

PUBLIC INPUT MEETING COMMENTS/RESPONSES  
LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES  
28 JANUARY 2014

- 1. Are minimum noise-impact areas such as industrial areas, river ways and highways considered in routing of departure aircraft from MSP? It doesn't appear that they are. If we're interested in minimizing noise impact, why aren't we utilizing those areas for routing aircraft? Other airports such as Washington, DC and John Wayne do.**

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Noise Abatement Procedures at MSP were developed and implemented to make use of noise-compatible land use around the airport. For example, the Eagan-Mendota Heights Departure Corridor procedure was developed in an effort to direct aircraft, as much as possible, over industrial and commercial areas in Eagan and Mendota Heights, southeast of MSP. The Corridor has proven to be an effective way to utilize existing compatible land uses surrounding the airport. In addition, the Corridor provides flexible ways to utilize airspace over such areas. Whenever possible, Air Traffic Control will direct departing jet aircraft to Runways 12L and 12R so that they will overfly the corridor and stay within its boundaries. The Metropolitan Airports Commission (MAC) Noise Programs Office reports the compliance of this procedure on a monthly basis. These reports are available on our website at <http://www.macnoise.com/tools-reports/monthly-operations-reports>. On average, monthly corridor compliance is around 95%.

- 2. Is it the stated goal of the MAC and/or the NOC not only to limit the noise to an acceptable level, which has pretty much been defined as 65 DNL, but to strive for an operation that creates the least noise possible? Are we happy just to achieve that 65 DNL, or should we be routing aircraft to minimize noise beyond that – if we have the capability to do that?**

The purpose of the MSP Noise Oversight Committee (NOC) is to address aircraft noise issues at MSP and to bring policy recommendations to the MAC board. Each year the NOC develops a

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work plan of items to cover for the following year. The Committee has addressed many topics in the past and continues to study issues and communicate with the local FAA Air Traffic Control Tower to reduce noise impacts in the surrounding communities. For more information on the NOC accomplishments and work plan, please visit our website at <http://www.macnoise.com/our-neighbors/msp-noise-oversight-committee>.

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. MSP is the only airport in the United States for which the FAA has approved mitigation in areas exposed to less than 65 dB DNL, in accordance with a legal agreement (known as the Consent Decree) between the MAC and the cities of Minneapolis, Richfield and Eagan.

- 3. It appears the handling of departure aircraft is fairly uniform for all runways. We know that the underlying terrain and development is different, so why don't we have different departure procedures that are unique to each, specific runway?**

Please see the response to Question 1 above. For a list of the Noise Abatement Procedures at MSP, visit our website at <http://www.macnoise.com/our-neighbors/msp-noise-abatement-efforts>.

- 4. Sunfish Lake is represented by one of the NOC representatives who represents several other communities as well. I'm concerned that our individual voice has not been heard, isn't heard loud enough. Based on what I know about the proposed Runway 12 RNAV departure procedure, I don't think it will work well for Sunfish Lake. I want to make that very clear, and I don't think we've been represented well on that.**

According to the MSP Noise Oversight Committee (NOC) bylaws, the cities of Apple Valley, Burnsville, Inver Grove Heights, St. Louis Park, St. Paul, Sunfish Lake, and Edina are represented through an At-Large membership. The At-Large cities appoint one representative and one alternate from their member cities to represent all of them for the two-year term. The current At-Large representative keeps in frequent contact with each member city as well as the MAC Noise Program Office staff. In addition, quarterly Public Input Meetings and bi-monthly NOC meetings are open to the public and provide opportunities for public input.

Decisions about where and how aircraft fly are determined solely by the Federal Aviation Administration (FAA), not by the Metropolitan Airports Commission (MAC) or other airport authorities. In 2012, the FAA proposed Area Navigation (RNAV) departure and arrival procedures at MSP. Only a portion of the proposed procedures were supported by the MAC board. Specifically, the MAC board supported all RNAV arrival procedures and only RNAV departure procedures to the south and southeast. This became known as the "partial implementation" plan. The FAA conducted a Safety Risk Management Study and has recently concluded that partial implantation introduces unacceptable safety risks, therefore the Agency will not implement RNAV departure procedures. The FAA intends to move forward with

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implantation and deployment of RNAV arrival procedures at MSP, which are overlays of existing procedures and will not significantly change the arrival routes. At this time, the publication date of these new arrival procedures is not known. Additionally, the FAA has committed that if RNAV departure procedures are reconsidered by the Agency in the future, they would welcome the opportunity to work with the MAC and the MSP Noise Oversight Committee on a community outreach plan.

