

Does the Continuous Decent Approach procedure require that the aircraft stay more in line with the center of the runway?

Traditional approach practices entail aircraft beginning their approach decent several miles from the airport spending time at lower altitudes while “stepping” their way down to the airport. The Continuous Descent Approach (CDA) is a noise abatement procedure where aircraft descend continuously (with no level flight segments) at idle, or near idle, thrust from cruise altitude to the runway. For both procedures, arriving aircraft may fly the extended runway centerline via the Instrument Landing System (ILS) localizer.

How many people really complain about landings other than nighttime wake ups and stuff like that. Is that situation going to be helped?

Typically most airport noise complaints at MSP are a result of departure operations. In 2004, approximately 13% of the total MSP noise complaints were from arrival operations. Initial tests on the CDA approach show a potential for a 4 to 6 decibel reduction in noise levels over traditional approaches. MSP has a long history of evaluating and implementing noise abatement procedures and as such has requested from the FAA and PARTNER that MSP be considered as a future CDA test site.

What is being done to accommodate take-offs over the Rogers Lake east area?

The November 2004 Part 150 Update document contains an extensive Noise Compatibility Program that outlines several operational procedures and land use planning policies that effectively help to reduce aircraft noise exposure. Specifically, procedures like the Distant Noise Abatement Departure Profile (NADP) has been designed and effectively implemented to reduce noise exposure to residents living beyond 3.5 miles from the airport, which includes the Roger’s Lake East area.

Is Mendota Heights getting more and more airplanes flying over the 90° eastern take-off when the turn at runway end starts?

The procedure to begin Runway 12L departure turns to the 090 degree track at runway end is intended, to the degree possible, to keep operations within the corridor that would otherwise fly north of the northern corridor boundary (north of Highway 110) due to an aircraft’s turn at mid-field, or wheels-up. The procedure increases compliance with the long standing Egan/Mendota Heights Corridor at the airport, taking into account the performance characteristics of newer generation aircraft that are entering the fleet at MSP. This will not specifically increase aircraft operations over Mendota Heights.

Will the South Boundary Departure Procedure continue in its present state?

The Egan/Mendota Heights Departure Corridor Procedure is a long-standing noise mitigation operational procedure at Minneapolis-St. Paul International Airport (MSP) that has

been an effective tool in minimizing noise exposure. As such the procedure will continue to operate in its existing form.

Are the microphones on the RMT's site specific when reporting aircraft noise? Do they report noise only at the site they are located?

The MAC's thirty-nine remote monitoring towers (RMTs) are continuously monitoring noise in the communities surrounding the airport. Within the Airport Noise and Operations Monitoring System (ANOMS) each RMT is assigned a coverage area that is a function of the capabilities of the monitor, the geometric nature of flight tracks in the area, and the geography of the surrounding land. This area is referred to as the 'Area of Influence', and has a purpose in identifying aircraft operating at the same time the noise event was generated. Use of the Area of Influence filter provides the noise-to-track function with the capability of determining whether an aircraft could be responsible for a noise event.

In the event the noise source is determined to be an aircraft, the noise data recorded by the RMT is matched to that aircraft and is calculated to determine noise values and metrics relative to aircraft operations. There are instances however when the noise data matched to the aircraft has been influenced by one or more other noise sources. Such instances are when multiple aircraft are operating in the vicinity of the RMT and contributing to the same noise event, or when a community noise source is contributing to or causing a noise event when an aircraft is operating in the RMT's Area of Influence.

Because scenarios such as the ones described above exist, parameters within the noise-to-track function and the RMT's are provided to minimize the probability that noise data is matched to the incorrect noise source. The simplest restriction that prevents the matching of incorrect data is that of the noise event parameter within the RMT itself. By only considering noise levels greater than 65 dBA for longer than eight consecutive seconds as possibly being generated by aircraft, erroneous community noise can be safely filtered.

It is misleading where the MAC places the RMT's.

The original RMT's were placed with consideration to both arrival and departure flight paths at MSP, and with input from the Metropolitan Aircraft Sound Abatement Council (MASAC), which had representation from all of the communities surrounding the airport including Mendota Heights.

I believe that there has been manipulation of nighttime operations and that the commissioners have deliberately underreported nighttime operations in drawing NEM's. The reports are very distorted. Nighttime operations on the ANOMS report are greatly understated because MAC's nighttime operations report is based on different hours than the FAA's operation hours. MAC should correct the ANOMS report so it matches the Federal standards.

