

APPENDIX R

Draft EA/EAW

Comments and Responses

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Draft EA/EAW

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Introduction

The Draft EA/EAW was released for agency and public review and comment on August 30th, 2012. Written comments on the Draft EA/EAW were accepted from August 30th to October 11th, 2012. Oral comments were accepted at the public hearing held on October 1, 2012. The comment letters, emails and comment portion of the public hearing transcript are included in this appendix. The public hearing transcript in its entirety may be found in *Appendix N*.

Based upon a review of the comments, the MAC and the FAA recognized that the Draft EA may not have clearly explained a few issues, including how Performance Based Navigation (PBN) relates to the proposed project, future operations and airfield capacity. Therefore, this appendix begins with a discussion to clarify these outstanding issues. Following this discussion are general responses for concerns that were raised by numerous commenters and then the individual responses. The MAC and the FAA addressed each individual comment in the comment letters, e-mails and the public hearing transcript. This appendix includes the comment letters, e-mails and public hearing transcript with individual comments demarcated and numbered. A response to each numbered comment is provided on the right hand side of the page where the comment appears. When one of the General Responses is applicable, the response will reference the appropriate General Response number, for example GR # 01.

This appendix also includes an attachment (Attachment 1 - Update on Air Monitoring near the Minneapolis St. Paul International Airport (Minnesota Pollution Control Agency, May 2006)), which is referenced in the responses to some comments.

Many commenters appear to believe that the Proposed Action includes the Performance Based Navigation (PBN) procedures, which includes Area Navigation (RNAV) and Required Navigation Performance (RNP). Under the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA), the PBN project is separate from the proposed 2020 Improvement Projects reviewed in this EA. The proposed 2020 Improvement Projects have independent utility from the PBN project, are not prerequisites to the PBN project, do not trigger the PBN project in any way, and do not depend on the PBN project for their justification. The purpose of the proposed 2020 Improvement Projects is to provide an acceptable level of service and to accommodate demand throughout MSP's terminal and landside facilities through 2020 and accommodate regional roadway system demands through 2030. The proposed PBN procedures are the subject of a separate NEPA process. Although the PBN procedures are a separate project, they have been included in the analysis of cumulative impacts for all

alternatives, including the No Action alternative, for the future years. For additional information regarding the environmental impacts of the proposed RNAV procedures contact:

FAA PBN Integration Group, AJV-14
490 L'Enfant Plaza, S.W.
Suite 4102
Washington, DC 20024.

There were numerous comments about how the Proposed Action will result in an increase in forecasted operations. The growth in operations would occur naturally with or without the improvements proposed in this EA. In other words, the forecasted number of aircraft operations is the same for all alternatives, including the No Action alternative. While the No Action Alternative represents a much more crowded condition, the projected daily and annual demand can be accommodated, albeit at a reduced level of service for the passengers using terminal and landside facilities.

The last item to be clarified involves airfield capacity and the potential for the Proposed Action to increase airfield capacity. MSP has adequate airfield (runways, taxiways, etc.) capacity beyond the 20-year planning horizon. The Proposed Action is needed to address congestion and overcrowding at MSP terminal and landside (parking, airport roads, etc.) facilities under current and 2020 conditions as well as to address congestion on regional roadways through the 2030 planning timeframe.

General Responses

The following responses were developed to address general concerns that were consistent among the comments received on the Draft EA/EAW. When one of the General Responses is applicable to the individual comment, the response will reference the appropriate General Response number, for example GR # 01.

General Response (GR) # 01: An EIS is Not Required:

The proposed airport projects were reviewed to identify the appropriate level of environmental review based on the information known. The National Environmental Policy Act (NEPA) provides three levels of environmental review and documentation for actions requiring Federal funding or approval: categorical exclusion (CE); environmental assessment (EA); or environmental impact statement (EIS). For Federal Aviation Administration (FAA) funded or approved projects, the appropriate level of NEPA review is determined in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

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Chapter 3 of FAA Order 1050.1E includes a list of categorically excluded actions. The list identifies actions that the FAA has found do not normally require an EA or EIS except in the case of extraordinary circumstances. If the proposed airport project is not included in paragraphs 307 through 312 of FAA Order 1050.1E, an EA or EIS must be prepared. A few components of the proposed airport projects at Minneapolis-St. Paul International Airport (MSP) are included in the list of categorically excluded actions. However, several are not and therefore, an EA or EIS must be prepared.

According to Chapter 4 of FAA Order 1050.1E, an EA is prepared if the proposed action does not normally require an EIS and is not categorically excluded. Chapter 5 of FAA Order 1050.1E summarizes and supplements the Council on Environmental Quality (CEQ) regulations for EISs prepared by the FAA. An EIS is necessary only for federal actions significantly affecting the quality of the human environment. FAA Order 1050.1E, paragraph 501; 40 C.F.R. § 1508.18. Appendix A of FAA Order 1050.1E discusses FAA's NEPA significance levels for 19 potential impact categories, including aircraft noise. As discussed in the Draft EA/EAW and in these responses to comments, the Preferred Alternative will not result in any significant impacts. An EIS, therefore, is not required.

The Draft EA/EAW also satisfies the requirements of the Minnesota Environmental Policy Act (MEPA). Similar to NEPA, there are three levels of environmental review for actions by "governmental units" (any Minnesota state agency or general or special purpose unit of government in the state of Minnesota) under MEPA: exempt projects; environmental assessment worksheet (EAW); and environmental impact statement (EIS). A federal EA under NEPA may be circulated in place of an EAW if the EA addressed each of the environmental effects in the EAW form. Minn. R. 4410.1300.

The MAC, as the responsible governmental unit (RGU), participated in preparation of the EA/EAW because, under MEPA, the proposed development at MSP is not exempt from environmental review and may have the potential for significant environmental effects. Minn. R. 4410.1000. However, as with NEPA, an EIS is only necessary under MEPA if a project would result in a significant environmental effect and mitigation would not reduce the effect below the threshold of significance. The MEPA criteria for determining the potential for significance are: (1) the type, extent, and reversibility of environmental effects; (2) cumulative potential effects of related or anticipated future projects; (3) the extent to which the environmental effects are subject to mitigation; and (4) the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies. Minn. R. 4410.1000. As discussed in the Draft EA/EAW and in these responses to comments, the Preferred Alternative will not result in any significant impacts. An EIS, therefore, is not required.

General Response (GR) # 02: Air Quality – General:

The Air Quality Assessment was conducted in accordance with United States Environmental Protection Agency (USEPA) and Federal Aviation Administration (FAA) guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in their October 10, 2012 response to comment letter that the "...EPA commends the thorough assessment of air quality..." No other comments were received from the USEPA on the Air Quality Assessment.

The two principle components of the air quality assessment are (1) an emissions inventory which is designed to evaluate the impacts of the airport improvements at Minneapolis-St. Paul International Airport (MSP) on regional air quality conditions; and (2) dispersion modeling which is designed to evaluate the carbon monoxide impacts of the alternatives on local air quality. Operational and construction-related emissions inventories for all criteria pollutants were generated using the FAA's Emissions and Dispersion Modeling System (EDMS) and emission factors from the USEPA NONROAD and MOBILE6.2 models.

In May 2006, the MPCA published a study of ambient monitoring conditions near MSP¹. The monitoring study included measurements of air toxics (including benzene) and PM_{2.5} at two locations within MSP and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area.

MSP is in an area designated as in attainment for all criteria pollutants except CO, for which MSP is in a maintenance area. The difference in operational and construction CO emissions between each Action Alternative and the No Action Alternative would not exceed conformity de-minimis levels of 100 tons per year. Secondly, CO concentrations with any of the alternatives would not exceed federal or state standards at receptors surrounding the airport and near project-related roadway intersections. The emissions for the Action Alternatives would be similar to the No Action Alternative and the differences would not be significant. Lastly, the project would improve highway operations without adding substantial new capacity therefore there would be no meaningful increase in mobile source air toxics emissions. As a result, the Action Alternatives are not expected to adversely affect ambient air quality.

During construction activities, fugitive dust emissions from excavated areas and construction equipment emissions may result in temporary impacts to air quality. Fugitive dust would be minimized by enforcing best management practices (BMPs) during construction, including minimizing the periods and extent of exposed and/or graded areas, watering disturbed areas during periods of high winds or high levels of construction activity, and minimizing the use of vehicles on unpaved surfaces.

¹ Minnesota Pollution Control Agency, Update on Air Monitoring near the Minneapolis St. Paul International Airport, May 2006. <http://www.pca.state.mn.us/index.php/view-document.html?gid=227>

Although there are no federal standards for aviation-related greenhouse gas (GHG) emissions, it is well established that GHG emissions can affect climate. Greenhouse gases were inventoried in accordance with Airport Cooperative Research Program (ACRP) *Guidebook on Preparing Airport Greenhouse Gas Emission Inventories* (ACRP Report 11), Minnesota Pollution Control Agency's *General Guidance for Carbon Footprint Development in Environmental Review*, and FAA guidance. FAA guidance states that estimated levels of GHG emissions can serve as a reasonable proxy for assessing potential climate change impacts, and provide decision makers and the public with useful information for a reasoned choice among alternatives. Thus, the incremental differences in GHG emissions between the No Action Alternative and the Action Alternatives were compared. In addition, the incremental differences were considered in the context of US and global emissions. The Action Alternatives are not expected to adversely affect climate change.

In September 2009, the FAA released its guidance for quantifying airport-related Hazardous Air Pollutant (HAP) emissions from airport sources (FAA, *Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources*, September 2, 2009 and *FAA/EPA Recommended Best Practices for Quantifying Speciated Gas Phase Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines*, May 27, 2009). The guidance provides detailed recommendations on the preparation of the analysis and references HAPs speciation profiles for airport emission sources. It is the FAA's current policy and guidance to address HAPs in the form of emissions inventories of existing (baseline), future-year "build" and future-year "no-build" (No-Action) conditions associated with proposed projects.

The FAA and MAC prepared a HAPs emission inventory that complies with FAA and EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, Appendix E Air Quality Technical Report, Section 6.

The September 2009 FAA guidance provides that, other than HAP emission inventories within this EA/EAW, NEPA reports must not include any other type of HAP assessment including, but not limited to, hazards identification, dispersion modeling (fate and chemical transformation), exposure evaluation, toxicity weighting, dose-response assessment, health risk characterization, health care impact cost estimates, or cost-benefit analysis of mitigation measures. As the guidance explains, such assessments require a complete understanding of both the reaction of HAPs in the atmosphere and downstream plume evolution. Because the science of atmospheric reactions with respect to airport-related HAP emissions is still evolving, the related level of understanding is currently limited. The approach to preparing an emission inventory is based on what is currently known about airport-related emissions. Both the FAA and the EPA recognize that even though the amount of aircraft engine emission test data is growing, the data is still limited and research gaps need to be addressed. Through measurement and study, the FAA, in partnership with other federal agencies and the scientific community, is currently collecting additional emissions data and performing analysis regarding the ultimate fate of airport-related HAP emissions in the atmosphere.

General Response (GR) # 03: Air Quality – Lead

In 2008, the United States Environmental Protection Agency (USEPA) lowered the National Ambient Air Quality Standard (NAAQS) for lead to 0.15 micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$) over a rolling three-month average, meaning that any area with a three month average exceeding 0.15 $\mu\text{g}/\text{m}^3$ would be classified as nonattainment of the NAAQS. Consistent with recommendations by the Minnesota Pollution Control Agency (MPCA), the only area within the state of Minnesota that has been designated as nonattainment of the current NAAQS for lead is Eagan (District 15 of the Minneapolis-St. Paul seven-county metropolitan area).

To assess whether the existing lead ambient air monitoring network was adequate to assess the attainment status of areas across the country relative to the NAAQS promulgated in 2008, the USEPA codified revisions to the ambient air monitoring requirements at 40 Code of Federal Regulations (CFR) Part 58 in December 2010. These revisions require lead monitors to be installed near airports emitting more than 1.0 ton per year of lead (a total of six airports nationwide; none in Minnesota), as calculated by the USEPA's most recent National Emissions Inventory. Airports subject to this requirement must operate the monitors for no less than three years. There are no requirements for MSP to monitor lead emissions as MSP was not identified as an airport subject to these monitoring requirements.

Lead emissions are not typically considered in emission inventories for commercial service airports because lead emissions result primarily from piston engine aircraft and the use of aviation gasoline (avgas or 100LL), which typically represent a small share of operations at a commercial service facility. Piston engine aircraft operations at MSP total less than two percent of total MSP operations. Avgas usage by these aircraft has decreased from approximately 67,000 gallons in 2005 to less than 20,000 gallons during each of the past three years; as piston aircraft operations have decreased at MSP.

Nonetheless, lead emissions were quantified for the MSP Air Quality Assessment and compared to the USEPA air monitoring requirement threshold of 1.0 ton per year for all No Action and Action Alternatives. Notably, the estimated lead emissions at MSP totals less than 0.04 tons per year, or only four percent of the applicable one ton threshold. In addition, there is virtually no difference in lead emissions between the No Action Alternative and the Action Alternatives, including the Preferred Alternative. No further analysis of lead emissions is required to satisfy NEPA and MEPA.

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General Response (GR) # 04: Air Quality - PM_{2.5}

Hennepin County, including the area surrounding the Minneapolis-St. Paul International Airport (MSP), is currently designated as attainment for particulate matter equal to or less than 2.5 micrometers (fine particulates or PM_{2.5}). An attainment area is any area that meets the air quality standard for a given pollutant. Minnesota Pollution Control Agency (MPCA) operates several ambient (“outdoor”) air quality monitoring stations in the Minneapolis/St. Paul area as part of its permanent, state-wide air monitoring program. These stations sample and record levels of the United States Environmental Protection Agency (USEPA) criteria air pollutants, including PM_{2.5}. **Table 1** provides the most recent data (2008 through 2011) from PM_{2.5} air monitoring stations near the airport. The closest air monitoring stations are located at H.C. Anderson School² and Ramsey Health Center³. As shown, the PM_{2.5} concentrations steadily decrease from 2009 to 2010 to 2011 and are well within the National Ambient Air Quality Standards (NAAQS); in part due to regulatory rulemaking and improvements in combustion efficiencies. Of note, the highest measured PM_{2.5} concentrations in the region generally occur in St Paul, not at the monitors near the airport.

**Table 1
Air Monitoring Data (µg/m³) for PM_{2.5} in the MSP Area (2009-2011)**

Site Name & ID	Pollutant	Averaging Period	NAAQS	Year ¹		
				2009	2010	2011 ²
HC Anderson School 2727 10 th Avenue. Minneapolis 027-053-0963	PM _{2.5}	Annual ³	15 µg/m ³	10.1	9.15	8.62
		24-hour (98 th) ⁴	35 µg/m ³	38.7	28.4	24.9
Ramsey Health Center 555 Cedar Street St. Paul 027-123-0868	PM _{2.5}	Annual ³	15 µg/m ³	10.7	9.97	9.40
		24-hour (98 th) ⁴	35 µg/m ³	39.7	35.9	25.6
				30.7 ⁴		
				33.7 ⁴		

Note:

- (1) Indicates highest reading recorded for the year, unless indicated otherwise.
- (2) Annual concentrations for 2011 do not meet completeness requirements due to a three week shutdown in July 2011 while MPCA was unable to collect and analyze our PM_{2.5} filters.
- (3) Not to be exceeded.
- (4) 98th percent of the daily concentration, averaged over three years, not to be exceeded.

µg/m³ = micrograms/cubic meter

Source: Email correspondence from Kellie Gavin, Minnesota Pollution Control Agency, dated October 10, 2012.

² This monitoring site is located on the roof of the Hans Christian Andersen School in the Phillips Neighborhood of Minneapolis. It is approximately two miles south of downtown Minneapolis and is bordered by major roadways. This location provides air quality data representative of urban neighborhoods which are dominated by residential and commercial land use.

³ This neighborhood scale monitoring site is located at the intersection of Cedar and 10th Street on the roof of the Ramsey County Health Center in Saint Paul. The monitors are positioned on the north side of the building approximately 60 meters south of the I-94 corridor and interchange with I-35E. The location was selected to demonstrate NAAQS compliance in areas where commercial and residential land use is in close proximity to major roadways.

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In May 2006, the MPCA published a study of ambient monitoring conditions near MSP⁴. The monitoring study included measurements of air toxics and PM_{2.5} at two locations within MSP and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area.

As shown in Table 5.1.5 and 5.1.6 of the Draft EA/EAW, there is no difference in PM_{2.5} emissions⁵ between the Action Alternatives (Airlines Remain and Airlines Relocate Alternatives) and the No Action Alternative during 2020 and 2025. For all alternatives, the PM_{2.5} emissions during 2020 are 36 tons and during 2025 are 39 tons for the No Action and both Action alternatives. Thus, the Action Alternatives are not expected to adversely affect PM_{2.5} concentrations. For many conditions (pollutants and analysis years) the Action Alternative emissions are lower than the No Action Alternative, as a result of reduced aircraft taxi times. Implementation of the Action Alternatives requires construction, which may create temporary fugitive dust emissions. Emissions from construction activities associated with the Proposed Action, such as fugitive dust, will be minimized by implementing best management practices (BMPs). These BMPs will include minimizing the time that disturbed or graded areas are exposed, minimizing the size of exposed or graded areas, watering disturbed areas during periods of high winds or high levels of construction activity, and minimizing the use of vehicles on unpaved surfaces. As a result, the Action Alternatives temporary construction emissions will be minimal and will not adversely affect ambient air quality or human health.

⁴ Minnesota pollution Control Agency, Update on Air Monitoring near the Minneapolis St. Paul International Airport, May 2006. <http://www.pca.state.mn.us/index.php/view-document.html?gid=227>

⁵ PM_{2.5} emission inventory include the incorporation of FAA's "first-order-approximation" (FOA3a) method for calculating aircraft engine emissions, which estimates the non-volatile portion of particulate emissions based on engine type (turbofan versus internally-mixed turbofan), estimates of PM_{2.5} emissions from APUs, and PM_{2.5} emissions from motor vehicles based on MOBILE6.2, and stationary sources.

General Response (GR) # 05: Noise - General

Typically, aircraft noise impacts are associated with airfield improvements and/or substantial changes in aircraft operations. Airfield projects, such as new or extended runways, usually result in aviation noise changes. Operational related changes, such as shifts in runway use, can result in noise impacts. Improvements to terminal and landside facilities are not usually associated with aircraft noise impacts particularly when there is no difference in the forecast number of aircraft operations.

The alternatives evaluated in the Draft EA/EAW do not include the type of airfield improvements that are associated with aviation noise impacts. The Action Alternatives include primarily terminal (including gates) and landside improvements. The proposed “airfield” improvements are limited to those needed to accommodate the terminal improvements such as extended service roads, relocated fuel lines and expanded aprons. The proposed improvements do not include changes to the runways.

The alternatives would not substantially change aircraft operations. The proposed terminal and landside developments would not increase the number of aircraft operations. The forecast number of aircraft operations and the fleet mix are the same for all alternatives. While the No Action Alternative represents a much more crowded condition, the projected daily and annual demand can be accommodated, albeit at a reduced level of service, for the passengers using terminal and landside facilities. In addition, as explained in the introduction to this appendix, the alternatives do not include the proposed PBN (RNAV) procedures.

Therefore, the alternatives evaluated in the Draft EA/EAW would not be expected to result in noise impacts. Regardless, a noise analysis was conducted. The results showed that there would be only minor variations between the No Action Alternative and the Action Alternatives in terms of noise contour acreages, and the unit and population counts within each contour.

The MAC proposed noise mitigation in the Draft EA/EAW. The mitigation addresses the change in noise due to the natural growth of operations. The MAC proposed mitigation because it regards aircraft noise as a major consideration in the ongoing operation, and possible future development, of Minneapolis-St. Paul International Airport (MSP). Since the early 1990s the MAC has spent approximately \$500 million on the residential sound mitigation program around MSP. This program has provided various levels of noise mitigation to over 13,000 homes located in eligible aircraft noise mitigation areas around MSP. Expansion of this program is recommended as part of this Final Draft EA/EAW.

Although the residential noise mitigation program has been successful in reducing noise impacts for many around MSP, it does not resolve noise concerns for those who reside outside the mitigation eligibility areas or for outdoor activities. In these circumstances, efforts to address noise concerns typically take the form of operational measures which, if approved by the Federal Aviation Administration (FAA), can help to provide some reduction in noise.

The FAA controls the airspace around MSP and all operations that arrive into, and depart from, the airport. The MAC, with assistance from the MSP Noise Oversight Committee (NOC),

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remains committed to working with the FAA to address airport noise concerns from an operational perspective when feasible. A good example of this collaboration occurred in July 2012 when, after concerns were expressed by residents north of the Runway 30R extended centerline, the MSP NOC evaluated the issue. The NOC requested the FAA to consider increased the use of the 340- and 320-degree departure headings to help divert traffic from the 360-degree departure heading. The FAA implemented these changes in response to the NOC request.

The MAC also attempted to address the impacts of low-frequency aircraft noise. The MAC considered a measure to reduce the impact of low-frequency aircraft noise through the Part 150 process after studying the potential impacts through an independent study [Low-Frequency Noise Policy Committee]. MAC endorsed the measure on September 18, 2000, and indicated that it should be included in the revised NCP. The low-frequency noise mitigation measure was included in the November 2001 Study as proposed measure LU-10. The FAA and the Federal Interagency Committee on Aviation Noise (FICAN) reviewed the study and met with representatives from the study. Both the FAA and FICAN concluded that the study failed to demonstrate that there would be increased annoyance to residents due to low-frequency aircraft noise but agreed that additional study was warranted.

Although the NOC and the MAC continue to explore new and innovative ways to reduce noise impacts around MSP, there remain many circumstances when the impacts from the airport simply cannot be abated. Federal grant dollar provisions require that the airport be operated in a manner that is neither discriminatory nor poses an undue burden on interstate commerce. Similarly, the 1990 Airport Noise and Capacity Act (ANCA) limits the ability of airports to impose access or use restrictions based on aircraft noise. The result is that it is extremely difficult to restrict aircraft operations at an airport to control noise. The access or use restrictions designed for noise control that currently exist at some U.S. airports pre-date the 1990 ANCA and were grandfathered by an act of Congress.

The MAC's noise programs are documented on the Internet at www.macnoise.com. At this site one may explore the many MAC initiatives to reduce noise around MSP and find information on how to participate in the NOC process.

General Response (GR) # 06: Noise - --Performance Based Navigation (PBN)

This EA/EAW does not provide environmental review or approval of the proposed Performance Based Navigation (PBN) procedures, which include Area Navigation (RNAV) and Required Navigation Performance (RNP) procedures. Environmental review and approval of the proposed procedures is provided under a separate environmental process conducted by the FAA Air Traffic Organization. The discussion herein is to facilitate understanding of PBN (a separate project) and for purposes of disclosure only.

Since 2007 the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) has been analyzing possible air traffic procedures to reduce aircraft noise impacts around MSP. Early in this effort it was established that a critical element of the initiative would be the use of RNAV. RNAV is one of the main components of Performance Based Navigation (PBN). “PBN provides a basis for the design and implementation of automated flight paths as well as for airspace design and obstacle clearance.”⁶ PBN is part of a national effort to modernize the national airspace system known as the Next Generation Air Transportation System (NextGen). NextGen is designed to allow aircraft to use airspace more efficiently, reduce aircraft fuel consumption, and reduce aircraft emissions and noise when possible. RNAV is a method of navigation that permits aircraft operations on any desired course within the coverage of station-referenced navigation signals or within the limits of a self-contained system capability, or a combination of both. In short, RNAV technology provides the capability for aircraft to fly a desired track in a manner that is reproducible and allows for more accurate concentration of aircraft overflights in a desired area. RNAV also allows for more seamless transition to Required Navigation Performance (RNP), the other main component of PBN, operations in the future. “RNP is RNAV with the addition of an onboard performance monitoring and alerting capability.”⁷

Following the NOC’s initial review of RNAV in the context of enhancing existing noise abatement procedures at MSP, in 2010 the FAA determined that MSP was an excellent airport for airspace-wide RNAV and RNP implementation. FAA made its determination based on MSP’s present airspace design and MSP’s lack of conflicts with other airport airspaces. Local FAA Control Tower personnel moved forward with the airspace-wide PBN implementation at MSP.

In 2011, the NOC began the process of establishing criteria for the FAA to consider in the development and implementation of PBN at MSP (NOC RNAV Criteria). At the March 16, 2011 NOC meeting, the Committee took unanimous action adopting the following criteria (NOC RNAV Criteria) to be forwarded to the FAA:

- Provide a noise analysis using the MSP 2010 actual noise data analyzing the effects of the procedures on the noise contours and other noise metrics that evaluate the time above impact and single event noise impacts along a given RNAV track at MSP.

⁶ FAA, Fact Sheet – NextGen Goal: Performance-Based Navigation, April 24, 2009, http://www.faa.gov/news/fact_sheets/news_story.cfm?newsid=8768.

⁷ Ibid.

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- Provide a public information program to inform the public.
- Reduce the number of sensitive land use overflights. (This could be done through increased Eagan-Mendota Heights Departure Corridor compliance, maximizing the concentration of westbound Runway 17 departures directly over the Minnesota River Valley, noise-sensitive departure tracks for operations east of runway heading off Runway 17, and evaluating the impacts of focusing operations to the northwest over major road corridors, where possible.)
- Reduce aircraft arrival noise.
- Maximize use of RNAV noise tracks as part of the Runway Use System. (An example would be, during southeast operational flows, focusing easterly-bound departure operations on Runways 12L and 12R on Corridor Compliant RNAV tracks, while focusing southbound and westbound departures on Runway 17 on the River RNAV track.)

At the September 19, 2012 NOC meeting the FAA presented the RNAV procedure tracks including 13 Standard Instrument Departures (SIDs) and six Standard Terminal Arrival Routes (STARs) and reviewed the design process and the noise considerations that were made in the FAA's design process. The review detailed how the procedures will tighten existing routes that aircraft fly away from the airport upon departure, provide continuous aircraft climb profiles for departing aircraft, and make it possible for pilots to descend their planes into MSP's airspace with the engines set at or near idle, referred to as Optimized Profile Descents (OPD). Additionally, a detailed noise analysis was reviewed consistent with the related NOC RNAV criteria.

Following the September NOC meeting, several presentations detailing the procedures, the noise considerations made by the FAA, and the noise analysis were made to various city councils around MSP. The NOC sponsored two public open houses on the FAA's proposed RNAV procedures. These open houses were designed to help residents understand how the use of the FAA-proposed procedures could affect flight patterns at MSP. The open houses were held on November 8, 2012 at the Crosstown Covenant Church in Minneapolis and on November 13, 2012 open house held at the Eagan Community Center. The open house dates and time were published widely in local newspapers and on various websites. There were 109 people that attended the Minneapolis open house and 203 people attended the Eagan open house. Depending on where people lived, the feedback ranged from positive to very concerned. The predominant concern was with the concentration of overflights over certain residential areas. A large volume of communication was received by the MAC from residents and elected officials following the open houses expressing concern relative to concentrating flights over the residential area of South Minneapolis, Edina, etc., and the speed of the process, among other concerns.

Based on extensive input from community leaders and airport neighbors, the MAC board voted on November 19, 2012 to provide support for the FAA's plan except for departures on Runways 30L and 30R that fly to the northwest of the airport over communities such as South Minneapolis, Edina, etc. Specifically, the MAC passed the following action:

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“The MAC supports implementation of the Area Navigation (RNAV) procedures as designed by the Federal Aviation Administration with the exception of RNAV departure procedures off Runways 30L and 30R at MSP.”