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- 5. I don't understand why departures off of Runways 12L and 12R don't follow a highway corridor - the 55 corridor or the 494 corridor seems like a better safety solution, as well as a better noise abatement solution, instead of having aircraft turn over residential areas.**

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6. **I've heard a rumor that there may be an expansion of the range of properties that would qualify for noise mitigation funds. Can you confirm that? I have ice dams that need to take care of – if I qualify for mitigation, I'd just as soon have you guys pay for that. But if it's going to be another five years, I may as well bite the bullet and take care of it myself.**

A modified Residential Noise Mitigation Program will be implemented for homes surrounding Minneapolis-St. Paul International Airport (MSP). The first amendment to the legal agreement (Consent Decree) between the Metropolitan Airports Commission (MAC) and the cities of Richfield, Minneapolis, and Eagan that defines the MAC's Residential Noise Mitigation Program was approved by the Fourth Judicial District Court and is effective until December 31, 2024.

The MAC's goal in adopting the modified noise mitigation measures is to minimize the environmental impacts from air carrier jet noise on residents in communities adjacent to MSP. Under the modified program, eligibility of single-family and multi-family homes will be determined annually, based upon actual noise contours that are developed on an annual basis. A single-family or multi-family home will be considered eligible for mitigation under the noise mitigation program when the following criteria are met:

- (a) the community in which the home is located has adopted local land use controls and building performance standards that prohibit new residential construction or remodeling on the block in which the home is located, unless the construction or remodeling materials and practices are consistent with the noise impact levels and consistent with noise mitigation provided by this program, and
- (b) the home is located, for a period of three consecutive years (the first of the three years cannot be later than calendar year 2020) in the actual 60-64 DNL noise contour prepared by the MAC and published in the Annual Noise Contour Report, and, within a higher noise impact mitigation area when compared to the single-family home's status under the noise mitigation program prior to the amendment.

The MAC will offer noise mitigation to owners of eligible single-family homes and multi-family homes in the year following the determination of eligibility. Single-family and multi-family homes that were opted out of mitigation previously are not eligible to participate in the modified mitigation program.

The first year of eligibility will be determined upon completion of the 2013 actual noise contour map. The new map will be presented in the 2013 MSP Annual Noise Contour Report, which will be available on our website at <http://www.macnoise.com/tools-reports/annual-reports> in [March 2014](#).

**7. What does 360, 340, 320 degrees means for our house at XXXX Woodlawn Blvd?**

In July 2012 the Federal Aviation Administration (FAA), at the request of the MSP Noise Oversight Committee, adjusted the departure headings for approximately 32 daily northbound departures off Runway 30R at Minneapolis-St. Paul International Airport (MSP). Three divergent headings (360-, 340- and 320-degree) were requested after residents in parts of South Minneapolis noticed an increase in overflights and expressed concern. The FAA researched the complaints and in January 2012 reported the cause of the concentration of traffic was primarily due to the aircraft fleet mix at MSP, which now consists of more than 55% Regional Jet type aircraft. In February 2012, City of Minneapolis, FAA and Metropolitan Airports Commission representatives met and discussed the issues the residents had raised. They also reviewed residents' suggestions for addressing the issues and discussed options that may be operationally feasible. The departure heading changes apply to Runway 30R departure operations with destinations like Duluth, International Falls and Winnipeg.

Your home is near the 360-degree departure heading. Instituting these divergent headings was meant to reduce some noise impact for those living under the 360-degree departure heading. However, this departure route remains one of the heaviest used paths due to departing aircraft destinations.

**8. Will we have significant noise relief when the full system is implemented? Planes taking off are 30 seconds into the air when they fly over our house at full throttle. This is not 65 decibel noise – many planes are probably well over 100 decibels.**

The divergent headings were instituted in July 2012. Only those departures from Runway 30R to destinations to the north, such as Duluth, International Falls and Winnipeg, use the divergent headings. This is approximately 32 flights per day.

**9. Departures heading south from Runway 17 are 2.4 times what they were in 2012 (more than double). Planes heading south from Runway 17 are turning east or west immediately rather than following Cedar Ave corridor. This results in planes gaining altitude slower and passing over central Egan at low altitudes. Planes should proceed straight out from Runway 17 at least 5 miles before turning east or west.**

