

## Public Input Meeting Responses – April 25, 2006 (Questions are in **bolded**)

Click [here](#) for the summary memorandum that was forwarded to members of the MSP Noise Oversight Committee (NOC) regarding the April 25, 2006 Public Input Meeting.

**I was told that aircraft would be directed out over the preserve area, rather than over homes along Skyline Drive, River Ridge and Glenview Lane in Bloomington. I would like to know why aircraft are not being directed out over the preserve.**

Prior to the opening of Runway 17/35 a departure procedure was developed to route westbound jet departure operations off Runway 17 further south over the Minnesota River Valley. Through extensive discussions and concurrence with the cities located south of MSP (Bloomington, Burnsville, Apple Valley and Eagan) the 2.5 Nautical Mile Turn Point Procedure for westbound jet departures was established. After completion of an Environmental Assessment (EA), which included open houses and a public hearing on the proposed procedure, the Federal Aviation Administration (FAA) issued a Finding of No Significant Impact (FONSI) approving the procedure for implementation concurrently with the runway opening. For the month of April 2006, 98.2% of westbound jet departure operations complied with the turn point procedure.

However, considering your proximity to the Minnesota River valley and based on previous assumptions of how the runway would operate, some of the westbound traffic off of Runway 17/35, including those aircraft that are complying with the turn point procedure, can be expected to continue to fly over your neighborhood in East Bloomington. The noise contours, previously modeled projecting aircraft operations for the year 2007, consider this expected aircraft over-flight activity and place your residence located at 2435 Skyline Drive, Bloomington, within the 65+ DNL contour area and therefore eligible for the Residential Sound Mitigation Program.

**I would like to know what good it does for residents to complain about noise issues.**

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 (FAA) 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 staff as to any specific trends or irregularities that may need to be investigated or assessed.

**I would like to know who residents can contact to push for having aircraft directed out over the preserve.**

As mentioned previously the FAA has sole authority for determining where aircraft will fly and how the airport will operate. Looking at the available data to date, operations off of Runway 17/35 over your neighborhood are consistent with what was modeled in the Environmental Assessment (EA) for the Implementation of a Departure Procedure off of Runway 17, the November 2004 Part 150 Update

and what was presented to the public as the Runway 17/35 over-flight impact area. Given your home's location is less than 1.5 miles from Minneapolis-St. Paul International Airport (MSP) within the 65+ DNL contour area and immediately adjacent to the Minnesota Valley National Wildlife Refuge, the absolute noise/over-flight reduction you are pursuing is not possible. The over-flights you are experiencing are a function of the fundamental reality of being located where you are in relation to a major runway, such as 17/35, at a major international airport like MSP.

One of the elements of the MAC's approved framework for an MSP Airport Noise Oversight Committee (NOC - a policy advisory group to the MAC on noise issues) requires MAC staff to conduct quarterly public input meetings. The intent is to ensure residents' concerns are considered as part of the ongoing effort by the MAC and the NOC to address noise issues around MSP. The comments, questions and concerns are summarized into a memorandum that is provided to MAC Commissioners for informational purposes and to NOC members for consideration as possible future discussion items if the Committee members so desire. The NOC has also established a public input form, public comment period during NOC meetings and contacting your NOC representative as a channel for receiving public input. Your current NOC representative is Vern Wilcox, Bloomington City Council Member.

**What will the future be in terms of whether or not there will be increased air traffic at MSP, decreased traffic, introduction of quieter aircraft, etc.**

Predicting future airport activity at this time is difficult due to uncertainties and challenges currently facing the airline industry. Total operations at MSP decreased 1.7% in 2005 compared to 2004 and decreased 10.7% in March 2006 compared to March 2005. Operational trends suggest that many airlines are phasing out their older, noisier aircraft and replacing them with more efficient and cost effective aircraft. Operations of older hush-kit aircraft (DC-9, B727) were down 34.7% in March 2006 compared to March 2005 and 41.9% compared to March 2004. Although the reduction in older, noisier aircraft at MSP represents a positive trend, these types of aircraft will likely continue to operate at MSP for several years.

