. The MAC is addressing the issues raised and is working with the NOC and FAA to provide airport neighbors with the best information available.

- 17. I'd like to say that, at one of these meetings and at a public hearing that the Commission held some time ago about noise and MSP, I made the same observation I'm going to make now: the end of the north parallel runway is some distance from the edge of the airport property, and the edge of the airport property is some considerably smaller distance from the edge of the north parallel runway. That means that if you turn, right, you are lower when you cross the airport boundary. Period. It also – since more flights turn – there's also a, there should be, an adjustment both in the source noise that's used in the DNL model and in the climb rate and in the altitude and it's not used in any projections and it's averaged out when it is used. It's a worthless metric. All kinds of studies show that DNL bears little relationship to public health effects. And some of the averaging we're talking about is averaging exponents. These are logarithmic scales – they shouldn't be arithmetically averaged. You can see some of the effects of this easily by looking at the contour maps. Take the 65 DNL line and measure the distance along the runway heading to the 64 DNL line. It's blocks. It's nearly half a mile, a little more than half a mile. So that would be one, that would be about 1dB per mile. Take the distance between the 60 and the 61 DNL line as it runs along north of the north parallel runway on the DNL map. The distance is feet – feet! Not blocks, feet! The width of a house is more, is greater than the distance between the 61 and the 60 DNL line on the maps that Chad had there just north of the**

north parallel runway. That's because airplanes didn't turn over there before. I live at 51st and Chicago and essentially every 30R departure flew directly over my house until about 2003, when the Noise Oversight Committee stupidly changed the noise-reducing take-off profile. So that airplanes no longer had to use a graduated rate of climb, they no longer had to follow the runway heading out over the already-mitigated work. If this airports commission believed that there was any value in the sound insulation program with respect to, uh, protection against noise or health effects harm from sound insulation, then they would want to fly all the airplanes over the mitigated area and over my house. They're not doing that, they're flying over unmitigated houses. There's also, there's also – I love the Consent Decree because it's better than nothing – but there's not one iota of proof that anything less than the 5dB full sound insulation program has any effect at all in terms of health, quietude, lack of annoyance and when you're outside you don't get any benefit. This is a quality of life issue and it's not just the noise annoyance, it's the stress from the noise that causes an increase in serious health effects. It's the fact that these high-rate departures are not safe, as safe as lower-rate departures, they're just not as safe. There's closer separations, there's more chance for error and with due respect, Carl, the issue of, that's involved in air traffic control, as you know, is closing rates – the time it might take the time a pilot has to change or a controller has to change the operation in some way so that one plane doesn't collide with or overtake another. If you're taxiing airplanes faster and further on the airport, and you're flying airplanes closer together, at peak hours, all the time, the airport is not as safe as it can be. Maybe it's as fast as it shouldn't be.

The Federal Aviation Administration (FAA) has stated it maintains the highest commitment to safety regardless of the capacity demands placed on the airport. Regarding the issue of overflights in the neighborhoods in South Minneapolis north of the Runway 30R extended centerline, the FAA is in the process of evaluating whether or not possible alternative options exist to address the issue.

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community DNL levels excluding aircraft noise. However, the MSP NOC community representatives are in the process of gathering information on the topic of health effects from aircraft noise to determine if the issue should be included as a future NOC discussion item.

18. Mr. Rydeen said this is the 11th or 12th busiest airport. My understanding is that there are more than 300 airports with two runways that are 8000 feet on larger sites than MSP. I would like to know the exact number.

Based on our analysis of the FAA's data there are 51 U.S. public use airports with two or more runways greater than 8,000 feet and with more acreage than MSP. This data is available on the Internet at: http://www.faa.gov/airports/airport_safety/airportdata_5010/.

19. I live on 24th Avenue South, just north of Lake Hiawatha, and I want to reiterate what I've heard here tonight –it's very noisy and the flights are very low. About two weeks ago my wife and I were walking by Lake Hiawatha and a military plane took off and it was so low we thought it was going to crash.

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20. The data provided by the MAC doesn't show pitch. The issue of pitch – newer aircraft might be quieter but operate at a higher pitch – will never be addressed by the data provided by the MAC.