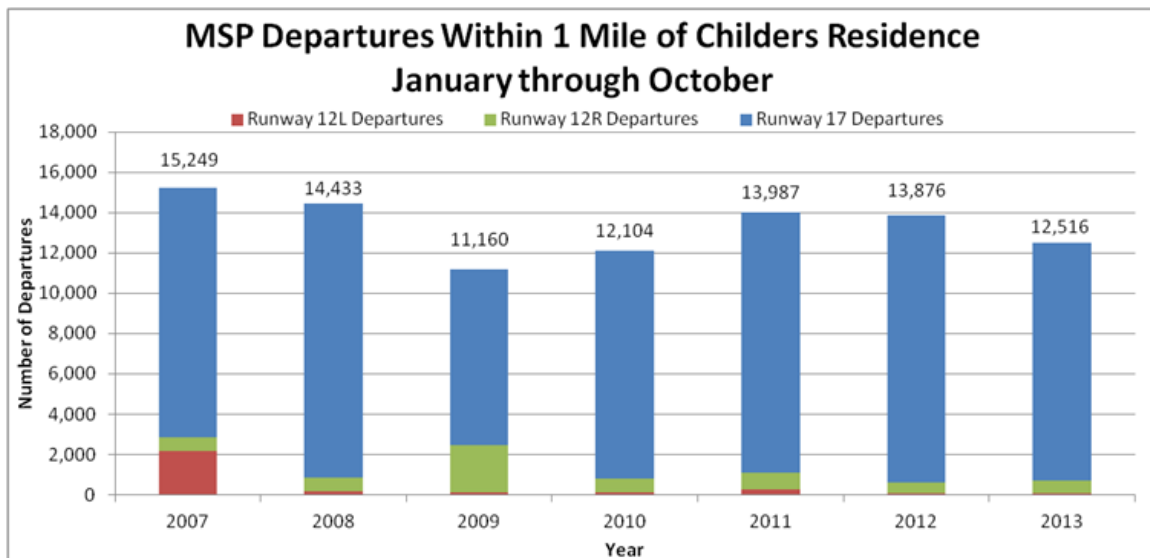
There is a noise abatement procedure for Runway 17 departures turning westbound, known as the Runway 17 2.5 Nautical Mile Turnpoint Departure Procedure. This procedure is aimed at keeping westbound departures over the Minnesota River Valley by preventing aircraft from making a right (westbound) turn prior to reaching 2.5 nautical miles from the runway. The procedure is monitored and reported on each month in the Runway 17 Departure Analysis Report, available on our website at <http://www.macnoise.com/tools-reports/monthly-operations-reports>. There is no departure procedure for aircraft to proceed straight-out from Runway 17 for 5 miles over Cedar Avenue. However, aircraft arriving to this runway are lining up on the extended centerline of the runway, which keeps them west of your residence, somewhat near Cedar Avenue.

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In total, there were 45,486 departures off Runway 17 from January through October 2012. For the same period in 2013 there were 45,070 Runway 17 departures, a difference of 416. The number of Runway 17 departures varies day-to-day and month-to-month. As you pointed out, in September 2013 there were about 2.4 times more Runway 17 departures than in September 2012. That is due to the various factors that go into deciding which runways will be used at the airport, which is determined by the Federal Aviation Administration Air Traffic Control (ATC). These factors include, but are not limited to: weather conditions, airport arrival and departure demand, operational capacity, wind direction, and noise impacts. Aircraft must take off and land into the wind; however, when the wind speed is light, ATC has the ability to use the runways in a manner that provides the greatest capacity during times of high demand.

ATC continually assesses and re-assesses impacting factors multiple times per day. As factors change this may lead to runway use changes. Since MSP is a large airport, aircraft are funneled in and out of the airspace in a calculated and efficient manner. It takes great coordination, preparation and communication to change safely from one runway use configuration to another. Runway changes bring complexities to operations both in the air and on the ground. With this in mind, runway use configuration changes are kept to a minimum when possible.

Historical departure operations within one mile of your home were assessed to determine if there has been an increase in the number of flights over your home. I focused on MSP departures off Runways 12L, 12R and 17 during January through October 2007-2013. The chart below shows the number of departure flights within one mile of your home for each year. Runway 17 departures, shown in blue, are the majority of departures over your home. In 2009 the airport was under construction for runway resurfacing. This chart shows consistency in the departure flights within a mile of your house during January through October 2013 compared to previous years.



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Lastly, the 2014 NOC work plan includes an analysis on the Runway Use System, which establishes runway use preferences when weather conditions and runway and airspace capacity allow. The Runway Use System at MSP lists Runways 12L and 12R as the first priority for departure operations, due to the zoning efforts by the cities of Eagan and Mendota Heights in areas off the departure ends of these runways, known as the Eagan-Mendota Heights Departure Corridor. For many consecutive months, Runway 17 has been used for more departures than Runways 12L and 12R. This has been an ongoing concern of Eagan residents, shared by Dianne Miller at numerous NOC meetings.

**10. With the increase in flights over south Minneapolis, they are constant from 6am to after 10pm. Will the flight patterns ever change and when the airport expands how come there is never any thought to the noise pollution it causes? I am selling my house because of the noise pollution.**

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The MAC currently does not have plans to expand any runways or taxiways at MSP. Based on an updated MSP Long Term Comprehensive Plan, MAC staff began preparing an Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW) covering anticipated landside development needs at MSP through the year 2020. The resulting document is referred to as the MSP 2020 Improvements EA/EAW and is available at <http://www.mspairport.com/about-msp/msp-2020-ea.aspx>. The landside developments include airport roadway and arrival curb improvements, additional parking capacity and terminal gate expansion. The operational forecasts in the EA/EAW project increases in aircraft takeoff and landings whether or not the airport moves forward with these improvements. The purpose of the document is to study the environmental impacts of future projects at the airport. The EA/EAW process was completed in compliance with both the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA) and is guided by the FAA policies and procedures for considering environmental impacts: FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions" and FAA Order 1050.1E, "Environmental Impacts, Policies and Procedures."