**How far out from the airport are aircraft required/allowed to lower their landing gear? Can that distance be shortened so that aircraft are not lowering their landing gear until they are closer to the airport (thereby reducing noise impact)?**

The actual location of where each individual pilot will extend their landing gear will depend on several factors including safety, airspeed, pilot technique and standard operating procedures. Air Traffic Control will dictate aircraft speed and approach type which will determine aircraft gear extension timing. The earliest pilots typically lower their landing gear is the middle marker, which is located approximately 7.5 miles from the arrival end of Runway 35. Under all conditions, the pilot will have to be "gear down, and slowed up" by 1000 feet above ground level (about 3 miles from the end of Runway 35) and to accomplish this, the latest the gear would be selected down would be 5 - 6 miles out from touchdown point of the runway in order to decelerate for the final 1,000 feet of the approach. Frequently, pilots will wait to extend their landing gear until it is absolutely necessary to save on fuel and reduce noise.

**What is the altitude of arrival aircraft in Apple Valley at the following locations: 160<sup>th</sup> Street, Cedar Avenue and 35E?**

The average altitude for Runway 35 arrivals over the southern boundary of Apple Valley (Cedar Avenue and 160<sup>th</sup> Street) is approximately 3,000 feet AGL. The average altitude for Runway 35 arrivals over the northern boundary of Apple Valley (Cedar Avenue and 35E) is approximately 1,900 feet AGL.

**What is the altitude of arrival aircraft in Apple Valley that are using the parallel runways on downwind?**

The average altitude for Runway 12R/30L arrivals on the downwind leg of their approach over the northwestern boundary of Apple Valley is approximately 7,200 feet AGL. The average altitude for 12R/30L arrivals on the downwind leg of their approach over the eastern boundary of Apple Valley is approximately 5,700 feet AGL.

**Will eminent domain affect residents of Apple Valley and will they be eligible for the MAC Land Acquisition Program?**

No – the City of Apple Valley is located several miles outside of the 65 DNL contour area and is not eligible for land acquisition.

**Of the aircraft that are in compliance with Runway 17/35 procedures, how many are arrivals and how many are departures?**

Prior to the opening of Runway 17/35 a departure procedure was developed to route westbound jet **departure** operations off Runway 17 further south over the Minnesota River Valley. Through extensive discussions and concurrence with the cities located south of MSP (Bloomington, Burnsville, Apple Valley and Eagan) the 2.5 Nautical Mile Turn Point Procedure for westbound jet departures was established.

The MAC has developed a monthly report to monitor compliance with the 2.5 Nautical Mile Turn Point Procedure. The report applies to Runway 17 departures only and can be found online at: [www.macnoise.com](http://www.macnoise.com).

**What is the altitude of aircraft arriving on 35 over the Mall of America?**

The average altitude for Runway 35 arrivals over the Mall of America is approximately 300 feet above ground level.

**Registered noise complaints are not valid since only one complaint can be logged per residence for each unit of time.**

The Aircraft Noise Complaint form available on the MAC Noise Program web site was designed to make the complaint reporting process as easy and convenient as possible. However, certain safeguards are necessary and have been built into the form to eliminate the potential for erroneous complaint reporting. As always, concerned residents can call the Noise Complaint Hotline (612-726-9411) to register a noise complaint.

**The original plans stated that planes taking off would go straight and begin eastbound turns over the river. Planes often now vector so that their takeoff path is directly over 5 Appletree.**

The original plans for eastbound (headings ranging from 95° to 170°) departure operations off of Runway 17 never included provisions for delaying turns until over the Minnesota River. Page 10 of the *April 2003 Environmental Assessment for the Implementation of a Departure Procedure off of Runway 17* states the following, “The Proposed Action is to direct aircraft that have initial departure headings east of runway heading (headings ranging from 95° to 170°) to initiate their turns as soon as

possible when departing Runway 17. This recommendation was made due to the fact that there is no one flight path considered “better” than another when departing to the southeast over the existing residentially developed areas. This is consistent with the FEIS documentation for Runway 17.”

The public process for the Environmental Assessment (EA) included several open houses, a public comment period and a public hearing. On August 27, 2003 the Federal Aviation Administration issued a Finding of No Significant Impact (FONSI) approving the recommended procedures outlined in the EA. The approved procedures and departure flight track assumptions for Runway 17 were also included in the November 2004 Part 150 Update which also included a significant public process.

