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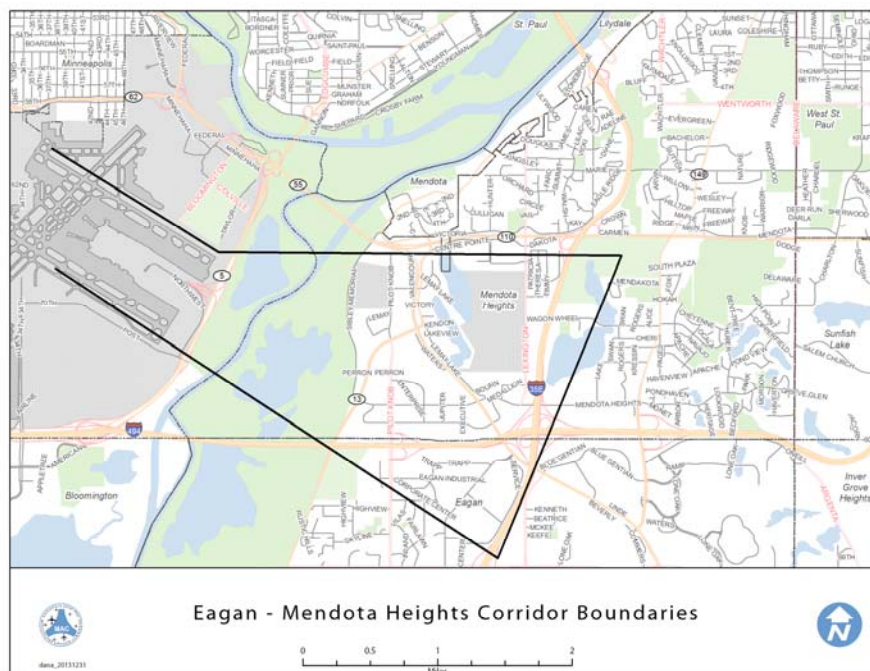
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1. I live in Mendota Heights and started working with Mendota Heights City Council about a year ago about a great increase in noise. I've done research, the reports you're referring to show planes turning early from 110 onto Dodd, not going to Delaware. As they researched it and worked with you all on it, we heard a couple different things - this was caused by weather, we looked at the reports and it's not weather. It may have been caused by new flight controllers who had not been trained properly, they've asked for that to happen time and time again. The noise is still increasing, specifically in the morning between 6:00-7:30am and very heavy at night between 9:30-11:00pm, loud, larger planes. What recourse is there? Is it a regulation they can't turn before Delaware? What are the options for improving this?

The Egan-Mendota Heights Departure Corridor ("Corridor") is a noise abatement procedure developed to direct carrier jet aircraft, as much as possible, over noise-compatible land use areas in Egan and Mendota Heights, southeast of MSP. The Corridor boundaries extend three miles off each runway end. The north corridor boundary extends just south of Highway 110 at a 90-degree angle from Runway 12L and ends west of Highway 149 (Dodd Road), as shown in the image below.

Whenever possible, the Federal Aviation Administration (FAA) Air Traffic Control will direct departing jet aircraft to Runways 12L and 12R so that they will overfly the corridor and stay within the corridor boundaries. Air Traffic Controllers (ATC) will assign specific headings depending on which runway an aircraft is departing from. A wind-corrected heading may also be assigned. On average, monthly Corridor compliance is around 95%. It is important to note, however, that noise abatement measures are adhered to on a purely voluntary basis. They are, by no means, enforceable. A pilot's responsibility is to follow the directions of ATC.



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The FAA has sole responsibility over the control of aircraft operations on the ground and in the air. The Metropolitan Airports Commission (MAC) does not have the authority to issue regulations or citations for aircraft operations. The MAC reports on the compliance of the Corridor Procedure on a monthly basis and works with the FAA Control Tower Manager in cases when compliance drops below a certain level. In these cases, it is likely that there were weather or wind anomalies that contributed to a larger number of departures outside the Corridor. ATC management holds regular briefings for Air Traffic Controllers to ensure they are adhering to noise abatement procedures as much as possible.

Another consideration regarding the increase in noise over your home is that during the spring and summer months, the airport has more departures off Runways 12L and 12R than during the fall and winter months due to the prevailing winds. Additionally, in general people are outdoors more in the spring and summer months and are therefore more exposed to aircraft overflights.