The MAC is required by the Federal Aviation Administration (FAA) to use the Day-Night Average Sound Level (DNL) metric for quantifying and mitigating aircraft noise. The DNL is a single acoustic metric that takes into account the intensity, duration and frequency of aircraft events over the course of a day. DNL also penalizes the more intrusive events that occur between 10 P.M. and 7 A.M. by doubling them. This doubling is like saying these events are twice as loud as they actually are or, likewise, is equivalent to each aircraft event being counted 10 times. Airports are required to use the Integrated Noise Model (INM) to generate DNL noise contours to quantify aircraft noise impacts. Through the use of extensive databases, INM considers of all aspects of new aircraft noise characteristics in the calculation of DNL.

- 21. FICAN has talked about outlying sound monitoring and where it gets problematic. Currently all the sound monitors have an 8-second delay before they start recording and are calibrated to not record unless the 65dB threshold is reached, so we're missing the actual wave of the sound because of that delay. The 8-second delay is used to rule out community noise but by doing that we're negating 8 seconds of airplane noise.**

The MAC's system of 39 remote monitoring towers (RMT) continuously monitors noise events in communities surrounding MSP. The RMTs monitor noise levels from both aircraft noise sources and everyday community noise sources. This information is automatically downloaded and processed along with radar data into a noise and operations monitoring system (NOMS).

Each RMT site consists of laboratory-quality noise monitoring equipment. The main components making up each RMT consist of a Type 1 noise analyzer, an outdoor preamplifier and a measurement microphone. A daily check of the calibration occurs automatically to ensure continued accuracy. This equipment undergoes annual calibration and certification at an independent accredited laboratory.

The analyzer in each RMT continuously monitors noise levels utilizing slow response with A weighting as directed by Federal Aviation Regulation (FAR) Part 150. The analyzer is set to detect an event when the sound pressure level (SPL) reaches 65dBA and records an event when the SPL remains at or above 63dBA for at least eight seconds. These recorded events are correlated with flight track data to determine whether the noise source was an aircraft or a community event. The analyzer also provides hourly and daily data.

The monitors are continually running; there is no delay in the aircraft noise event monitoring process. The 8-second consideration detailed above is simply a criterion that is applied to all monitored noise events as part of the process of determining noise events that were caused by aircraft.

- 22. My main concern is the frequency of flights. I'm amazed when I see flight after flight, almost nose to tail, it seems unsafe.**

The Federal Aviation Administration (FAA) has stated it maintains the highest commitment to safety regardless of the capacity demands placed on the airport. Regarding the issue of overflights in the neighborhoods in South Minneapolis north of the Runway 30R extended centerline, the FAA is in the process of evaluating whether or not possible alternative options exist to address the issue.

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- 23. The statistics don't speak to the actual impact on peoples' lives. When I bought my house 6-1/2 years ago, one of the main things I looked for was the absence of frequent and low overflights, but now it seems the rules have changed.**

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- 24. We should have had this meeting prior to the changes being made, not after. As a community member, I would appreciate more publicity and foresight in regard to these changes.**

The MAC was not aware of the Federal Aviation Administration's (FAA) actions; the MAC was in the same position as the communities. As is evident by the many MAC noise communication-related programs (please visit www.macnoise.com), the MAC takes communication with those affected by aircraft noise very seriously. On October 3, 2011 Mr. Carl Rydeen, FAA MSP Control Tower Manager, addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

- 25. It is impossible to have conversations when planes are flying over our heads, whether outside or inside. We expect change. We demand change.**

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26. We human beings are made in marvelous form. Much of how we operate is accomplished below the level of our awareness. There is a part of our brain constantly tuned into our mortal survival. The body's response to danger is to ramp up the fight-flight mechanism. Every time this happens, there is a cost to the organism. On a short-term basis, jangling the nervous system tends to make people cranky and irritable, with potentially negative consequences for relationships at home and work. A jangled nervous system can have trouble sleeping. Over-stressed, traumatized people tend to suffer more from heart disease and immune deficiency problems and experience early onset of neurological dementia and Alzheimers. Some people are particularly sensitive to triggers. For these folks, jangling nervous system triggers can be particularly problematic. Some of our most vulnerable people can be predicted to be disproportionately negatively impacted by jet noise.

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27. My family enjoys being outside and interacting with our neighbors and enjoying our garden. There are studies that demonstrate that being outside and interacting with neighbors are good for mental and emotional health. Jet noise drives us away from these health-promoting activities.

Comment noted. Please see the response to Question 1 above.

28. Obviously, property values suffer underneath jet noise.

This is not necessarily the case – there are other factors that can drive property values either positively or negatively in airport noise areas. Crime, schools, city infrastructure and neighborhood character can sometimes outweigh the influence of aircraft overflights in determining property values. The MAC’s extensive residential noise mitigation program has made great strides in positioning the neighborhoods around MSP to maintain comparable market values.

