

November 15, 2019

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

Dear Members of the Noise Oversight Committee:

The City of Apple Valley appreciates the opportunity to provide input on runway use proposals submitted by the City of Eagan that impact many cities in the southern Metropolitan area. For many years, the Metropolitan Airports Commission (MAC) has followed a policy of opposing proposals that would reduce the capacity of the airport or would shift noise from one community to another community. The City of Apple Valley believes that this policy has served all of the interested cities well and should be followed into the future.

In its letter to the MAC dated September 3, 2019, the City of Eagan presented nine operational requests and inquiries of the Federal Aviation Administration (FAA). MAC staff provided further explanation of each of these requests in the November 20, 2019 Noise Oversight Committee (NOC) meeting packet.

The City of Apple Valley opposes many of the operational requests because they violate the MAC policy by proposing solutions that would essentially shift noise from one community to another community. The City strongly advocates for the MAC to continue to reject proposals that merely shift noise from one noise-sensitive area to another noise-sensitive area. Embracing such policies only pits residents and communities against one another.

The FAA has stated that the process for amending aircraft departure procedures has many steps which involve careful consideration. The existing flight procedures at MSP have been thoroughly vetted and proven effective over the years. Any changes should be incremental and should not disrupt long established air traffic patterns. The City agrees with the need to thoroughly examine any reasonable proposed departure change in terms of environmental impacts, operational feasibility and safety.

Based on that premise, the City would support further analysis of concept 1A directing departures with initial fixes of COULT or ZMBRO to use Runway 12R instead of Runway 17 because it is consistent with the previously adopted MSP Runway Use System (RUS) which prioritizes flight activity over less populated areas.

The City would also support further analysis of concept 3A moving Runway 12R and 12L westbound departures to Runway 17 to take advantage of the 2.5-mile river departure procedure, so long as it can be conclusively determined that aircraft can be strictly contained to the less-noise sensitive river valley for an adequate period of time and do not shift the noise onto other noise-sensitive communities.

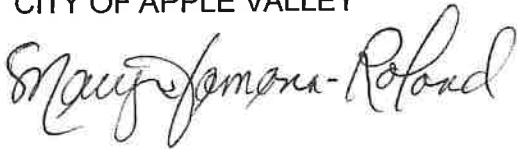
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The City of Apple Valley is concerned that all the other operational requests would ultimately violate the policy opposing proposals that shift noise from one community to another.

The City greatly appreciates the professionalism and thorough research and evaluation done by MAC staff on noise issues and we thank you for this opportunity to share the City's input.

Sincerely,

CITY OF APPLE VALLEY



Mary Hamann-Roland
Mayor



John Bergman
City Council Member and NOC
At-Large Member

cc: U.S. Congresswoman Angie Craig
U.S. Senator Amy Klobuchar
U.S. Senator Tina Smith

November 19, 2019

Metropolitan Airports Commission
Noise Oversight Committee
Attn: Bradley Juffer, Community Relations Manager
6040 28th Avenue South
Minneapolis, MN 55450

RE: Response to Airport Noise Mitigation Requests Made by the City of Eagan

Dear Mr. Juffer and Members of the Noise Oversight Committee:

The City of Burnsville supports the efforts of the Metropolitan Airports Commission (MAC) Noise Oversight Committee (NOC) to reduce aircraft noise over residential areas.

As a member of the NOC At-Large Subcommittee, the City of Burnsville generally supports the findings and recommendations of MAC staff related to requests made by the City of Eagan in their Sept. 3, 2019 letter.

For matter of public record, the City of Burnsville would like to note its position on two specific items addressed:

2D – Could all Runway 17 departures use the 2.5-mile river departure procedure before making an easterly turn?

The City of Burnsville agrees with the MAC staff recommendation that this item should not be considered for additional study by the FAA.

Requiring all Runway 17 air traffic to first travel west down the Minnesota River corridor, and then make an easterly turn (over northcentral Burnsville) would only shift air traffic noise from one community to another and would not offer any true noise mitigation.

3A – Move Runway 12R and 12L westbound departures to Runway 17 to take advantage of the 2.5-mile river departure.

MAC staff has indicated that this change in departure procedure (if limited to overnight operations) could potentially provide noise mitigation to Eagan, central Burnsville and other communities.

The City of Burnsville supports the MAC staff recommendation to ask the FAA to further study of this item, but reserves its official position until more information on potential impacts becomes available.

Thank you for your ongoing efforts to help reduce aircraft noise in our communities.