According to our flight tracking data, the number of flights within one mile of your home for the first seven months of 2014 is 10% lower than last year. Below is a table with the number of flights and average altitudes for January through July. So far in 2014 the airport has been departing to the northwest more often than in the past, due to more northerly and westerly winds.

**Flights within 1 mile of Residence
January - July**

Year	Count	Average Altitude (feet above field elevation)
2011	3,351	2,410
2012	2,008	2,305
2013	2,185	2,398
2014	1,959	2,476

- 2. My issue is the greater percentage of flights coming off Runways 12L, 12R and 17 going southbound. I have been told there is a policy that sends those planes, at nighttime, southbound, not northbound – that was not in your data and I’d like to see that. Regardless, the averages don’t tell you there is a great cluster of planes and it only takes one or two to prevent you from going to sleep or to wake you up in the middle of the night.

The Runway Use System at MSP establishes runway use preferences as follows:

Departures

Runways 12L and 12R

Runway 17

Balanced use of Runway 4/22

Runways 30L and 30R

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Arrivals

Runways 30L and 30R
Runway 35
Balanced use of Runway 4/22
Runways 12L and 12R

The reason Runways 12L and 12R are the preferred runways for departure operations is to utilize the Eagan-Mendota Heights Departure Corridor, which was zoned for commercial and industrial uses. The intention of the Runway Use System is to direct aircraft, as much as possible, over noise-compatible land use areas.

According to our flight tracking data, the number of flights departing from Runways 12L, 12R and 17 in the first seven months of 2014 is less than years prior. Below is a table with the number of departures during January through July since 2011. So far in 2014 the airport has been departing to the northwest more often than in the past, due to more northerly and westerly winds.

Runways 12L, 12R and 17 Departures
January - July

Year	Count
2011	59,168
2012	58,408
2013	50,918
2014	50,419

Additionally during the first seven months of the year the number of departures from Runways 12L, 12R and 17 within one mile of your home has decreased by about 8% compared to last year, 24% compared to 2012 and 28% compared to 2011, shown in the table below.

Runways 12L, 12R and 17 Departures
Within 1 Mile of Residence
January - July

Year	Count
2011	9,934
2012	9,342
2013	7,735
2014	7,129

3. I think there's a solution to the early turn-out issue. There is a rule that says aircraft can't turn prior to three miles off the end of the runway. Where does that rule come from? I'd like to get a citation of where that rule comes from - regulations or a policy manual, some justification for that rule because that will tell me, then, what I have to do to get that rule changed. I live probably four miles out and the turns are all coming

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over my house. If you change the 3-mile rule to a 5-mile rule, aircraft will be further out over the central corridor and will be higher up. You told me you have to have the 3-mile rule because flights are so tightly compacted – they have to diverge so they don't crash, I get that. The 3-mile rule came as a result of a crash at LaGuardia in 1988 when one plane followed too closely upon another and got caught in the first plane's jet stream and crashed. If you're going to have a volume of planes that is one after another I can understand, but at nighttime the planes are not as densely compacted as they are during the day. You can change the rule on the 3-mile turnout at least at night.

The Eagan-Mendota Heights Departure Corridor ("Corridor") is a noise abatement procedure developed to direct carrier jet aircraft, as much as possible, over noise-compatible land use areas in Eagan and Mendota Heights, southeast of MSP. The Corridor boundaries extend three miles off each runway end.

Whenever possible, the Federal Aviation Administration (FAA) Air Traffic Control will direct departing jet aircraft to Runways 12L and 12R so that they will overfly the corridor and stay within the corridor boundaries. Air Traffic Controllers (ATC) will assign specific headings depending on which runway an aircraft is departing from. A wind-corrected heading may also be assigned. On average, monthly Corridor compliance is around 95%. It is important to note, however, that noise abatement measures are adhered to on a purely voluntary basis. They are, by no means, enforceable. A pilot's responsibility is to follow the directions of ATC.

The Corridor procedure has existed since the late 1960s. The Corridor has the lowest density residential population of any current noise-impacted area surrounding MSP. The goal of the Corridor procedure is to concentrate aircraft overflights over more compatible land use (non-residential), as compared to other areas around MSP. The north Corridor boundary is a 90-degree track along the ground off Runway 12L. The southern boundary uses a navigational aid for Runway 12R/30L, called the Localizer. The 3-mile length of the Corridor was determined using a few factors: runway and airspace capacity, operational efficiency and land use.