If the FAA moves forward with partial implementation of PBN as recommended by the MAC, the procedures would be implemented to the south and east of the airport. Regarding next steps, the FAA has stated, *“the vote taken November 19 approved a “partial” package of RNAV procedures that must be studied and reviewed before any further action can be taken. At this time, there is no time line for completion of that review.”*

The RNAV departure tracks off Runways 12L, 12R and 17 have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW. In the case of arrival operations, the INM arrival tracks used for the Draft EA/EAW Forecast Contours were maintained. The Draft EA/EAW arrival tracks were used for the RNAV noise analysis because: 1) the RNAV arrival tracks are overlays of existing arrival procedures; and 2) any possible benefit from OPD procedures occur when the aircraft is above 3,000 feet above ground level (AGL), which is located well beyond the 60 DNL noise contour at MSP.

General Response (GR) # 07: Noise - Noise Metric

The Federal Aviation Administration (FAA) requires use of the Day-Night Average Sound Level (DNL) noise metric to determine and analyze aircraft noise exposure and land use compatibility issues around U.S. airports. Because the DNL metric correlates well with the degree of community annoyance from aircraft noise, DNL has been formally adopted by most federal agencies dealing with noise exposure. In addition to the FAA, these agencies include the Environmental Protection Agency, Department of Defense, Department of Housing and Urban Development and the Veterans Administration. The use of the Integrated Noise Model (INM) and DNL is a national standard.

The MAC will continue to report, and consider the use of, alternative noise metrics. Before the MAC makes policy decisions that have a noise component, the MAC receives input from the Noise Oversight Committee (NOC), which often analyzes noise impacts using alternative noise metrics and single-event noise descriptors. The recent NOC Area Navigation (RNAV) analysis is an example using alternative and single event noise metrics to develop information on aircraft noise. Alternative single event noise metrics are reported monthly in the NOC Technical Advisor's Reports and are published on the MAC Noise Program website at www.macnoise.com.

However, DNL remains FAA's accepted noise metric, and MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. Nevertheless, the MAC will continue to support efforts at the national level by the FAA and others to evaluate the effects of aircraft noise and to examine alternate ways to quantify noise impacts. As an example, on March 19, 2012 the MAC sent letters to the Airport Cooperative Research Program (ACRP) and the Partnership for Air Transportation Noise and Emission Reduction (PARTNER) programs offering MSP as a willing participant in their ongoing studies of methods for understanding aircraft annoyance and sleep disturbance.

General Response (GR) # 08: Noise - Health Effects

While many studies draw correlations between aircraft noise exposure and health effects, the science in this area remains undeveloped. The current body of studies are problematic and sometimes contradictory as discussed in two recent literature reviews.

The Partnership for Air Transportation Noise and Emission Reduction Project 19 final report titled "*A Review of the Literature Related to Potential Health Effects of Aircraft Noise*," summarized the flaws in existing studies that attempt to correlate aircraft noise exposure and health effects. According to the report:

"There are several potential problems that arise in health studies, e.g., unaccounted for confounding factors; removal of the impacts of certain factors which are known to be risk factors for cardiovascular disease but might also be outcomes of the noise exposure; inaccurate prediction of exposure to noise sources of interest; difficulties disambiguating impacts of total

noise exposure versus exposure to a particular noise source of interest. In addition, adequate control of other factors like air quality, which may also be influenced by noise producing infrastructure, may pose challenges and increase the diversity of expertise needed for an effective study.”⁸

Similarly, a 2008 report by the Airport Cooperative Research Program entitled *Synthesis 9, Effects of Aircraft Noise: Research Update on Selected Topics* found the following:

“In the 20-plus years since publication of the FAA’s Aviation Noise Effects, considerable research, review of previous research with new thought, and new independent research, as well as collaborative efforts to identify health effects related to aviation noise, have been completed. Some studies have identified a potential correlation between aviation or road noise above certain noise thresholds, typically a day–night average noise level (DNL) value of 70 dBA, and increased hypertension; however, other studies contradict such findings. Occupational noise is also an intricate concern. Health effects on children, particularly those with decreased cognitive abilities, mental disturbances, or other psychological stressors, and studies of pregnancy and low infant birth weights, all indicate either little correlation or conflicting results of relationships between aviation noise and childhood psychiatric disorders, environmental factors, or low infant birth weights. Additionally, recent studies conclude that aviation noise does not pose a risk factor for child or teenage hearing loss. Because aviation and typical community noise levels near airports are not comparable to the occupational or recreational noise exposures associated with hearing loss, hearing impairment resulting from community aviation noise has not been identified. However, newer studies suggest there may be a potential relationship between aviation noise levels and hypertension or ischemic heart disease at noise levels as low as 50 dBA L_{eq} .

Despite decades of research, including review of old data and multiple new research efforts, health effects of aviation noise continue to be complicated and the need for additional research is crucial to understanding.”⁹

Therefore, additional research is needed to understand the relationship between aviation noise and health before any conclusions can be made. The MAC continues to support research efforts by the FAA and others to evaluate the effects of aircraft noise and to examine alternate ways to quantify noise impacts. As an example, on March 19, 2012, the MAC sent letters to the Airport Cooperative Research Program (ACRP) and the Partnership for Air Transportation Noise and Emission Reduction (PARTNER) offering MSP as a willing participant in ongoing studies of methods for understanding aircraft annoyance and sleep disturbance.

⁸ Partnership for Air Transportation Noise Emissions Reduction (PARTNER), PARTNER Project 19 Final Report, A Review of the Literature Related to Potential Health Effects of Aircraft Noise, July 2010, p. iv.

⁹ Transportation Research Board of the National Academies, ACRP Synthesis 9 Effect of Aircraft Noise: Research Update on Selected Topics, 2008, pp. 1-2.

General Response (GR) # 09: Noise - Aircraft Operations – Runway Use

Runway Use Systems describe how aircraft typically use the existing runways and the variables that affect runway selection. Runway use is determined by four variables: prevailing wind, types of activity, aircraft type and traffic demand. The prevailing wind determines the direction of arrivals and departures. Aircraft typically arrive and depart into the wind. Operational factors, such as wind, weather and aircraft destination are primary determination factors for selection of runways. Aircraft type, performance capabilities, and gross weight may also effect runway selection.

FAA and MAC plan to continue using the Runway Use System as defined and contained in Table A-3 and Table A-5 of the Final Environmental Assessment (FEA) for the Implementation of a Departure Procedure off of Runway 17.

Table A-3
Traffic Demand Period Criteria

Demand Period	Traffic Demand (Operations per 15-Minute segment)	RUS Status
LOW	Less than 3.4	Traffic levels allow for maximum flexibility in runway selection and RUS implementation, including the use of unique procedures such as the Head-to Head Procedure in the Corridor.
Mid	Between 3.5 and 15	Traffic levels allow for efficient selection of runways based on noise considerations, given requirements for runway crossings, capacity, etc.; moderate use of the RUS.
High	Greater than 15	The need to maintain operational capacity does not allow ATC flexibility in runway selection; limited use of the RUS.

Source: ATC HNTB Analysis.

Table A-5
Revised Runway Use System

The revised RUS established the following runway use preferences:

Departures

1. Runways 12L and 12R
2. Runway 17
3. Balanced Use of Runway 4/22
4. Runways 30L and 30R

Arrivals

1. Runways 30L and 30R
2. Runway 35
3. Balanced Use of Runway 4/22
4. Runways 12L and 12R

FAA and MAC continue to comply with Tables A-3 and A-5.

The 2020 Draft EA/EAW includes information on the distribution of operations across runways in Appendix G.

General Response # 10: Noise - Mitigation

The MAC proposed noise mitigation in the Draft EA/EAW. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

The noise mitigation in the Draft EA/EAW was proposed in a manner consistent with the noise mitigation program set forth in the Consent Decree in City of Minneapolis, et al. v. Metropolitan Airports Commission, Case No. 05-5474 (Hennepin County District Court). The noise mitigation proposal included a trigger for the commencement of mitigation (484,879 annual operations or the year 2020, whichever comes first); with mitigation eligibility based on the 2020 Preferred Alternative noise contours. Residential properties within the 2020 Preferred Alternative noise contours located in a higher aircraft noise mitigation area when compared to the Consent Decree were proposed to receive noise mitigation in a manner consistent with the Consent Decree, per respective noise impact area.

The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The revised proposed noise mitigation program in the Final EA/EAW is also consistent with the Consent Decree mitigation packages per respective noise impact area. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Below is an outline of the program elements that define the new mitigation proposal in the Final EA/EAW:

- Mitigation eligibility is assessed annually based on the actual noise contours for the previous year.
- The annual mitigation assessment would begin with the actual noise contour for the year in which the ROD was approved.
- For a home to be considered eligible for mitigation it must be located in the actual 60+ Day-Night Average Sound Level (DNL) noise contour, within a higher noise impact mitigation area when compared to its status relative to the Consent Decree noise mitigation program, for a total of three consecutive years, with the first of the three years beginning no later than 2020.
- The noise contour boundary would be based on the block intersect methodology.
- Homes would be mitigated in the year following their eligibility determination.

The revised mitigation plan provides a flexible framework that will consider actual noise impacts at the airport moving forward in a manner that will consider future airport development scenarios and FAA operational initiatives.

General Response # 11: Noise - Property Values

The relationship between cumulative noise levels and property values is complex. The property value impacts of aviation noise have been studied on multiple occasions, with published study results beginning in the mid-1970s. The results of these studies differ because there are numerous airport-specific variables, including: (1) the level and frequency of noise; (2) the property location with respect to overflights; (3) the perceived amenities and quality of the affected neighborhood/community; (4) the local supply and demand for housing; (5) the local and regional economy; and (6) other market conditions that cannot be controlled or are difficult to predict. The Airport Cooperative Research Program Synthesis 9, *Effects of Aircraft Noise: Research Update on Selected Topics* provides the following overview of research conducted to determine the effect of aviation noise on property value:

“In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive.”¹⁰

In the case of MSP, aggressive measures have been taken to upgrade the local housing stock through the implementation of an expansive residential noise mitigation program. Since the early 1990s, the MAC has spent approximately \$500 million on the residential noise mitigation program in the proximity of MSP. This program has provided noise mitigation to over 13,000 homes located in eligible aircraft noise mitigation areas around the airport. (Expansion of this program is recommended as part of the Final EA/EAW.) In addition to reducing noise levels within homes, the program has provided community stabilization in the neighborhoods around MSP.

General Response # 11: Noise - Awakenings

Nighttime awakenings due to aircraft noise have been studied for many years and the Federal Interagency Committee on Aviation Noise (FICAN) has recommended prediction methods. Most recently, in 2008, FICAN recommended the use of ANSI S12.9-2008 *Quantities and Procedures for Description of Measurement of Environmental Sound – Part 6: Methods for Estimation of Awakenings Associated with Outdoor Noise Events Heard in Homes* to analyze behavioral awakenings from aircraft noise.¹¹

While there is a recommended approach to predicting awakenings, there is no established criteria for an exposure limit. In addition, the FAA does not determine the significance of noise impacts based on awakenings. The FAA determines the significance of aircraft noise impacts based on the DNL metric that includes a 10 dB penalty for nighttime aircraft operations.

¹⁰ Transportation Research Board of the National Academies, ACRP Synthesis 9 Effect of Aircraft Noise: Research Update on Selected Topics, 2008, p. 20.

¹¹ Federal Interagency Committee on Aviation Noise (FICAN), FICAN Recommendation for use of ANSI Standard to Predict Awakenings from Aircraft Noise, December 2008.

Draft EA/EAW Comments with Responses

Comment regarding the Draft EA/EAW were received from the following:

1. Sally Carlson-Bancroft
2. Alanna Tabaka
3. Patricia Ward
4. Michael Corbett – MnDOT
5. Nathan Lind
6. Birdie Golden
7. Jim Spensley – SMAAC
8. Sandra Krebsbach – City of Mendota Heights
9. John Frederickson – Sun Country Airlines
10. Mike Maquire – City of Eagan
11. Mary Gorman
12. John White
13. Mollie O'Connor
14. Elizabeth Jarrett Andrew
15. Gene Winstead – City of Bloomington
16. R.T. Rybak – City of Minneapolis
17. John Donnelly
18. Steven Devich – City of Richfield
19. Georgia Wegner
20. Lisa Schmid
21. Karen Kromar – MPCA
22. Karen Batdorf
23. Pat Engstrand
24. Ronald Goldser
25. Mary Vrabel
26. Kenneth Wenzel
27. Kenneth Westlake – EPA, Region 5
28. Charlene Shaeffer
29. Jill Boldenow
30. Michael Kehoe
31. Marie Morzenti
32. Eric Weiss
33. Vanessa Stephens Coldwater

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34. Sarah Guillet
35. Lynnea Forness
36. Susan Taylor
37. Joanne Jongsma
38. Emily Resseger, PE
39. Kathleen Regan
40. Nicole Miller
41. Steve Erickson
42. Lisa Barajas, Met Council
43. Brendan Downes
44. Michael Corbett, MnDOT
45. Nancy Larson
46. Cate Long
47. Representative Jim Davnie
48. Guy Heide, Airport Noise Reduction Committee
49. Jean Wagenius, State Representative
50. October 1, 2012 Public hearing comments from the following:
 - Councilwoman Sandy Colvin Roy
 - James Easton
 - Rob Mehta
 - Bryan Barnes
 - Guy Heide
 - Bob Friedman
 - Lucinda Nelson
 - Judy Arginteanu
 - Kevin Kirsch
 - Tom Nickelbine
 - Steve Watson

The comment letters, e-mails and public hearing transcript with individual comments demarcated and numbered are provided in the order listed above. A response to each numbered comment is provided on the right hand side of the page where the comment appears.

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001



MSP 2020 Improvements Draft Environmental Assessment /
Environmental Assessment Worksheet (EA/EAW)
Public Open House – Lake Nokomis Community Center
Tuesday, 18 September 2012



COMMENTS

Date: 9/18/12
Name: Sally Carlson-Bancroft
Address: 5705 12th Ave S
City: Mpls
ZIP Code: 55417

PLEASE WRITE YOUR COMMENTS BELOW

I prefer Alternative 2. I'm disappointed that moving the airport or expanding operations away from this densely populated area is not being considered. We really suffer at our house. Sometimes I feel like we're under attack!

If you can apply any pressure to the FAA or the airlines regarding when they arrive/depart or how low they fly over our house, please DO!

Written comments may also be submitted via USPS mail or e-mail to the address below.

Comments will be accepted until 5:00 pm on October 11, 2012.

MSP 2020 Improvements Draft EA/EAW File
C/O Environment Department
Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450-2799
Phone: 612-726-8100
Email: msp2020draftEAW@mspmac.org

001-1. The preference for Alternative 2 is noted; this is the Sponsor's Preferred Alternative.

Moving the airport is not a feasible alternative because the Minnesota Legislature prohibited the MAC from constructing, equipping, or acquiring land for a major new airport to replace the existing Minneapolis-St. Paul International Airport. (Minnesota Statutes 1996, 473.608).

The alternative to divert passengers to another airport was studied as part of the Draft EA/EAW. See Section 3.1.1 of the Draft EA/EAW. It was concluded that (1) neither the development of a competing hub nor a supplemental airport appears likely given current airline behavior and trends and, (2) even if the studied airports were able to capture 100 percent of their respective markets, the need for MSP terminal and landside improvements would be delayed only temporarily. Therefore, the Other Airports Alternative was dismissed from further consideration.

The MAC is adhering to the 2030 Long Term Comprehensive Plan for MSP. The Metropolitan Council confirmed that the Draft EA/EAW is consistent with the Long Term Comprehensive Plan adopted by the MAC. See Comment # 042-10.

There is noise associated with the airport and in response the MAC has implemented a very robust noise mitigation program.

001-2. Neither the MAC nor the FAA determine the airline schedules. However, the MAC has worked very aggressively and

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	<p>in cooperation with the FAA, airlines and the surrounding communities through the Noise Oversight Committee to enact voluntary measures to reduce noise impacts. The MAC, in consultation with the NOC and FAA, has facilitated the Implementation of Noise Abatement Departure Profiles, and the FAA is currently considering the implementation of Optimized Profile Descent arrival operations. These procedures are intended to provide some noise relief in the form of aircraft altitudes during both departure and arrival phases of flight. The MAC, under advisement from the NOC, will continue to evaluate and pursue opportunities in this area with the FAA. See General Response GR # 05, and GR # 09.</p>
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002

October 1, 2012
Metropolitan Airport Commission

To whom it may concern:

I am deeply concerned about the proposal to expand the airport in the current location. I am a resident of South Minneapolis and find the air traffic noise already intolerable. Planes fly over my house starting early in the morning, continuing all day, sometimes as late as 10:45 at night. The noise is relentless. The thought of more traffic is disturbing. For example, this is an actual list of times that planes flew over my house in one hour on a recent day:

9:42 AM, 09:45, 09:52, 09:55, 10:04, 10:12, 10:15, 10:16, 10:19, 10:21, 10:22, 10:24, 10:27, 10:32, 10:35 and 10:38

Noise abatement would be welcome, however it does not allow me to sit in my yard and have moments of quiet. It does not allow me to entertain guests. It does not allow me to work outside in peace.

There does not seem to be any recourse. The airlines have no limits on noise they create, or hours of operation. Complaints do not change anything.

South Minneapolis and much of the metro area is plagued by airplane noise. It was a mistake not to re-locate the airport in 1996, however it is also a mistake to continue expanding a facility so close to the metropolitan area. It is time to re think a second airport site away from such a large populated area. The future health of the city is at stake as well as the health of the citizens that live here. I urge you to vote this proposal down.

Sincerely,



Alanna Tabaka
6013 Logan Ave South
Minneapolis, MN 55419
612-869-8177

002-1. As discussed in the introduction to this appendix, the growth in aircraft operations would occur naturally with or without the Proposed Action.

The alternatives evaluated in the Draft EA/EAW do not include the type of airfield improvements that are associated with aviation noise impacts. Typically, aircraft noise impacts are associated with airfield improvements and/or substantial changes in aircraft operations. Airfield type projects such as new or extended runways usually result in aviation noise changes. Operational related changes such as shifts in runway use can result in noise impacts. Improvements to terminal and landside facilities are not usually associated with aircraft noise impacts particularly when there is no difference in the forecast number of aircraft operations.

A noise analysis of the alternatives is included in the EA/EAW. The results showed that there would be only minor variations between the No Action Alternative and the Action Alternatives in terms of noise contour acreages, and the unit and population counts within each contour. See General Responses GR # 05, GR # 09, and GR # 10.

002-2. See General Responses GR # 05, GR # 09, and GR # 10.

002-3. See General Response GR # 05, GR # 09, and GR # 10.

002-4. Moving the airport is not a feasible alternative because the Minnesota Legislature prohibited the MAC from constructing, equipping, or acquiring land for a major new airport to replace the

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	<p>existing Minneapolis-St. Paul International Airport. (Minnesota Statutes 1996, 473.608).</p> <p>The alternative to divert passengers to another airport was studied as part of the Draft EA/EAW. See Section 3.1.1 of the Draft EA/EAW. It was concluded that (1) neither the development of a competing hub nor a supplemental airport appears likely given current airline behavior and trends and, (2) even if the studied airports were able to capture 100 percent of their respective markets, the need for MSP terminal and landside improvements would be delayed only temporarily. Therefore, the Other Airports Alternative was dismissed from further consideration.</p> <p>The MAC is adhering to the 2030 Long Term Comprehensive Plan for MSP. The Metropolitan Council confirmed that the Draft EA/EAW is consistent with the Long Term Comprehensive Plan adopted by the MAC. See Comment # 042-10.</p> <p>The Purpose and Need in Chapter 2 of the EA/EAW demonstrated the need and justification for the proposed project. As discussed in the introduction to this appendix, the growth in aircraft operations would occur naturally with or without the Proposed Action. We have noted your comment against the proposed development.</p> <p>Also, see General Responses GR # 05, GR # 09, and GR # 10.</p>
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<p style="text-align: right;">003</p> <p style="text-align: center;">10-01-12P06:24 RCVD 13-00892P848229R6VD</p> <p>10/1/12</p> <p>C/O Roy Fuhrman- Director of Environment Metropolitan Airports Commission 6040 28th Ave. South Minneapolis, MN 55450-2799</p> <p>Dear Airport Decision-Makers,</p> <p>I am unable to attend the 10/1/12 meeting so I'm writing to let you know my concerns about MSP 2020 Improvements Draft EA/EAW file.</p> <p>The assessment doesn't go far enough to adequately determine the actual impact of a 20% increase in air traffic on the health and quality of life for those who live in the path or imprint of the airport. Airport noise and pollution are not accounted for in a manner that reflects the actual experience of the disruption and impact on health due to increase noise and air traffic.</p> <p>Better measures are needed.</p> <ol style="list-style-type: none">1) Measure are needed to evaluate how sustained noise of the low sounds of airplanes effect the neighborhood. Improvements are needed to the current methods of measuring sound from airplanes.2) What are effects of the vibrations that are caused when plane takes off to homes and people?3) What are the health affects of the stress caused by an increase of noise and loss of sleep?4) What are the levels of benzene from jet fuel in the neighborhoods surrounding the airport? Benzene is toxic. Studies are needed to truly understand what effect this will have on public health.5) I am particularly concerned about low flying planes with both noise, light and air pollution effects. I should not see the red lights of night-flying planes reflected on the side of my house as I do now. <p>It was also noted that no provision was made for any type of noise mitigation as MAC has done in the past.</p> <p>I love my home and neighborhood and would like to stay here. Please consider the community and be a good neighbor by doing a full environmental impact study that addresses the concerns I mentioned above.</p> <p>Thank you.</p> <p>Patricia Ward 5220 38th Ave. S. Minneapolis, MN 55417</p>	<p>003-1. As discussed in the introduction to this appendix, the growth in aircraft operations would occur naturally with or without the Proposed Action.</p> <p>The Air Quality Assessment was conducted in accordance with USEPA and FAA regulations and guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. On pages 5-13 through 5-16, the Draft EA/EAW demonstrates compliance with the National Ambient Air Quality Standards (NAAQS), which are determined based on health and welfare criteria, and General Conformity requirements for carbon monoxide. In addition, the difference in estimated emissions for all pollutants between the future year No Action Alternative and the Action Alternatives is not significant. For many conditions estimated emissions associated with the Action Alternatives are less than emissions associated with the No Action Alternative, as a result of reduced aircraft taxi times. Moreover, emissions from construction activities associated with the Proposed Action, such as fugitive dust, will be minimized by implementing best management practices. Thus, the Action Alternatives would not be expected to adversely affect ambient air quality or human health.</p> <p>The Air Quality Assessment also addressed hazardous air pollutants (HAPs). HAPs are pollutants that do not have established NAAQS but present potential human health risks from short (acute) or long-term (chronic) exposures. The FAA</p>
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	<p>and MAC prepared a HAPs emission inventory that complies with FAA and EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, <i>Appendix E Air Quality Technical Report</i>, Section 6.</p> <p>As explained in General Response GR # 02, there are no existing federal regulatory guidelines specific to hazardous air pollution (HAP) emissions from aircraft engines. Although there are FAA and EPA/FAA guidance documents recommending best practices for quantifying speciated organic gas emissions from aircraft engines, the methods for measuring air emissions associated with aircraft engines is an evolving process that is still under development. The guidance specifically warns against preparing any type of HAPs assessment for aircraft emissions under NEPA—other than the type of emission inventory provided in the Draft EA/EAW—because such assessments “require a complete understanding of both the reaction of OGs/HAPS in the atmosphere and downstream plume evolution,” and the science of such atmospheric reactions is “currently limited” and “still evolving.” <i>Id.</i> See also 40 C.F.R. § 1502.22.</p> <p>See also General Responses GR # 02, GR # 03, GR # 04, GR # 05, GR # 07 and GR # 08.</p> <p>003-2. The FAA requires use of the DNL noise metric to determine and analyze aircraft noise exposure and land use compatibility issues around U.S. airports. Because the DNL metric correlates well with the degree of</p>
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	<p>community annoyance from aircraft noise, DNL has been formally adopted by most federal agencies dealing with noise exposure. In addition to the FAA, these agencies include the Environmental Protection Agency, Department of Defense, Department of Housing and Urban Development and the Veterans Administration. See General Responses GR # 05 (information on low frequency noise) and GR # 07 for additional information.</p> <p>003-3. The general conclusion from studies is that vibration from low-frequency noise can induce structural building response that may cause rattle of windows, fixtures, pictures, and the like. However, at the present time there is no universally-accepted method of describing low-frequency noise and its impact on communities around airports.</p> <p>003-4. See General Response GR # 08.</p> <p>003-5. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air toxics (including benzene) and PM_{2.5} at two locations at the MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. Benzene concentrations were within health benchmark values. Also average benzene concentrations near MSP were lower than at some of the other monitoring</p>
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	<p>locations in the Twin Cities Metropolitan Area. The Action Alternatives are not expected to affect ambient air quality adversely nor change the air toxics emissions at MSP significantly.</p> <p>A HAP emissions inventory is included in Section 5.1.5.6 of the Final EA/EAW. As with criteria pollutant such as PM_{2.5}, there is little difference between the air toxics emissions (including benzene) for the Action Alternatives and the No Action Alternative. For most conditions (pollutants and analysis years) the Action Alternative emissions are less than the No Action Alternative due to lower aircraft taxi times and other airfield improvements. Also, see General Responses GR # 02 and GR # 04.</p> <p>003-6. Visual effects are inherently more difficult to define and assess because they involve subjectivity. The visual sight of aircraft or aircraft lights at night should not be assumed to be an adverse impact (FAA Order 1050.1E). The climb rate/departure rate of an aircraft is determined the by the aircraft's performance characteristics, weather, load factors, company policies and the individual flights crews. Neither the FAA nor the MAC controls this. Construction of the Proposed Action will not result in an increase in operations. See General Responses GR # 02 and GR # 05.</p> <p>003-7. See General Response GR # 10.</p> <p>003-8. See General Response GR # 01.</p>
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Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

003

5220 38th Ave S.
Mpls, MN 55417

C/O Roy Subman, Dir. of Metropolitan Airport Commission
RE: MSP 2020 Improvements Draft EA/EAW file
646 28th Ave S.
Mpls, MN 55458-2799

Minneapolis-St. Paul International Airport
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Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

October 2, 2012

Mr. Roy Fuhrmann
Metropolitan Airports Commission
Vice President, Management & Operations
6040 28th Avenue South
Minneapolis, MN 55450

SUBJECT: MSP 2020 Improvements Draft EA/EAW
MnDOT Review # EAW12-007
West Side of TH 5, north of I-494
Fort Snelling, Hennepin County

Dear Mr. Fuhrmann:

Thank you for the opportunity to review the above referenced EAW. MnDOT has reviewed the documents and has the following comments:

Design:

The proposed project will require a MnDOT Level 1 Layout due to changes to the TH 5 and I-494 interchanges. Continued coordination between MnDOT, MAC, and the City of Bloomington is needed. MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- <http://www.dot.state.mn.us/design/geometric/index.html>
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page:
<http://dotapp7.dot.state.mn.us/edms/download?docId=636152>

For questions concerning the Level 1 Layout process and timing, please contact Nancy Jacobson, MnDOT Metro Design (651-234-7647 or nancy.jacobson@state.mn.us)

Water Resources:

The project will have major impacts to TH 5 and I-494 which will affect drainage to MnDOT right-of-way. Therefore, a MnDOT drainage permit is required.

Since Almaz Pond is an important aspect of the EA, Almaz Pond, its outlet, and tributary area should be clearly shown in Figure 5.18-1.

004

The MAC met with MnDOT on October 10th, 2012 to discuss the comments in this letter. Subsequent coordination between the MAC and MnDOT resulted in resolution of the comments contained in this letter. Refer to letter 044 from MnDOT.

