EAGAN
ESTABLISHED 1860

May 18, 2020

Noise Oversight Committee (NOC)
Metropolitan Airports Commission
6040 South 28th Avenue
Minneapolis, MN 55450

Dear Members of the NOC:

Thank you in advance for considering the operational requests of the City of Eagan at your May 20, 2020 NOC meeting. In light of the need to have the NOC meet virtually, I thought it best to share some thoughts in writing with the NOC in advance of the meeting.

First and foremost, thank you to the FAA, MAC staff, and NOC members for the time and effort you have given to Eagan's requested actions. The original nine requests resulted from dialogue between Eagan residents and our advisory Airport Relations Commission (ARC) as they together sought avenues to place more aircraft operations over noise-compatible land. Over the past several months, the FAA and MAC technical staff have delved into each of the requests and offered insight on the changes that could be feasible. I appreciate the FAA's responses are offered in the spirit of safety and operational efficiency.

After months of review, the NOC has before them two requested actions, referred in the NOC packet as "Request 1" and "Request 4." The following are some thoughts on the two requests, concluding with my requests of the NOC on how best to move forward.

**Request 1**

The first request moves approximately nine operations per day from Runway 17 to the Eagan/Mendota Heights Corridor. The City's initial request to the NOC and FAA was to move those flights with an initial departure fix of COULT or ZMBRO to 12R. By specifying Runway 12R, Eagan was demonstrating our desire not to move noise from one community to another. We recognized that the Corridor is the best place for operations given the commercial and industrial land use in that area, even if it means

that residents in Eagan living in and near the Corridor will be impacted by additional overflights.

Upon receiving input from the FAA and MAC staff, the NOC chose to modify the first recommendation to include both Runways 12L and 12R as it pertains to flights with an initial fix of COULT or ZMBRO. I understand the FAA came back and noted it would only be feasible to redirect departures with an initial fix of COULT to Runway 12L when the arrival demand on the airport is low.

I ask for your continued support of Request 1 as it is consistent with the goals of the Runway Use System (RUS). The NOC has long been supportive of the RUS as the guiding policy document for aircraft departures and arrivals at MSP Airport. This recommendation would place a handful of operations each day into the Corridor where they belong. The RUS clearly prioritizes departures on Runways 12L and 12R ahead of departures on Runway 17. This recommendation also results in minimal changes to DNL contours, with the only impact of more than .25 dB DNL occurring on airport property. The 6-month testing period that would ensue if this request moved forward would also be an opportunity to determine the true impact of the change. Simply put, this recommendation is the right thing to do, and I ask for your support.

**Request 4**

Request 4 would move approximately three westbound, nighttime departures per day from Runway 12L and 12R to Runway 17 to take advantage of the 2.5-mile river departure procedure. The request was made in response to residents who experienced sweeping turns over their homes in the evening hours as planes headed west.

While the request only impacts three departures per evening, there is a more significant DNL impact due to the DNL metric penalizing nighttime operations. For this reason, I can understand the cities of Richfield, Bloomington and Burnsville having concerns with the request moving forward due to the DNL increases that would occur in their communities. Furthermore, the area showing the greatest decrease in DNL is within the Eagan Mendota Height Corridor, which is counterintuitive to what the NOC is trying to accomplish.

Many Eagan residents would very much appreciate any noise relief they can get, but the data is clear on this request. Noise would be shifted from one community to another, and again, that was never Eagan's intent. Thus, while I would welcome your support for Request 4, I understand if the documented noise burden is unacceptable to the NOC.

**Eagan's Request of the NOC**

In closing, after months of letters, conversations with the FAA, and technical review by MAC staff, the NOC has reached a decision point. I kindly ask that you support Request 1 through a recommendation to the MAC Planning, Development and Environment Committee.

Thank you in advance for your consideration and your service to our airport and Twin Cities region.

Kindly,

Mike Maguire
Mayor

cc: Brad Juffer, MAC
Dana Nelson, MAC
Dave Osberg, Eagan City Administrator
Eagan Airport Relations Commission
Eagan City Council

# City of Inver Grove Heights

www.invergroveheights.org

May 19, 2020

Noise Oversight Committee
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Members:

In 2017-2019, the city with the third highest number of noise complaints filed with the MAC was the city of Inver Grove Heights. As MSP airport use continues to grow in the future, it is very important to the city of Inver Grove Heights that the increased noise implications of such growth be shared proportionately by MSP airport neighboring communities. It is with this principle of fairness in mind that the city of Inver Grove Heights wishes to go on public record as in opposition to any further consideration by the NOC, MAC and FAA of a September 2019 city of Eagan letter requesting FAA procedural modifications to direct departures to Runway 17 commonly referred to as procedural adjustment "Request #1" by Eagan and MAC staff.

According to recent modeling prepared by MAC staff of the impacts of Request #1, it has been suggested that an additonal 9.2 average daily flight departures would be redirected to fly on a new flight track directly over the most densely populated Inver Grove Heights' residential neighborhoods. As such, Request #1 can not be deemed a fair share solution but instead, a direct shift of a noise problem from one community to another. As such, we respectfully ask for the NOC to recognize the shift being proposed and to recommend rejection.