When implementing noise abatement procedures, particularly a corridor procedure, the airspace and runway capacity becomes a factor. Per ATC procedures, simultaneous departures from parallel runways must be assigned headings that are at least 15 degrees divergent of each other. Divergent headings are assigned so that aircraft are heading away from each other, and to ensure adequate aircraft separation. Runway capacity is reduced significantly if sufficient divergent headings are not available; aircraft separation must then be increased. Similarly, if the length of the Corridor is extended, even during times of low demand, airspace capacity is reduced, resulting in departure delays at the airport. Extension of the Corridor would also delay aircraft from turning enroute to their destination, resulting in increased fuel usage and emissions levels.

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The Egan-Mendota Heights Departure Corridor Procedure leverages the commercial/industrial land uses in the cities of Egan and Mendota Heights to concentrate aircraft departures. These highly concentrated noise-compatible areas extend to approximately three miles off each runway. Highly concentrated residential areas exist in Mendota Heights, Sunfish Lake, Inver Grove Heights and Egan beyond three miles from the runways.

A “Crossing in the Corridor” procedure was created in an effort to minimize noise impact for residents living along the boundaries of the Corridor. This procedure is available only when there is one local Air Traffic Controller in charge of departures from Runways 12L and 12R, which occurs when there is low traffic demand, such as during the nighttime. The Crossing in the Corridor procedure centralizes aircraft departures to the middle of the corridor near the I-35E and I-494 interchange. Usage of this departure procedure during the nighttime is generally around 50%.

- 4. Planes coming over my house have gotten worse in the last few weeks. We were told planes would shoot out over the Cedar Avenue bridge before making their turns. One day, from 6:00am to 8:00pm, 63 planes went over my house and were one or two or three minutes apart. They’re making a 45°-angle turn at the bridge and coming over our house. They aren’t supposed to coming that way.**

There is a noise abatement procedure for jet aircraft departures off Runway 17 heading westbound, referred to as the Runway 17 River Departure Procedure. This procedure was implemented concurrently with the opening of Runway 17/35 in October 2005. The procedure is for aircraft departures to fly at least 2.5 miles from the start of the takeoff roll before they begin their right turn westbound. The intention of the procedure is to keep the jet departures, as much as possible, over the Minnesota River Valley. The MAC publishes a monthly report on the compliance of this procedure, which can be found at: <http://www.macnoise.com/tools-reports/monthly-operations-reports>. Monthly procedure compliance is around 99%. It is important to note, however, that noise abatement measures are adhered to on a purely voluntary basis. They are, by no means, enforceable. A pilot’s responsibility is to follow the directions of ATC.

There are some instances when aircraft pass the 2.5 mile turn-point and begin their right turn and pass over residential areas of Bloomington and Burnsville due to the heading instructions given by the FAA Air Traffic Control Tower. Additionally, wind plays a large part in where aircraft track over the ground. For example, if there is a southerly wind, there is a higher chance that an aircraft could get blown north over residential areas of Bloomington.

Looking at the historical flights within one mile of your home, there is typically an increase in the number of flights over your home beginning in the summer months. This is because the airport tends to operate more in a south flow (departures off Runways 12L, 12R and 17 and arrivals on Runways 12L and 12R) due to the prevailing winds from the south or southeast. The table below shows the number of monthly operations (count) that flew within one mile of your

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residence as well as the average altitude of these flights. Compared to 2013, the number of flights in March and April 2014 are higher. During the spring of 2013, we had many days of winds out of the north/northwest, so aircraft were not departing to the south/southeast as much as normal. The most recent month, July, saw a decrease in the number of departures over your home compared to last year.