004-1. The airport sponsor is completing a MnDOT Level 1 Layout for the I-494 and 34th Avenue South Interchange. Level 1 Layouts will be completed by the project sponsor for the other roadway projects located on I-494 and TH 5. These Level 1 Layouts will be completed prior to developing the final construction plans for each project.

004-2. A MnDOT drainage permit will be obtained for the projects affecting drainage on MnDOT right-of-way.

004-3. Figure 5.18.1 has been revised to clearly identify the Almaz Pond and its outlet. The Almaz Pond tributary area extends well beyond the limits of Figure 5.18.1. Mn/DOT and MAC staff agreed, in lieu of showing tributary boundaries, to show the locations of proposed projects that would affect areas within the tributary to the Almaz pond. These are shown on Attachment 3 to Appendix L, Hydrology and Stormwater Pond Analysis.

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<p>The study discusses TSS removal and assumes continuing to achieve 80% TSS removal is satisfactory. It doesn't look like phosphorous loading or volume control where evaluated. The validity of the rationale that the increase of 6.5 acres or 27.5 acres of new impervious area, depending upon the Alternative, is insignificant compared to the existing impervious area of MSP of 1880 acres is questionable. Volume control standards will still need to be met from Lower MN River WD and MPCA in order to construct.</p> <p>The plan states that "the existing system is capable of conveying the 10-year storm event without flooding pavements" (pg. 5-100). This is not a suitable design criterion. To say that "Changes in the MnDOT Almaz Pond drainage area are not significant enough to show measurable increases in peak flow" makes sense on one level but there are many things for which the change would be difficult to measure. There is surcharging on the existing I-494 system during a 5-year storm further upstream in the system. Bringing in more water will not improve the situation.</p> <p>(Page 5-102) For the Airlines Remain Alternative, "Additionally, 3.7 acres of net new impervious surface will be constructed outside the MnDOT Almaz Pond drainage areas in association with roadway improvements." MnDOT will need to know how this additional runoff will be attenuated and treated. Additionally, MnDOT will need to know how where the volume control will be provided.</p> <p>For the Airlines Relocate Alternative, "the projected decrease in Pond 1 treatment efficiency from 93.6% to 92.4% TSS removal." MnDOT will need to know if the effluent from Pond 1 has been measured to verify or calibrate the high removal efficiencies predicted by the models used. Additional information is also needed as to why is there no mention of phosphorous removal efficiency.</p> <p>"The post 2020 regional roadway improvements only impact the MnDOT Almaz Pond. Modeling shows that the TSS removal in the MnDOT Almaz Pond would be reduced from 84.60% to 84.30%. The TSS treatment efficiency is greater than 80% which is deemed acceptable." (Page 5-102) Please provide information as to who deems 80% acceptable. Again, further information is needed on whether there were any empirical studies that verified/calibrated the predictive models. Additional information is also needed concerning the phosphorous and volume control.</p> <p>Appendix L Section 5 (page L-7) reports that 2030 Traffic/Roadway Plan Impacts will result in a net increase of 6.5 acres (5.2 acres of impervious and 1.3 acres pervious) tributary to the MnDOT Almaz Pond. It is concluded that this increase in loading will only reduce TSS removal efficiency from 87.31% to 87.18%, but nothing is said about volume control requirements. MnDOT realizes that volume control for the airport doesn't make sense due to the use of deicing chemicals and fuel. Volume control is required for Roadway Plan Impacts, so a preliminary concept of where this volume control will be provided should be shown.</p>	<p>004-4. The Draft EA/EAW indicated that the airport sponsor will comply with the SWPPP and will meet construction NPDES and Lower Minnesota Watershed District permit requirements. See Section 5.18 of the Draft EA/EAW. Phosphorus loading will be address as part of permitting. Additionally, proposed volume and rate control was considered for additional drainage area to the Almaz pond. Currently the applicable requirements call for ½" runoff over the new impervious surfaces to be treated via infiltration best management practice(s) to address volume control. <i>Appendix L, Hydrology and Stormwater Pond Analysis Attachment 3 - Post 2020 Roadway Improvements & Conceptual Volume Control BMP Site</i> presents a conceptual site for this infiltration practice along with a rough grading design.</p> <p>004-5. FHWI-NHI-10-009 Hydraulic Engineering Circular No. 22, 3rd Edition – Urban Drainage Design Manual recommends a 10-year storm event be used on high-volume roadways. Regarding I-494 drainage, the Final EA/EAW states that "Prior to addition of new impervious areas to the Almaz pond, the project sponsor will investigate design options to address additional runoff to the system".</p> <p>004-6. The Airlines Remain Alternative is not the Preferred Alternative and therefore, the MAC is not proposing to implement this alternative. The Preferred Alternative, Airlines Relocate, will be constructed in accordance with Minnesota</p>
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	<p>Pollution Control Agency (MPCA) National Pollution Discharge Elimination System (NPDES) Construction Stormwater permit and Lower Minnesota River Watershed District permit requirements.</p> <p>004-7. The MAC has over 10 years of monitoring of the MSP ponds to verify pond performance. These monitoring results constitute much of the basis of the Appendix L hydrology and stormwater pond analysis. The extensive monitoring has also shown that MSP is not a major source of phosphorus, as evidenced by the most recent NPDES permit amendment to reduce phosphorus monitoring.</p> <p>004-8. The MPCA General NPDES Permit for Construction Activity Part IIIC Permanent Stormwater Management Item 5 requires that Alternative Methods achieve approximately 80% TSS removal on an annual average basis. <i>EPA Management Measures for Urban Areas</i> [January 13, 2010 – www.epa.gov/owow/NPS/MMGI/Chapter4/chr-2a.html] provides the same guidance. As noted in the Response to Comment #004-07, monitoring verifies pond performance and phosphorus loading for MSP ponds. Monitoring data is not available for the MnDOT Almaz pond. However, since the MnDOT Almaz pond was designed and built to the same standard as the MSP ponds, it is reasonable to assume the MnDOT Almaz pond will perform in a similar manner and thus actual treatment efficiency will be likewise greater than the DetPOND calculations. Any applicable volume control and phosphorus removal</p>
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	<p>requirements will be addressed in the LMRWD and NPDES permitting processes.</p> <p>004-9. A figure was added to Appendix L to show a preliminary concept of where volume control measures can be implemented to address the post-2020 improvements along I-494.</p>
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Minneapolis-St. Paul International Airport
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004

There needs to be text added to the Final EA that talks about additional analysis needed for the highway improvements. MnDOT has flooding issues on I-494 now – portions surcharge during 5-year storm event. Adding more water to the trunk line system will make conditions worse. Stormwater hydraulic modeling of the system will need to be done before any future water is added to the system. Based on watershed and MPCA regulations regarding volume control, on-site treatment will be needed. Right-of-way will need to be provided for this. All of this needs to be documented in the EA text. For questions concerning these issues, please contact Bruce Irish (651-234-7537 or bruce.irish@state.mn.us).

10

Review Submittal Options:

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review, please feel free to contact me at (651) 234-7793.

Sincerely,



Michael J. Corbett, PE
Senior Planner

004-10. The following text was added to Section 5.18.1.5 of the Final EA/EAW, "Peak discharges from the MSP Pond 1,2 and Almaz pond are not expected to increase measurably at TH 5 as a result of these drainage area increases. However, Mn/DOT reports that areas upstream of the proposed improvements surcharge the I-494 system in 5-year storm events. Prior to addition of new impervious areas to the Almaz pond, the project sponsor will investigate design options to address additional runoff to the system."

Additionally, proposed volume and rate control was considered for additional drainage area to the Almaz pond. Currently the applicable requirements call for ½" runoff over the new impervious surfaces to be treated via infiltration best management practice(s) to address volume control. Appendix L, Hydrology and Stormwater Pond Analysis Attachment 3 - Post 2020 Roadway Improvements & Conceptual Volume Control BMP Site presents a conceptual site for this infiltration practice along with a rough grading design.

Any applicable volume control and phosphorus removal requirements will be addressed in the LMRWD and NPDES permitting processes.

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

004

Copy sent via E-Mail:

Bruce Irish, Water Resources
Bryce Fossand, Water Resources
Scott Pedersen, Area Manager
Ron Rauchle, Area Engineer
John Griffith, Area Manager
Tony Fischer, Freeways
Nancy Jacobson, Design
Buck Craig, Permits
Becky Parzyck, Right-of-Way
Ryan Coddington, Traffic Engineering
Clare Lackey, Traffic Engineering
Deb Sorenson, Aeronautics
Ann Braden, Metropolitan Council

**Minneapolis-St. Paul International Airport
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005

Sirois Kron, Christene

From: nathanlind@gmail.com
Sent: Monday, October 01, 2012 4:43 PM
To: msp2020drafteaw
Cc: Sandy Colvin-Roy; Loren Loren Loren Olson; Jim Davnie; Jim Spensley; Bob Friedman; Senator Torres-Ray; jean.wagenius@house.mn
Subject: written statement for Oct. 1 7pm MAC Public Hearing

To:
MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann – Director of Environment Metropolitan Airports Commission

From:
Nathan Lind
3939 Standish Ave
Minneapolis, MN 55407

I have three requests of the MAC, NOC, and FAA:

1.) We must have an Environmental Impact Statement prepared after thoroughly studying the affects on health, the environment, and home values from airplane noise and vibration and pollution from current and future flights into and out of the Minneapolis St. Paul International Airport. | 1

2.) We want aircraft flightpaths and throttle settings adhere to near-favoring Noise Abatement Departure Profiles. Airplanes must maintain the heading of the 30R/L runways longer, and attain higher altitudes (as rapidly as possible) before being allowed to turn to the 360 heading, over unmitigated homes and lakes and public parkland. | 2

3.) Decrease the maximum number of flight operations allowed per hour, and spread out flights to decrease rush hours when flights take the same track minute after minute after minute. | 3

We neighbors straight north of MSP have suffered more than ever before due to changes made by the FAA and MAC. These changes at first were denied, then minimized. It is finally time for some relief for our families and our neighborhoods. | 4

Just because we are not in large numbers at every meeting doesn't mean our concerns are no longer valid. Dan Boivin admitted he had never seen such a turnout at a NOC meeting before the October 2011 meeting, where Standish, Ericsson, Corcoran, and Powderhorn neighbors turned out in large numbers. We have attended many other meetings with MAC and NOC staff, both at MAC offices, and offsite at Keewaydin School, and at Nokomis Community Center. Please internalize what we have expressed already and work for relief for us, without requiring us to keep showing up at yet another meeting to prove this airplane noise is still an issue. Showing up at your work meetings is not our full-time job. I cannot make tonight's meeting due to other commitments I've already made. | 5

1

005-1. See General Responses GR # 01, Gr # 02, GR # 05, GR # 08 and GR # 11.

005-2. On July 11, 2012 the Minneapolis-St. Paul International Airport Noise Oversight Committee (NOC) completed a noise evaluation of NADPs at Minneapolis-St. Paul International Airport. Based on this evaluation, the NOC took no action to change from the current Distant NADP on all runways based on their evaluation. Noise analysis demonstrates that the use of the Distant NADP provides more noise relief than the Close-in Procedure for residents north of the Hiawatha Golf Course in South Minneapolis.

005-3. Flight schedules and the number of operations are determined by the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently. See General Response GR # 05.

005-4. There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing

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	<p>runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft). The communities responded to this change with concern. As a result, the Minneapolis-St. Paul International Airport NOC evaluated the issue in consultation with the City of Minneapolis and facilitated implementation of an operational solution by the FAA. See GR # 05.</p> <p>005-5. Comment noted.</p>
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**Minneapolis-St. Paul International Airport
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006

Sirois Kron, Christene

From: Fuhrmann, Roy
Sent: Monday, October 01, 2012 11:42 AM
To: Sirois Kron, Christene
Subject: Re: Form submission from: Public Input Meeting Form

Yes, we should error on inclusion.

Sent from my HTC on the Now Network from Sprint!

----- Reply message -----

From: "Sirois Kron, Christene" <Christene.SiroisKron@mspmac.org>
Date: Mon, Oct 1, 2012 11:38 am
Subject: Form submission from: Public Input Meeting Form
To: "Fuhrmann, Roy" <Roy.Fuhrmann@mspmac.org>

Roy,

This email is a NOC Public Input Meeting form that was submitted via the macnoise.com web site. Whenever someone completes one of those forms on line, the submission comes to my email inbox. The content of the message appears to be somewhat related, possibly, to the Draft EA/EAW but it was not received in the msp2020ea email inbox - should this be accepted as a comment on the EA/EAW?

-Christene

Christene Sirois Kron | Metropolitan Airports Commission | Environment Department | 6040 28th Ave S |
Minneapolis MN 55450 | Phone: 612.725.6455 | FAX: 612.725.6310

Please consider reducing environmental impacts before printing this message.

-----Original Message-----

From: no-reply@macnoise.com [<mailto:no-reply@macnoise.com>] On Behalf Of Birdie Golden
Sent: Friday, September 28, 2012 1:53 PM
To: Sirois Kron, Christene
Subject: Form submission from: Public Input Meeting Form

Submitted on Fri, 09/28/2012 - 1:52pm
Submitted by anonymous user: [192.9.209.98] Submitted values are:

Full Name (First and Last): Birdie Golden
Address: 3612 23rd Avenue South
City: Minneapolis
Zip Code: 55407
Email Address: birdie@imbirdie.com

Message:

So, we just exhausted ourselves with over two years of battling the hostile takeover of our airspace and the airplane freeways built over our heads...and already the airport is pushing to INCREASE the traffic again?! Does this ever quit or will we have to fight constantly with every single breath we have against this unrelenting invasion?

NO, I DO NOT want my backyard to be crowded with giant, screaming jet engines every other minute that are so loud the sound of everything else in the environment is dwarfed and nearly eliminated by the roaring!

For God's sake, this is a residential area with families and children. The very idea that this is even an option is repulsive and inconsiderate to say the least.

10/3/2012

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006-1. As discussed in the introduction to this appendix, the growth in aircraft operations would occur naturally with or without the Proposed Action. Also, see General Responses GR # 05 and GR # 10.

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The results of this submission may be viewed at:
<http://www.macnoise.com/node/585/submission/253>

10/3/2012

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Sirois Kron, Christene

007

From: mpds@visi.com
Sent: Monday, October 01, 2012 6:24 AM
To: msp2020drafeaw
Subject: Corrected Cover Letter

Attachments: EACvrltr1Oct12.pdf

If it is not too much trouble, please replace the cover letter sent earlier (with SMAAC comments) with the attached, corrected letter. The word "of" was omitted in the second line, missed in or during a broad review.

1

The document "EA1Oct12Comments.pdf" sent earlier is the target of the cover letter and the two documents together are our written comments.

Thank you.

Jim Spensley
Minneapolis

007-1. Both letters have been entered into the record.

10/1/2012

Minneapolis-St. Paul International Airport
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007



Re: MSP 2020 Capital Improvements
Draft EA/EAW Comments

Ladies and Gentlemen:

The South Metro Airport Action Council (SMAAC) has been following the MSP 2030 Long-Term Capital Improvements Plan and the noise mitigation Consent Decree on behalf of our members. Our mission is to increase community awareness of aviation and airport issues and the policies and actions of the involved governmental entities. Our supporters include over 150 households and businesses in neighborhoods near MSP who want vigorous enforcement of environmental regulations to minimize noise and pollution; by citizens who promote long-term economic growth in Minnesota; and, by air travelers who deserve assured air and ground safety.

Keeping the comment period open after the hearing suggests that the EA/EAW may not be based on the complete hearing record. Past practice has been less formal and less transparent than expected. It would be helpful to the Commission and to the public if the hearing allowed the public to ask questions and respond to representations by Commission staff and consultants on the record and before the examiners.

SMAAC and others commented during the February 2012 public comment period that all three EA options assume no increased noise or pollution from extensive flight path changes, October 2010 to present. As these changes are continuing and under separate review for safety and efficiency, the noise and pollution outcomes very likely would differ depending on which alternative is selected.

SMAAC is submitting its comments in advance of the hearing, and may not be informed by the 'open house' presentations or hearing testimony. We reserve the right to revise or supplement our testimony. It would be improper for staff to guide the hearing examiners and unjust to approve the EA/EAW without meaningful deliberation on the complete record of testimony.

We wanted the Commission and especially the hearing examiner(s) to consider the record of public testimony perhaps following the State Statute(s) and Rules referenced in laws establishing the Commission's special authorities for environmental assessment and environmental management, including mitigations. As this is not to be, a controversy continues that should initiate an Environmental Impact Statement (EIS) and more supervision by State and Federal agencies.

Sincerely,

FOR THE BOARD OF DIRECTORS

James R. Spensley

James R. Spensley, President,
South Metro Airport Action Council,
Post Office Box 19036 Minneapolis, MN 55419-0036

10-01-12P12:58 ECHO PRINTED
REMOVED AS ATTACHMENT
W/ EQUAL TIME - STAMPED
@ 6:24 AM ON 10-1-12

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007-2. Consistent with FAA Order 5050.4B Paragraph 406b(4), interested parties were given 10 days after the hearing to provide written comments. Under MEPA, Minn. R. 4410.1600 provides that a public hearing may be held during the 30-day public comment period.

A public hearing is a formal event held prior to a decision point to gather public comments from all interested parties for the public record and to help the agency make an informed decision. Public meetings/open houses are informal meetings that provide an opportunity to disseminate information, provide a setting for public discussion and to receive feedback from the public. The open house held before the public hearing on October 1, 2012 provided the public an opportunity to ask questions before submitting their formal comments during the public hearing.

Comments submitted within the comment period are "on the record" and are addressed in this Response to Comments and, if necessary, in the Final EA/EAW. A transcript of the public hearing is included in Appendix N of the Final EA/EAW.

007-3. The commenter's reference to a February 2012 public comment period is puzzling as neither the MAC nor the FAA are aware of making a document available for public review at that time. The Draft EA/EAW was not released for public review and comment until August 30th, 2012. The comment period for the Draft EA/EAW began on August 30th, 2012 and extended to October 11th, 2012. There was not a public comment period

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	<p>concerning the Draft EA/EAW in February 2012.</p> <p>There are no new headings or modified runway use procedures proposed as part of the Preferred Alternative evaluated in the Draft EA/EAW. The future (2020 and 2025) noise contours incorporated all changes in effect since 2010 (e.g. Runway 30R northbound departure heading dispersion) and proposed (e.g. PBN procedures) through 2020.</p> <p>As shown on Figures 5.14-5 and 5.14-6 the noise contours for the No Action Alternative and the Action Alternative show minimal differences between the proposed alternatives.</p> <p>007-4. Refer to Response to Comment 007-2.</p> <p>007-5. See General Response GR # 01.</p>
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007

Sirois Kron, Christene

From: mpds@visi.com
Sent: Sunday, September 30, 2012 8:42 PM
To: msp2020drafteaw
Subject: EA/EAW Comments
Importance: High
Attachments: EACvtrLtr1Oct12.pdf, EA1Oct12Comments.pdf
Attached please find the cover letter and Comments of the South Metro Airport Action Council
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*SMAAC Board of Directors
Minneapolis*

10/2/2012

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

007



10-01-12P12:58 ECHO PRINTED
2WD AS ATTACHMENT
W/ EMAIL TIME-STAMPED
@ 8:42AM ON 9-30-12

Re: MSP 2020 Capital Improvements
Draft EA/EAW Comments

Ladies and Gentlemen:

The South Metro Airport Action Council (SMAAC) has been following the MSP 2030 Long-Term Capital Improvements Plan and the noise mitigation Consent Decree on behalf our members. Our mission is to increase community awareness of aviation and airport issues and the policies and actions of the involved governmental entities. Our supporters include over 150 households and businesses in neighborhoods near MSP who want vigorous enforcement of environmental regulations to minimize noise and pollution; by citizens who promote long-term economic growth in Minnesota; and, by air travelers who deserve assured air and ground safety.

Keeping the comment period open after the hearing suggests that the EA/EAW may not be based on the complete hearing record. Past practice has been less formal and less transparent than expected. It would be helpful to the Commission and to the public if the hearing allowed the public to ask questions and respond to representations by Commission staff and consultants on the record and before the examiners.

SMAAC and others commented during the February 2012 public comment period that all three EA options assume no increased noise or pollution from extensive flight path changes, October 2010 to present. As these changes are continuing and under separate review for safety and efficiency, the noise and pollution outcomes very likely would differ depending on which alternative is selected.

SMAAC is submitting its comments in advance of the hearing, and may not be informed by the 'open house' presentations or hearing testimony. We reserve the right to revise or supplement our testimony. It would be improper for staff to guide the hearing examiners and unjust to approve the EA/EAW without meaningful deliberation on the complete record of testimony.

We wanted the Commission and especially the hearing examiner(s) to consider the record of public testimony perhaps following the State Statute(s) and Rules referenced in laws establishing the Commission's special authorities for environmental assessment and environmental management, including mitigations. As this is not to be, a controversy continues that should initiate an Environmental Impact Statement (EIS) and more supervision by State and Federal agencies.

Sincerely,

FOR THE BOARD OF DIRECTORS

James R. Spensley

James R. Spensley, President,
South Metro Airport Action Council,
Post Office Box 19036 Minneapolis, MN 55419-0036

6
7
8
9

007-6. See Response to
Comment #007-2.

007-7. See Response to
Comment #007-3.

007-8. See Response to
Comment #007-4.

007-9. See Response to
Comment #007-5.

**Minneapolis-St. Paul International Airport
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<div style="text-align: right; color: red; font-weight: bold;">007</div> <div style="text-align: right; color: purple; font-size: small;"> 10-01-12P12:58 RECD PRINTED PLND AS ATTACHMENT W/EMAIL TIME STAMPED @ 8:42 PM ON 9:30 12 </div> <div style="text-align: center;">  <p>South Metro Airport Action Council</p> <p>http://quiettheskies.org</p> <p>MSP 2020 Capital Improvements Draft EA/EAW Comments</p> <p>October 1, 2012</p> <p>INTRODUCTION: The <i>South Metro Airport Action Council (SMAAC)</i> is a citizens' association founded over 40 years ago to address noise and pollution from air and ground operations at MSP (Minneapolis-St. Paul International Airport). The organization has alternately clashed and collaborated with the Metropolitan Airports Commission (MAC) over the years, accumulating unique knowledge and expertise, observing plans and management, and seeking safe, sufficient, affordable, and clean operations at MSP.</p> <p>The EA/EAW is less an environmental assessment and more a plan to expand MSP as a hub airport. The long-term plan to increase use of MSP principally as a hub drives the MSP Capital Improvements Plans year by year. However, MSP's small size and urban setting impose considerable limitations. Chief among these are air and ground safety and proximity to neighborhoods, schools, and other incompatible land use.</p> <p>The airports commission, its staff, and its consulting engineers assert that the planned capital improvements, all three alternatives, would cause no significant environmental impacts at all. Our view is that operations, airlines, and circumstances are in such a state of flux and controversy that proceeding to increase operations as planned without an Environmental Impact Statement (EIS) is improper.</p> <p>The MSP airspace management plan maximizes runway use rates, up to 160 operations per hour at peak hours. Alternatives 1 and 2 extend peak hours by adding gates. To maintain any level of service for the airlines and for passengers, the airport and the Federal government must provide redundant facilities. MSP hourly flight capacity was increased 80% by the new runway and higher hourly rates, supporting a larger Northwest Airlines hub, but at a high cost and without sufficient local access and ground services.</p> <p>While no Metropolitan Minnesota economic situation imaginable needs 1.4 million annual operations at MSP, but the capital investment is the same for even a few hours per day at 155+ operations per hour. A safer, less expensive, less noisy and less polluting MSP is possible by limiting hourly rates and schedules.</p> <p>As we have seen, high rates are risky. This situation presents two huge problems: as acknowledged in the MSP 2030 LTCP, very expensive groundside improvements are needed for safe movement of aircraft. The LTCP associates this need with <i>annual flight operations</i>, but the need is the same now (2012), 5 to 6 hours daily at peak hours, as then (after 2025 as forecasted).</p> <p>The MAC has not acknowledged the risks of serious environmental impacts in expanding operations or during construction, although serious failures and accidents have occurred at MSP.</p> </div>	<p>007-10. Comment noted.</p> <p>007-11. The Long Term Comprehensive Plan (LTCP) is the MAC and Metropolitan Council approved plan that systematically identifies airport needs through the year 2030. The Draft EA/EAW evaluates the environmental impacts of the identified projects from the LTCP that are necessary to meet the forecasted growth of passengers at MSP and to maintain and promote safe and efficient aircraft operations.</p> <p>007-12. The projects evaluated for this EA are proposed to address current and forecasted increases in passenger enplanements. The forecast levels are projected to occur with or without the planned improvements. As identified in the Draft EA/EAW no environmental category impacts exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, MEPA and the EQB rules implementing the MEPA. Also, see General Response GR # 01.</p> <p>007-13. The commenter's runway use rates do not align with the results of airfield modeling completed for the Draft EA/EAW. The source of the commenter's data regarding operations per hour at peak hours is not provided and therefore related assumptions are unknown. The airfield was modeled and analyzed by using sophisticated computer simulation software (SIMMOD). Alternatives 1 and 2 do not extend peak hours by adding</p>
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**Minneapolis-St. Paul International Airport
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	<p>gates. As discussed in Chapter 2 of the Draft EA/EAW, terminal (including gates) and landside facilities (parking, airport roadways, etc.) are needed to maintain an adequate level of customer service at the airport. As air travel grows and economic conditions change the airlines adjust their operating model. In response to current conditions, airlines are using larger planes with higher load factors. Neither the MAC nor the FAA determine the type of aircraft that the airlines use. With larger planes and higher load factors there are fewer operations per thousand passengers than in the past and less pressure on the airfield. However, the larger nearly full aircraft require more gate frontage and bigger hold rooms. Also, because air travel is growing there is an increase in the number passengers. As the number of passengers increase so does the need for expanded landside facilities such as bag claim, security checkpoints, parking and access roads. The proposed project does not increase airfield capacity and does not create additional safety risks.</p> <p>The commenter's claim that Runway 17/35 increased hourly flight capacity by 80 percent is not supported by previous studies. Again, the source of the commenter's data is not provided and therefore related assumptions are unknown.</p> <p>Airfield capacity can be defined as the maximum number of aircraft operations which can be accommodated on the airport or an airport component in a given time period. The airfield capacity is not an absolute number but</p>
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**Minneapolis-St. Paul International Airport
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	<p>comparisons can be made by looking at similar levels of delay. The overall airfield capacity of the airport before and after the addition of Runway 17-35 was analyzed as part of the Dual Track EIS. Prior to Runway 17-35 the MSP airfield capacity was estimated to be approximately 523,000 annual operations with a weighted average delay of 10 minutes per operation. With Runway 17-35 the MSP airfield capacity was estimated to be approximately 630,000 annual operations with a weighted average delay of 10 minutes per operation. Thus, using this measure, the change in airfield capacity amounts to an increase of approximately 21 percent.</p> <p>Flight schedules and the number of operations are determined by the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently.</p> <p>007-14. The City of Bloomington noted that “MSP is a vital economic engine for the Twin Cities region. As much as continued growth at MSP positively impacts the local economy in a direct fashion, it also indirectly boosts the local economy by helping to attract businesses that rely on robust air service. With the economic development role of MSP in mind, Bloomington discourages MAC from pursuing any efforts to push air traffic away from MSP and toward outstate airports.” in their comment letter (Comment Letter #015).</p> <p>Flight schedules and the number of operations are determined by</p>
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	<p>the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently.</p> <p>007-15. The MSP 2030 LTCP does not recommend runway improvements and does not recommend taxiway improvements until after 2025. Therefore, the statement "...as acknowledged in the MSP 2030 LTCP, very expensive groundside improvement are needed for safe movement of aircraft" appears unfounded.</p> <p>007-16. The environmental impacts of the proposed project and associated construction activities have been fully evaluated by the MAC and FAA and do not significantly affect the quality of the human environment. The MAC is in compliance with all environmental permits, has a strong safety record and has implemented proactive procedures to help prevent environmental incidents.</p>
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SMAAC, October 2012

EXECUTIVE SUMMARY

Three main points are made supporting SMAAC's recommendation to the FAA to either order an Environmental Impact Statement (EIS) or return the Draft Environmental Assessment (EA) to the Sponsor as incomplete. In the interim, related capital improvements should be suspended, and rates and schedules should be reduced due to the overflights controversy, uncertainties in use and demand forecasts, and unscheduled completion of the mandated regional airline safety programs.