Furthermore, in a letter dated December 16, 2002 the City of Bloomington expressed its support for the departure procedures by stating the following, *“The departure procedures were primarily developed at the City of Bloomington’s request in order to mitigate noise impacts on residential areas in Bloomington. The City continues to value and support the departure procedures as described in the Environmental Assessment.”*

**The soundproofing plan for 5 Appletree Square would include fewer items per unit than any single family home.**

The Sound Mitigation Program is designed to reduce the interior noise in habitable rooms exposed to aircraft noise. MAC develops a unique acoustic design for each home based on the unit’s pre-existing conditions. Multi-family homes typically have fewer openings to the living space, commercial grade construction, only one or two exterior walls in a given living area, and air-conditioning. Thus, multi-family homes may not require the same mitigation package components that a single family home may require.

**Why is there not 100% compliance on the turn point procedure?**

Occasionally, external factors affect compliance with approved noise abatement procedures. These factors may include safety and separation requirements, wind, weather, airport demand and pilot technique. MAC will continue to monitor compliance with the Runway 17 Departure Procedure and strive towards an overall compliance goal of 100%.

**Is data regarding the turn point procedure collected from radar?**

Yes – MAC utilizes the Airport Noise and Operations Monitoring System (ANOMS) to analyze and report compliance with the Runway 17 Departure Procedure. On a nightly basis ANOMS imports radar data from the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATC) and noise data from MAC’s system of permanent noise monitors. These combined data sets allow MAC staff to conduct quantitative assessments of noise abatement operational procedures at Minneapolis-St. Paul International Airport.

**How much leeway do individual pilots have in terms of complying with the turn point procedure?**

The Runway 17 Departure Procedure is implemented via ATC instructions to the pilots. The FAA issued a notice (MSP AT N7110.208) stating *“All aircraft departing Runway 17 that will be assigned a heading west of runway heading by the Tower shall initially be instructed to fly runway heading. The controller shall issue the appropriate westbound heading after the aircraft is observed reaching the 3.03 DME DBRITE marking.”*

Under Federal Aviation Regulations (FAR) 91.123, once an ATC clearance has been obtained, no pilot in command may deviate from that clearance unless an amended clearance is obtained, an emergency exists, or the deviation is in response to a traffic alert and collision avoidance system resolution advisory.

**At what distance from the airport do aircraft begin to lower their landing gear?**

The actual location of where each individual pilot will extend their landing gear will depend on several factors including safety, airspeed, pilot technique and standard operating procedures. Air Traffic Control will dictate aircraft speed and approach type which will determine aircraft gear extension timing. The earliest pilots typically lower their landing gear is the middle marker, which is located approximately 7.5 miles from the arrival end of Runway 35. Under all conditions, the pilot will have to be "gear down, and slowed up" by 1000 feet above ground level (about 3 miles from the end of Runway 35) and to accomplish this, the latest the gear would be selected down would be 5 - 6 miles out from touchdown point of the runway in order to decelerate for the final 1,000 feet of the approach. Frequently, pilots will wait to extend their landing gear until it is absolutely necessary to save on fuel and reduce noise.

**I would like to know who determined the noise contours for the noise mitigation programs, and how the contour lines (and therefore cut-offs for eligibility in the mitigation programs) were determined.**

The FAA's 14 CFR Part 150 ("Part 150") regulation sets forth standards for airport operators to use in documenting aircraft noise exposure in the airport environs and establishing programs to minimize noise related land use non-compatibility. The Part 150 process provides airport operators with the procedures, standards and methodology governing the development, submission and review of airport Noise Exposure Maps (typically referred to as Day-Night Average Sound Level - DNL noise contours) and airport Noise Compatibility Programs. Part 150 requires the use of the DNL metric to estimate cumulative aircraft noise exposure.

To develop the noise contour lines and the boundaries of the Sound Mitigation Program, the MAC uses the federally developed and federally approved Integrated Noise Model (INM), which is the industry standard for determining predicted noise impacts around the vicinity of an airport. INM develops the contours by utilizing input files consisting of information relative to runway use, flight track use, aircraft fleet mix, aircraft performance/thrust settings, topography information, atmospheric conditions and specified noise abatement procedures to generate a noise exposure map. INM also incorporates a standardized aircraft noise database that includes aircraft noise levels that have been determined by the FAA as part of the aircraft airworthiness certification process.