**Number of Runway 17 Departures
Within 1 Mile of Residence**

Month	2014 Count	2013 Count
Jan	606	805
Feb	698	453
Mar	1,563	992
Apr	1,224	915
May	1,545	1,501
Jun	1,894	1,545
Jul	1,134	1,374

- 5. **The greater use of Runway 17 is an ongoing concern for Eagan residents. Over the past year, it’s been used two to three times more than the parallel runways. It’s always been a longstanding position of the City of Eagan that as many planes as possible stay in the Eagan-Mendota Heights Corridor – the City was very intentional in developing that area for commercial and industrial uses to be compatible with airport noise. When Runway 17 is being used three times as much as Runway 12R, for example, it just doesn’t make sense from a policy standpoint and not from a noise standpoint.**

Comment noted. At the May 8, 2014 Noise Oversight Committee (NOC) meeting, Committee members commented on the priority for departure runways contained in the Minneapolis-St. Paul International Airport (MSP) Runway Use System (RUS). As detailed in a study presented to the NOC at the May 8th meeting, the RUS for departures at MSP is:

Existing RUS: 2005 – 2014

Departure Preference
1. Runways 12L/R
2. Runway 17
3. Either Runway 22 or 04
4. Runways 30L/R

Numerous and complex factors affect the particular use of any specific runway configuration at any time. The RUS study determined that wind direction, wind speed, and aircraft traffic demand play significant roles in the utilization of the RUS at MSP. Historical wind data indicate a strong and consistent pattern of prevailing winds from the north and northwest for many months of the year at MSP. Since it is preferred that aircraft arrive and depart into a head wind, the use of a “north” flow with departures on Runways 30L/R and arrivals on Runways 30L/R and

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35 is commonly observed. Periods of high traffic volume, those with more than 60 operations per hour, are present at MSP from 7 a.m. to 9 p.m., which limits the utilization of the RUS due to complex airspace considerations.

When the wind direction and speed require “south flow” runway use configuration, aircraft are directed to depart using Runways 12L, 12R, and 17 and arrive on Runways 12L/R. In this configuration, Runway 17 is used only for departures. Air Traffic Controllers can depart aircraft off Runway 17 without having to sequence them between arrival operations as they do on Runways 12L and 12R. An additional consideration is the fact that MSP is a northern tier airport; therefore most of the destinations to which aircraft are headed are located to the south. As such, departures from Runway 17 are fanned to the southeast, south, southwest and west to fly enroute to their destination.

Your comments regarding the higher usage of Runway 17 compared to Runways 12L and 12R are noted and were shared with the MSP Air Traffic Control Tower personnel. The 2007 forecast noise contours approximated 582,366 annual operations at MSP and 37.0% of aircraft departures would use Runway 17. The MAC’s residential noise mitigation program provided mitigation for homes based on these forecast levels. In 2013 there were 431,573 annual operations (a 25.9% decrease from the 2007 forecast) and 23.3% of departures used Runway 17.

6. It’s frustrating when aircraft are going westbound using the Corridor but then turn right over Egan, instead of using Runway 17 where the 2.5-mile turn procedure over the Minnesota River valley could be used.

Comment noted. Numerous and complex factors affect departure runway assignments made by Air Traffic Controllers. These factors include the type of aircraft, load factor, required runway length for departure, requested runway by the pilot, the aircraft destination, the concourse and gate at which the aircraft originated, taxi route and airport and airspace congestion. Due to these varying dynamic considerations, there are times when aircraft are routed to Runway 12R for westbound departures rather than departing Runway 17 and following the Runway 17 Departure Procedure. According to the flight tracking data from the Metropolitan Airports Commissions Noise and Operations Monitoring System, each month approximately 25-40% of departures off Runway 12R make a turn westbound after departing the Egan-Mendota Heights Corridor. The monthly counts of these types of operations tend to increase during the spring and summer months as well as during the nighttime hours due to the decreased usage of Runway 17 for departures at night.

7. The City of Egan is awaiting a response from the FAA at the next MSP Noise Oversight Committee on the issue of why Runway 17 is being used to such a greater extent than the parallel runways.

Comment noted. Please refer to Question 5 above.

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- 8. I have a concern with the legal-ness of all this – are you legal to make all these decisions? Like taking the direction of the aircraft, and flying so low? Or is it the control center that makes the decisions for the pilots as to what routes to take?**

The federal government has jurisdiction over United States airspace - no individual may claim ownership of airspace over his or her property. The Federal Aviation Administration (FAA) controls air traffic operations, not the airport. Pilots and the FAA are responsible for aircraft movements, whether those movements take place on the ground or in the air. Air Traffic Controllers are employed by the U.S. government or by private companies that are contracted by the U.S. government.