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1. ENVIRONMENTAL IMPACTS NOT QUANTIFIED OR DISTINGUISHED

The Draft EA/EAW fails to differentiate noise or other environmental impacts among the three Alternatives. **There is no discussion of reasonable alternatives that accomplish the same goals at less cost and equal or less environmental impact as required by 40 CFR 1502.14(a).**

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FAA Order 1050-1E, with respect to the preferred Alternative, **requires** an EIS because runway use and noise exposure is highly controversial (/501b4) and impacts *including mitigation*¹ remain significant (/500c). Also, children are harmed by overflights and schools are near the 70 DNL limit where mitigation is inadequate (FAA Order 1050-1E/400c), and *revised* departure procedures routinely route air traffic over noise sensitive areas (/400n).

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Noise exposure increases resulting from changes in departure procedures and runway use that began in late 2010 are unresolved. Additional changes by the airlines in 2011 and the FAA in 2012 were applied to all three Alternatives, obscuring significant local noise increases compared to 2010 before the departure changes. As of September 2012, no flight path or noise intensity data is available for a full year, and additional changes are being considered.

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The risks of fuel leaks, storm water management failures and deicing fluid escapes and overflows should be quantified and funds identified for emergencies and containment. Problems occurred in these systems in operation and during past expansion projects. The full cost of new facilities and their maintenance and repair is uncertain but proportional to the hub aircraft bank and extended peak operational periods.

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2. SAFETY NEEDS AND IMPROVEMENT SCHEDULES NOT SYNCHRONIZED

The Sponsor reports that "...facilities are congested.... (and, the use of) gates ... exceeds capacity during peak winter periods." This congestion exists because of fleet mix and runway overuse at peak hours routinely in any season. Airline plans *may* include up-sizing the hub bank passenger capacity per flight, but since peak hour rates would be continued at minimum FAA separations, runway use would be no less complicated and ground congestion continued. Alternative 2 would exacerbate both.

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¹ The possible future mitigation described includes treatment of residences, schools, and medical facilities in 64-60 DNL areas without identifying the authority or funding for the mitigation program(s).

007-17. See General Response GR # 01. All capital projects under construction at MSP have undergone a complete environmental review in accordance with both Federal NEPA and state MEPA requirements.

There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft).

Flight schedules and the number of operations are determined by the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently.

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	<p>007-18. Environmental impacts by alternative are quantified and distinguished throughout the Draft EA/EAW. For example, see Tables 5.1.5, 5.1.6, 5.1.7, 5.1.8, 5.2.1, 5.2.2, 5.4.2, 5.4.3, 5.13.2, 5.13.3, 5.14.3, 5.14.4, 5.14.5, 5.14.6, 5.14.7, 5.14.8, 5.14.9, 5.18.1 etc.</p> <p>007-19. Several alternatives are discussed in Chapter 3 of the Draft EA/EAW including other airports, other modes of transportation and a new terminal. In addition, the Draft EA/EAW demonstrates that impacts associated with the proposed alternatives would be minor.</p> <p>According to FAA Order 1050.1E Paragraph 405d, “There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. An EA must consider the proposed action and a discussion of the consequences of taking no action, and may limit the range of alternatives to action and no action when there are no unresolved conflicts concerning alternatives uses of available resources. Other reasonable alternatives are to be considered in preparing an EA to the degree commensurate with the nature of the proposed action and agency experience with the environmental issues involved. Generally, the greater the degree of impacts, the wider the range of alternatives that should be considered.”</p> <p>Unresolved conflict is explained in FAA Order 5050.B Paragraph 706d(5)(a), “Unresolved conflicts may exist between the project proponent and those wishing to use affected environmental resources for non-airport</p>
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	<p>purposes. Typically, an unresolved conflict exists when an airport development project concerns [or] involves more special purpose law (see paragraph 9.t). An example of an unresolved conflict would be when an airport sponsor proposes locating a runway in a wetland, while a project opponent states the same wetland is valuable for flood retention.” There are no unresolved conflicts related to the proposed alternatives.</p> <p>Under MEPA, an EAW need not discuss alternatives. Minn. R. 4410.1200.</p> <p>007-20. The threshold of significance for noise is triggered if the action alternative would cause an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative. This threshold is not reached with the Preferred Alternative. The noise impacts are reduced slightly when comparing the forecast 2020 Preferred Alternative to the No Action Alternative. Moreover, noise mitigation is proposed as part of the Draft EA/EAW. Also, see General Responses GR # 01 and GR # 10.</p> <p>007-21. Noise sensitive sites have been mitigated. An extensive school noise mitigation program has been completed around Minneapolis-St. Paul International Airport providing noise mitigation to 17 schools. There are no schools located in the 70 DNL noise contours.</p> <p>007-22. There are no unresolved issues related to departure procedures or runway use related to this project. There are no new</p>
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	<p>headings or modified runway use procedures proposed as part of the Preferred Alternative evaluated in the Draft EA/EAW. The future (2020 and 2025) noise contours incorporated all changes in effect since 2010 (e.g. Runway 30R northbound departure heading dispersion)..</p> <p>As stated in response #007-20, there is no noise increase that meets the 1.5 dB DNL significance threshold. See General Responses GR # 05, GR # 06 and GR # 09.</p> <p>007-23. The number of aircraft operations is the same among all alternatives. Therefore, there is no difference in fuel or deicing fluid usage between the No Action Alternative and the other alternatives. As noted in the Draft EA/EAW, the action alternatives have newer pavements and storm sewers which will reduce the potential for fuel and deicing fluid impacts. Additionally, to address the inherent risk associated with fueling operations, MSP Airport tenants have implemented an industry-leading integrated spill response plan, installed oil/water separators at fuel-loading locations and modified the storm water ponds specifically to address fuel and oil. These facility improvements have been voluntarily implemented and have a demonstrated performance record over the past eight years. Additionally, the MPCA NPDES permit regulates the risk for both petroleum and deicing impacts to the environment through permit limits and best management practices. MSP has invested in centralized deicing pads at all runway departure ends and</p>
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	<p>operates a comprehensive glycol-impacted storm water collection system to capture deicing fluid.</p> <p>007-24. The capacity of the MSP airfield has been evaluated numerous times using sophisticated airfield and airspace simulation software. As part of this Draft EA/EAW, the airfield was evaluated for the No-Action, Alternative 1 and Alternative 2 scenarios. For all of the alternatives, the airfield (which includes runways, taxiways, and terminal apron areas) delay was well below problematic levels and the airfield was shown to be well below capacity through 2025. Alternative 2 does not exacerbate the situation in any way. A summary of the airfield capacity analysis is included in Appendix D – <i>MSP Airfield Simulation Analysis</i>.</p> <p>As stated in the introduction to this appendix, the Proposed Action is needed to address congestion and overcrowding at MSP terminal and landside (parking, airport roads, etc.) facilities under current and 2020 conditions as well as to address congestion on regional roadways through the 2030 planning timeframe. MSP has adequate airfield capacity beyond the 20-year planning horizon. The Proposed Action is not needed to increase airfield capacity.</p>
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<p align="right">007</p> <p>MSP 2020 Capital Improvements Draft EA/EAW Comments Page 3</p> <p align="right">SMAAC, October 2012</p> <p>Noise-impacted neighborhoods were told that increased overflights were the result of an FAA procedural change made for <i>safety</i>. However, turning flights also increased because of runway and gate use realignments, raising questions about ground traffic congestion and ground safety needs. Congestion is due to the airspace management plan and "efficient" use of three runways, two with interspersed arrivals and departures. Congestion is due to the airspace management plan and "efficient" use of three runways, two with interspersed arrivals and departures.</p> <p>Daily operations, daily departures using R30R/L and aircraft gauge are much changed since 2010 (or since 2005, after the new runway opened, or since 2002, when MSP use was down 20 to 25% due to 9/11).</p> <p>The taxiway bridges planned for construction after 2025 are needed for 150+ safe operations per hour now. More annual operations may or may not increase peak hours per day but would neither increase or decrease peak-hour runway use or ground traffic congestion.</p> <p>3. THE HEALTH STUDIES: HARM FROM OVERFLIGHT EVENTS</p> <p>The Federal Inter-Agency Committee on Airport Noise (FICAN) is exploring how airport operations produce event-noise <i>correlated with very serious public health risks</i>. Many industrialized countries use event noise limits to plan or regulate airport and airline operations. <i>Perhaps</i> the MAC planning horizon for this potential change is, unfortunately for the neighborhoods, after 2020. But by 2030 it is reasonable to assume these risks will rightfully limit expansion of all urban airports, including MSP.</p> <p>The EA/EAW is closely related to the MSP 2030 LTCP, and the health studies are a fact that should be mentioned now. The Sponsor is well aware of the FICAN/Partner research and the hundreds of epidemiological studies. The MSP Noise Oversight Committee is following the FICAN work and requested that a local epidemiological study around MSP -- or in Minneapolis where an extensive 5 db sound insulation program and a supplemental program are adjacent to untreated areas near MSP.</p> <p>Even the No Action alternative would increase overflights and unreasonably denies the ongoing controversy over rates and departure procedures.</p>	<p>007-25. Safety is the FAA's highest priority. There were no changes in air traffic procedures. The Air Traffic Control Tower returned to a more rigorous adherence to existing procedures after the near miss in 2010. In addition, the fleet mix at MSP has evolved and become more homogeneous (primarily a decrease in turbo prop aircraft and an increase in regional jet aircraft). As the fleet mix has changed and become more homogenous, the location of tracks is more similar and less diverse. Subsequent to these changes, MAC requested the FAA to disperse the 360 heading. Currently, MSP does not experience ground congestion. See General Response GR # 05.</p> <p>007-26. See Response to Comment 007-25.</p> <p>007-27. According to the MSP 2030 LTCP, the crossover taxi bridges are not needed until post 2025.</p> <p>007-28. The traffic studies completed as part of the Draft EA/EAW are documented in Appendix C, <i>MSP Area Roadway Improvements Project Memos</i>. The results of the analyses show that there are no significant impacts associated with vehicular traffic.</p> <p>007-29. FICAN is not currently participating in research regarding the health risks of noise. For more information, refer to General Response # 08.</p> <p>007-30. See General Response GR # 07 and GR # 08.</p>
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	<p>007-31. The increase in passenger enplanements and operations under the No Action Alternative is based on the natural growth forecasted for MSP. The Proposed Project will not result in an increase in operations. There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft).</p> <p>Flight schedules and the number of operations are determined by the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently.</p>
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<p align="right">007</p> <p>MSP 2020 Capital Improvements Draft EA/EAW Comments Page 4</p> <p>SMAAC, October 2012</p> <p>DISCUSSION:</p> <p>1. NOISE EXPOSURE NOT QUANTIFIED OR DISTINGUISHED</p> <p>During 2011, the MAC received thousands of disturbance complaints from neighborhoods newly subjected to overflights and from neighborhoods observing more overflights at apparent lower altitudes. This followed a procedural change made to more safely manage air traffic control during simultaneous or nearly simultaneous use of both of the parallel runways.</p> <p>As a result, the MAC delayed issuance of the EA/EAW until FAA and airport staff "investigated." The FAA subsequently revised flight paths slightly. Either an increase in daily flights or moving airlines as in Alternative 2 would change overflight and noise patterns, but not necessarily in the same way.</p> <p>At the MAC and NOC, noise complaints related to the operational changes and questions related to health studies were separated from the capital improvements and EA/EAW. MAC staff resisted citizens' attempts to discuss the health studies, which strongly suggest that event noise is a better measure of noise exposure impacts.</p> <p>SMAAC correspondence and appearances and City of Minneapolis requests of the NOC are unmentioned in the EA/EAW. Since the Draft EA/EAW was released after the NOC asked FICAN to consider using MSP as an epidemiological test study site, it is strange that this controversy is not addressed in the Draft EA/EAW, considering the time frame is 2020 implementation and further operational expansion is planned through 2030.</p> <p>Noise exposure increases resulting from increased use of R30R by aircraft departing on a 360 degree heading during 2011 or on 300, 320, 340, and 360 degree headings this year have not been fully or finally determined. Runway use data for a full base year is needed for the Integrated Noise Model (INM) to model "actual" noise resulting from base-year average daily operations. Otherwise, local areas are assigned, for example, only part of the noise from actual overflights, normalized altitude, air speed and source noise. In the case above, departure overflights were increased from less than <1% of all departures (<6 per day) to >15% (>185 per day).</p> <p>Airline plans may include more hub bank passenger capacity per flight, but since peak hour rates would be continued at minimum FAA separations, it appears that noise exposure would still be increased and that runway use system percentage goals would be even more unrealistic. Noise exposure increases resulting from increased use of R30R by aircraft departing on a 360 degree heading during 2011 or on 300, 320, 340, and 360 degree headings this year have not been fully or finally determined, and runway use data for a full year is needed for the Integrated Noise Model (INM).</p> <p>Daily operations, daily departures using R30R/L, and aircraft gauge are much changed since 2010. Delta Airlines has announced aircraft purchase and flight realignment plans² not taken into account.</p> <p>^{2 2} Alternatives 1 and 2 include gate-by-aircraft-type improvements that would be incorrect if Delta Airlines reduced regional jet flights and added MD-90 flights.</p>	<p>007-32. Comment noted. See General Response GR # 05.</p> <p>007-33. Safety is the FAA's highest priority. There were no changes in air traffic procedures. The Air Traffic Control Tower returned to a more rigorous adherence to existing procedures after the near miss in 2010. In addition, the fleet mix at MSP has evolved and become more homogenous (primarily a decrease in turbo prop aircraft and an increase in regional jet aircraft). As the fleet mix has changed and become more homogenous, the location of tracks is more similar and less diverse. The FAA Air Traffic Control Tower implemented an increase in the heading dispersion for the northbound departure operations off Runway 30 as requested by the City of Minneapolis, the MSP Noise Oversight Committee and the MAC. The EA/EAW was not delayed during this investigation.</p> <p>007-34. The operational changes by the FAA in 2010 and 2012 were incorporated into the noise evaluation for the Draft EA/EAW. Refer to page 5-55 of the Draft EA/EAW. Also, see General Responses GR # 07 and GR # 08.</p> <p>007-35. See General Responses GR # 07 and GR # 08. NOC minutes and agendas associated with the development of the Draft EA/EAW are included in Appendix N, <i>Public and Agency Involvement</i>. Letters from the MAC to the Partnership for Air Transportation Noise and Emissions Reduction (Massachusetts Institute of Technology) and the Airport Cooperative Research Program (ACRP) requesting to be included</p>
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	<p>in studies regarding health effects of aircraft noise are also included in Appendix N. This request does not imply that a study will be completed and is unrelated to the Proposed Project.</p> <p>007-36. See General Response GR # 05. INM noise modeling development, track and runway use assignments and special requests by the NOC are described in Appendix G, <i>Noise Metric, The Effects of Aviation Noise on People, Noise Guidelines and Noise Model Development</i> and detailed in Appendix N, <i>Public and Agency Involvement</i>, (see the NOC public meeting agenda and minutes).</p> <p>The future forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions in effect since 2010 (implementation of increased heading dispersion for northbound departure operations off Runway 30R, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC) and proposed changes through 2020 were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.</p> <p>There is no requirement to collect a year's worth of data to model operations in INM.</p> <p>The proposed mitigation in the Final EA/EAW is based on actual noise contours.</p> <p>007-37. There is no requirement to collect a year's worth of data to model operations in INM. See Response to Comment #007-36.</p>
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	<p>007-38. Delta Air Lines was consulted with during the preparation of the aviation activity forecast. Delta advised that it would be reducing regional jet flights and adding MD-90s. These changes were incorporated in the fleet mix forecast used in the Draft EA/EAW. Delta's acquisition of Southwest's Boeing 717 was announced after the draft forecast was completed; however, the forecast has Boeing 717 aircraft in the future fleet mix.</p>
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<div style="text-align: right; color: red; font-weight: bold;">007</div> <p style="font-size: small; margin-top: 20px;">MSP 2020 Capital Improvements Draft EA/EAW Comments Page 5</p> <p style="text-align: right; font-size: x-small; margin-top: 10px;">SMAAC, October 2012</p> <p>The EA/EAW noise "analysis" is way off:</p> <ol style="list-style-type: none"> 1. Comparing the same (new) flight patterns provided no difference among the alternatives. 39 2. The projected NEMs are not drawn at a scale that allows anyone to see where the "old" contours lay. 40 3. The aircraft source noise and altitude values were not based on actual noise. 41 4. The base year is unspecified, but no full year since 2009 is typical due to continuous flight-path changes since October 2010, increasing R30R/L departures, and seasonal changes in runway availability, wind, and flight schedules. 42 5. The new headings and runway use make average tracks north of MSP both lower (louder) and further east than modeled for the EA and compared to 2009. There is no doubt, really, that there is new and more noise exposure in Minneapolis. 43 6. The 1.5 DNL at a 65 DNL contour "significance" standard is: a) one of several standards (1.5 DNL is 2.5% at 60 DNL; 2.3% at 65; 2.1% at 70). Any increase in 70 DNL areas would be incompatible land use. 44 7. The best case error margin in MSP NEMs is no less than 0.5 DNL³. The graphics program smoothes the curve as it connects the weighted grid points 45 <p>The assertion that these flight pattern changes did not, have not, or will not exceed an increase of 1.5 DNL at the 65 DNL contour (Chapter 5, Aircraft Noise, page 5.2) is misleading and incomplete: 46</p> <ul style="list-style-type: none"> • The standard also applies to DNL levels greater than 65 DNL. • Noise compatibility studies and mitigation programs treated areas over 70 DNL and between 63 and 60 DNL differently. <p>In short, there have been and will be more actual noise exposure and public health risks: <i>ignoring the health studies now is just plain wrong.</i> This point is important and deserves separate consideration, see paragraph 3. 47</p> <p>The staff analysis did not <i>prove</i> that overall DNL noise exposure is no greater for <i>any given number of daily operations</i>. The sponsor did not detail noise events or model DNL contours on a local scale. Previous noise exposure maps placed DNL contour lines parallel to runways based on on-the-ground source noise, with a physical separation of less than 500 feet per DNL. Currently, air crossings of the old DNL contour lines are frequent at angles near 90 degrees. 48</p> <p>Alternative 2, the staff recommended and most extensive and expensive alternative, includes possible additional mitigation (2 levels of sound insulation). The assumption that past sound insulation programs (SIP or ESIP) based on 2002 and earlier flight numbers and patterns are suited for a fixed number of annual operations is invalid. The models and day-night level (DNL contours) cited in staff reports to NOC were not based on current-year use, flight tracks or fleet mix projected for 2015 or 2020. 49</p> <p>The noise studies conducted by the Sponsor and FAA do not jibe with citizens' observations of locally intense noise exposure. These observations are credible evidence that noise exposure has increased a lot in certain neighborhoods. The MAC received thousands of complaints, conducted several meetings 50</p> <p><small>³ The issue is that the contours cannot show a change of 1.5 DNL locally, as for a block here or two blocks there, even if the data supports an increase or decrease in average annual intensity at a grid point.</small></p>	<p>007-39. The alternatives evaluated do not result in a change in flight patterns in the future. As such, the aircraft flight patterns at the airport do not change in the various forecasted scenarios.</p> <p>007-40. The forecast scenario noise contours are very similar and as such it is very difficult to differentiate the various contours on the same map in many locations. On the PDF version of the document available online or on CD it is possible to zoom in on the maps to inspect more closely. The location of historically mitigated contours may be seen on Figure 5.14-7, which shows the projected contour within the mitigated blocks.</p> <p>007-41. The Draft EA/EAW used the Integrated Noise Model (INM) and the Day-Night Average Sound Level (DNL) as required by the FAA. See General Response GR # 07.</p> <p>007-42. The base year in the Draft EA/EAW is 2010. The EA has incorporated recent changes in Runway 30R departure tracks for the forecast years' (2020 and 20205) contour development.</p> <p>007-43. There are no new headings or modified runway use procedures proposed as part of the Preferred Alternative evaluated in the Draft EA/EAW. There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires</p>
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	<p>less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft). The INM modeling included all changes since the based year (e.g. Runway 30R northbound departure heading dispersion) and proposed changes (e.g. PBN) for 2020 and 2025.</p> <p>007-44. Comment noted. Sensitive land uses within the 2020 60+ DNL are reduced with the Preferred Alternative compared to the No Action Alternative. There is no change in the acreage within the 70 DNL noise contour when comparing the various alternatives in 2020.</p> <p>007-45. It is not accurate to assign a DNL margin of error to the noise exposure contours based on smoothing. In the case of the contours in this EA, refinements and tolerances were tightened such that additional smoothing functions were not required.</p> <p>The INM calculates noise exposure at user-defined grid points, using a recursively subdivided irregular grid that results in varying distances between grid points. The user controls the density of the grid</p>
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	<p>points based on the levels of grid subdivision and accuracy; the contours were computed with a high level of refinement and a low tolerance value, which notably increases the number of grid points used to calculate noise exposure. Essentially, areas with higher levels of aircraft activity (i.e. location and density of flight tracks and operations) result in an increased number of grid points at which noise exposure is calculated, while areas considerably further from the airport are calculated with fewer grid points. Contours are developed using a methodology consistent with all FAA noise analysis, as well as with models used by the United States Air Force and Federal Highway Administration noise models. The model parameters used for the development of the contours result in noise exposure variability between points of considerably less than mentioned.</p> <p>007-46. There are no flight pattern changes proposed as part of the Preferred Alternative evaluated in the Draft EA/EAW.</p> <p>The threshold of significance for noise is triggered if the action alternative would cause an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative. There are no areas of sensitive land uses that would experience a 1.5 dB, or greater increase in the 65+ DNL noise contour when comparing the 2020 and 2025 Action Alternative to the 2020 and 2025 No Action Alternative.</p>
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	<p>While there would be no significant impacts, there would be differences in the number of noise sensitive uses within the 60 to 64 DNL contours, 65 to 69 DNL contours, and the 70-74 DNL contours. Tables 5.4.2 and 5.4.3 in the Draft EA/EAW (pages 5-25 and 5-26) provide the number of noise sensitive uses within these contours for each of the alternatives. All residential uses with the 65+ DNL noise contours have been provided noise mitigation.</p> <p>007-47. As discussed in the introduction to this appendix, the growth in aircraft operations would occur naturally with or without the Proposed Action.</p> <p>The Air Quality Assessment was conducted in accordance with USEPA and FAA regulations and guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. On pages 5-13 through 5-16, the Draft EA/EAW demonstrates compliance with the National Ambient Air Quality Standards (NAAQS), which are determined based on health and welfare criteria, and General Conformity requirements for carbon monoxide. In addition, the difference in estimated emissions for all pollutants between the future year No Action Alternative and the Action Alternatives is not significant. For many conditions estimated emissions associated with the Action Alternatives are less than emissions associated with the No Action Alternative, as a result of reduced aircraft taxi times. Moreover, emissions from construction activities associated with the Proposed Action, such as</p>
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	<p>fugitive dust, will be minimized by implementing best management practices. Thus, the Action Alternatives would not be expected to adversely affect ambient air quality or human health.</p> <p>The Air Quality Assessment also addressed hazardous air pollutants (HAPs). HAPs are pollutants that do not have established NAAQS but present potential human health risks from short (acute) or long-term (chronic) exposures. The FAA and MAC prepared a HAPs emission inventory that complies with FAA and EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, Appendix E Air Quality Technical Report, Section 6.</p> <p>As explained in General Response GR # 02, there are no existing federal regulatory guidelines specific to hazardous air pollution (HAP) emissions from aircraft engines. Although there are FAA and EPA/FAA guidance documents recommending best practices for quantifying speciated organic gas emissions from aircraft engines, the methods for measuring air emissions associated with aircraft engines is an evolving process that is still under development. The guidance specifically warns against preparing any type of HAPs assessment for aircraft emissions under NEPA—other than the type of emission inventory provided in the Draft EA/EAW—because such assessments “require a complete understanding of both the reaction of OGs/HAPS in the atmosphere and downstream plume evolution,” and the science of such atmospheric</p>
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	<p>reactions is “currently limited” and “still evolving.” Id. See also 40 C.F.R. § 1502.22.</p> <p>See also General Responses GR # 02, GR # 03, GR # 04, GR # 05, GR # 07 and GR # 08.</p> <p>007-48. The threshold of significance for noise is triggered if the action alternative would cause an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative. This threshold is not reached with the Preferred Alternative. The noise impacts are reduced slightly when comparing the forecast 2020 Preferred Alternative to the No Action Alternative. Moreover, noise mitigation is proposed as part of the Draft EA/EAW. Also, see General Responses GR # 01 and GR # 10.</p> <p>007-49. See General Response GR # 10. Past noise mitigation was based on the noise impacts associated with forecasted operation activity. The proposed mitigation in the Final EA/EAW is based on actual noise contours. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours.</p> <p>007-50. There is noise associated with the airport and in response the MAC has implemented a very robust noise mitigation program. Also, see General Responses GR # 07 and GR # 10.</p>
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**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

<p align="right">007</p> <p>MSP 2020 Capital Improvements Draft EA/EAW Comments Page 6</p> <p align="right">SMAAC, October 2012</p> <p>and published numerous reports. At least three related recommendations were made to the MAC by the NOC. This controversy itself meets criteria in FAA Order 1050-1E, paragraph 501b (4). 51</p> <p>Alternative interpretations using the ground track (map position versus time) and climb rates (attained altitude versus time) data show observations of high intensity overflight events are accurate.</p> <p>These presentations made at quarterly noise input and NOC meetings should be part of the examined public record and a determination made based on the record as to the likely pollution and noise impacts. 52</p> <p>2. Safety needs and Improvement schedules not synchronized.</p> <p>The EA presentation reports an <i>“Unacceptable Level of Service ... facilities are congested.... (and, the use of) gates ... exceeds capacity during peak winter periods.”</i> This lack of capacity and congestion exists because of fleet mix and runway use at peak hours. Increased operations by regional carriers and FAA procedural changes made for safety exacerbate congestion. However, turning flights also increased because of runway and gate use, raising questions about ground traffic congestion and ground safety issues in Alternative 1 or 2. 53</p> <p>The results of modeling (SIMMOD) ground traffic may or may not apply. The models extend some input traffic pattern and add movements randomly. There has been no independent review of the base patterns or model parameters by a disinterested party. 54</p> <p>The departure headings and runway-use changes increase the need for capital improvements as recognized in long-term MSP plans. Basing the need for safer and more direct access between the terminal gates and the runways based on <i>annual use</i> regardless of <i>peak-hour use</i> lacks credence. The taxiway bridges are needed for 150+ safe operations per hour now and if more annual operations are scheduled and peak-hour rates are maintained at 150+ per hour. 55</p> <p>Movements during off-peak hours are not a safety or demand issue. We suggest therefore that the safer plan is to reduce peak-hour use or bite the \$1 billion bullet now. 56</p> <p>3. The health studies.</p> <p>The Federal Inter-Agency Committee on Airport Noise (FICAN) is exploring, <i>how</i> airport operations produce serious public health risks correlated with event noise impacts. Many industrialized countries use event noise limits to plan or regulate airport and airline operations. Perhaps the MAC planning horizon for this potential change is, unfortunately for the neighborhoods, after 2020 – but 2030? 57</p> <p>The EA/EAW is closely related to the MSP 2030 LTCP, and the health studies are a fact that should be included in this EA. The MAC and the FAA need not provide or schedule more capacity than needed on a daily or annual basis if costs are higher per operation, health and safety are affected, and alternative management plans are viable. Considering a reasonable alternative that accomplishes the same goals at less cost and equal or less environmental impact is required by 40 CFR 1502.14(a). 58</p>	<p>007-51. FAA Order 1050-1E, paragraph 501 and 40 C.F.R. § 1508.18 define “significance” in terms of context and intensity. Controversy alone does not warrant an EIS; if the “effects” on the quality of the environment are likely to be “highly controversial,” that is one factor that FAA should consider in evaluating the intensity of an impact. FAA Order 1050-1E, Appendix A, paragraph 14.3, provides that for NEPA purposes, a significant noise impact occurs if a proposed action alternative would cause an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative. The Preferred Alternative does not reach this significance threshold. Rather, under the Preferred Alternative, noise impacts are reduced slightly when comparing the forecast 2020 Preferred Alternative noise analysis to the forecast 2020 No Action Alternative noise analysis. Moreover, noise mitigation is proposed as part of the Preferred Alternative in the Draft EA/EAW. In addition, the recommendations made to MAC by NOC are not related to the Proposed Action. See also General Response GR # 01.</p> <p>007-52 Information related to the Quarterly Noise Public Input and NOC meetings is available online at www.macnoise.com. Presentations and materials related specifically to the Draft EA/EAW process are provided in Draft EA/EAW Appendix N, “Public and Agency”.</p>
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**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