**I feel there is nothing we can do to have an effect on noise issues, and I would like to know if logging noise complaints can and will have an impact on being reconsidered for eligibility for noise-mitigation programs.**

No – aircraft noise complaints are not considered when determining eligibility for the Sound Mitigation Program. 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 staff as to any specific trends or irregularities that may need to be investigated or assessed.

### **Have residents ever complained about air pollution/air quality issues at MSP?**

Yes – residents occasionally complain about air pollution and air quality issues. It should be noted that currently the Minneapolis-St. Paul International Airport (MSP) and the surrounding metro area is in compliance with state and national ambient air quality standards for criteria pollutants. This means that currently the airport (along with surrounding communities) is not a significant contributor of “pollutants of concern.”

### **I would like to know who initiates changes in approach and departure procedures, and whether or not an operator can do so to increase noise mitigation.**

At major airports like Minneapolis-St. Paul International (MSP), operational procedures to reduce noise are typically initiated and investigated through a Part 150 program. The FAA's 14 CFR Part 150 regulation sets forth standards for airport operators to use in documenting aircraft noise exposure in the airport environs and establishing programs to minimize noise related land use non-compatibility. The Part 150 process provides airport operators with the procedures, standards and methodology governing the development, submission and review of airport Noise Exposure Maps (NEMs - typically referred to as Day-Night Average Sound Level - DNL noise contours) and airport Noise Compatibility Programs (NCP).

An airport's NCP is essentially a list of the actions the airport proprietor, airport users, local governments, and the FAA propose to undertake to minimize existing and forecasted aircraft noise and land use non-compatibility. The NCP documentation must recount the development of the program, including a description of all measures considered, the reasons individual measures were accepted or rejected, how measures will be implemented and funded, and the predicted effectiveness of individual measures and the overall program.

The development of an NCP begins with an evaluation of all reasonable, feasible actions that could reduce potential land use non-compatibilities identified in the NEMs. Part 150 specifies the range of alternatives that must be considered, including land acquisition, sound barriers, soundproofing of public buildings, preferential runway use, flight procedures, restrictions on the type/class of aircraft, and other actions or FAA recommendations that may provide benefit. Although Part 150 requires that these types of measures must be evaluated, it does not mandate adoption or implementation of the measures.

### **Is the MAC doing anything to provide incentives to operators to employ new approaches that would mitigate noise impact?**

Noise Abatement Measure NA-2, Noise Management Program, in the November 2004 Part 150 Update requires MAC to consider incentives and disincentives to reduce the impact of aviation noise in the surrounds of MSP. If approved by the FAA, this measure will allow continued analysis of incentives/disincentives that may benefit the communities surrounding MSP.

### **Is the national airspace being reworked to allow for RNP procedures?**

FAA Order 1110.139A, effective March 13, 2006 calls for several actions in the development and implementation of performance based procedures and airspace improvements. The order renews the Performance-Based Operations Aviation Rulemaking Committee and outlines their objectives, procedures and scope.

Specifically, the committee's initial task will focus on the applicability, operational approval standards, operating procedures, aircraft capability, and guidance material for performance-based operations. Initial attention will be to area navigation, required navigation performance (RNP), and Global Positioning System (GPS) use. Follow-on tasks will address operations and issues considering communication, surveillance, and air traffic management.

**What does the MAC do to dialogue with the FAA on issues such as noise?**

As mentioned previously the MAC has developed a comprehensive Part 150 Update. This document was developed with input from and consultation with the FAA, the local Air Traffic Control Tower (ATCT), affected communities and airport users. The MAC also frequently dialogues with the FAA and ATCT regarding compliance with approved noise abatement procedures, runway use, the Residential Sound Mitigation program and other issues related to noise.

**I feel residents are being told there is no point in their logging noise-related complaints with the MAC, that doing so will not have any impact on the MAC or the FAA making changes that will reduce noise impact.**

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 (FAA) 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 staff as to any specific trends or irregularities that may need to be investigated or assessed.