- 9. Why are aircraft flying over our area, where we live, when our area has not been mitigated?**

Aircraft arriving to and departing from MSP are under the guidance of the FAA and established aircraft operating procedures. The FAA directs all aircraft in and out of MSP through the coordinated use of established flight procedures, directional headings and navigational equipment. Aircraft arriving and taking off do not fly with reference to landmarks along the ground because the navigation systems and flight procedures must be designed with respect to the orientation of the runways. Runways are designed with respect to prevailing winds.

After takeoff, the FAA disperses departing aircraft over a wide area in order to maintain safe and efficient use of the airspace. The FAA fans these departures by taking into consideration the departure runway, destination airport and airspace congestion at the moment, then directs the aircraft to fly a certain directional heading. These methods are FAA standards and are used at airports all around the country.

Each phase of flight requires careful consideration by the FAA to move aircraft safely from one place to another. These factors include safety requirements, capacity needs, efficiency of aircraft movements and specific noise abatement procedures. The departure phase of flight starts with a local tower controller. ATC will give the departing aircraft a clearance to taxi to the runway and to take off. The clearance that the tower gives to the pilot is guided by procedures and requirements outlined in the ATC Tower Order. These instructions guide the aircraft during the initial phases of flight and will incorporate any necessary requirements for noise abatement (if/when feasible), safety and separation. The point at which departing aircraft make their turn after takeoff can vary considerably due to factors such as wind, weather, aircraft performance, pilot technique and safety considerations.

- 10. With regard to one of the images you showed us tonight, why is the Egan-Mendota Heights Corridor skewed to the north over Mendota Heights, but not equally skewed to the south?**

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The Egan-Mendota Heights Departure Corridor (“Corridor”) is a noise abatement procedure developed in the 1960s to direct carrier jet aircraft, as much as possible, over noise-compatible land use areas in Egan and Mendota Heights, southeast of MSP. The Corridor boundaries extend three miles off each runway end. The north boundary of the Corridor is “hinged” out to a 90-degree heading while the south boundary uses a navigational aid for Runway 12R/30L, called the localizer, making it straight out from the runway end.

In the early 1980s aircraft departure operations of Runways 12L and 12R began to increase, necessitating the Federal Aviation Administration (FAA) to make some changes to its Standard Operating Procedures and Tower Orders. To maintain a sufficient level of safety, a minimum of 15-degree divergent headings must be maintained with simultaneous departures from parallel runways. To accommodate these separation standards and the increase in departure traffic, the Corridor was extended to the north to allow for 90-degree, 105-degree and 120-degree departure headings as assigned by the FAA Air Traffic Controllers. At times it may be necessary to adjust these headings to correct for wind variables aloft.

11. Aircraft are staying within the corridor, but they’re turning maybe one mile from the end of the runway, not three miles out. We don’t get much noise from arrivals, but when they’re taking off they’re definitely turning a mile, or a mile and a half, off the runway centerline.

Comment noted. Whenever possible, the Federal Aviation Administration (FAA) Air Traffic Control will direct departing jet aircraft to Runways 12L and 12R so that they will overfly the Corridor and stay within the corridor boundaries. Air Traffic Controllers (ATC) will assign specific headings depending on which runway an aircraft is departing from. A wind-corrected heading may also be assigned. On average, monthly Corridor compliance is around 95%. It is important to note, however, that noise abatement measures are adhered to on a purely voluntary basis. They are, by no means, enforceable. A pilot’s responsibility is to follow the directions of ATC.

12. I did some counting, and on June 9th, between 7:35-8:40pm there were 34 jets; on June 26th between 3:30-5:00pm there were 33 jets; and on June 26th between 8:30-9:00pm there were 12 jets. I got to bed at 10:00pm – there were nine jets in 15 minutes over my home. There are these clusters, and that’s what my complaint is today.

Comment noted.

13. I went on your website and compared the month of June 2013 to the month of June 2014 and there was a 65% increase in flights between 7:30-9:00pm.

According to the Metropolitan Airports Commissions Noise and Operations Monitoring System in June 2014 there were 35,661 arrivals and departures at MSP. Last year there were 37,855

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operations (a 6% decrease from 2013 to 2014). Between the hours of 7 and 9 p.m. there were 4,744 flights during June 2014 and 4,461 flights during June 2013 (a 6% increase from 2013 to 2014).