Sincerely,



Elizabeth B. Kautz, Mayor
City of Burnsville

CC: Burnsville City Council Members
Burnsville City Manager
U.S. Congresswoman Angie Craig
U.S. Senator Amy Klobuchar
U.S. Senator Tina Smith



City of Inver Grove Heights

www.invergroveheights.org

November 18, 2019

Metropolitan Airports Commission (MAC)
Attn: Noise Oversight Committee (NOC)
6040 S 28th Avenue
Minneapolis, MN 55450

Dear Members:

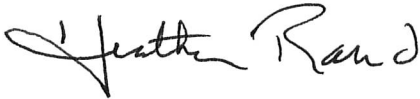
Like many Twin Cities metropolitan communities in the last couple of years, the city of Inver Grove Heights has experienced a significant increase in the number of both arriving and departing MSP flights that travel overhead. As such, a corresponding increase in noise impacts has occurred that has led to a noticeable spike in noise complaints from Inver Grove Heights residents to the Inver Grove Heights city council and the MAC.

This city lacks the professional expertise to analyze the reasons for these upward trending impacts on our community. We also lack the ability to truly identify and implement solutions to this serious quality of life issue for our residents. As a result, we are earnestly relying upon the sound judgement and aviation industry expertise of the NOC, MAC and FAA. It is for this reason that the city of Inver Grove Heights wishes to go on record today with the NOC and MAC to express our growing concern with the increasing noise impacts on our residents and request the exploration of reasonable solutions.

A September 3, 2019 dated letter from the city of Eagan to the MAC and NOC identified a series of operational requests and related inquiries to which they hope may be forwarded to the FAA for consideration. The city of Inver Grove Heights values our neighboring community's initiative in putting forth potential noise reduction solutions. That being said, it appears that many of those requested actions would likely result in simplistic noise shifts from one community to another, rather than truly achieving noise reductions for residential neighborhoods. Specific examples of this for Inver Grove Heights residents would be the letter's operational request labeled Issue #2 and its first bullet point (2A) that requests the FAA implement an eastbound turn restriction off Runway 17 similar to the westbound 2.5-mile river departure procedure, and the second bullet point (2C) that requests better fanning of aircraft.

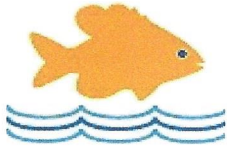
A shift in noise burden from one community to another is not acceptable to our city's residents. The city of Inver Grove Heights requests that the NOC, MAC and FAA limit its focus toward advancing only the genuinely productive solutions for the Twin Cities metropolitan area.

Respectfully,

A handwritten signature in black ink that reads "Heather Rand". The signature is written in a cursive style with a large, sweeping initial "H".

Heather Rand
Director of Community Development
City of Inver Grove Heights

Cc: Inver Grove Heights City Council
Inver Grove Heights Environmental Committee
U.S Senator Amy Klobuchar
U.S. Senator Tina Smith
U.S. Congresswoman Angie Craig
Brad Juffer, MAC Manager of Community Relations



Daniel B. O'Leary
10 Windy Hill Road
Sunfish Lake, Minnesota 55077

November 15, 2019

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

Dear Members,

On behalf of the Sunfish Lake City Council and City residents, I am writing this letter in response to the recent requests from the City of Eagan for adjustments in MSP airport flight patterns.

It is incumbent on all of us as city officials to recognize that we must judiciously deal with the unavoidable common community issue of airport noise. While we all strive to mitigate airport noise for our residents, it cannot be at the cost of indiscriminately shifting the burden off to our neighbors. While quiet enjoyment of one's home and outdoor environment is something we all seek, airport noise is an inescapable byproduct of our very location adjacent to our important metropolitan airport. I would hope that relief from such noise is not simply awarded to the loudest complainant but rather judicious and thoughtful resolution is considered whereby both burdens and remedies are shared by all communities impacted. I and the citizens of Sunfish Lake have appreciated the proactive work done on behalf of all communities to mitigate noise and seek common resolution to ongoing issues. I implore all involved to work collaboratively and recognize that airport noise needs to be a shared burden. Toward that end, I respectfully request the below noted requests not be given further consideration.

Request 1. a) which asks to consider the feasibility to direct departures from MSP with initial fixes of COULT or ZMBRO to use Runway 12R instead of Runway 17, would create greater noise burden on the residents of Sunfish Lake. As such, we request that this adjustment not be forwarded to the FAA.

Similarly, Request 3. c) asks if the departures on Runway 12R in the corridor could be required to reach a certain altitude (e.g. 5000 feet) before initiating their westbound turn and that would also create greater noise burden on the residents of Sunfish Lake. As such, we request that this adjustment not be forwarded to the FAA.

Sunfish Lake residents thank you for your consideration of our objections and for your continued collaborative partnership.

Very truly yours,


Daniel B. O'Leary
Mayor, Sunfish Lake, MN