	<p>007-53. The Proposed Action is needed to address terminal and landside congestion and not airfield congestion.</p> <p>Congestion does not result from the fleet mix or RUS. The changing fleet is generally causing a reduction in the growth of airfield delays as passenger traffic grows. The RUS is a preferential system used most during periods of reduced activity. During peak periods aircraft are assigned their runway based upon wind and destination for departures and best airspace/airfield utilization for arrivals.</p> <p>007-54. There is no requirement to conduct an independent review of the SIMMOD modeling.</p> <p>007-55. See Response to Comment #007-27.</p> <p>007-56. Unclear as to the reference to \$1 billion. See General Responses GR # 05, GR # 07, GR # 09, and GR #10.</p> <p>007-57. Comment noted.</p> <p>007-58. See Response to Comment 007-19 and General Response GR # 05.</p>
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Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

<p style="text-align: right;">007</p> <p>MSP 2020 Capital Improvements Draft EA/EAW Comments Page 7</p> <p style="text-align: right;">SMAAC, October 2012</p> <p>Both event noise intensity and noise exposure map areas would be decreased by rate reductions. More precision navigation courses over less sensitive areas, more gradual ascents and descents, and other noise abating operations would be feasible. 59</p> <p>The 1998 FEIS/ROD that authorized the new runway, 17-35, limited noise over 70 DNL and over 65 DNL for 620,000 operations per year, anticipating fleet mix changes that would lessen noise exposure as operations increased over the period 2004 to 2020. The MAC has completed expensive additional programs for 64-60 DNL areas as modeled for 2020 forecast operations. 60</p> <p>It is poor public policy to elevate efficiency – unneeded and more expensive operations in this case – if safety is not equally assured and the highly expected adverse consequences for the population unattended or increased. 61</p>	<p>007-59. Rate reductions will not decrease individual noise intensity or even change the noise exposure map, unless the total number of operations also changes. Flight schedules and the number of operations are determined by the Air Carriers and other airport users. The primary purpose of the Air Traffic Control Tower is to provide a safe and efficient flow of air traffic, in accordance with FAA Orders, rules and regulations. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently. See General Response GR # 06.</p> <p>007-60. The comment is incorrect. The 1998 FEIS/ROD did not limit noise over 70 DNL or limit operations per year. Comment noted.</p> <p>007-61. Safety is the FAA's highest priority and the agency will ensure that the design of any approved alternative properly protects the public safety. The FAA ensures the safety of all airport improvement projects by applying numerous technical standards it has developed over the years to each aspect of every project. The FAA is conducting a thorough and careful review of the proposed Airport Layout Plan. This review is designed to ensure that the proposal complies with applicable FAA airport design standards and safety regulations. This review involves multiple FAA lines of businesses, including Air Traffic, Airports, Airways Facilities, Flight Standards, Flight Procedures, etc.</p>
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Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



008
1101 Victoria Curve | Mendota Heights, MN 55118
651.452.1850 phone | 651.452.8940 fax
www.mendota-heights.com

October 3, 2012

MSP 2020 Improvements Draft EA/EAW File
C/O Environment Department
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann:

Thank you for the opportunity to review and comment on the Minneapolis-St. Paul International Airport 2020 Improvement Plan Draft Environmental Assessment/Environmental Assessment Worksheet. The City of Mendota Heights recognizes MSP as a significant economic asset to the Minneapolis/St. Paul metropolitan area and the State of Minnesota. As a community adjacent to the airport, we support these planning efforts as a means for us to better oversee land use and development within our own borders.

In reviewing the draft EA/EAW, the City of Mendota Heights wishes to remind the Metropolitan Airports Commission (MAC) of the conditions that were placed on the 2030 Long Term Comprehensive Plan (LTCP) for MSP International Airport by the Metropolitan Council on June 23, 2010. Specifically, the following conditions should be adhered to:

- 1) The MAC will update the plan every five years and that the first update is prepared by 2015.
- 2) MAC should initiate a capacity study two years in advance of when MSP is expected to have 540,000 annual operations and incorporate the results of this study into the following LTCP update.
- 3) MAC should initiate an FAA Part 150 study update (which includes a comprehensive noise analysis and mitigation program), in consultation with the MSP Noise Oversight Committee, when the forecast level of operations five years into the future exceeds the levels mitigated in the Consent Decree (582,366 annual operations). The results of this study should be incorporated into the first subsequent LTCP update.
- 4) The LTCP needs to acknowledge that storm water from MSP detention ponds discharges to the reaches of the Minnesota and Mississippi Rivers that are identified as water-quality impaired for a number of pollutants and stressors.



008-1. The MAC is adhering to the 2030 Long Term Comprehensive Plan for MSP. The Metropolitan Council confirmed that the Draft EA/EAW is consistent with the Long Term Comprehensive Plan adopted by the MAC. Refer to letter # 042 from the Metropolitan Council.

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

008

In addition to these previously agreed to conditions, the City of Mendota Heights would like to address several other concerns:

- 1) We understand that the draft EA/EAW was completed before the impacts of the proposed Performance Based Navigation (PBN) procedures were known. These new procedures could have a significant impact on areas within our city, and we are hopeful that the final EA/EAW includes an analysis of these new procedures. 2
- 2) At their January 18, 2012 meeting, the Noise Oversight Committee voted to recommend that "noise mitigation in the draft MSP 2020 Improvements EA/EAW be provided in a manner consistent with the provisions of the consent decree, offering the same mitigation, per noise impact level, with eligibility defined by the 2020 alternative 2 – airlines relocate DNL noise contours, beginning when the threshold of 484,897 total operations is reached or in the year 2020, whichever comes first." The City of Mendota Heights urges the MAC to abide by this recommendation in the final EA/EAW. 3

Thank you again for the opportunity to comment on this important planning document. We look forward to continue working with the Metropolitan Airports Commission on making the MSP International Airport an even more important economic asset to the metropolitan area, state, and region, while recognizing the impacts it has on the surrounding communities. If you need further information, please contact city administrator Justin Miller at (651) 255-1153 or justinm@mendota-heights.com.

Sincerely,



Sandra Krebsbach
Mayor

cc: Mendota Height City Council
Mendota Heights Airport Relations Commission

008-2. See General Response GR # 06.

008-3. See General Response GR # 10.

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



009

10-05-12P12:27 RCVD

October 4, 2012

MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann-Vice President Management and Operations
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann:

MN Airlines, LLC dba Sun Country Airlines appreciates the opportunity to provide comments on the potential environmental impact of the MSP 2020 Improvement Plan. At the present time, Sun Country Airlines operates fourteen 737 new generation aircraft out of our MSP hub. We plan to grow the airline at a rate of at least two or three aircraft per year for the foreseeable future, with the potential to increase that growth rate after 2013.

Gate and operating space at Terminal Two is absolutely essential to our planned growth. Without the planned expansion of gates at T2, Sun Country's planned growth, at least at MSP, would be severely constrained. Sun Country needs the growth at T2 to continue to provide the greater Minnesota public with competitive air fares and enhanced direct air service. We very much support the MSP 2020 planned improvements.

1

009-1. Comment noted.

Sincerely,

John S. Fredericksen
Vice President and General Counsel

PLEASE PRINT NAME AND TITLE IN ALL CAPS. IF YOU ARE A MEMBER OF THE PUBLIC, PLEASE PRINT YOUR NAME AND TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A COMPANY, PLEASE PRINT THE COMPANY NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A GOVERNMENT AGENCY, PLEASE PRINT THE AGENCY NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A UNIVERSITY, PLEASE PRINT THE UNIVERSITY NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A NON-PROFIT ORGANIZATION, PLEASE PRINT THE ORGANIZATION NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A CORPORATION, PLEASE PRINT THE CORPORATION NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A PARTNERSHIP, PLEASE PRINT THE PARTNERSHIP NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A TRUST, PLEASE PRINT THE TRUST NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A LIMITED LIABILITY COMPANY, PLEASE PRINT THE LLC NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A JOINT VENTURE, PLEASE PRINT THE JOINT VENTURE NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A PARTNERSHIP, PLEASE PRINT THE PARTNERSHIP NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A TRUST, PLEASE PRINT THE TRUST NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A LIMITED LIABILITY COMPANY, PLEASE PRINT THE LLC NAME AND YOUR TITLE IN ALL CAPS. IF YOU ARE AN EMPLOYEE OF A JOINT VENTURE, PLEASE PRINT THE JOINT VENTURE NAME AND YOUR TITLE IN ALL CAPS.

1300 Mendota Heights Road, Mendota Heights, MN 55120
Corporate Headquarters 651.681.3900 Reservations 800.359.6786 Fax 651.681.3901

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

010



Mike Maguire
Mayor

October 2, 2012

Paul Bakken
Cyndee Fields
Gary Hansen
Meg Tilley
Council Members

MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann – Vice President of Management and Operations
Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450-2799

Thomas Hedges
City Administrator

Dear Mr. Fuhrmann:

Thank you for the opportunity to review and comment on the Minneapolis-St. Paul International Airport's 2020 Improvement Plan Draft Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW). The City of Eagan supports the Metropolitan Airports Commission's (MAC) ongoing commitment to reinvest in the airport, as MSP serves as a valuable asset to the Twin Cities metropolitan area, and the State of Minnesota as a whole.

1

010-1. Comment noted.

Municipal Center
3830 Pilot Knob Road
Eagan, MN 55122-1810
651.675.5000 phone
651.675.5012 fax
651.454.8535 TDD

Per the recommendation of the Eagan Airport Relations Commission and the approval of the Eagan City Council, the City of Eagan offers the following comments to the EA:

- On January 18, 2012, the Noise Oversight Committee voted to recommend that "noise mitigation in the draft MSP 2020 Improvements EA/EAW be provided in a manner consistent with the provisions of the consent decree, offering the same mitigation, per noise impact level, with eligibility defined by the 2020 alternative 2 – airlines relocate DNL noise contours, beginning when the threshold of 484,897 total operations is reached or in the year 2020, whichever comes first." The City of Eagan supported this action and urges the MAC to abide by this recommendation in the final EA/EAW.

2

010-2. See General Response GR # 10.

Maintenance Facility
3501 Coachman Point
Eagan, MN 55122
651.675.5300 phone
651.675.5360 fax
651.454.8535 TDD

- It is our understanding that the EA/EAW was completed before the impacts of the proposed Performance Based Navigation (PBN) procedures were known. While the recent noise analysis conducted on the proposed PBN tracks shows a decrease in the number of units and population in the 60+ DNL contours, there will be noise impacts from these new tracks in areas outside of the defined contours. As such, the City requests that the final EA/EAW include an analysis of these new procedures so that all impacted communities will understand whether and how noise will shift from one area to another.

3

010-3. See General Response GR # 06.

www.cityofeagan.com

The Lone Oak Tree
The symbol of
strength and growth
in our community.

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

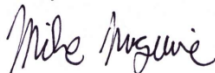
010

- As operations are forecasted and runway use is determined, the City maintains its long-standing request that the Runway Use System be adhered to by concentrating operations in the Eagan/Mendota Heights Corridor in order to limit operations on Runway 17/35, which impacts densely populated residential areas. 4

- In reviewing the draft EA/EAW, the City of Eagan reiterates the importance of the conditions that were placed on the 2030 Long Term Comprehensive Plan (LTCP) for MSP International Airport by the Metropolitan Council on June 23, 2010. Specifically, the following conditions should be adhered to:
 - 1) The MAC will update the plan every five years and that the first update is prepared by 2015.
 - 2) MAC should initiate a capacity study two years in advance of when MSP is expected to have 540,000 annual operations and incorporate the results of this study into the following LTCP update. 5
 - 3) MAC should initiate an FAA Part 150 study update (which includes a comprehensive noise analysis and mitigation program), in consultation with the MSP Noise Oversight Committee, when the forecast level of operations five years into the future exceeds the levels mitigated in the Consent Decree (582,366 annual operations). The results of this study should be incorporated into the first subsequent LTCP update.
 - 4) The LTCP needs to acknowledge that storm water from MSP detention ponds discharges to the reaches of the Minnesota and Mississippi Rivers that are identified as water-quality impaired for a number of pollutants and stressors.

Thank you again for the opportunity to comment on the 2020 Improvement Plan EA/EAW, and thank you for your ongoing planning efforts to ensure the present and future strength of MSP Airport. If you have any questions regarding the City of Eagan's comments, please contact Dianne Miller, Assistant City Administrator, at (651) 675-5014 or dmiller@cityofeagan.com.

Sincerely,



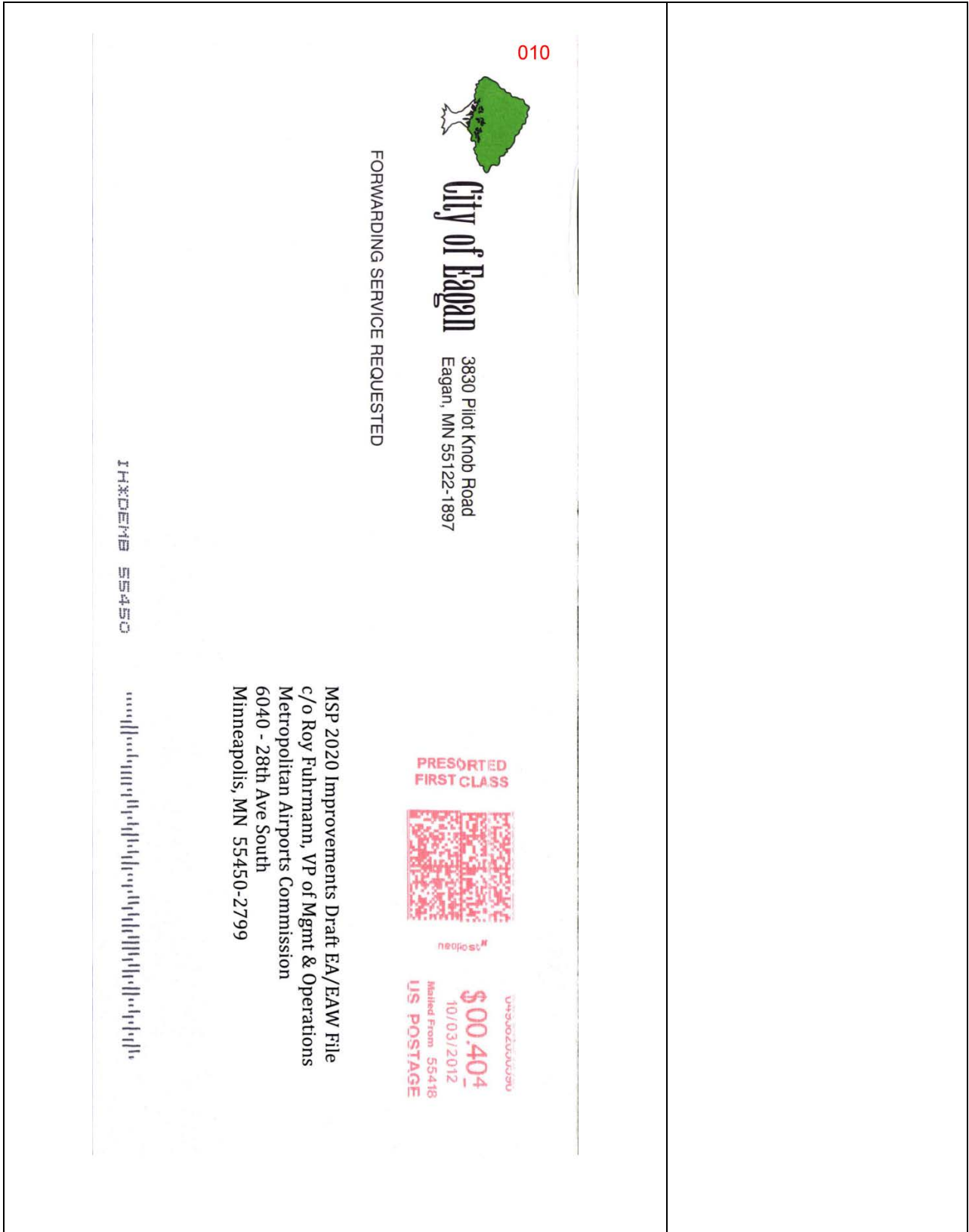
Mike Maguire
Mayor

cc: Eagan Airport Relations Commission

010-4. See General Response GR # 09.

010-5. The MAC is adhering to the 2030 Long Term Comprehensive Plan for MSP. The Metropolitan Council confirmed that the Draft EA/EAW is consistent with the Long Term Comprehensive Plan adopted by the MAC. Refer to letter # 042 from the Metropolitan Council.

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

011

Sirois Kron, Christene

From: MARY G [1234polla@msn.com]
Sent: Friday, October 05, 2012 11:56 AM
To: msp2020drafteaw
Subject: Airport changes.

I have lived southside Mpls all my life. I bought my home because it was on a busline and No airport noise. I have fibromyalgia and suffer chronic insomnia/fatigue which increases my pain when i get no rest. Since the last runways were built and airplane noise was diverted over our homes, my health has deteriorated tremendously. I had new windows and insulated siding put on out of my own pocket but these changes apparently were not highend enough and i could not afford more. I feel the State of Minnesota should start earning their money and gain back public respect for government by standing up for our rights. MAC has broken promises consistently after obtaining special funding.etc., i.e. airport in Duluth area which was to create more jobs; quieter planes and no nighttime flying over residential areas. I am now spending thousands on deteriorating health due partially to lack of sleep. Citizens need to take control back on decisions that affect them. Sincerely, M. Gorman

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011-1. See General Responses GR # 05 and GR # 10.

011-2. The MAC has not received special funding. The MAC does not operate or control the Duluth airport. The MAC did provide a loan to Northwest Airlines to help the airline through difficult financial times. The loan has been fully repaid. The MAC has not broken promises concerning quieter planes or nighttime flight restrictions. Neither the MAC nor the FAA determines the schedules or equipment used by the airlines to serve Minneapolis (as long as they meet FAA FAR Part 36 Stage 3 noise requirements). However, the MAC has worked very aggressively and in cooperation with the FAA, Airlines and the surrounding communities through the Noise Oversight Committee to enact voluntary measures to reduce noise impacts.

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

Page 1 of 1
012

Sirois Kron, Christene

From: John [jwhite15@comcast.net]
Sent: Thursday, October 04, 2012 6:45 AM
To: msp2020drafteaw
Subject: airport noise issue
Greeting Roy Fuhrmann,

I am writing this email to complain about the airplane noise level in my south Minneapolis neighborhood. Simple conversation inside and outside my house is interrupted now with the airplane noise level. Sleep interruptions are also my concern. If the schedule and routes change to allow more airplanes to fly over my home I see the need for sound abatement. At the very least why can't the airplanes stay on the Cedar Ave flight path. Sincerely,
John White
4254 33rd Ave so.
Minneapolis, MN. 55406

1

012-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. In other words, the forecasted number of aircraft operations is the same for all alternatives, including the No Action alternative. That said, mitigation is proposed in the Final EA/EAW to address the increase in noise due to the natural growth in operations. See General Responses GR # 05, GR # 10 and GR # 12.

10/5/2012

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

Page 1 of 1

013

Sirois Kron, Christene

From: mollie oconnor [mollie64@hotmail.com]
Sent: Friday, October 05, 2012 7:27 AM
To: msp2020drafeaw
Subject: Airport expansions

Dear Airport Commissioners,
I live in South Minneapolis and my neighborhood is greatly affected by airport noise. I do not support additions to the airport and I do not support the proposed changes to navigation - RNAV until it is studied and better understood. I do understand there has been an environmental assessment completed but I don't understand if the improved decibel readings recorded in my neighborhood has been incorporated or even considered. This neighborhood has experienced a great increase in airport noise starting last year when they changed the flight path because of a 'near miss' which was the result of an error made in the control tower. I suggest the FAA get errors under control and not punish the immediate neighbors to the airport. Route the flight path not over neighborhoods and over the airports own property where the planes can reach higher altitudes without polluting neighborhoods with noise.

Sincerely,
Mollie O'Connor
Standish Ericson neighborhood

10/5/2012

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013-1. Information regarding the proposed RNAV procedures has been added to the Final EA/EAW. See General Responses GR # 05, GR # 06 and GR # 10.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.

As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. That said, mitigation is proposed in the Final EA/EAW to address the increase in noise due to the natural growth in operations.

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

Page 1 of 1

Sirois Kron, Christene

014

From: Elizabeth Jarrett Andrew [elizabeth@spiritualmemoir.com]
Sent: Monday, October 08, 2012 4:30 PM
To: msp2020drafeaw
Subject: Expansion of the airport: MSP 2020 Improvements draft EA/EAW File
Dear Mr. Fuhrmann,

I am writing to urge you to make an in-depth environmental assessment before continuing with the airport expansion. Both the city of Minneapolis and many residents are concerned about an increase in noise and fumes from the expansion. Please do not authorize any changes until the lives of those under the flight paths is taken into consideration.

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Sincerely,
Elizabeth Jarrett Andrew
Minneapolis resident

Elizabeth Jarrett Andrew
www.spiritualmemoir.com
www.elizabethjarrettandrew.com

For I know that the energy of the creative impulse comes from love and all its manifestations—admiration, compassion, glowing respect, gratitude, praise, tenderness, adoration, enthusiasm.
--Brenda Ueland

014-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. See General Responses GR # 01, GR # 02, GR # 03, GR # 04, GR # 05 and GR # 10.

10/9/2012

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



015

10-09-12 4:11:25 RCVD

October 8, 2012

Roy Fuhrmann
Vice President, Management and Operations
MSP 2020 Improvements Draft EA/EAW File
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Re: **Draft Environmental Assessment/Environmental Assessment Worksheet (Draft 2020 Improvements EA/EAW) – 2020 MSP Improvements**

Dear Mr. Fuhrmann:

The City of Bloomington appreciates the Metropolitan Airports Commission's (MAC) continued efforts to plan for the expansion and improvement of Minneapolis-St. Paul International Airport (MSP). A large, high quality international airport is vital to our region's long term economic success. Bloomington strongly supports expansion at MSP that does not create excessive or disproportionate environmental impacts on surrounding communities. We appreciate the MAC's efforts to proactively assess and mitigate impacts related to the expansion. On October 8, 2012, the Bloomington City Council approved the following comments on the Draft 2020 Improvements EA/EAW.

Aircraft Noise

1. While aircraft noise levels in Bloomington are forecast at levels lower than previously anticipated, aircraft noise remains a negative impact that should be aggressively mitigated. Bloomington strongly encourages MAC to take whatever steps it can to further reduce aircraft noise levels over noise sensitive uses. These steps include but are not limited to:
 - a. Establishing runway use systems that channel air traffic over noise compatible land uses;
 - b. Using technology to improve navigation procedures and allow aircraft to more closely follow routes that minimize sensitive land use exposure to aircraft noise;
 - c. Encouraging airlines using MSP to utilize a fleet mix of lower noise aircraft; and
 - d. Closely monitoring actual aircraft noise levels and using the data to adjust noise models as necessary.
2. Comparing the 2010 actual noise contours over Bloomington (Figure 5.14-1) with the 2020 forecast noise contours under the preferred alternative (Figure 5.14-7), Bloomington notes that there is very little expansion in aircraft noise levels. Those Bloomington dwelling units

MAYOR AND CITY MANAGER
1800 W. OLD SHAKOPEE ROAD, BLOOMINGTON MN 55431-3027
PH 952-563-8780 FAX 952-563-8754 TTY 952-563-8740

AN AFFIRMATIVE ACTION/EQUAL
OPPORTUNITIES EMPLOYER

015-1. Comment noted.

015-2. See General Responses GR # 05, GR # 06, GR # 09, and GR # 10.

015-3. Comment noted.

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

<p>Mr. Roy Fuhrmann October 8, 2012 Page 2 of 3</p> <p>that were not exposed to aircraft noise above 60 DNL in 2010 but are forecast to be exposed to aircraft noise above 60 DNL in 2020 have already received MAC's -5 dBA noise mitigation package. 3</p> <p>3. Bloomington also notes that the 2020 forecast noise contours under the preferred alternative are significantly reduced from past aircraft noise forecasts on which noise mitigation efforts were based. 4</p> <p>Economic Development</p> <p>4. MSP is a vital economic engine for the Twin Cities region. As much as continued growth at MSP positively impacts the local economy in a direct fashion, it also indirectly boosts the local economy by helping to attract businesses that rely on robust air service. With the economic development role of MSP in mind, Bloomington discourages MAC from pursuing any efforts to push air traffic away from MSP and toward outstate airports. 5</p> <p>Transportation</p> <p>5. As pointed out in the Draft 2020 Improvements EA/EAW, numerous freeway and interchange improvements will be required in conjunction with the planned MSP expansion to avoid degradation to Level of Service F conditions. An important reconstruction of the I-494/34th Avenue Interchange will commence in 2013. Bloomington appreciates MAC's cooperative efforts on that interchange reconstruction.</p> <p>Bloomington also notes that, with roadway improvements, traffic conditions under the preferred alternative are forecast to be better than traffic conditions under the no build alternative. As MAC prepares future Capital Improvement Programs, Bloomington requests that MAC include funding for the various freeway and interchange improvements in the timeframe specified in the Draft 2020 Improvements EA/EAW. 7</p> <p>6. Bloomington encourages MAC to develop and follow an aggressive Transportation Demand Management Plan to reduce and spread out traffic peaks. The plan should look at ways to encourage both MSP employees and MSP users to use transit to access MSP. The plan should also look at ways to improve bicycle access to both Terminal 1 and 2 as well as bicycle related amenities to reduce employee motor vehicle trips. 8</p>	<p>015-3. See response above.</p> <p>015-4. Comment noted.</p> <p>015-5. The MAC is not proposing to shift commercial air traffic away from MSP.</p> <p>015-6. Comment noted. The MAC continues to work with neighboring communities to address mutual interests whenever possible.</p> <p>015-7. The funding sources for the transportation projects will be determined as each project is implemented and future CIPs will be prepared accordingly.</p> <p>015-8. Flight schedules and the number of operations are determined by the Air Carriers and other airport users. Neither the FAA nor the MAC has any control over arrival/departure times or the number of operations, as long as all flights can be handled safely and efficiently. Passenger and employee vehicle trips to the airport depend upon the flight schedules and employees needed to serve the traveling public. The MAC will continue to look for opportunities to implement Transportation Demand Strategies to increase transit use. The MAC has also been working with several entities regarding bicycle access and will continue to look for opportunities to improve bicycle access to the MSP Terminals as future projects are implemented.</p>
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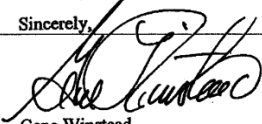
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Mr. Roy Fuhrmann
October 8, 2012
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Thank you in advance for consideration of Bloomington's comments. Should you have any questions regarding this letter, please contact Larry Lee, Community Development Director, at (952) 563-8947.