14. The chart you put up early showed air traffic started going down around 2005-2006; that's when the recession hit, so everything went down. As the economy improves flight traffic will increase again, and it would be nice if they could fly over Cedar Avenue and 35E and industrial areas so we can have our windows open during the summer.

Aircraft arriving to and departing from MSP are under the guidance of the Federal Aviation Administration (FAA) and established aircraft operating procedures. The FAA directs all aircraft in and out of MSP through the coordinated use of established flight procedures, directional headings and navigational equipment. Aircraft arriving and taking off do not fly with reference to landmarks along the ground because the navigation systems and flight procedures must be designed with respect to the orientation of the runways. Runways are designed with respect to prevailing winds. Arriving aircraft use a straight-in approach path, known as a final approach course. Aircraft being lined up for arrivals on any of the runways at MSP track inbound on a navigational aid comprised of equipment on the ground called an Instrument Landing System (ILS). The ILS ground equipment interacts with instrumentation on board the aircraft to align the aircraft precisely with the centerline of the runway and guide the aircraft to the touchdown point of the runway. It also keeps the aircraft at a precise angle and slope while descending, which will bring it safely to the touchdown point of the runway. After takeoff, the FAA disperses departing aircraft over a wide area in order to maintain safe and efficient use of the airspace. The FAA fans these departures by taking into consideration the departure runway, destination airport and airspace congestion at the moment, then directs the aircraft to fly a certain directional heading. These methods are FAA standards and are used at airports all around the country.

15. I've been woken up quite often by engine run-ups in the morning, at 5:00am. That's a MAC problem, not an FAA problem – can you guys do something about that?

In February 1999, the Metropolitan Airports Commission (MAC) implemented the MSP Field Rule for aircraft engine run-up procedures which was then updated in July 2005. The Field Rule can be downloaded from our website by going to the following location: http://www.macnoise.com/sites/macnoise.com/files/pdf/field_rule_2005.pdf.

In short, the Field Rule states the MAC Run-up Pad, located at the southern end of the airport, is the primary location for aircraft mounted engine run-ups. All run-ups must be scheduled and approved in advance with the MAC Airside Operations Department. Approved run-up hours are from 6:00 am until 10:30 pm daily. In consideration of the noise impact on neighboring communities and to prevent damage to surrounding parked aircraft, equipment and vehicles, run-ups in the MAC run-up pad are restricted to specific headings. If wind conditions do not

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allow a run-up to be conducted, the run-up should be postponed. Absolutely no run-ups will be authorized between the hours of midnight and 5:00 am. During the remaining quiet hours (10:30 pm until midnight and 5:00 am until 6:00 am), run-ups will be approved by the MAC Airside Operations Department only if a scheduled departure time cannot be met without the run-up. Run-up logs are maintained by the MAC.

16. Is the noise monitoring study to be conducted in the fall to the west and northwest of the airport still a proposal right now, or is it a plan?

The Metropolitan Airports Commission is currently conducting a noise monitoring study in the cities of St. Louis Park and Edina. On May 8, 2014 the Noise Oversight Committee (NOC) directed MAC staff to conduct a noise monitoring study encompassing the following elements:

- The noise monitoring will be focused on assessing existing aircraft noise levels
- The noise monitoring will be conducted for a period of two weeks in the fall of 2014
- The monitoring will be limited to three locations in the area bound by I-494 on the south, Xerxes Avenue on the east from the intersection of I-494 and Xerxes Avenue extending in a straight line north to I-394, I-394 on the north, and Trunk Highway 169 on the west
- Two of the monitoring locations will be in the City of Edina and one will be located in the City of St. Louis Park
- The specific location of the monitors shall be determined by the respective cities, in consultation with MAC staff
- The final report is due by December 1, 2014

17. I want to echo what another speaker said – the website does kind of imply that if you submit questions in advance it would speed things up for you guys.

Comment noted. MAC staff has made some changes to the language on our website regarding the Public Input Meeting and the Contact NOC Forms. Those who enter Public Input Meeting Forms via our website will get a written response mailed to their home after the Public Input Meeting.

18. I don't see anything in the Long-Term Comprehensive Plan about offloading excess operations to other airports, like Rochester or St. Cloud, and you guys control all those other airports. If there's going to be a 73% increase in operations by 2030, up to 630,000 operations, you can't keep churning everything through the airport – there's finite runways, finite space.

