

PUBLIC INPUT MEETING COMMENTS/RESPONSES
LOCATION: METROPOLITAN AIRPORTS COMMISSION GENERAL OFFICES
27 JANUARY 2016

- 1. I live outside of the area where I get subsidized. I've been trying to find a contractor to sound proof my house. Is that some trade secret? Are the products that are provided by the MAC available to the public? Where can I purchase them? What contractor can I use?**

As you mentioned, the MAC does have a residential noise mitigation program that provides homeowners with sound insulation upgrades to their property if they live in an area that meets established criteria for aircraft noise exposure from the Minneapolis-St. Paul International Airport (MSP). Due to restrictions from the Federal Aviation Administration (FAA), the MAC cannot provide these upgrades for homes that do not meet the criteria. While the financial assistance can only be provided to homeowners that qualify, the products that are used and the recommended vendors are available publicly. Our website provides tips to homeowners as well as a list of products that are used in the MAC's Residential Noise Mitigation program at <http://www.macnoise.com/our-neighbors/real-estate-professional-and-homebuyer-information>.

- 2. I've been a resident of the Morningside area of Edina or Linden Hills for 25 years. I'm well aware of the issues of noise. What I didn't know was that you have very little control over the noise. The FAA and the airlines have more to do with it than you do. Is that correct?**

As the airport owner and operator, the MAC does not have any control over the quantity, type or time that planes operate at the Minneapolis-St. Paul International Airport (MSP). The United States Congress, through the Airport Noise and Capacity Act of 1990, prohibited the MAC as the airport operator from imposing fines, curfews, restrictions or any other measure that places an undue burden on interstate or foreign commerce. Furthermore, the MAC cannot change where aircraft fly. The Federal Aviation Administration (FAA) directs and controls every aircraft that utilizes MSP. To keep the airspace around MSP safe, while efficiently directing all aircraft movements and procedures, the FAA's air traffic control facilities have the last say as to where the aircraft fly.

- 3. There are other airports that have high density areas near the airport. How are they dealing with this? Do they have the same mitigation issues? Do you compare complaints?**

Many airports have measures in place to minimize the impact of aircraft noise on surrounding communities. These measures are often categorized into four broad areas. Aircraft noise can be managed by reducing the noise at its source, land use planning and management, noise abatement operational procedures and operating restrictions. The MAC has the ability to directly effect change in two of the four areas—land use planning and noise abatement procedures—and has strived to explore many methods that positively reduce noise impact on the community surrounding MSP. In the area of land use planning and management, the MAC spent nearly \$500 million dollars to-date by acquiring or providing residential noise mitigation to over 15,000 single family homes, 3,300 multi-family units and 18 schools. This noise mitigation program is one of the most extensive in the nation.

Day-Night Average Sound level (DNL) is the primary metric used to evaluate noise exposure. This is the metric the FAA mandates that airports use when conducting noise analyses. Additionally, the United States Environmental Protection Agency has identified DNL as the standard for noise exposure. Aircraft DNL represents the total accumulation of aircraft noise energy for daytime arrivals and departures (7 a.m. -10 p.m.) and nighttime arrivals and departures (10 p.m. – 7 a.m. with a ten-fold multiplication weighting) then averaged over a 24-hour period. The FAA has deemed that residential units inside the 65 dB DNL