Sincerely,



Gene Winstead
Mayor

Copy: Lisa Pielen, Metropolitan Airports Commission Member

Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW



Minneapolis
City of Lakes
Office of the Mayor
R. T. Rybak
Mayor

350 South 5th Street - Room 331
Minneapolis MN 55415-1383

Office 612 673-2100
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October 5, 2012

MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann,

Thank you for the opportunity to comment on the Minneapolis-St. Paul International Airport 2020 Improvements Draft Environmental Assessment. We understand that the Long Term Comprehensive Plan adopted in 2010 and the associated Environmental Assessment have been prepared so that the Metropolitan Airports Commission (MAC) will be ready to make improvements and additions to Terminals 1 and 2 if and when demand increases beyond the capacity of the current facilities. The increased air traffic that would drive such expansion will mean more noise over a larger footprint in Minneapolis and the other communities affected by airport noise.

The Minneapolis Plan for Sustainable Growth, the City's comprehensive plan, recognizes the importance of the airport while providing guidance for City actions and advocacy related to the environmental impact of the airport's location and operations. The policies of the comprehensive plan provide the framework for the City's comments on this environmental assessment, which focus on the noise impact of the projected increase in operations at the airport through 2020. The City has the following overarching goals related to aviation noise:

- o Reduce the overall noise footprint
- o Enforce the regional standard of the 60 DNL line for noise mitigation
- o Decrease noise in unmitigated areas
- o Adoption of a noise metric other than DNL that better reflects the experience of people on the ground and that can be used for informed decision-making regarding the future of airport operations

Proposed Noise Mitigation

We appreciate that the MAC is responding to our request to address noise mitigation in the environmental assessment beyond the NEPA and FAA requirements, and that it is using the locally-adopted standard of 60 DNL consistent with past mitigation activities, the terms of the consent decree, and the local land use compatibility guidelines defined by the Metropolitan Council.

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016-1. Comment noted.

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<p align="right">016</p> <p>In Minneapolis, most of the increase in the 2020 forecast 60 DNL footprint for the MAC's preferred alternative takes place within already-mitigated areas. The exception is the area southeast of Lake Harriet, where a projected increase in arrivals to Runway 12R results in 1,229 homes being eligible for new or upgraded noise mitigation under the language proposed in the environmental assessment.</p> <p>Section 5.14.6 of the environmental assessment states that "noise mitigation will begin when the level of total annual operations at MSP reaches 484,879 or in the year 2020, whichever comes first." A threshold based on the number of operations does not make sense because the underlying assumptions and inputs that led to the forecast noise contours, as well as the accuracy of the model itself, will undoubtedly change. Most notably, fleet mix and flight tracks will continue to evolve. In the coming years, the updated contour maps reflecting 484,879 operations will not look the same as the map shown in the EA prescribing the blocks that would become eligible for noise mitigation. The fact that 35 homes within the 2010 60 DNL are not receiving mitigation based on the 2007 60 DNL illustrates this disconnect. Even as the total number of flights declined, the geographic distribution of the noise shifted in a manner that was not anticipated by earlier forecasts.</p> <p>The City of Minneapolis requests that the provision of any new noise mitigation be based on an assessment of measured conditions by geography rather than the total number of operations at the airport. The MAC should continue to update noise exposure maps annually and tie this measurement to a clearly-defined mitigation strategy that is approved by the surrounding communities. Basing mitigation on measured conditions will reflect changes in fleet mix and flight patterns including the possible implementation of RNAV or future performance-based navigation procedures.</p> <p>The Integrated Noise Model and DNL</p> <p>We understand that under National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) rules the MAC's preferred alternative does not generate "significant impacts" related to noise, defined as "an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative." However, we are concerned that Minneapolis residents are subjected to noise in a manner that is not captured by the Integrated Noise Model (INM) with DNL as the primary metric. DNL is intended to measure average noise exposure, and is derived from a model with inputs provided by the aviation industry rather than a measure of actual noise events. The projected impacts using INM modeling are similarly flawed. Because the human ear does not hear in averages, DNL does not effectively convey the noise impact experienced by residents. The recent experience of increased noise along Cedar Avenue illustrates this point.</p> <p>In 2004, an independent consultant collected baseline noise data using its own equipment in areas of south Minneapolis affected by aviation noise. A continuation of this work, including a follow-up data collection effort and the preparation of a report using the consultant's own methodology for measuring and documenting noise, would help all parties better evaluate aviation noise and would aid in developing a more effective metric for making policy decisions about the future of the airport. As the operator of the airport, the Metropolitan Airports Commission is best positioned to fund this work and to lead the effort to develop more effective noise metrics to be used in decision-making. The City of Minneapolis requests that the MAC</p>	<p>016-2. Comment noted. The 2020 forecasted 60 DNL contour for Alternative 2 - Airlines Relocate minimizes the affected population within the 60 DNL contour when compared to the No Action or Alternative 1- Airlines Remain Alternative. This preferred alternative is consistent with the cities stated goal in The Minneapolis Plan for Sustainable Growth to "reduce the overall noise footprint".</p> <p>016-3 and 4. Comment noted. The Final EA/EAW recognizes the stated concerns and as such is proposing a modification to the mitigation to address actual impacts. See General Response GR # 10.</p> <p>016-5. See General Response GR # 07.</p> <p>016-6. The MAC will continue to report, and consider the use of, alternative noise metrics. However, DNL is FAA's accepted noise metric, and the MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. See General Response GR # 07.</p>
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<p style="text-align: right; color: red;">016</p> <p>fund this independent noise study, working in cooperation with affected communities. The City further requests that the MAC take on a leadership role with the communities and the FAA on identifying and implementing a new methodology and metric for measuring aviation noise.</p> <p>Noise Impact</p> <p>A primary goal of the City of Minneapolis is to reduce the overall noise footprint from the airport. This should be an achievable goal given the retirement of the noisiest aircraft, the flexibility in runway use provided by the addition of Runway 17/35, and the proximity of other airports that could relieve some of the demand at MSP. In fact, the overall noise footprint has been reduced in recent years as a result of quieter planes and a reduction in the number of operations. The noise analysis conducted for the environmental assessment, however, anticipates a reversal of this trend. It shows the 60 DNL noise footprint surrounding MSP growing by 1,736 acres between 2010 and 2020, an area larger than all of the Minneapolis lakes combined or nearly 350 city blocks. This larger noise footprint is the result of a projected increase in the number of annual flights from 435,583 in 2010 to 484,879 in 2020, illustrating the substantial impact that the number and frequency of flights has on noise as well as the limits of improvements in aircraft technology to minimize noise.</p> <p>The City of Minneapolis is burdened by airport noise pollution over densely populated residential neighborhoods. The Environmental Impact Statement for the construction of runway 17/35, based the environmental mitigation on a runway use percentage that has not been realized. The explanation has been that in spite of a Runway Use System (RUS) adopted by the Noise Oversight Committee and the MAC, the sheer number of departures currently at MSP makes it impossible to use certain runways to the extent planned. The City is concerned that the increase in capacity will exacerbate this problem and make it less likely that the preferred runways under the RUS can be used.</p> <p>Additionally, there may already be sufficient capacity at other airports throughout the state of Minnesota which would make this project unnecessary. The City has long advocated for a statewide aviation strategy that results in more commercial airline service at airports with unused capacity. We would welcome the MAC joining us in advocating for this planning at the state level.</p> <p>Performance-Based Navigation</p> <p>The FAA is working with the airlines and the MAC on developing new Performance-Based Navigation (PBN) procedures, including Area Navigation (RNAV) and Optimized Profile Descent (OPD). RNAV procedures allow aircraft to fly more closely to a defined flight path. Those flight paths were recently released and are currently under review.</p> <p>The draft EA states that "The noise analysis did not include the proposed PBN procedures currently being developed by the FAA. An evaluation of the impacts of these procedures as they relate to the proposed project may be incorporated in the Final EA. If information is not available, an evaluation will be completed once the information is available, if applicable." This is not a strong enough commitment to assessing the impact of PBN procedures, which holds some promise for improving the overall noise situation by keeping flights on a defined track but could also disproportionately impact some residents. The residents of Minneapolis and the other</p>	<p style="text-align: right; color: red;">6</p> <p>016-6. See comment response above.</p> <p>016-7. Comment noted.</p> <p>016-8. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.</p> <p>The increase in aircraft capacity at the terminals will not make the use of the RUS more difficult. Aircraft operations are not projected to reach the 2004 historical peak operations level of 542,000 annual operations until after 2025. The use of Runway 17-35 is made slightly easier with the Preferred Alternative when wind conditions allow since more aircraft will be using Terminal 2, and will not have to cross another runway to use Runway 17-35. See General Response GR # 09.</p> <p>016-9. The MAC supports the MnDOT Statewide Aviation Plan review process. As part of the EA/EAW process, the MAC considered the positive impacts that full use of regional/statewide airports would have at MSP.</p> <p>The alternative to divert passengers to another airport was studied as part of the Draft EA/EAW. See Section 3.1.1 of the Draft EA/EAW. It was concluded that (1) neither the development of a competing hub nor a supplemental airport appears likely given current airline behavior and trends and, (2) even if the studied airports were able to capture 100 percent of their respective markets, the need for MSP terminal and landside</p>
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	<p>improvements would be delayed only temporarily. Therefore, the Other Airports Alternative was dismissed from further consideration.</p> <p>016-10. As explained in the introduction to this appendix, the PBN project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed PBN procedures are the subject of a separate NEPA process being completed by FAA Air Traffic Organization.</p> <p>While the EA/EAW does not provide environmental review or approval of the proposed PBN procedures, the proposed PBN procedures have been incorporated into the forecasted future scenarios noise contours in the Final EA/EAW. Also, see General Response GR # 06.</p>
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<p style="text-align: right;">016</p> <p>communities affected by the airport need to be assured that the timeline for implementation of PBN procedures allows enough time to understand the impacts and tradeoffs before a final decision is made whether to adopt PBN at MSP. Any environmental review of the long term comprehensive plan that does not take the currently proposed PBN procedures cannot claim to accurately represent future conditions and therefore is inadequate.</p> <p>These impacts and tradeoffs extend well beyond the 60 DNL line. While changing flight patterns may or may not necessitate new noise mitigation under the mitigation language offered in the environmental assessment, shifting noise patterns do have an effect on individuals outside the 60 DNL. Any analysis of PBN procedures or other changes to flight patterns should be conducted for a geographic area large enough to fully understand whether and how noise will shift from one area to another, regardless of possible plans for noise mitigation in some areas.</p> <p>Environmental Impact Statement</p> <p>Future decisions regarding the terminal reconfigurations in the Long Term Comprehensive Plan may also affect or be affected by the implementation of PBN, requiring a more in-depth and comprehensive analysis than an Environmental Assessment can offer. In a letter to the MAC dated January 6, 2011 and a letter to the Noise Oversight Committee dated January 18, 2012, the City of Minneapolis requested that the cumulative effects of future airport actions including a full build-out of the Long-Term Comprehensive Plan and the implementation of PBN procedures such as RNAV and OPD be assessed comprehensively in the form of an Environmental Impact Statement. We reaffirm that request with this letter, agreeing with past Metropolitan Council comments on the previous 2015 Terminal Expansion EA that an EIS is warranted.</p> <p>Fine Particulate pollution</p> <p>Air quality and the negative impacts on public health of poor air quality are of particular concern for the City. High levels of particulate matter, specifically PM 2.5, are correlated with an increase in cardiovascular disease, heart attacks, strokes and asthma. Recent studies suggest increased fine particulates may negatively impact birth weight and IQ levels in children. Data from MPCA ambient monitoring stations near the airport show PM 2.5 levels have increased and are close to exceeding National Ambient Air Quality standards. In addition to its impact on public health, nonattainment for PM 2.5 would result in significant economic impacts for the region and should be avoided at all cost.</p> <p>The City requests that additional air pollution modeling be conducted for the current number and pattern of flights and the expected increase and temporal concentration in takeoffs, landings, idle time, expected turnover of fleets; and traffic from cars, buses and other associated facility operations that will increase as a result of this proposed expansion. Given the population density of areas in direct proximity to the airport, and the broader area likely to be impacted by expanded airport operations, these modeling data should be used to conduct a cumulative health risk impact study.</p> <p style="text-align: right;">4</p>	<p>016-10. See comment response above.</p> <p>016-11. As explained in the introduction to this appendix, the PBN project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed PBN procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.</p> <p>Projects proposed in the LTCP for post 2020 are not considered “reasonable foreseeable actions” because of the uncertainty and changeability in the aviation industry. Therefore, the post 2020 LTCP projects are not included in the Draft EA/EAW. Based on the evaluation in the Draft EA/EAW, an EIS is not required. See General Response GR # 01.</p> <p>016-12. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW in its October 10, 2012, comment letter. Refer to Comment Letter #027 from the USEPA. Based on the Air Quality Assessment in the Draft EA/EAW, the Action Alternatives are not expected to adversely affect ambient air quality. The PM_{2.5} concentrations at the two air monitoring stations closest to MSP are well within the National Ambient Air Quality Standards (NAAQS) and the trend over the past three years is decreasing concentrations. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air</p>
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	<p>toxics and PM_{2.5} at two locations on MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. There is no difference between the PM_{2.5} emissions from Alternatives 1 and 2 versus the No Action Alternative during 2020 and 2025. The PM_{2.5} emissions during 2020 are 36 tons and during 2025 are 39 tons for all alternatives (i.e., No Action and Action Alternatives). Thus, the Action Alternatives are not expected to affect PM_{2.5} concentrations adversely.</p> <p>As explained in GR # 02, there are no existing federal regulatory guidelines specific to hazardous air pollution (HAP) emissions from aircraft engines. Although there are FAA and EPA/FAA guidance documents recommending best practices for quantifying speciated organic gas emissions from aircraft engines, the methods for measuring air emissions associated with aircraft engines is an evolving process that is still under development. See FAA, Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources, September 2, 2009, and FAA/EPA Recommended Best Practices for Quantifying Speciated Gas Phase Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines, May 27, 2009. The guidance specifically warns against preparing any type of HAPs assessment for aircraft emissions under NEPA—other than the type of emission inventory provided in the Draft</p>
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	<p>EA/EAW—because such assessments “require a complete understanding of both the reaction of OGS/HAPS in the atmosphere and downstream plume evolution,” and the science of such atmospheric reactions is “currently limited” and “still evolving.” <i>Id.</i> See also 40 C.F.R. § 1502.22 (providing that in an EIS, an agency may identify information that is unavailable).</p> <p>The FAA and MAC prepared a HAPs emission inventory that complies with FAA and FAA/EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, Appendix E <i>Air Quality Technical Report</i>, Section 6.</p> <p>See also General Responses GR # 02, GR # 04 and GR # 03.</p>
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Summary

In summary, the City of Minneapolis makes the following comments in response to the Minneapolis-St. Paul International Airport 2020 Improvements Draft Environmental Assessment:

- o The provision of any new noise mitigation should be based on an assessment of measured conditions by geography rather than the total number of operations at the airport, and annual measurements should be tied to a clearly-defined mitigation strategy that is approved by the surrounding communities. 13
- o The MAC should fund an independent noise study, which will aid in developing a more effective metric for making policy decisions about the future of the airport. 14
- o The MAC should take on a leadership role with the communities and the FAA on identifying and implementing a new methodology and metric for measuring the impact of aviation noise. 15
- o The FAA, MAC, and airlines should take steps to improve the use of preferred runways under the RUS and reduce time that runways are not able to be used for departures due to volume of flights. 16
- o The MAC should join us in advocating for a statewide aviation strategy that results in more commercial airline service at airports with unused capacity. 17
- o The environmental review of PBN procedures should be conducted in a timely manner, and include a geographic area large enough to fully understand whether and how noise will shift from one area to another. 18
- o An Environmental Impact Statement should be conducted taking into account the cumulative effects of future airport actions including a full build-out of the Long-Term Comprehensive Plan and the implementation of Performance-based Navigation (PBN) procedures. 19
- o The MAC should conduct additional air pollution modeling as well as a cumulative health risk impact study. 20

Thank you again for the opportunity to comment. We look forward to your response.

Sincerely,



R.T. Rybak, Mayor
City of Minneapolis

016-13. See Response to Comment #016-3.

016-14. See Response to Comment #016-6.

016-15. See Response to Comment# 016-6.

016-16. See Response to Comment #016-8.

016-17. See Response to Comment #016-9.

016-18. See Response to Comment #016-11.

016-19. See Response to Comment #016-12.

016-20. See Response to Comment #016-12.

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MSP 2020 Improvements Draft Environmental Assessment /
Environmental Assessment Worksheet (EA/EAW)
Public Open House - MAC General Offices Building
Monday, 1 October 2012



COMMENTS

Date: Oct 1 2012
Name: John F. Dowdally
Address: 4305 - 27th Ave So.
City: Minneapolis MINN
ZIP Code: 55406

PLEASE WRITE YOUR COMMENTS BELOW

I've been blessed to be able to live in my home over
look Lake Hiawatha for 12 years so far, after owning 15 homes I
was lucky enough to get this peaceful spot, that is until
2 years ago I bought here because there was none of
that loud noise, now there is and from what I
heard from the meeting there will be even more
too me it means my home is worth less, because
I have a disability from my army days, 43 years
ago which is hearing loss and ringing in the ear
those loud planes cause that ear to ring even
more, bottom line I want to keep what hearing
I have left but I also want to live in my be-
loved neighborhood and still want to have the
airport keeping people employed around here.
How do we find a balance, help my only good invest-
ment up (my house) and with God's help keep my hearing and
the ringing of my ears as low as possible. Thank you for beginning
the process.


Written comments may also be submitted via USPS mail or e-mail to the address below.

Comments will be accepted until 5:00 pm on October 11, 2012.

MSP 2020 Improvements Draft EA/EAW File
C/O Environment Department
Metropolitan Airports Commission
6040 - 28th Avenue South
Minneapolis, MN 55450-2799
Phone: 612-726-8100
Email: msp2020draftEAW@mspmac.org

017-1. See General Responses
GR # 05, GR # 08 and GR # 11.

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 <p>10-10-12A11:52 RCVD</p> <p style="text-align: right;">018</p> <p style="text-align: right;">City Manager's Office</p> <p>October 9, 2012</p> <p>MSP 2020 Improvements Draft EA/EAW File c/o Environment Department 6040 28th Avenue South Minneapolis, MN. 55450-2799</p> <p>MAYOR DEBBIE GOETTTEL</p> <p>CITY COUNCIL PAT ELLIOTT TOM FITZ-HENRY SUZANNE M. SANDAHL FRED L. WRIDGE, JR.</p> <p>CITY MANAGER STEVEN L. DEVICH</p> <p>Subject: City of Richfield Comments on 2020 Improvements Draft Environmental Assessment/Worksheet for MSP</p> <p>Dear Mr. Fuhrmann:</p> <p>The City of Richfield would like to thank you for the opportunity to comment on the Minneapolis-St. Paul International Airport (MSP) 2020 Improvements Draft Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW). The City of Richfield recognizes that the Metropolitan Airport Commission (MAC) is proposing development at Terminals 1-Lindbergh and 2-Humphrey at MSP and environmental review of the proposed development is required to comply with the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA). The proposed development raises concern for Richfield due to the potential for additional airport noise over our community as well as other communities surrounding MSP.</p> <p>The Richfield Comprehensive Plan acknowledges the benefits the City receives from the airport such as convenient access to airport services. The challenge for Richfield is to maximize the benefits of its convenient location while minimizing the aircraft noise effects. Through the comprehensive plan the City has established some goals and policies to ensure the collaboration between all the entities involved. They include:</p> <ul style="list-style-type: none">• Advocate airport-operating procedures that will minimize adverse impacts in Richfield;• Continue the City's cooperative efforts with MAC to share resources and infrastructure;• Continue to cooperate with the MAC, the Pollution Control Agency and other governmental agencies to reduce adverse noise impacts generated by air traffic; and• Continue its cooperative effort with the MAC and the Federal Aviation Administration (FAA) to address the issues of low frequency noise impacts to the City. <p style="text-align: center;"><i>The Urban Hometown</i></p> <p style="text-align: center;">6700 PORTLAND AVENUE, RICHFIELD, MINNESOTA 55423 612.861.9780 FAX: 612.861.8974 <small>www.cityofrichfield.org AN EQUAL OPPORTUNITY EMPLOYER</small></p>	<p>018-1. See General Responses GR # 05 and GR # 10.</p> <p>018-2. Comment noted.</p>
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Performance-Based Navigation

The FAA has designed and is working with the airlines and the MAC on new Performance-Based Navigation (PBN) procedures, including Area Navigation (RNAV) and Optimized Profile Descent (OPD) to reduce sensitive land use over flights and aircraft arrival noise in the communities surrounding the airport. The RNAV procedures will allow aircraft to fly more closely a defined flight path over areas in our community that have been mitigated for airport noise already.

The draft EA states that, "The noise analysis did not include the proposed PBN procedures currently being developed by the FAA. An evaluation of the impacts of these procedures as they relate to the proposed project may be incorporated in the Final EA. If the information is not available, an evaluation will be completed once the information is available, if applicable." The FAA anticipates that the PBN procedures will be published in late first quarter of 2013. While the City prefers that the analysis is completed sooner and in concert with the Final EA, it unequivocally expects that the MAC will continue with the additional analysis of the PBN procedures. The PBN procedures are essential to the future growth of MSP as well as the relationship it maintains with the surrounding communities through the Noise Oversight Committee (NOC).

It is also critically important to the City that if the new PBN procedures shift the noise pattern such that additional Richfield residences fall within the 60 DNL contour, the MAC will mitigate those newly affected homes under the same standards of past mitigation programs. To confirm, the 60 DNL contour is the locally-adopted standard, consistent with past mitigation programs as well as the terms of the consent decree.

Airlines Relocate- Freeway Impacts

The MSP 2020 plan calls for relocating all non-SkyTeam airlines to Terminal 2-Humphrey. While transportation impacts primarily address the I-494/34th Ave. intersection, the City strongly urges the MAC to join MnDOT, Hennepin County and the City to advocate for the construction of an underpass at 77th Street as an important component for accessibility to MSP. As you know, 77th Street is a continuous east-west route that parallels I-494 and serves as a reliever to I-494. Unfortunately, the west end of 77th Street ends at our community's western border. A 77th Street underpass would connect with 34th Avenue, providing an additional roadway level service - not only for MSP passengers, but employees and vendors as well. The 77th Street underpass project has been included as a Capital Improvement Project for MnDOT, Hennepin County and the City. Now, with the anticipated acceptance of the MSP 2020 Plan, it should be incorporated into the MAC's planning too. Therefore, the City takes this


018-3. As explained in the introduction to this appendix, the PBN project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed PBN procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed PBN procedures, the proposed PBN procedures have been incorporated into the forecasted future scenarios noise contours in the Final EA/EAW. Also, see General Responses GR # 06 and GR # 10.

018-4. Comment noted.

018-5. The MAC will continue to work with our surrounding transportation partners, including the City of Richfield, to help facilitate solutions to traffic impacts. Because 77th St. connects directly to the 24th Ave S interchange, not 34th Ave S as stated in the comment, the transportation analysis completed as a part of the EA did not reveal any significant traffic improvements on 34th Ave. S. associated with the completion of the 77th St. underpass. The 77th St. underpass however may serve as an alternate route to help relieve traffic congestion on I-494. In 2002, the MAC constructed the 77th St/Longfellow Ave S intersection to be compatible with the future 77th St. underpass. The MAC will continue to cooperate with the City and other agencies in future planning activities associated with this connection.

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<p style="text-align: right;">018</p> <p>opportunity to request that the MAC join MNDOT, Hennepin County, and the City to work in concert to obtain funding for the underpass project. 5</p> <p>Summary</p> <p>In summary, the City of Richfield has reviewed the MSP 2020 Improvements Draft EA and requests that the following comments be incorporated into the Final EA.</p> <ul style="list-style-type: none">• The 60 DNL contour be used as the threshold for airport noise for any environmental assessment regarding MSP. The 60 DNL is consistent with past mitigation activities and the terms of the consent decree, as well as the local land use compatibility guidelines as defined by the Metropolitan Council. 6• The PBN procedures proposed to be available by late first quarter of 2013 will be analyzed and incorporated in the Final EA, or amended to reflect these procedures when available. 7• Consideration of the 77th Street Underpass project to provide additional access to MSP and, under the Airlines Relocate Alternative, a way to improve the level of service for the proposed additional 5,200 new public, employee, and rental car parking spaces that will serve Terminal 2-Humphrey. 8 <p>If you have any questions or comments please feel free to contact me at 612-861-9702 or via email at sdevich@cityofrichfield.com.</p> <p>Sincerely,</p>  <p>Steven L. Devich City Manager</p> <p>SD:cc Copy: Lisa Peilen, MAC Commission, District C Steve Elkins, Metropolitan Council District 5 Council Member Pam Dmytrenko, Assistant City Manager Mike Eastling, Public Works Director John Stark, Community Development Director Christine Costello, Community Development Specialist</p>	<p>018-5. See response above.</p>
	<p>018-6. See General Responses GR # 05 and GR # 10.</p>
	<p>018-7. See General Response GR # 06.</p>
	<p>018-8. See Response to Comment #018-05.</p>

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019

Sirois Kron, Christene

From: Georgia Wegner [gwegner3905@mac.com]
Sent: Tuesday, October 09, 2012 4:27 PM
To: msp2020drafteaw
Cc: Sandra K Colvin Roy
Subject: Airport notes

I was unable to attend your meeting on October 1, though I wanted to meet you all very much.

I moved into my house in 1983. Airport noise wasn't an issue, even living as close to it as I do (39th St and 20th Ave). Then Northwest stopped its noise mitigation procedures. It turns out they were voluntary and MAC didn't do a thing about it. In fact, MAC has been all airline all the time. Forgive me if I don't think sealing us in our homes is the best solution to airport noise. A few things have been done to spread the misery but I'm now back to recording tv shows that have dialogue I really want to hear. (Luckily there aren't many).

We all remember September 11th. I also remember September 12th. I stood outside my house and was immediately struck by the quiet. I was also struck by the sky. That glorious blue is imprinted in my brain. I thought I was in some sort of altered state. It was years later I realized it was the lack of airplane exhaust. You don't really think about it when there are so relatively few airplanes compared to cars. How could the sky change that much that fast! It means these airplanes are spewing THAT MUCH EXHAUST. Sometimes I can see it. What is the automobile equivalent of what one airplane does to us?

Is this why so many children have asthma? How about the adults? It was VERY rare when I was a child - I wasn't aware of a single person with asthma until I was well into adulthood. Does this have anything to do with allergies on the increase? What other problems are we having from this? How much is it affecting global warming? MN is number two in warming in the nation. How big a part do the airlines have in that? In Europe they know that the number one thing a private citizen can do to mitigate global warming is to NOT FLY. We never hear that here but it doesn't mean it's not true.

These companies fought like crazy to be recognized as people. Well, they can jolly well be good citizens. They have a history of being lousy to their customers, their employees (excepting vice-presidents) and their community. Delta has moved their noisiest planes here. They call us a hub so they can charge us more and foul our air more. They are grossly inefficient. I don't want to hear about fuel costs when one has to stop in Newark to fly from Pittsburgh to Philadelphia. They can work smarter. Have you looked at their flight maps lately?