Comment noted. The Metropolitan Airports Commission owns and operates the Minneapolis-St. Paul International Airport (MSP) and six reliever airports in the Minneapolis/St. Paul Metropolitan Area (Flying Cloud, St. Paul Downtown, Anoka County/Blaine, Airlake, Crystal and Lake Elmo Airports). The MAC does not control the Rochester or St. Cloud Airports.

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Airlines schedule flights based on passenger demand. MSP continues to be a hub airport because the traveling public wishes to fly in and out of the Twin Cities Metro area for business and leisure.

The potential for shifting MSP traffic to other airports with unused capacity was discussed in Section 3.1.1 of the MSP 2020 Improvements EA/EAW. A Tier 2 Air Service Study was conducted by the Minnesota Department of Transportation Office of Aeronautics to explore how the perimeter regional airports or Tier 2 Airports could contribute to an inter-regional system of passenger airports surrounding the Minneapolis–St. Paul area. This study is available as Appendix B in the MSP 2020 Improvements EA/EAW (<http://www.metroairports.org/documents/2020-ea-eaw/Appendix B Potential for Tier 2 Airports to Accommodate.aspx>).

The MSP airfield (runways and taxiways) is able to accommodate the operations projected into the long-term future; however improvements would need to be made to accommodate future terminal and landside demand at MSP.

19. MSP FairSkies Coalition appreciates the work the MAC has done and the partnership it has shown our organization. I really do believe that you, as an organization, and we, as the community, all have a vested interest in growing the region economically, which means finding transportation that makes sense to the region. The fact that the airport isn't growing right now or isn't scheduled to grow very much in the near-future doesn't mean we shouldn't look at alternatives. We should look at growing the region of the state, instead of growing the region of the state on the backs of the Twin Cities. We have Rochester, which we know is growing, and St. Cloud which is begging for more regional airport activity. There needs to be a state-wide plan, and we advocate for that now, rather than waiting for the airport to grow. One of the things we could look at is cargo, which comes into the airport late and leaves early. If we move cargo to the Anoka County-Blaine Airport, for example, that would help solve some of the noise problems.

Comment noted. Airlines schedule flights based on passenger demand. MSP continues to be a hub airport because the traveling public wishes to fly in and out of the Twin Cities Metro area for business and leisure. Additionally, recent trends are for airlines to withdraw service from small airports, as they eliminate smaller aircraft from their fleet and consolidate operations.

The potential for shifting MSP traffic to other airports with unused capacity was discussed in Section 3.1.1 of the MSP 2020 Improvements EA/EAW. A Tier 2 Air Service Study was conducted by the Minnesota Department of Transportation Office of Aeronautics to explore how the perimeter regional airports or Tier 2 Airports could contribute to an inter-regional system of passenger airports surrounding the Minneapolis–St. Paul area. This study is available as Appendix B in the MSP 2020 Improvements EA/EAW

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The MSP airfield (runways and taxiways) is able to accommodate the operations projected into the long-term future; however improvements would need to be made to accommodate future terminal and landside demand at MSP.

20. Hello MAC, this is the first time I've contacted MAC this year. I used to file noise complaints but found they don't make a difference. It is incredibly frustrating morning after morning that we can't sit outside because of the noise from airplanes departing to the west and veering north. The noise over our house has gotten worse since we moved here in 1999. Much worse. And I find that very sad.

Comment Noted. People often ask if filing noise complaints will change how the airport operates. Unfortunately, it is not that simple. On a daily basis, operational factors such as wind and weather, the number of arrivals and departures, the time of day, construction activity and other conditions all play a part in how the airport operates at any given time. The Federal Aviation Administration 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) and noise complaints are not considered when making these decisions. Noise complaints are, however, used in conjunction with operational data to corroborate specific events or identify possible trends. Various cities also use the complaints to gauge and assess the level of concern about airport noise in their communities. In addition, complaints provide insight for MAC Noise Program Office staff as to any specific trends or irregularities that may need to be investigated or assessed.

According to our flight tracking data, the number of flights within one mile of your home for the first seven months of 2014 is 19% lower than last year. Below is a table with the number of flights and average altitudes for flights between January and July.