29. There are times when I’m running that I can’t hear the music in my headphones because of aircraft noise. I can’t have a conversation with my family over dinner with the windows open because of the frequency of aircraft overflights. When I work from home, I can’t talk on the phone with my boss or my colleagues because of airplane noise.

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30. I’m sick of being an afterthought to the MAC, to the FAA and to any other government agency. I’m tired of not being represented by a government agency that should represent me.

The MAC was not aware of the Federal Aviation Administration’s (FAA) actions; the MAC was in the same position as the communities. As is evident by the many MAC noise communication-related programs (please visit www.macnoise.com), the MAC takes communication with those affected by aircraft noise very seriously. On October 3, 2011 Mr. Carl Rydeen, FAA MSP Control Tower Manager, addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

31. The frequency of the planes is the most problematic to me, as opposed to the volume, although that is a concern. It is constant, one after another. I don’t understand why

planes can't be directed over the river where they'll impact fewer people. It seems like that is an opportunity to explore.

The NOC and the FAA are in the process of investigating the use of aircraft navigation technology to increase compliance with existing aircraft departure operations over the Minnesota River Valley to the southwest of MSP. However, because of the heading configuration of the North/South Runway at MSP, the procedure is only available during southeast operational flows at the airport. As such, the use of the Minnesota River Valley for departure operations during northwest departure flows (when departures are over South Minneapolis) is not available.

32. I'd like to know what you were thinking when you made some of the decisions that impacted our neighborhood without contacting us first. What gives you the right to make those decisions that impact so many peoples' lives without getting input first?

Comment noted. Please see the response to Question 30 above.

33. I live pretty far north of the airport and I constantly hear planes, every single minute. I called the MAC and was told the traffic pattern was due the wind, and I'm sick of the lies.

The MAC was not aware of the Federal Aviation Administration's (FAA) actions; the MAC was in the same position as the communities. As is evident by the many MAC noise communication-related programs (please visit www.macnoise.com), the MAC takes communication with those affected by aircraft noise very seriously. On October 3, 2011 Mr. Carl Rydeen, FAA MSP Control Tower Manager, addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

34. We are paying for someone else's mistake. If a pilot can't get simple directions on turns, how's he going to be up in the air?

The pilot in command of the aircraft is required to follow the instructions provided to her/him from FAA air traffic control however, mistakes do happen as was the case with the near miss. The FAA has stated that it maintains the highest commitment to safety regardless of the capacity demands placed on the airport. Regarding the issue of overflights in the neighborhoods in South Minneapolis north of the Runway 30R extended centerline, the FAA is in the process of evaluating whether or not possible options exist to address the issue.

35. You're lowering our housing values. You're lowering them to the point that we won't be able to sell them, which will mean more foreclosures and a decreasing tax base which will mean fewer social services. I don't see plane tickets going down, they're only going up.

This is not necessarily the case – there are other factors that can drive property values either positively or negatively in airport noise areas. Crime, schools, city infrastructure and neighborhood character can sometimes outweigh the influence of aircraft overflights in determining property values. The MAC's extensive residential noise mitigation program has made great strides in positioning the neighborhoods around MSP to maintain comparable market values.

36. We can't be outside because of the airplane noise. Being outside is how we watch our neighbors and our community. Being outside and seeing our neighbors helps our neighborhoods be safer.

Comment noted. Please see the response to Question 33 above.

37. There are at least 26 people here tonight from the Powderhorn Park neighborhood, and some from the Corcoran neighborhood, which is several neighborhoods past the Ericsson neighborhood. That far north we are being severely impacted by the noise from the change that has taken place.

Comment noted. At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

38. Can I get a copy of the sign-in sheet from tonight's meeting?

The MAC can provide the sign-in sheet. However, the request for such information must be received in writing. You can forward this request via e-mail to NOCSecretary@mspm.org and the list will be provided.

39. The maps you've shown don't adequately show the frequency of flights over the Ericsson and Standish neighborhoods.

The MAC is required by the Federal Aviation Administration (FAA) to use the Day-Night Average Sound Level (DNL) metric for quantifying and mitigating aircraft noise. The DNL is a single acoustic metric that takes into account the intensity, duration and frequency of aircraft events over the course of a day. DNL also penalizes the more intrusive events that occur between 10 P.M. and 7 A.M. by doubling them. This doubling is like saying these events are twice as loud as they actually are or, likewise, is equivalent to each aircraft event being counted 10 times.