Then there is the antiquated FAA systems and I can't even start on how I feel about adding flights without a major overhaul of that. I don't imagine it could be done without tax increases and since the tax rants have been so wildly successful I don't see that happening soon. So perhaps you (MAC) can think about the community for once and if you won't make things better, at least you can refrain from making them worse.

One closing story: some years ago - many in fact - two of my friends were visiting from Philadelphia. We walked around a different lake every day and our conversation was constantly interrupted by airplane noise.

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019-1. The MAC remains committed to evaluating and implementing noise abatement procedures and programs when possible. Through the work of the NOC, airlines are involved in the noise discussion and as a result, many noise initiatives have been implemented. Over the years, some of the initiatives have taken the form of voluntary programs, such as the voluntary nighttime hours. The airlines continue to try to comply with such program. However, their respective operational requirements do not allow for 100% compliance. This does not represent a discontinuation of noise abatement efforts by the airlines. See General Response GR # 05 and response to comment #005-4.

019-2. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW in its October 10, 2012, comment letter. Refer to Comment Letter #027 from the USEPA. Based on the Air Quality Assessment in the Draft EA/EAW, the Action Alternatives are not expected to adversely affect ambient air quality. The PM_{2.5} concentrations at the two air monitoring stations closest to MSP are well within the National Ambient Air Quality Standards (NAAQS) and the trend over the past three years is decreasing concentrations. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air

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	<p>toxics and PM_{2.5} at two locations on MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. There is no difference between the PM_{2.5} emissions from Alternatives 1 and 2 versus the No Action Alternative during 2020 and 2025. The PM_{2.5} emissions during 2020 are 36 tons and during 2025 are 39 tons for all alternatives (i.e., No Action and Action Alternatives). Thus, the Action Alternatives are not expected to affect PM_{2.5} concentrations adversely.</p> <p>As explained in GR # 02, there are no existing federal regulatory guidelines specific to hazardous air pollution (HAP) emissions from aircraft engines. Although there are FAA and EPA/FAA guidance documents recommending best practices for quantifying speciated organic gas emissions from aircraft engines, the methods for measuring air emissions associated with aircraft engines is an evolving process that is still under development. See FAA, Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources, September 2, 2009, and FAA/EPA Recommended Best Practices for Quantifying Speciated Gas Phase Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines, May 27,</p>
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	<p>2009. The guidance specifically warns against preparing any type of HAPs assessment for aircraft emissions under NEPA—other than the type of emission inventory provided in the Draft EA/EAW—because such assessments “require a complete understanding of both the reaction of OGS/HAPS in the atmosphere and downstream plume evolution,” and the science of such atmospheric reactions is “currently limited” and “still evolving.” Id. See also 40 C.F.R. § 1502.22 (providing that in an EIS, an agency may identify information that is unavailable).</p> <p>The FAA and MAC have prepared a HAPs emission inventory that complies with FAA and FAA/EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, Appendix E Air Quality Technical Report, Section 6.</p> <p>Notably, compared to other sources such as automobiles, aviation emissions are a relatively small contributor to air quality concerns both with regard to regional air quality and global greenhouse gas emissions. Generally, aviation contributes less than 0.5 percent of the national emissions inventory (while transportation activities contribute about 55 percent); and an individual airport contributes about 1 to 3 percent of the regional emissions. Emission contributions are far greater from other transportation sectors such as on-road vehicles as well as industrial stationary sources. Notably, only 10 percent of</p>
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	<p>aircraft emissions of all types, except VOC and CO, are produced during airport ground level operations and during landing and takeoff. The bulk of aircraft emissions (90 percent) occur at higher altitudes (i.e., removed by time and space from local air quality impacts). For VOC and CO, the split is closer to 30 percent ground level emissions and 70 percent at higher altitudes. Thus, on a regional basis, aviation-related emissions are a smaller percentage of the overall total and a majority of the aircraft emissions occur above the ground and at higher altitudes, which put the emissions further away from population receptors.</p> <p>See General Responses GR # 02, GR # 03 and GR # 04.</p> <p>019-3. In terms of U.S. contributions to CO₂, the General Accounting Office reports that “domestic aviation contributes about 3 percent of total CO₂ emissions, according to USEPA data,” compared with other industrial sources including the remainder of the transportation sector (20 percent) and power generation (41 percent). The International Civil Aviation Organization estimates that GHG emissions from aircraft account for roughly 3 percent of all anthropogenic GHG emissions globally. Based on the Air Quality Assessment within the Draft EA/EAW, the Action Alternatives are not expected to affect climate change adversely.</p> <p>Also, see Response to Comment 019-2 and General Response GR # 02.</p> <p>019-4. Comment noted.</p>
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	<p>019-5. Safety is the FAA’s highest priority. The agency will provide that the design of any approved alternative properly protects the public safety. FAA air traffic control procedures and requirements, including aircraft separation provisions, ensure the safe operation of aircraft using MSP.</p> <p>019-6. See General Responses GR # 05 and GR # 10.</p>
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On about day four, after an "airplane break" one of them turned to me asking very angrily "WHY DO YOU
ALLOW THIS?" I didn't have an answer. I've never been given an answer and I still want one. Georgia Wegner

019

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019-6. See comment response above.

2

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020

Sirois Kron, Christene

From: Lisa M. Schmid [lschmid@nilanjohnson.com]
Sent: Tuesday, October 09, 2012 6:29 PM
To: msp2020drafteaw
Subject: MSP 2020 Improvements Draft EA/EAW File

Dear Director Fuhrmann,

My name is Lisa Schmid, and my partner Beth Tanzer and I live at 4149 20th Ave. S. in Minneapolis. We are quite concerned about two airport issues that are occurring right now: 1) the proposed expansion of the airport; and 2) the proposed implementation of RNAV. Our neighborhood has already had to endure an increase in low, loud flights at all hours of the day (starting at 6:00 a.m. and sometimes as late as 11:00 or midnight) due to the runway changes are the near-miss incident, and we are very concerned that both of these changes will result in even more (and constant) flights over our house. We are especially concerned that there is no mention of possible mitigation for the families affected by these potential changes. As of right now, there are many days I actually consider moving due to the increase in noise from the airport, and I know I'm not alone. I looked into airport noise before we bought this home, and it seems pretty unfair that we have to deal with these changes without any input or mitigation.

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In addition to my above, more general concerns, I'm writing to ask you to take two steps:

First, before you approve an expansion, please conduct a more extensive environmental review of the proposed expansion (i.e. an environmental impact study). The current assessment doesn't consider the health impacts of airport noise and pollution, and its noise modeling is inadequate. Additionally, it doesn't take RNAV into consideration, and it's clear that RNAV will have a huge impact on certain areas (my neighborhood is one such area).

4

Second, before you approve RNAV, please develop a plan for mitigation. This plan should be based on changes in actual noise, not on the number of flights.

5

In the end, I imagine a lawsuit will be forthcoming if nothing is done to address neighborhood/city concerns; people aren't willing to have their neighborhoods destroyed without a fight.

Thank you for your consideration.

Sincerely yours,
Lisa M. Schmid

LISA M. SCHMID
Attorney
612.305.7549
lschmid@nilanjohnson.com

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P 612.305.7500 | F 612.305.7501 | www.nilanjohnson.com

Description:
Nilan
Johnsen

10/10/2012

020-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted future scenarios noise contours in the Final EA/EAW. Also, see General Response GR # 06.

020-2. The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G. Also, see General Response GR # 05.

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	<p>020-3. See General Response GR # 10. Past noise mitigation was based on the noise impacts associated with forecasted operation activity. The proposed mitigation in the Final EA/EAW is based on actual noise contours. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours.</p> <p>There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft).</p> <p>020-4. The Air Quality Assessment was conducted in accordance with USEPA and FAA</p>
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**Minneapolis-St. Paul International Airport
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	<p>guidance. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW in its October 10, 2012, comment letter. Refer to Comment Letter #027 from the USEPA.</p> <p>As explained in the introduction to this appendix,, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.</p> <p>While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.</p> <p>See General Responses GR # 01 and GR # 06.</p> <p>020-5. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.</p> <p>Comment will be forwarded to FAA Air Traffic Organization.</p> <p>See General Responses GR # 06 and GR # 10.</p>
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020

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Minnesota Pollution Control Agency

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October 10, 2012

Mr. Roy Fuhrmann
MSP 2020 Improvements Draft EA/EAW File
C/O Environmental Department
Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450-2799

10-10-12P01:24 RCVD

Re: Minneapolis – St. Paul International Airport 2020 Improvements Draft Environmental Assessment/
Environmental Assessment Worksheet

Dear Mr. Fuhrmann:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA/
Environmental Assessment Worksheet (EAW) for the Minneapolis – St. Paul International Airport 2020
Improvements project (Project) located in Hennepin and Ramsey Counties, Minnesota. The Project
consists of a wide variety of improvements to the airport. Regarding matters for which the Minnesota
Pollution Control Agency (MPCA) has regulatory responsibility and other interests, MPCA staff has the
following comments for your consideration.

Appendix M – Changes in Surface Water Impacts from Aircraft Deicing and Fueling

Deicing Pad(s) at Terminal 2-Humphrey: The Draft EA/EAW discusses the paving of several of the
impervious areas in and around both the Humphrey Remote Apron plug-and-pump (PnP) and the
Humphrey Apron PnP. It appears that the primary reason for the paving of many of these areas is to
provide additional "remain overnight" aircraft storage and additional taxiway. This action will create a
situation in which the existing grassy drainage areas will become paved.

It is important to point out one of the primary conditions of the evaluation of the three alternatives with
respect to deicing activities was that the total number of departures does not change, but only the
location from where those operations originate (page M-3). By using this approach, the anticipated
growth of the airport activities is not considered. Because of this assumption, and the anticipated future
deicing needs, the MPCA recommends that additional deicing controls be considered in the evaluation.
The primary considerations should be the potential addition of deicing pad(s) and remote runoff storage
containment to address both existing and future deicing practices.

Evaluation of the installation of a higher level of deicing collection device. The collection of aircraft
deicing fluids is most efficient with the use of deicing pads and then secondly with PnPs. Generally
expected glycol collection rates are 60 percent for new deicing pads and 40 percent for new PnPs. The
current evaluation only considered the installation of PnPs around the Terminal 2-Humphrey area. Given
that it is being proposed to pave much of the area around the terminal, it would be most appropriate to
investigate the potential to install the more efficient deicing pad technology at this time. Reasons for
this suggestion are presented below. Additionally, the design of the new PnPs, and possibly the existing
PnPs located at the terminals proposed to undergo significant changes, should consider in their design

021

The airport is compliant with its NPDES permit and will continue to comply with the permit conditions in the future.

021-1. Additional controls concerning deicing activities were considered as part of the Draft EA/EAW. Upon review, dedicated deicing pads are already located at all five departure runway thresholds. Four of these were designed and constructed specifically to collect and contain spent aircraft deicing fluids (ADF). Under either Action Alternative, the fifth deicing pad will be reconstructed in a similar manner.

021-2. As noted in the Response to Comment #021-1, dedicated deicing pads are located at each of the departure runway thresholds. Although the current evaluation indicated that the area would be served by plug and pump technology, the plug and pump technology would be constructed to conform to the same technology used at dedicated deicing pad locations. Typically, dedicated deicing pads, with the same infrastructural technology, perform better because dedicated deicing pads have more frequent use of deicing whereby there is more fluid to capture since there is more fluid sprayed in one location. The plug and pump locations may have only 4 to 8 aircraft deicing operations per day while the deicing pad may deice 4 to 8 aircraft per position per hour. The MAC will use the same construction technology at the plug and pump locations as typically used at the dedicated deicing pads. Collected fluids will be pumped directly or trucked to

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	<p>remote storage for recycling or metered to treatment facilities.</p> <p>021-3. The ability to manage the collected glycol impacted storm water will be considered and is preferred when constructing new facilities.</p>
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<p style="text-align: right;">021</p> <p>Mr. Roy Fuhrmann Page 2 October 10, 2012</p> <p>the potential to allow remote storage and servicing of the collected runoff. A remote servicing and/or storage facility component would decrease PnP operational delays caused by PnP emptying services in the terminal area. Additionally, it would allow increased storage and protection from the potential for overflows of the PnP systems.</p> <p>Suggestions: The Draft EA/EAW did not discuss an investigation of the option of utilizing the current and proposed paved areas in the Terminal-2 Humphrey area for the installation of centralized deicing pads and remote storage. Below is a list of potential benefits of installing additional collection infrastructure, and potential concerns with continuing with the proposed paving activities prior to an evaluation of these options.</p> <ul style="list-style-type: none">• The largest capital costs reported (Airport Cooperative Research Program Report 14, Deicing Practices, Transportation Research Board, sponsored by Federal Aviation Administration http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_014.pdf) to be associated with deicing facilities, such as deicing pads, include site preparation and excavation, paving and drainage infrastructure, and containment facilities. By considering the installation of a deicing pad and storage at the time of the proposed construction at the airport, there may be an opportunity to take advantage of the existing site conditions and save financial resources and time by installing a deicing facility within the scope of the proposed Project.• Currently unpaved areas present an access opportunity to install centralized deicing pads, storage containment, and the associated utilities at a much lower cost and with minimal operational interference.• Central deicing pads can often help alleviate the terminal congestion that is caused by adverse winter weather delays. Also, this additional deicing area can assist with getting the aircraft deiced and departed before the deicing holdover time expires. If the aircraft are held beyond the allowable deicing holdover time they are required to taxi back to a deicing location and be deiced again. This causes additional delays, costs, and potential for discharges to the environment.• Deicing pads could still be utilized for "remain overnight" aircraft storage, as currently proposed.• Consider remote storage to allow for sufficient storage capacity for spent deicer-laden runoff under current proposed actives and anticipated future growth. Remote storage and the related infrastructure could be added more easily and economically prior to the installation of airfield pavement. Remote storage could also be considered for rain water harvesting to be used for airport watering projects during the growing months.• Proposed PnPs will still allow defrosting and other light deicing activities at the existing and proposed terminals, while a new deicing pad could provide a facility more readily able to handle heavy winter weather events and the associated airport delays.• The new deicing pad infrastructure could incorporate drainage designs that are able to segregate deicing runoff from "clean" runoff to minimize runoff volume for treatment and disposal. This is typically not possible with PnPs. By minimizing runoff collection and treatment costs, there is a potential for long term savings for the airport yearly operations.	<p>3</p> <p>021-3. See response above.</p> <p>4</p> <p>021-4. MSP utilizes a combination of dedicated deicing pads and at-gate deicing fluid control methodologies to collect and contain spent ADF. This approach provides the best operational efficiencies and provides good ADF control. All runway thresholds have dedicated deicing pads. For operational reasons some deicing must be or is best done at-gate. A new deicing pad and new at-gate pavements and storm sewers will further improve the ADF collection system.</p> <p>See also, Responses to Comment #021-2 and #021-3.</p>
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Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW

Mr. Roy Fuhrmann
Page 3
October 10, 2012

021

We appreciate the opportunity to review this project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this Draft EA/EAW, please contact me at 651-757-2508.

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Sincerely,



Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:mbo

cc: Ken Westlake, U.S. Environmental Protection Agency
Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul
Robert Kostinec, MPCA, Rochester

021-5. Comment responses are provided. The MAC will issue a notice of decision on the need for an EIS after the completion of the EA/EAW process. The final determination will also be published in the EQB monitor. Also, see General Response GR # 01.

021-6. Necessary permits will be obtained prior to construction.

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Sirois Kron, Christene

022

From: Batdorf, Karen M. [K9BATDORF@stthomas.edu]
Sent: Wednesday, October 10, 2012 8:41 AM
To: msp2020drafeaw
Cc: 'Colvin Roy, Sandra K.'
Subject: RNAV and our neighborhood

I live in the Lake Nokomis neighborhood and am deeply opposed to the proposed Environmental Assessment plan for airport expansion and navigation changes. The assessment we are being asked to comment on is inadequate and premature. Nothing should be done until the new issue of RNAV has been adequately addressed. We are already experiencing increased noise and air traffic issues, and using an environmental assessment plan that does not include or follow after an intense study of proposed RNAV changes is both inadequate and deliberately misleading to area residents, who have already suffered the impact of the relentless airport expansion. In addition, compensating plans should be in place according to noise projections, not retrofitted after a problem has been established. The current proposal smells of an attempt to deceive and overrun the good of the neighborhoods.
Karen Batdorf
4922 30th Avenue South

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022-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. See General Responses GR # 05, GR # 06 and GR # 10.

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Sirois Kron, Christene

023

From: Pat Engstrand [pengstrand@mmrf.org]
Sent: Wednesday, October 10, 2012 8:55 AM
To: msp2020drafeaw
Subject: feedback on your plan

Please stop your process until RNAV gets sorted out and assure the airport community that RNAV will have its own independent analysis and a public comment. Putting the cart before the horse has never resulted in a smooth ride.

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Thank you for considering my comments.

Pat Engstrand
Resident of the Longfellow Neighborhood

023-1. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

See General Responses GR # 05, GR # 06 and GR # 10.

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024

Sirois Kron, Christene

From: Ronald Goldser [Ronald.Goldser@zimmreed.com]
Sent: Wednesday, October 10, 2012 8:59 AM
To: msp2020drafteaw
Cc: Dianne Miller; 'helenleslie@comcast.net'
Subject: Comments on EA/EAW and RNAV proposal

I reside at 774 Elrene Court, Eagan. The proposed RNAV tracks from Runway 12R have three tracks diverging shortly after takeoff. The two southwest most of these three diverging tracks go directly over my neighborhood. This divergence is purportedly to allow increased capacity on departure. However, this makes no sense, since planes all follow the main track immediately following departure, until the time of divergence.

We object to the RNAV proposal from Runway 12R insofar as this divergence is permitted so close to the airport, and particularly over my neighborhood.

RONALD S. GOLDSER | OF COUNSEL

ZIMMERMAN REED, PLLP
1100 IDS Center, 80 South 8th Street
Minneapolis, MN 55402 T 612.341.0400

[bio](#) | [website](#) | [vCard](#) | [map](#)

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10/10/2012

024-1. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

Your comment was forwarded to FAA Air Traffic Division for their consideration.

See General Responses GR # 05 and GR # 06.

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025

Sirois Kron, Christene

From: Mary Vrabel [mvrabel@lakecountryschool.org]
Sent: Wednesday, October 10, 2012 9:18 AM
To: msp2020drafteaw
Subject: Comment on Airport Expansion/Mitigation

To: MSP 2020 Improvements Draft EA/EAW File C/O Roy Fuhrmann – Director of Environment Metropolitan Airports Commission

I am writing in opposition to the expansion of the airport and increase in flights over the neighborhood without a full Environmental Impact Statement and a mitigation plan in place for both noise AND pollution. Some mornings when I leave my home, the air stinks from the idling planes. It's like living at the end of a tail pipe already; added flights will only worsen these conditions. I request a full environmental review that includes the impact of RNAV and a mitigation plan for both noise and air pollution. An airport this big shouldn't be in a heavily residential area. It's time for the airport to consider moving to the other side of the wetlands.

Mary Vrabel
4229 38th Ave. S.
Minneapolis, MN 55417
612-724-8225

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025-1. As identified in the Draft EA/EAW no environmental category impacts exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, MEPA and the EQB rules implementing the MEPA. Therefore, an EIS is not required. See General Response #GR-01 for more information.

Mitigation for noise is included in the EA/EAW. See General Response #GR-10 for more information on the mitigation.

As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization. While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

Moving the airport is not a feasible alternative because the Minnesota Legislature prohibited the MAC from constructing, equipping, or acquiring land for a major new airport to replace the existing Minneapolis-St. Paul International Airport. (Minnesota Statutes 1996, 473.608).

As explained in the introduction to this appendix, the growth in

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	<p>operations would occur naturally with or without the Proposed Action.</p> <p>See Response to Comment #002-4 and General Responses GR # 01, GR # 02, GR # 03, GR # 04, GR # 05, GR # 06, and GR # 10.</p>
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Sirois Kron, Christene

026

From: Kenneth Wenzel [kjwenzel1@earthlink.net]
Sent: Wednesday, October 10, 2012 3:22 PM
To: msp2020drafteaw
Subject: Airport expansion

Dear Mr. Fuhrmann,
We am writing to comment on the proposed airport expansion. As a residents of South Minneapolis we are deeply concerned about the impact on the quality of our and our family's life as a result of this potential expansion. We support the cities positions that this needs an extensive environmental review that focused attention on the health, noise and pollution impact of this plan. We also support the need to provide noise mitigation for additional homes in the vicinity of the airport should this plan proceed.

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Thank you for your time and attention to these matters.
Kenneth and Janet Wenzel

10/10/2012

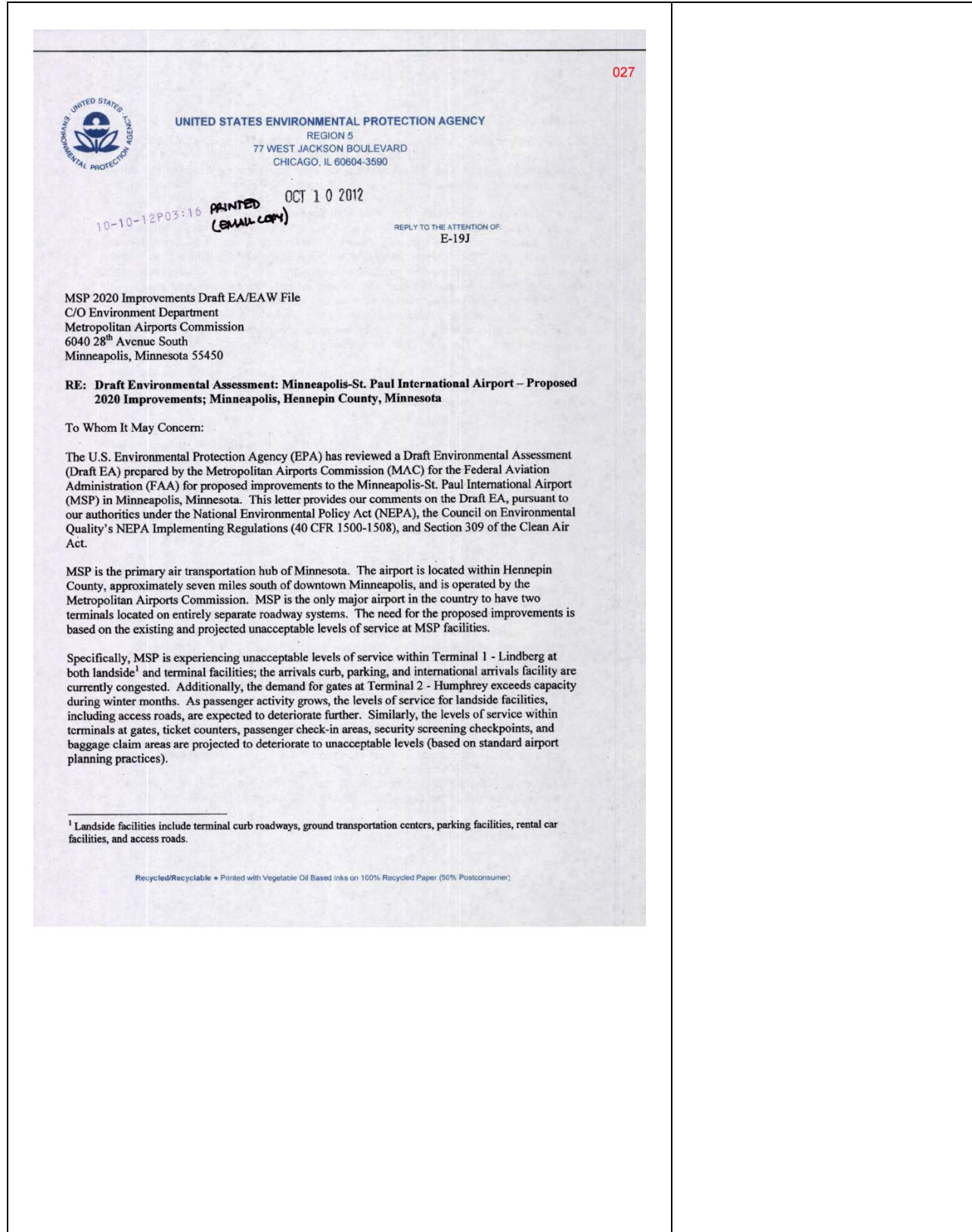
026-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW in its October 10, 2012, comment letter. Refer to Comment Letter #027 from the USEPA.

See Response to Comment #003-1 and General Responses GR # 01, GR # 02, GR # 03, GR #04 and GR # 05.

026-2. Noise mitigation was included in the Draft EA/EAW. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Thus, the proposed mitigation in the Final EA/EAW is based on actual noise contours. See General Response GR # 10.

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The MAC is proposing to address these needs through 2020 by implementing the Proposed Action. The overall purpose of the project is to accommodate the expected demand such that the airside and landside level of service at MSP is acceptable through the 2020 planning timeframe and that the regional roadway level of service is acceptable through the 2030 planning timeframe.

Several alternatives were initially considered, with three alternatives being carried forward for detailed study in the Draft EA. Two build alternatives as well as a No Action alternative were studied. Build Alternative 1 – Airlines Remain includes the terminal and landside improvements needed by the year 2020. With this alternative, the terminal and landside facilities improvements consist of those necessary to accommodate forecasted airline growth within their current terminal. Build Alternative 2 – Airlines Relocate includes terminal and landside improvements needed by the year 2020, and improvements are based on relocating all non-Sky Team airlines² to Terminal 2 – Humphrey. The No Action Alternative includes Airport-limited incremental improvements that will be implemented prior to 2020. These improvements are independent and will or have already received environmental approval or are categorically excluded from further environmental analyses.

Alternative 2 was ultimately selected as the Preferred Alternative/Proposed Action. This alternative was selected as the Proposed Action when it was determined that MSP's 2-terminal system could be used more efficiently and in a manner that would relieve certain existing constraints at Terminal 1 – Lindberg.

The Proposed Action, Airlines Relocate, involves relocation of non-Sky Team airlines (currently located in Terminal 1 – Lindberg) to Terminal 2 – Humphrey, in addition to many terminal, landside/roadway, and airside projects at both Terminals. Additionally, regional roadway improvements (out to 2030, as per Federal Highway Administration [FHWA] planning guidance) have been identified and studied, based on the existing 2030 Long Term Comprehensive Plan [LTCP] and background traffic growth. Proposed on-airport improvements as well as off-airport regional roadway improvements were summarized in Table ES 3.3 on page ES-5 of the Draft EA.

In a scoping letter sent by EPA on January 7, 2011, to Mr. Roy Fuhrmann of MAC, EPA provided early coordination comments on the proposed project. EPA appreciates the detailed information and analysis provided in Appendices to the Draft EA, particularly as they relate to studies undertaken for air quality and noise.