**Flights within 1 mile of Residence
January - July**

Year	Count	Average Altitude (feet above field elevation)
2011	20,237	2,887
2012	19,496	2,773
2013	18,891	2,951
2014	15,348	3,073

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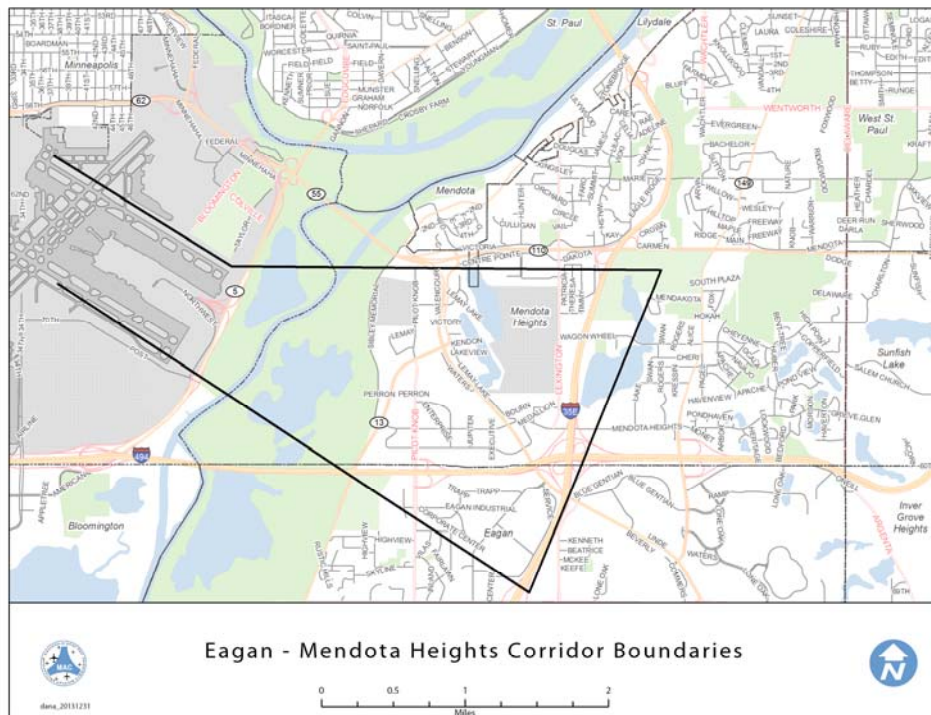
LOCATION: MENDOTA HEIGHTS CITY HALL – 1101 VICTORIA CURVE

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21. Has official policy changed that planes are to not turn north before Hwy 110/Dodd Road interchange? In the last summers plane angles and height indicate some difference is occurring.

The Eagan-Mendota Heights Departure Corridor (“Corridor”) is a noise abatement procedure developed to direct carrier jet aircraft, as much as possible, over noise-compatible land use areas in Eagan and Mendota Heights, southeast of MSP. The Corridor boundaries extend three miles off each runway end. The north corridor boundary extends just south of Highway 110 at a 90-degree angle from Runway 12L and ends west of Highway 149 (Dodd Road), as shown in the image below.

Whenever possible, the Federal Aviation Administration (FAA) Air Traffic Control will direct departing jet aircraft to Runways 12L and 12R so that they will overfly the Corridor and stay within the corridor boundaries. Air Traffic Controllers (ATC) will assign specific headings depending on which runway an aircraft is departing from. A wind-corrected heading may also be assigned. On average, monthly Corridor compliance is around 95%. It is important to note, however, that noise abatement measures are adhered to on a purely voluntary basis. They are, by no means, enforceable. A pilot’s responsibility is to follow the directions of ATC.



The FAA has sole responsibility over the control of aircraft operations on the ground and in the air. The Metropolitan Airports Commission (MAC) does not have the authority to issue regulations or citations for aircraft operations. The MAC reports on the compliance of the Corridor Procedure on a monthly basis and works with the FAA Control Tower Manager in cases when compliance drops below a certain level. In these cases, it is likely that there were weather

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or wind anomalies that contributed to a larger number of departures outside the Corridor. ATC management holds regular briefings for Air Traffic Controllers to ensure they are adhering to noise abatement procedures as much as possible.

Another consideration regarding the increase in noise over your home is that during the spring and summer months, the airport has more departures off Runways 12L and 12R than during the fall and winter due to the prevailing winds. Additionally, in general people are outdoors more in the spring and summer months and are therefore more exposed to aircraft overflights.