MSP defines nighttime hours as 10:30 p.m. to 6 a.m. to encourage voluntary nighttime operations reductions. As such, nighttime operations are reported in the monthly Technical Advisor's Report based on MSP's nighttime hours. For the purposes of performing DNL metric evaluations, nighttime is defined as 10:00 p.m. to 6:59 a.m. Nighttime operations

counts used in the 2002 Existing Conditions NEM and the 2007 Unmitigated and Mitigated NEM, are based on the Part 150 DNL definition (nighttime = 10:00 p.m. to 6:59 a.m.), and can be found in the November 2004 Part 150 Update document.

Why did the runway declination change from runway 11 to runway 12? Has the northern magnetic pole shifted 10°? If that is the case why didn't runway 22 or runway 4 change?

Runway numerals for each runway are determined from the approach direction to the runway end and are equal to one-tenth of the magnetic azimuth of the runway centerline, measured in a clockwise direction from magnetic north. Although the true bearing of the runways will not change over time, the magnetic bearing will change as the location of magnetic north shifts.

The actual magnetic heading of Runways 12L and 12R is 118.8° and the actual magnetic heading of Runway 04 is 042.5° (conversely Runway 22 is 222.5°). Runway numerals are rounded to the nearest ten degrees and the final zero is dropped (i.e. 118.8 becomes 12 and 042.5 becomes 04). As documented in the FAA's official airport diagram for MSP (NC-1, 01 SEP 2005 to 29 SEP 2005) the annual rate of change at the airport is 0.1° W. Due to the standard rounding methodology for runways, Runways 11/29 changed to 12/30 while at the same time Runway 04/22 did not require a change based on the same methodology.

What kind of noise reduction will Mendota Heights experience with the opening of 17/35?

In 2004, there were approximately 160 average daily departures on Runway 12L and approximately 197 average daily arrivals on Runway 30R. In 2007, Runway 12L is forecast to have approximately 74 average daily departures and Runway 30R is forecast to have approximately 201 average daily arrivals. As outlined above, the city of Mendota Heights may experience a reduction in the overall number of average daily departures off of Runway 12L. However, as demand for air travel continues to grow over the years, the initial reduction in aircraft operations on the existing runways will diminish as the airport reaches future capacity levels.

I have been in my house for 35 years. The noise is shaking my windows and the chimney has cracks from the aircraft noise. It has gotten worse in the last 10 years. The noise is so loud at 10 p.m. – 11:00 p.m. that it is very hard to carry on a conversation in the street.

The number of operations at MSP have climbed to above pre September 2001 levels. However, along with the increase in operations, we are also seeing increased use of quieter technology aircraft and regional jets that produce less noise. It is forecasted that by the year 2007 the total number of operations at MSP will exceed 582,000 with a continuation of the increased use of quieter aircraft.

I was fed up last night with aircraft noise from departures that started at 9:45 p.m. and went continuously until 11:45 p.m. In the morning the noise starts at 5:30 to 5:45 am. Does the ATC try to divide up the planes so they aren't going over the same area continuously?

On a daily basis, operational considerations, such as wind and weather patterns, the number of operations, time of day, construction, and other conditions, all play a part in how the airport operates at any given time. Since aircraft need to land and takeoff into the wind, the prevailing wind patterns may change the way the airport operates on any given day and will determine whether aircraft will be arriving or departing over South Minneapolis.

On the night of July 27th, the prevailing winds at MSP were out of the west and aircraft were operating on Runways 30L/R (departures over South Minneapolis/North Richfield). Typically ATC will assign runways and initial departure headings that will put aircraft enroute to their departure destination as safely and efficiently as possible. When wind and capacity conditions allow for flexibility in runway selection, ATC uses the Runway Use System to direct aircraft operations away from the most populated areas (departure operations in the Eagan/Mendota Heights Corridor).

Have there been any changes in the takeoff procedures since last year?

No. There have not been any changes in takeoff procedures since last year. What you may be experiencing is a recent shift in the prevailing winds that have sent departure operations over South Minneapolis. For the month of July, Runways 30L/R were the active runways for all or part of 19 days due to predominant prevailing winds from the north/northwest. Typically, during the spring and summer months the prevailing winds are out of the south/southeast and aircraft operations are more prevalent off of Runways 12L/R (departures over Eagan/Mendota Heights.)