**I would like to know how the turn point procedure information is communicated from tower control to pilots.**

The Runway 17 Departure Procedure is implemented via ATC instructions to the pilots. The FAA issued a notice (MSP AT N7110.208) stating *“All aircraft departing Runway 17 that will be assigned a heading west of runway heading by the Tower shall initially be instructed to fly runway heading. The controller shall issue the appropriate westbound heading after the aircraft is observed reaching the 3.03 DME DBRITE marking.”*

**Does the MAC receive any noise complaints from businesses in the affected areas?**

Although we are aware of a few people who have entered noise complaints online using their business address, we have not received an actual call from a business since November. Also, since we do not ask whether a complainant's address is for their business or home we have no way to track or quantify that information. However, the complaint maps do show the geographic locations of where noise complaints are coming from.

**How does the MAC accurately match specific noise complaints to specific departures, arrivals, and aircraft?**

The MAC Noise Program utilizes the Airport Noise and Operations Monitoring System (ANOMS) to analyze noise and operations data and match specific operations to airport noise complaints. ANOMS is a sophisticated noise and airspace analysis tool that utilizes radar flight track data obtained from the ASR-9 Radar System located at Minneapolis-St. Paul International Airport (MSP) and noise data obtained from MAC's system of 39 permanent noise monitors located in the communities surrounding the airport. The radar flight track data contains a three dimensional depiction of the aircraft flight path as it flew in and out of MSP. In addition, the processed flight track data contains specific operational information including aircraft type, airline, flight number, arrival/departure, runway, airspeed and altitude.

**Are intersection departures performed on Runway 17?**

There are no restrictions for intersection departures at MSP, however since Runway 17/35 is only 8,000 feet in length most aircraft will typically use the full length of the runway.

**What percentage of total operations at MSP are off of the new runway?**

From October 27, 2005 to April 30, 2006 Runway 17 has accommodated 12.4% of the total MSP departures and Runway 35 has accommodated 9.1% of the total MSP arrivals.

**What is the total capacity for the new runway?**

Runway 17/35 adds an additional 25 percent capacity to MSP. The Federal Aviation Administration's (FAA) perspective is that the runway is fully available for use and operating at capacity. However, the percentage and total number of operations on the runway is a function of the demand and total airport operations, which have been down as a result of challenges facing the airline industry and a reduction in total airport operations over the past several months. As demand and total operations numbers grow, operations on Runway 17/35 will grow as well.

**What may have changed in flight patterns that would account for increased noise in the area comprised by the southwest quadrant of 494 and 35W? How many aircraft are flying within one, three, and five miles of my home?**

When analyzing the airspace over your residence, operations over your neighborhood are primarily departures from Runways 30L/R, both before and after the opening of the new runway, 17-35. Specifically looking at Runway 30L/R departures, there were a total of 1,194 aircraft for March 2004, 1,284 aircraft for March 2005 and 567 aircraft for March 2006 that flew within a one-mile radius of your residence; a total of 6,238 aircraft for March 2004, 6,627 aircraft for March 2005 and 4,312 aircraft for March 2006 that flew within a three mile radius of your residence; and a total of 8,971 aircraft for March 2004, 9,525 aircraft for March 2005 and 6,582 aircraft for March 2006 that flew within a five mile radius of your residence.

**Is the MAC aware that there are 45 homeowners located at 5 Appletree Square, which is a condominium, who are impacted by noise from eastbound departures.**

Yes – The MAC is aware that there are 45 units located in 5 Appletree Square. This building is in the 2007 65+ DNL contour mitigation program.

**How are the noise contours determined and what determines eligibility for noise-mitigation programs?**

The FAA's 14 CFR Part 150 ("Part 150") regulation sets forth standards for airport operators to use in documenting aircraft noise exposure in the airport environs and establishing programs to minimize noise related land use non-compatibility. The Part 150 process provides airport operators with the procedures, standards and methodology governing the development, submission and review of airport Noise Exposure Maps (typically referred to as Day-Night Average Sound Level - DNL noise contours) and airport Noise Compatibility Programs. Part 150 requires the use of the DNL metric to estimate cumulative aircraft noise exposure.

To develop the noise contour lines and the boundaries of the Sound Mitigation Program, the MAC uses the federally developed and federally approved Integrated Noise Model (INM), which is the industry standard for determining predicted noise impacts around the vicinity of an airport. INM develops the contours by utilizing input files consisting of information relative to runway use, flight track use, aircraft fleet mix, aircraft performance/thrust settings, topography information, atmospheric conditions and specified noise abatement procedures to generate a noise exposure map. INM also incorporates a standardized aircraft noise database that includes aircraft noise levels that have been determined by the FAA as part of the aircraft airworthiness certification process.