40. We've talked about how the change to the flight patterns is because of a control tower error of criss-crossing flight paths about a year ago. I'd also like to know if the FAA is being driven by the airlines' profits and bottom lines to maintain these changes that are causing problems for our neighborhoods.

The FAA has stated that the departure heading usage is being driven by safety requirements and that it maintains the highest commitment to safety regardless of the capacity demands placed on the airport. Regarding the issue of overflights in the neighborhoods in South Minneapolis north of the Runway 30R extended centerline, the FAA is in the process of evaluating whether or not possible alternative options exist to address the issue.

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The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

41. I have a foster home and have had babies woken up when the windows in my 1912 home shake from airplane noise. I've heard car alarms go off because of airplane noise.

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or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

42. I feel really sad that there are five houses on my block that those of you paid by the Minneapolis-St Paul airport have never considered living in. My question is why – I would love to see a study of how many people who are paid by the Minneapolis-St Paul airport live within the city limits and go through the noise problems we do.

In March 2005 the MAC commissioned a study on the economic impact of MSP titled, "The Local and Regional Economic Impacts of the Minneapolis/St. Paul International Airport." The study found that 20% (5,626 total) of jobs directly generated by MSP are held by Minneapolis residents. This study will be updated in 2012 and made available to the public.

43. When I bought my home right off of 66th Street, I was told I was not anywhere near the airport expansion. Now I am woken up at 5:30am with airplanes thundering over my house. My cats are really distressed by this situation and I don't think they deserve to have listen to this noise.

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44. I want someone to come to my home and evaluate it. Across the street, to the north on 66th, they're getting mitigation but I'm on the south side of 66th and I am not – I want to know why.

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By virtue of the noise litigation Consent Decree the mitigation program at MSP extends beyond the federal noise mitigation eligibility criteria of 65 DNL to the 60 DNL. Based on existing aircraft noise impacts at MSP, the MAC is presently providing noise mitigation to homes at aircraft DNL levels equal to, or less than, the ambient community DNL levels excluding aircraft noise.

Your home is not eligible for the noise mitigation program because it is located outside the 60 DNL noise contour area.

45. I work in a high-stress occupation. It is extremely stressful to not be able to sleep because of airplane noise. I have insulation and new windows that I have paid for myself but I am still bothered by the increase in noise this year. I chose my home because of the relative lack of airplane noise. I'd like to know how this kind of change can happen without notifying the neighborhood.

The MAC was not aware of the Federal Aviation Administration's (FAA) actions; the MAC was in the same position as the communities. As is evident by the many MAC noise communication-related programs (please visit www.macnoise.com), the MAC takes communication with those affected by aircraft noise very seriously. On October 3, 2011 Mr. Carl Rydeen, FAA MSP Control Tower Manager, addressed the MAC Planning, Development and Environment Committee on this issue. At that meeting MAC Commissioners stressed the importance of FAA maintaining open and clear lines of communication on any possible effects that could flow from its operations to ensure that the MAC and communities are well informed relative to air traffic operations at MSP.

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

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46. The contour maps and numbers make no sense to me. The difference between 60dB and 61dB is not the same as the difference between 61 and 62 – averaging logarithms makes no sense. The intensity of the noise and the frequency of the noise is much more important than the average of the noise over the day. That's what impacts of our lives – the frequency, the intensity of the noise at the time and the fact that noise occurs when we're trying to sleep or trying to be out in our yards.

The MAC is required by the Federal Aviation Administration (FAA) to use the Day-Night Average Sound Level (DNL) metric for quantifying and mitigating aircraft noise. The DNL is a single acoustic metric that takes into account the intensity, duration and frequency of aircraft events

over the course of a day. DNL also penalizes the more intrusive events that occur between 10 P.M. and 7 A.M. by doubling them. This doubling is like saying these events are twice as loud as they actually are or, likewise, is equivalent to each aircraft event being counted 10 times.

The mitigation program at MSP extends beyond the federal noise mitigation eligibility criteria of 65 DNL to the 60 DNL. Based on existing aircraft noise impacts at MSP, the MAC is presently providing noise mitigation to homes at aircraft DNL levels equal to, or less than, the ambient community DNL levels excluding aircraft noise.

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

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47. We bought our house knowing full well we were closer to the airport and would hear planes. Our house is completely “MACed” – everything in the “Tips for Insulating Your Home against Aircraft Noise” we have done, and we can still hear planes. They wake us up at night, they are so low and so loud. What else are we supposed to do?