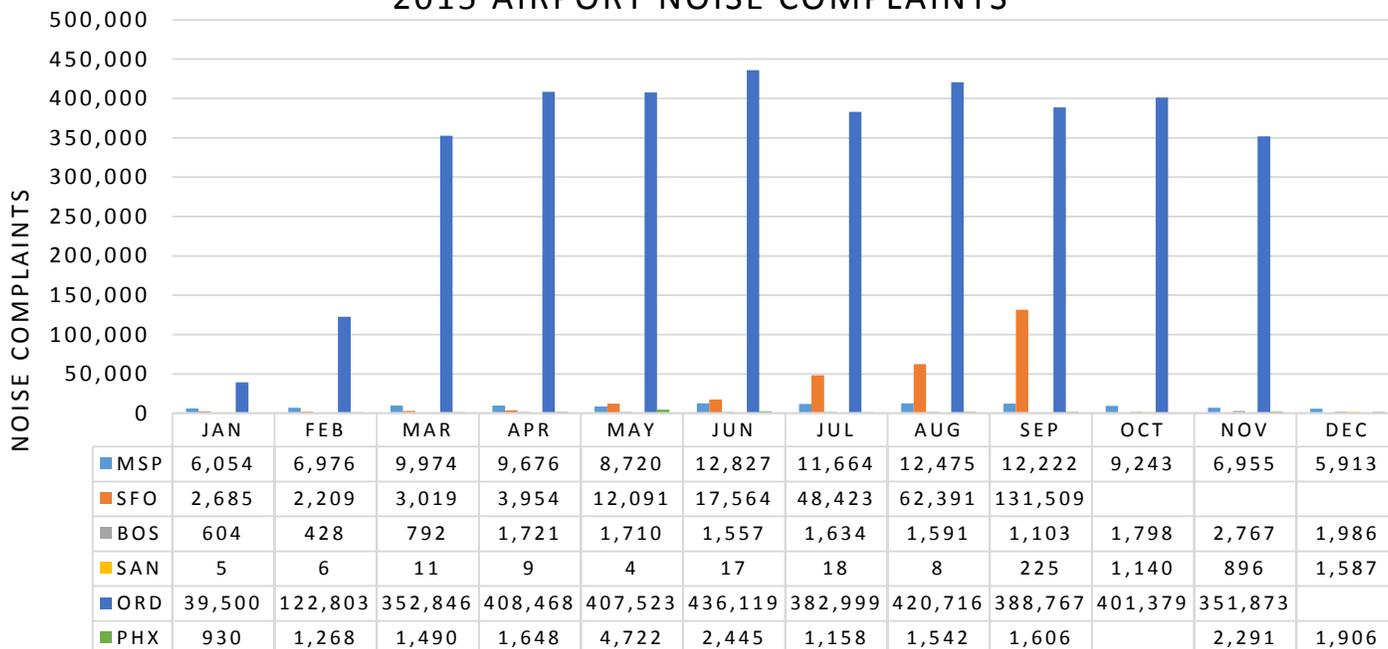
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level are incompatible with aircraft noise at that level and therefore the impacts should be mitigated. Through the year 2023, the MAC will be providing residential noise mitigation to homes are in the 60 dB DNL level and meet other specified criteria for three consecutive years. This is well beyond the federal threshold used at most other airports. The eligibility criteria are provided in more detail on our website at: www.macnoise.com/residential-noise-mitigation/do-i-qualify.

As it relates to noise abatement operational procedures, the MAC, in coordination with the FAA, has developed numerous flight procedures designed specifically to route aircraft over non-residential areas as much as possible. For example, the MSP Runway Use System (RUS) prioritizes runways in an effort to position departing aircraft south and southeast of the airport over commercial and industrial zoned areas in Eagan and Mendota Heights as well as over the Minnesota River Valley. Additionally, the MAC has voluntary agreements in place with the airlines that serve the airport to limit the scheduling of flight activity between the hours of 10:30 PM and 6:00 AM. While this agreement is voluntary, it is closely monitored and reported to any interested party monthly. All noise abatement operational procedures are provided on our website at <http://www.macnoise.com/our-neighbors/msp-noise-abatement-efforts>.

While many airports have taken steps within the confines of these broad categories, the MAC is continually viewed as an industry leader in noise management programs. You specifically mentioned that airports in San Francisco (SFO), San Diego (SAN) and Boston (BOS) have similar urban characteristics. These airports have been fighting public relation battles with their surrounding communities similar to those that the MAC has successfully navigated. The FAA is introducing new flight procedures at airports nationwide as it implements new satellite-based navigation systems across the national airspace. NextGen, as it has become known, is changing aircraft navigation procedures and flight patterns, exposing different segments of the population to air traffic they are not used to experiencing. San Diego, San Francisco, and Phoenix (PHX) have seen major increases in aircraft noise complaints as a result. The following graphic shows noise complaints received by these airports as well as the Chicago O’Hare airport (ORD).

2015 AIRPORT NOISE COMPLAINTS



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In 2011, the MSP Noise Oversight Committee (NOC) identified concerns regarding NextGen flight procedures as the FAA was in the design phase for an airspace-wide implementation at MSP. The NOC, as well as the MAC board did not support full implementation of the departure procedures at MSP due to concerns about concentrating flights to the northwest of the airport over densely populated residential areas. As a result, the FAA agreed to only introduce arrival procedures and not departure procedures. Further, a resolution was passed by the NOC and the MAC insisting that any future implementation of satellite-based departure procedures, known as Area Navigation (RNAV), include proper time and process for the public and the airport to be engaged.

Finally, the MAC and the NOC continue to monitor updates on research regarding aircraft noise. A standing agenda item on the annual work plan of the NOC is to report on the status of aircraft noise and operations-related scientific, engineering, and medical research literature prepared by universities, governmental organizations, and transportation boards located within the United States. Any information that would be beneficial to the local area is considered as necessary. These reports are available in the NOC meeting packets, generally in November each year. NOC meeting information may be found on this webpage: www.macnoise.com/our-neighbors/noc-meetings.