### **How are airlines who violate noise-mitigation procedures fined and how the fines are used?**

The MAC does not have the authority to issue fines to aircraft operators for violating noise mitigation procedures. Federal guidelines make it very difficult if not impossible to enforce operationally restrictive policies (imposing fines for violating noise abatement procedures) at a public use facility that uses federal funds to procure capital improvements. As a result, the MAC has very little if any flexibility with respect to levying fines at MSP without impeding on federal guidelines. However, some airports such as San Diego and Reagan Washington National Airport, implemented operational restrictions based on noise before the passing of the Aviation Noise and Capacity Act of 1990, and therefore those restrictions were grandfathered in and are allowed under federal guidelines.

### **Is the close-in departure procedure used for Runway 17?**

No – The Distant Noise Abatement Departure Procedure (NADP) is flown off of all runways at Minneapolis-St. Paul International Airport (MSP) including Runway 17. As part of the November 2004 Part 150 Update, the noise impact reduction relative to the 60 Day-night Average Sound Level (DNL) contour was analyzed for both the Close-In and Distant NADP. The evaluation determined exclusive use of the Distant NADP would significantly reduce the number of people within the 60 DNL contour and, as a result, was included in the revised Noise Compatibility Program (NCP).

### **I would like to know what the departure altitude is for aircraft going over the Mall of America.**

For March 2006, the average departure altitude for aircraft over the Mall of America was approximately 950 feet above ground level.

### **Which MSP operators fly 727s?**

For March 2006, the following operators flew Boeing 727 aircraft: Capitol Cargo International, Champion, DHL, Express.net, FedEx and Kitty Hawk.

### **Have there been any departures off of Runway 35 or arrivals on Runway 17?**

Yes - since the runway has opened there have been two arrivals on Runway 17 and eleven departures on Runway 35. All of the departure operations on Runway 35 occurred during inclement weather conditions at MSP.

**What are the normal hours of operation at MSP?**

Minneapolis-St. Paul International Airport (MSP) is a public use facility that is available for use 24 hours/day. However, the nighttime hours at the airport are 10:30 p.m. to 6:00 a.m. and operators are asked to use their best efforts to limit activity during these hours.

**MAC should post on its website positive outcomes achieved as a result of residents logging noise complaints.**

Comment noted. The MAC appreciates your feedback regarding the Noise Program web site as we are continually striving to improve the content and usability of the site.

**Are the noise contour maps going to be re-visited during or after summer 2006? The noise issue will only become worse during the summer when air is heavier and residents are outside more often and have their windows open more often.**

At the MAC Commission meeting on November 15, 2004 action was taken to approve the Draft 2004 Part 150 Update and submit the document to the Federal Aviation Administration (FAA) for review and approval. As part of the approved action, the Commission also directed staff to update the Part 150 program and associated noise contours in 2007, or sooner should there be changes in airport activity or use that would have a significant impact on the noise contours.

**I would like to know why aircraft are not required delay eastbound turns until over the Minnesota River.**

The process of establishing a Runway 17 departure operation scheme different from what was in the Final Environmental Impact Statement (FEIS) for Runway 17-35 included several mutually agreed upon considerations. As part of the discussions by the Runway 17-35 City Working Group, it was determined that the geographical features south of MSP (Minnesota River Valley) provided a unique opportunity for aircraft departing to destinations west of runway heading to overfly the Minnesota River Valley. Conversely, it was determined that for aircraft departing to destinations east of runway heading there is no one flight path considered "better" than another for concentrating aircraft overflights.

Furthermore, in a letter dated December 16, 2002 the City of Bloomington expressed their support for the departure procedures by stating the following, *"The departure procedures were primarily developed at the City of Bloomington's request in order to mitigate noise impacts on residential areas in Bloomington. The City continues to value and support the departure procedures as described in the Environmental Assessment."*

**Isn't it dangerous for eastbound aircraft to turn so soon, given the residential area they fly over?**

Safe and efficient operations at an airport require that certain areas on or near the airport be clear of objects or restricted to those objects necessary for airport operations. The size and shape of these areas will vary depending on the aircraft, type of operation and approach visibility requirements for

each runway. The MAC has cleared the required areas and obtained sufficient property interest to comply with all state and federal runway zoning requirements.