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The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

48. I was walking outside at 10:30 the other night and I could almost read the numbers on the bottom of a plane that went overhead, it was that low. I could literally see the landing gear on the bottom of the plane, in the dark! There’s something wrong with that.

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower

Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

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49. You say there are 4000 more departures going over our area, why aren't we splitting that difference? Aren't there any people going south or east?

As with the north-and eastbound turns off Runway 30R there is a heavy concentration of south-and westbound departure operations that depart Runway 30L. Please see the response to Question 48 above.

50. I work in the theatre, in rock and roll, and the airplane noise at my house is louder than any concert. I used the FlightTracker tool and you can't even see my house on the map because there are so many flights going over it. This is not right.

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51. The Standish neighborhood is a family neighborhood, with a lot of children at play. When the children are distracted by the airplane and they're trying to enjoy the trees or nature or being outside, it's a real shame. This is a new problem we're facing, these airplanes, we didn't have this problem a few months ago. Change it back to the way it was.

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or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

52. For the past few months, my wife and I have been woken up by airplane noise. It's really horrible, change it back. I have an eight year-old autistic child who is very sensitive to noise. Even singing "happy birthday" will set him off. I have a hard time getting my three kids to go outside in the summer time, so change it back – it's horrible.

At the November 16, 2011 Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) Mr. Carl Rydeen, Federal Aviation Administration (FAA) MSP Control Tower Manager, addressed the Committee on this issue. Mr. Rydeen stated that the FAA was in the process of doing additional study of its operations to provide an accurate response to the issues raised by residents at the October 25, 2011 Noise Public Input Meeting and to examine whether or not possible alternative options exist. Mr. Rydeen committed that as soon as the results are available they will be provided to the NOC, the MAC and the surrounding communities.

The FAA has control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the FAA through the NOC process. The NOC will be reviewing and discussing the FAA response at the January 18, 2012 NOC meeting.

53. This issue is not limited to South Minneapolis and we don't even have any noise monitoring tower in Edina. You are damaging the desire to live in Edina. I've been complaining since March and it's become unbearable. Edina is supposedly a place everyone wants to live but it's not that way anymore and you are damaging it.

The Metropolitan Airports Commission (MAC) has no control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the Federal Aviation Administration (FAA) through the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) process.

The MAC is sensitive to the impacts that result from the operation of MSP. The MAC has a long history of evaluating and implementing programs to reduce noise impact in consultation with the communities around the airport and aircraft operators. These continuing efforts will maintain a focus on reducing noise impacts and residential overflights where possible.

54. On Wednesday, 12 October there were planes over my house at 7:08am, 7:10am, 7:12am, 7:21am, 7:23am, 7:25am, 7:29am, 7:30am, 7:32am, 7:35am, 7:36am, 7:39am, 7:41am, 7:44am, 7:45am, 7:48am, 7:50am, 7:53am, 7:55am, 7:57am, 7:59am and on and on and on and on. It's over and over and over and over and it's damaged my life. It wakes me up first thing in the morning and I'm angry, it's the last thing I hear at

night and it wakes me up during the night. In the first week of October, the winds were out of the south so they switched and it took me five days to calm down because of my anxiety from this continuous problem.

Comment noted. Please see the response to Question 53. The MSP NOC community representatives are in the process of gathering information on the topic of health effects from aircraft noise to determine if the issue should be included as a future NOC discussion item.

55. It seems like there's been an official change in flight patterns, so I'm wondering why a NEPA environmental assessment wasn't conducted and released for public review and comment before the changes were made.

The Federal Aviation Administration's (FAA) position is it has used the same departure clearances and assigned the same headings for decades at MSP. The present departure runway and heading assignments are driven by destination locations relative to MSP and safety requirements.

56. I used to live in Edina but figured that, if I was going to be bothered by airplane noise in Edina, I may as well move to Lake Harriet and be able to get out and enjoy the lake. I cannot tell you how awful the planes have been in the last year – it's unbearable, it's intolerable, it's a quality of life issue. There's only one answer and the answer is - the airport is here because the first settlers came here, and then the first soldiers came here and they could see all the Indians across the river. And now we have this huge airport here. People in St. Louis Park, Golden Valley, Plymouth, Minnetonka and Apple Valley are bothered by the airplane noise.

The Metropolitan Airports Commission (MAC) has no control over air traffic operations and departure heading usage. However, the MAC has facilitated further evaluation and discussion on the topic with the Federal Aviation Administration (FAA) through the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) process.