Sincerely,

Heather Rand

Heather Rand
Director of Community Development
City of Inver Grove Heights

8150 Barbara Ave. ▪ Inver Grove Heights, MN 55077-3412
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Cc: Inver Grove Heights City Council
Inver Grove Heights Environmental Committee
Brad Juffer, MAC Manager of Community Relations

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CITY OF
MENDOTA HEIGHTS

May 20, 2020 ***REVISED***

Ms. Dianne Miller, Community Co-Chair
Mr. Jeff Hart, User Co-Chair
Noise Oversight Committee
Metropolitan Airports Commission
3800 E. 70th Street
Minneapolis, MN 55450

RE: Eagan Request to FAA

Dear Committee Co-Chairs, and Members of the NOC:

As a long standing member city of the NOC, the City of Mendota Heights has valued the partnership of neighboring communities in addressing MSP airport noise and takes great pride in the collaborative work that has been accomplished throughout the years.

Our city, being located at the end of the parallel runways, continues to be challenged by airport noise and growing resident concern. Through support of airport standard operating procedures, Mendota Heights has accepted its fair share of air traffic. We believe in a balanced approach and do not advocate for simply shifting noise from one city to another.

On the Committee agenda for the May 20 meeting is action regarding follow-up from the September, 2019, request from City of Eagan to the FAA. Initially, Eagan's request sought NOC endorsement of nine recommendations from the Eagan Airport Relations Commission, seeking modifications to a number of FAA procedures which were suggested as a way to reduce the amount of flight noise experienced by Eagan residents. Ultimately, four proposals were sent to the FAA for consideration.

The City of Mendota Heights appreciates the amount of effort by the NOC, MAC staff and the FAA to determine what proposals may be feasible in addressing Eagan resident concerns regarding airport noise. The FAA's February response has further narrowed down the list of feasible recommendations to two.

Of specific concern to the City of Mendota Heights is the impact of Adjustment Request #1 which asked to, ***"Direct departures from Runway 17, with an initial departure fix of COULT or ZMBRO to Runway 12R or Runway 12L, unless the departure would impede or be impeded by arrival traffic to those runways."*** The FAA in its response determined that this request potentially had merit, if limited to departure fix COULT to runway 12L.

Our issue with this request is that this would shift air traffic in this instance from one community (Eagan), to others—Mendota Heights, Sunfish Lake, and Inver Grove Heights. While Mendota Heights does not speak for those cities, we will note that NOC has never advocated the shifting of air traffic from one city to another to solve noise issues. We are concerned about the precedent that this would set, and believe that the NOC should be equally concerned. We feel that the FAA might not be constrained in the future by this single departure fix, and could approve similar fixes to other noise complaints.

NOC has always adhered to the Runway Use System (RUS), where air traffic could be directed to move to the parallel runways at times when airport landing and arrival volumes will permit. Our focus is on finding a solution and again feel that simply shifting flights and therefore the issue of noise from one city to another does not solve the problem. The City urges the NOC and FAA to reconsider initial adjustment request #1 to include the use of runways 12R and 12L for departures equally, and that the departure headings used when reverting to the RUS would be the Crossing in the Corridor headings.

Mendota Heights has had a long history of working collaboratively with neighboring impacted cities to find resolutions to airport noise issues—i.e., Crossing in the Corridor, use of the river corridor, and the like. Again, we have always accepted our fair share of MSP departure and arrival traffic, and will continue to do so.

The City of Mendota Heights is not supportive of the FAA's rationale outlined in Request #1, and we urge NOC to not endorse Adjustment Request #1 for action by the MAC Commission. To do so would be to set a very bad precedent.

Thank you for your consideration.

Sincerely,

Neil Garlock, Mayor
City of Mendota Heights

cc: Mendota Heights ARC
Mayor George Tourville, City of Inver Grove Heights
Mayor Dan O'Leary, City of Sunfish Lake

# City of Sunfish Lake
# Sunfish Lake, Minnesota

May 19, 2020

Ms. Dianne Miller, Community Co-Share
Mr. Jeff Hart, User Co-Chair
Noise Oversight Committee
Metropolitan Airports Commission
3800 E. 70th Street
Minneapolis, MN 55450

Dear Committee Co-Chairs and Members of the NOC:

Perhaps the "Catchphrase" of our times is "We are all in this together!" With COVID-19 dominance; that is the phrase spread forth in the news media, celebrity announcements and comments from most State Governors.

That belief for decades has been the guiding principle for the NOC. All communities cooperate to reduce our traffic noise to its lowest possible levels by all reasonable means. It was critical to the success of the NOC that deviating noise from one community to another was not acceptable because "we are all in this together."

Sunfish Lake adopts in its entirety and joins in the excellent May 20, 2020 letter of the City of Mendota Heights. Thus, it would serve no purpose to repeat those same points. However, we would like to emphasize that there is a long-standing principle of the Runway Use System (RUS) to prioritize using both 12L and 12R equally for the benefit of all relevant communities. We would strongly urge the FAA to put 12R back into the consideration regarding Eagan request #1 to include the usage of both 12L and 12R equally in order to stay true to the Runway Use System.

Very truly yours,

Dan O'Leary

Dan O'Leary
**Mayor, Sunfish Lake, MN**
10 Windy Hill Road
Sunfish Lake, Minnesota 55077

cc: Mayor Neil Garlock, City of Mendota Heights
Mayor George Tourville, City of Inver Grove Heights
Mayor Mike Maguire, City of Eagan
Dana Nelson, MAC