The MAC is sensitive to the impacts that result from the operation of MSP. The MAC has a long history of evaluating and implementing programs to reduce noise impact in consultation with the communities around the airport and aircraft operators. These continuing efforts will maintain a focus on reducing noise impacts and residential overflights where possible.

The NOC is presently in the process of collaborating with the FAA on the development of Optimized Profile Descents (OPD) at MSP. The use of OPD arrival procedures at MSP could reduce noise levels from arriving aircraft by keeping the aircraft higher longer and at lower thrust settings as they approach the airport. Given your home's location directly under the Runway 12R arrival path you could benefit from the possible future implementation of this procedure.

On January 18, 2012 the NOC will begin the process of reviewing the FAA's draft procedure designs. You can follow the progress of the NOC discussion on the web at www.macnoise.com/noc.

57. We really have to think about why the Minneapolis parks board spends gajillions of dollars on outdoor concerts at Lake Harriet and no one can hear. Why are there weddings in the rose garden pavilion and no one can hear? Why is the DNR so concerned because children aren't out fishing, they aren't out at lakes, because of the noise issues.

Comment noted. Please see the response to Question 56 above.

58. Everyone knows it's healthy to be outside. That's what part of life in Minneapolis is all about. I have moved here and made a decision to live here because it's a healthy place to live. I'm not sure that's true anymore.

The MSP NOC community representatives are in the process of gathering information on the topic of health effects from aircraft noise to determine if the issue should be included as a future NOC discussion item.

59. It's extremely sad to me that either our state or our city government or someone doesn't say "hey, why don't we put the airport where we grow corn". It takes 80 miles in diameter to have an airport space and there's a lot of land that is undervalued within a few miles of the city. We have lightrail going places, up the 94 corridor, why are we listening to FedEx, UPS, DHL and UPS lumber in here at 5:00 in the morning and late at night? This is not just a South Minneapolis problem!

In 1996 the Minnesota State Legislature made the decision to keep MSP at its present location and expand the airport to meet future demand. As stated previously, the MAC acknowledges that the airport impacts the residents that live around the facility. The MAC has a long history of evaluating and implementing programs to reduce noise impact. In addition to the operational initiatives like those discussed above, the residential noise mitigation program at MSP extends beyond the federal noise mitigation eligibility criteria of 65 DNL to the 60 DNL. Based on existing aircraft noise impacts at MSP, the MAC is presently providing noise mitigation to homes at aircraft DNL levels equal to, or less than, the ambient community DNL levels excluding aircraft noise. The total cost of MAC's noise mitigation efforts to-date is approaching \$500 million.

60. I chose to live by Lake Nokomis, I love that neighborhood. When I moved to Minneapolis I was amazed by the people who had the vision to create a park system, to have lakes and to incorporate green space – it's a gem. I want to know – what is our government's, what is the MAC's legacy? What do you want to leave to the residents and to future generations? What is the impact of your decisions for each following generation?

The MAC is sensitive to the impacts that result from the operation of MSP. The MAC has a long history of evaluating and implementing programs to reduce noise impact in consultation with the communities around the airport and aircraft operators. Moreover, the residential noise mitigation program at MSP extends beyond the federal noise mitigation eligibility criteria of 65 DNL to the 60 DNL. Based on existing aircraft noise impacts at MSP, the MAC is presently providing noise mitigation to homes at aircraft DNL levels equal to, or less than, the ambient

community DNL levels excluding aircraft noise. The total cost of MAC's noise mitigation efforts to-date is approaching \$500 million.

Regarding increased aircraft overflights, the Federal aviation Administration (FAA) is in the process of evaluating whether or not possible alternative options exist to address the issue.

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61. We talk about waterboarding – I have a new term, it's "airplane boarding". It's this constant drip, drip, drip, roar, roar, roar that we can't handle.

Comment noted. Please see the response to Question 60 above.

62. My daughter and I bought our house about five years ago, and we walked to Lake Hiawatha the next week and an eagle flew over head. I thought, "this is the right to place to live". Last year I quit my teaching job to open a nature preschool in my home. The children spent most of the day outside and it's about finding peace in the city and experiencing nature in the city. These children now, when we're outside, hear the roar of the planes and just stop what they're doing, they stop playing, and they look up at the planes. It's hard to think that the peace that I thought was going to be brought to these children is being interrupted. And I can't bear to think of never being able to sleep in on a weekend again.

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