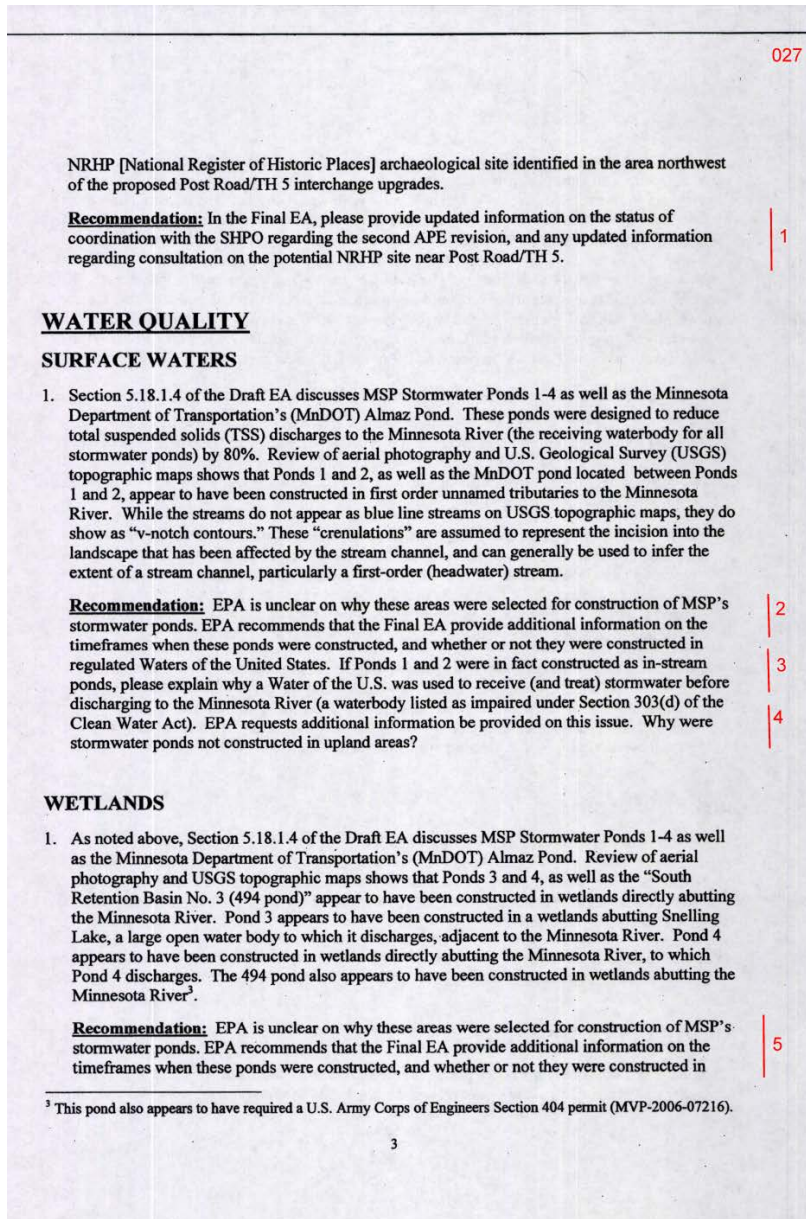
EPA's comments on the Draft EA primarily relate to historical properties, water quality, cumulative impacts, and energy use/conservation. Comments are categorized by topic and are as follows.

HISTORIC PROPERTIES/REVISIONS TO AREA OF POTENTIAL EFFECT (APE)

1. The Draft EA discusses SHPO concurrence on the original APE (concurrence date of 2/8/2011) and on a revised APE (concurrence date of 11/16/2011). Additionally, the APE was revised again in June of 2012 to include the footprint of regional roadway improvements added to the Proposed Action to satisfy FHWA requirements. Page 5-42 of the Draft EA states that "...FAA is coordinating with the SHPO to obtain concurrence with the updated APE..." Narrative information provided in Section ES 4.3 of the Draft EA stated that there is a potentially eligible

² All airlines except for Delta Airlines and its alliance partners.

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NRHP [National Register of Historic Places] archaeological site identified in the area northwest of the proposed Post Road/TH 5 interchange upgrades.

Recommendation: In the Final EA, please provide updated information on the status of coordination with the SHPO regarding the second APE revision, and any updated information regarding consultation on the potential NRHP site near Post Road/TH 5.

1

WATER QUALITY

SURFACE WATERS

1. Section 5.18.1.4 of the Draft EA discusses MSP Stormwater Ponds 1-4 as well as the Minnesota Department of Transportation's (MnDOT) Almaz Pond. These ponds were designed to reduce total suspended solids (TSS) discharges to the Minnesota River (the receiving waterbody for all stormwater ponds) by 80%. Review of aerial photography and U.S. Geological Survey (USGS) topographic maps shows that Ponds 1 and 2, as well as the MnDOT pond located between Ponds 1 and 2, appear to have been constructed in first order unnamed tributaries to the Minnesota River. While the streams do not appear as blue line streams on USGS topographic maps, they do show as "v-notch contours." These "crenulations" are assumed to represent the incision into the landscape that has been affected by the stream channel, and can generally be used to infer the extent of a stream channel, particularly a first-order (headwater) stream.

Recommendation: EPA is unclear on why these areas were selected for construction of MSP's stormwater ponds. EPA recommends that the Final EA provide additional information on the timeframes when these ponds were constructed, and whether or not they were constructed in regulated Waters of the United States. If Ponds 1 and 2 were in fact constructed as in-stream ponds, please explain why a Water of the U.S. was used to receive (and treat) stormwater before discharging to the Minnesota River (a waterbody listed as impaired under Section 303(d) of the Clean Water Act). EPA requests additional information be provided on this issue. Why were stormwater ponds not constructed in upland areas?

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WETLANDS

1. As noted above, Section 5.18.1.4 of the Draft EA discusses MSP Stormwater Ponds 1-4 as well as the Minnesota Department of Transportation's (MnDOT) Almaz Pond. Review of aerial photography and USGS topographic maps shows that Ponds 3 and 4, as well as the "South Retention Basin No. 3 (494 pond)" appear to have been constructed in wetlands directly abutting the Minnesota River. Pond 3 appears to have been constructed in a wetlands abutting Snelling Lake, a large open water body to which it discharges, adjacent to the Minnesota River. Pond 4 appears to have been constructed in wetlands directly abutting the Minnesota River, to which Pond 4 discharges. The 494 pond also appears to have been constructed in wetlands abutting the Minnesota River³.

Recommendation: EPA is unclear on why these areas were selected for construction of MSP's stormwater ponds. EPA recommends that the Final EA provide additional information on the timeframes when these ponds were constructed, and whether or not they were constructed in

5

³ This pond also appears to have required a U.S. Army Corps of Engineers Section 404 permit (MVP-2006-07216).

027-1. The FAA submitted their finding of No Historic Properties Affected for Phase I of the Preferred Alternative to the SHPO and the Tribes with the Draft EA. After reviewing the documentation provided by the FAA, the SHPO concurred with the FAA's finding for Phase I. The finding and related correspondence are included in Appendix F. Updated information regarding the consultation is provided in Section 5.11.5 of the Final EA/EAW.

027-2. Design plans for MSP Ponds 1 and 2 are dated April 2001. Pond 1 began operating in December 2001. Pond 2 began operating in September 2003.

027-3 and 027-4. The MSP stormwater ponds were not constructed in Waters of the United States. MSP ponds 1 and 2 were constructed in locations formerly containing concrete stormwater drainage channels for highway and airport stormwater runoff. The channels were constructed in the late 1950's. Refer to State of Minnesota Department of Highways Construction Plan for Grading & Surfacing Trunk Highway No. 5 (State Project No. 2732-34) dated April 2, 1958. Federal environmental review was completed for all the stormwater ponds. The *Dual Track Airport Planning Process, Twin Cities Metropolitan Area Final Environmental Impact Statement (FEIS) Section 4(f) Evaluation*, US Department of Transportation Federal Aviation Administration and Metropolitan Airports Commission, May 1998 discusses Ponds 1 and 2. The *Final Environmental Assessment – Drainage Improvement Project on Department of Veterans Affairs*

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	<p><i>Property</i>, Metropolitan Airports Commission and URS/BRW, Inc., March 2001 addresses Pond 1 and the Almaz pond.</p> <p>It is also noted that neither the No Action Alternative nor either of the Action Alternatives will have any effect on the location of the MSP ponds.</p> <p>027-5. Original design plans for MSP Ponds 3 and 4 are dated February 1980. Ponds 3 and 4 were constructed in 1980 and re-constructed in 2012. See Responses to Comments 027-6 and 027-7 on the next page for additional information.</p>
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<p>027</p> <p>regulated Waters of the United States. If Ponds 3, 4, and the MnDOT pond were in fact constructed in wetlands, please explain why a Water of the U.S. was used to receive (and treat) stormwater before discharging to the Minnesota River (a waterbody listed as impaired under Section 303(d) of the Clean Water Act), and EPA requests additional information be provided on this issue. Why were stormwater ponds not constructed in upland areas?</p> <p>6</p> <p>7</p> <p>2. EPA's cursory review of aerial photography indicates that wetlands appear to be present at several locations in the vicinity of proposed improvements; these potential wetland areas are not shown on the National Wetland Inventory (NWI) maps. EPA's concerns are primarily located in the vicinity of proposed upgrades to Trunk Highway 5 at Glumack Drive; this area was noted as having "wetland characteristics" in Section 5.19 of the Draft EA.</p> <p>Recommendations: EPA's recommendations are as follows:</p> <ul style="list-style-type: none">• To know definitively where wetlands (and streams and other regulated Waters of the United States) are located, a wetland delineation will need to be completed. The delineation should be submitted to the U.S. Army Corps of Engineers (USACE) for verification of wetland boundaries. EPA recommends that the delineation be completed and verified by the USACE before the Final EA is released.• EPA is aware that MAC believes that wetland characteristics at this location are man-induced, and that MAC has contacted USACE (correspondence dated July 3, 2012) requesting that "the USCOE verify in writing that the USCOE does not have jurisdiction over the Potential Wetland." EPA requests that the Final EA include additional information on the status of any wetland delineations, investigations, or results of consultation with the USACE regarding the status of, or jurisdiction of, any identified wetland areas.• If USACE determines that any areas within the footprint of proposed projects are wetland, EPA requests that the Final EA include information (and a map) of those wetland areas, along with the USACE's jurisdictional determination, narrative information on which agency(ies) have jurisdiction over which wetlands, and a summary of potential total wetland impact acreage, proposed mitigation, mitigation ratios, etc. <p>GROUNDWATER</p> <p>1. Section 5.18.2.5 of the Draft EA states that aircraft deicing may have the potential to impact groundwater, but that "...the two Action Alternatives would be expected to reduce the overall potential for groundwater impacts because each alternative includes the construction of new pavements with storm sewer systems that will likely include design criteria to improve collection of glycol-impacted stormwater."</p> <p>Recommendation: EPA recommends that, in the Final EA, MAC/FAA commit to design criteria to improve collection of glycol-polluted stormwater.</p> <p>11</p> <p>CUMULATIVE IMPACTS</p> <p>1. Section 5.21.2 discusses impact categories not considered in identified the potential for cumulative effects; wetlands were not included in the list of considered categories. Water quality</p> <p>4</p>	<p>027-6 and 027-7. The MSP stormwater ponds were not constructed in Waters of the United States. Ponds 3 and 4 were constructed in locations that were non-jurisdictional wetlands. Federal environmental review was completed for all the stormwater ponds. The <i>Environmental Information Document (EID) - Snelling Lake Stormwater Retention Basin No. 2 – Wold Chamberlain Field</i>, Metropolitan Airports Commission and E.A. Hickok and Associates, 1979 was completed for what is now known as Ponds 3 and 4. The <i>Environmental Assessment – North Side Storm Sewer Improvements and Runway 30R Approach Lighting System – Minneapolis-St. Paul International Airport</i>, Metropolitan Airports Commission, May 2011 addresses improvements to Ponds 3 and 4. It is also noted that neither the No Action Alternative nor either of the Action Alternatives will have any effect on the location of the MSP ponds.</p> <p>027-8. The entire study area was reviewed to determine if any locations exhibited wetland characteristics. Only one location, the area near TH 5 and Glumack Drive, exhibited wetland characteristics. A wetland delineation was completed at this location. The USACE has determined that the location identified with wetland characteristics is not a part of the "waters of the United States" as defined in 40 CFR 328.8(a)(3). In addition, the wetland characteristics were man-induced and therefore exempt from the WCA. Therefore, no wetlands per state / federal regulations are located within the study area.</p>
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	<p>027-9. The USACE has determined the area near TH 5 and Glumack Drive that exhibited wetland characteristics is not part of the “waters of the United States” as defined in 40 CFR 328.8(a)(3). The Final EA/EAW includes correspondence documenting the USACE’s determination.</p> <p>027-10. See Response to Comment #027-9.</p> <p>027-11. The Action Alternatives include a reconfigured runway 30L dedicated deicing pad with new storm sewers. New deicing pad technology in use by the MAC currently includes the most advanced best management practices available for collection of spent deicing fluid. However, there may be new construction developments that emerge prior to the construction of the deicing pad. Therefore, the MAC will evaluate emerging industry design criteria that may improve the collection of glycol-impacted stormwater prior to construction of the new deicing pad..</p>
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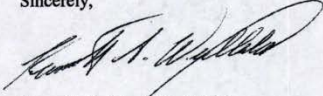
<p style="text-align: right;">027</p> <p>was considered in identifying the potential for cumulative effects; however, the narrative discussion of potential water quality impacts focused mostly on storm water and not on any cumulative impacts (such as fill) to water resources. EPA's review of previously-issued USACE Section 404 permits on MSP property and for projects relating to MSP projects indicated a minimum of seven USACE actions⁴ at, or associated with, the MSP airport.</p> <p>Recommendation: In the Final EA, EPA requests that the cumulative impacts analysis be expanded to discuss water quality/wetland impacts associated with previous impacts at MSP property, and include any updates on potential wetland impacts associated with the Proposed Action.</p> <p>ENERGY USE/CONSERVATION</p> <p>1. In EPA's scoping letter dated January 7, 2011, we recommended that the EA "identify and discuss the potential for long term energy and monetary savings if proposed new facilities incorporate green building (energy efficient) design." We also recommended that MAC commit to electrification of new gates to help improve air quality and reduce noise, and to commit to using energy efficient lighting in the terminals. The significant terminal upgrades proposed at MSP should provide ample opportunities for green stormwater management practices, such as rainwater harvesting, installation of permeable pavement, green parking, and green roofs. However, the Draft EA did not include any discussion of conservation measures or green building to be undertaken with the Proposed Action.</p> <p>Recommendation: EPA recommends that MSP consider upgrading to the Leadership in Energy and Environmental Design Green Building Rating System™ (LEED®) of the U.S. Green Building Council (USGBC). EPA strongly encourages all applicable airport projects to seek individual LEED certification in addition to incorporating sustainable elements to the greatest extent possible and practicable. EPA recommends that MAC review the Sustainable Airport Manual⁵ (SAM) and commit to incorporating green building practices, both internally and externally, as this project progresses.</p> <p>With the exception of concerns relating to historical properties, water quality, cumulative impacts, and energy use/conservation, the Draft EA adequately identifies and assesses potential impacts associated with the proposal. In particular, EPA commends the layout of the document (following the order of FAA 1050.1E) and the thorough assessment of air quality and potential noise impacts (including information provided on the Consent Decree and required mitigation measures and status information on implementation) and, while ultimately not deemed reasonable and feasible, your evaluation of noise barrier mitigation. EPA also appreciates your submittal of a full CD-ROM version of the Draft EA.</p> <p>⁴ Actions do not necessarily mean permits; information available to EPA did not provide the action USACE took with regard to the project number. Projects identified were: MVP-1996-01256; MVP-2004-158370; MVP-2005-03683; MVP-2006-00177; MVP-2006-07216; MVP-2010-02211; and MVP-2011-00059. ⁵ Available online at: http://www.airportsgoinggreen.org/Content/Documents/CDA-SAM-v2.1-October-31-2011-FINAL.pdf</p> <p style="text-align: center;">5</p>	<p>027-12. Cumulative effects regarding water quality were discussed in Section 5.21.4 of the Draft EA/EAW. There are no wetlands or Section 404 permitted action impacts associated with any of the alternatives, so there are no cumulative impacts.</p>
	<p>027-13. The MAC's design standards specifically require a Green Building and sustainability review for all terminal and building project designs. The MAC Energy Conservation Program (MECP) has had policies and design standards in place since 1999 to focus on fiscally responsible energy conservation and sustainability measures at MSP. This program has reduced MAC energy consumption at MSP by more than 20% since 1999.</p>
	<p>027-14. The MAC is familiar with the Sustainable Airport Manual and is committed to incorporating Green Building practices wherever they can be supported fiscally. See Response to Comment #027-13.</p>
	<p>027-15. See Responses to Comments #027-1 through 14.</p>
	<p>027-16. Comments noted.</p>

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Thank you for the opportunity to review and comment on this Final EA and Draft FONSI. We are available to discuss our comments with you in further detail if requested. Please send us a copy of the final, signed FONSI once it becomes available. If you have any questions about this letter, please contact Ms. Liz Pelloso, PWS, of my staff at 312-886-7425 or via email at pelloso.elizabeth@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Kandice Krull, FAA
Phil Forst, FHWA
Melissa Jenny, USACE-St. Paul District (2011-00061-MMJ)
Rich Davis, USFWS
Mary Ann Heidemann, Minnesota Historical Society (SHPO)
Lisa Joyal, MnDNR
Melissa Doperalski, MnDNR
Linda Peterson, Mn BWSR
Roy Fuhrmann, MAC

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028

Sirois Kron, Christene

From: charlene shaeffer [cmshaeffer@yahoo.com]
Sent: Thursday, October 11, 2012 6:23 AM
To: msp2020drafteaw
Subject: airport noise

- This plan needs a more extensive environmental review – an Environmental Impact Statement – instead of a mere assessment. This plan has inadequate noise modeling and does not adequately consider the health impacts of airport noise and pollution. A big problem is that it doesn't even consider RNAV- which could be coming soon and could change things quite a bit. The review should include RNAV. 1
- This plan, which anticipates a large increase in flights by 2030 basically offers no mitigation. There is no plan for mitigation until the number of flights dramatically increases. This is not even consistent with what MAC had done in the past, which is to produce annual maps and mitigate when those maps show that homes are exposed to more noise. Mitigation should at least be based on changes in noise, not some arbitrary number of flights. 2

Years ago, all types of studies were made and the data tweaked to prove that there was no need to move the airport. Less than a year after the expansion the numbers projected of increased flights (and increased noise) proved to be woefully low. 3

Our neighborhoods suffer daily from noise and pollution from - sometimes - non stop overflying planes. Our lake district has become a place where you can sit and enjoy the view - but don't try to hold a conversation - because you won't be able to. 4

Sitting outside and visiting with neighbors, watching our children play, or just reading a book. All of these are impacted by constant noise of planes. Not for a minute or two - but for 20 or 30 minutes at a time. If a restaurant, pub, or another neighbor was making that kind of noise - it would be AGAINST the law. Shouldn't the airport show the same respect for the state that has nurtured it for years! 5

Charlene

10/11/2012

028-1. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW in its October 10, 2012, comment letter. Refer to Comment Letter #027 from the USEPA.

Also, see General Response GR # 01.

028-2. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

Also, see the response to Comment #003-1 and General Responses GR # 02, GR # 03, GR # 04, GR # 05, GR # 06, GR # 07, and GR # 08.

028-3. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

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	<p>That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.</p> <p>The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Thus, the proposed mitigation in the Final EA/EAW is based on actual noise contours.</p> <p>See General Response GR # 10.</p> <p>028-4. Comment noted. See General Responses GR # 02 and GR # 05.</p> <p>028-5. See General Responses GR # 05 and GR # 07.</p>
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029

Sirois Kron, Christene

From: boldy@goldengate.net
Sent: Thursday, October 11, 2012 11:16 AM
To: msp2020drafeaw
Subject: airport expansion

I live in the Powderhorn Park Neighborhood, and I am concerned about the airport expansion plans. I have experienced an increase in noise at my home from airplanes overhead over the past few years, and I have not had the benefit of any mitigation at my home from MAC. 1

I want the Airport to do an environmental impact study of the effects of current or expanded airport activity, to accurately model current or anticipated noise levels, and to study the health impacts of excess noise on residents. 2

I do not want to experience excess noise in my neighborhood or be subjected to negative health impacts, with or without mitigation efforts. Residents who are living with excess noise, however, need to be offered the same provisions that other neighborhoods have been offered to deal with that noise. 3

The best case scenario is to not expand the airport or to expand the airport to route planes only in areas with low population or that already have sound mitigation to deal with it. 4

Thank you,
Jill Boldenow
3431 10th Ave S, Minneapolis, MN 55407
612-824-4455

1

029-1. Comment noted.

029-2. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. As identified in the Draft EA/EAW no environmental category impacts exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, MEPA and the EQB rules implementing the MEPA. Therefore, an EIS is not required. See General Responses GR # 01, GR # 02 and GR # 08.

029-3. See General Responses GR # 05, GR # 08 and GR # 10.

029-4. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

See General Responses GR # 05, GR # 06, GR # 09, and GR # 10.

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030

Sirois Kron, Christene

From: Michael-K [michael3442@yahoo.com]
Sent: Thursday, October 11, 2012 11:28 AM
To: Dan Boivin
Cc: msp2020drafteaw
Subject: EA/EAW statement 10-11-2012
Commissioners:

I would like to take this opportunity to add several comments to the debate over the MSP EA/EAW. My concerns are whether the assumptions for MSP's future economic growth are realistic and whether the addition of RNAV doesn't warrant broadening the parameters of the current EA/EAW.

As to the former, my opinion of the likelihood of moderate economic growth being the prevailing condition over the next dozen years, is based on my work as a Technical Stock Analyst; as such, I am daily looking at domestic and worldwide economic conditions in an attempt to identify economic and political trends that may impact tradeable capital markets. Unfortunately, I do not see a economic pathway going forward that is built on a foundation of genuine growth in organic rather than manufactured economic conditions. In recent years we have suffered the bursting of the technology bubble, the real estate bubble, and the worldwide banking collapse. The current attempt by the Federal Reserve Bank to inflate our economy out of the resulting stagnation, after more than thirty years of relentless credit expansion, will do nothing more than increase the scale and certainty of the coming collapse.

With this viewpoint, I have to question the growth forecast that MSP has made part of their analysis forming the foundation upon which a decision to move forward with the EA/EAW is based. Were I charged with adding my name to a major airport upgrade and expansion process costing tens of millions of dollars, I would want to be certain the economic analysis upon which the plan is based is as clear and unbiased as is possible. I will therefore suggest that an independent review of the economic projections put forward in this EA/EAW be conducted prior to the making of a final decision. If such an independent analysis were to show that traffic at MSP were more likely to be flat - or even decline over the next decade, then such a projection may warrant a reworking of the various pieces of the EA/EAW along with a several year delay to see if the economy is able to find bedrock upon which to grow.

And, as concerns RNAV, I believe most MAC commissioners see that the FAA's implementation of the RNAV program is likely to be one of the most significant new operations that will impact the daily lives of many thousands of metro area residents. For some it will have the beneficial effect of condensing overflights to a narrow track and therefore reducing noise directly over the heads of those living under the former much broader track. For others, this narrowing of overflight tracks will have the opposite effect and concentrate the noise, further increasing their experience of direct event noise possibly many times over what they are now subjected to. In a conversation with NOC's Roy Fuhrmann, Environmental Director, I made the comment that the current methodology for determining the effect of noise on residents near to airports does not seem to accurately reflect their experience on the ground. Mr. Fuhrmann's reply was that this is a condition that those who study and work with airport noise issues have known about for more than twenty years.

This being the case, then I question whether it isn't time for the leadership of a major metropolitan airport to take a closer look at this phenomenon to see whether the true experience of the affected residents can't be respected and pulled into the decision making process for the EA/EAW. Perhaps Mr. Fuhrman and his team at NOC can design and conduct an analysis using the latest methodologies for determining residents' actual experience of overflight noise issues.

At some point going forward, there will be a major metropolitan airport that leads the way at addressing this issue in a way that is both respectful to the reported experience of the residents, as well as fair to the airlines that need to use the public's airspace to conduct their business. Considering my earlier comments on the possibility of economic growth being less than what is currently planned for, and the suggestion that this may warrant a revisiting of those projections, perhaps now would also be an opportune time to revisit the overflight noise issue through an Environmental Impact Statement (EIS). It could be that the current slowdown in the worldwide economy affords an unexpected window for MAC to take the lead in addressing the overflight noise issue by applying it's respected NOC staff and it's recent expenditure on state of the art noise measuring equipment to this difficult problem.

Respectfully Submitted,

Michael Kehoe

10/11/2012

030-1. The economic projections used in the forecast were provided by the Metropolitan Council, Woods & Poole Economics, the U.S. Department of Energy, and the FAA, all of which are independent of the MAC and its consultants. In addition, the FAA reviewed and approved the aviation activity forecasts used in the Draft EA/EAW.

As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The projects included in the Proposed Action will be implemented when demand dictates.

030-2. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW. See General Response GR # 06.

030-3. See General Response GR # 07.

030-4. See General Response GR # 01.

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Sirois Kron, Christene

031

From: M Morzenti [mmorzenti@yahoo.com]
Sent: Thursday, October 11, 2012 11:32 AM
To: msp2020drafteaw
Subject: Proposed new airport plan.

Hi,

I would like to comment on the proposed new plan for the airport. I have serious concerns about expansion especially in light of the changes that have occurred over the last year which have significantly and negatively impacted the Standish Ericson and surrounding neighborhoods in South Minneapolis. It is clear that the nonstop flights and lower planes have made it feel like we are now living in a war zone with the unrelenting noise and vibrations causes by these flights. Without any clear plan to address neighboring communities concerns about existing flight changes. I cannot see how an expansion will do anything except increase the problems that the lack of concern the airport commission has shown for the people who actually live in the cities and are more concerned about the comfort of those who use their facilities.

Before any plan for expansion the airport needs to address and fix the problems that currently exists.

I strongly feel that their needs to be an Environmental Impact Statement that addresses the health effects of the dramatic increase in flight noise on our neighborhoods.

Marie Morzenti
4215 25th Ave S
Minneapolis, MN 55406

10/11/2012

031-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.

See General Responses GR # 05 and GR # 10.

031-2. There are numerous factors involved in the perceived change in flight paths since September 2010. The fleet mix has evolved at MSP and now there are more regional jets using the airport than ever before. The regional jets have replaced turbo props. The increase in regional jets coupled with the decrease in turbo props has created a more compatible fleet mix that requires

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	<p>less of a need to fan out to ensure safe operations. In addition, the Air Traffic Control Tower returned to a more rigorous adherence to existing runway assignment procedures due to the near miss in September 2010. This has resulted in some northbound departures being moved back to an area they were prior to the downturn in traffic but did not create new flight paths or procedures. The net result is a higher percentage of jets that fly in a narrower corridor (due to compatibility of mix) at a lower altitude (due to operating characteristics of the aircraft). See General Response GR # 05 and GR # 10.</p> <p>031-3. As identified in the Draft EA/EAW no environmental category impacts exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, MEPA and the EQB rules implementing the MEPA. Therefore, an EIS is not required. See General Responses GR # 01 and GR # 08.</p>
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**Minneapolis-St. Paul International Airport
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032

Sirois Kron, Christene

From: Eric Weiss [ericdweiss@gmail.com]
Sent: Thursday, October 11, 2012 11:32 AM
To: msp2020drafteaw
Subject: Airport Noise

Hello,

I live near 38th St. E and 2nd Ave S in South Minneapolis. I am right next to the freeway which, as you can guess, is very noisy. As a major road with a fire station, 38th St is also very noisy. Any airplane that flies over our neighborhood just adds to the noise and greatly reduces the livability of our area. For us along the freeway we are already dealing with noise and have received little attention paid to it in comparison to the airport. I hope you consider the impact to our corridor with a heightened sense of awareness. Yes, the plane noise affects other areas but with us it's a breaking point and honestly an environmental justice issue. Airports are important as are freeways, but don't burden us with both.

Thanks,
Eric Weiss
3753 2nd Ave S, Mpls 55409

1

032-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

The aircraft noise analysis in the Draft EA/EAW was done in a manner compliant with the environmental review requirements for proposed airport actions. The area of evaluation includes many locations that border other forms of transportation including major roadways. Aircraft noise calculations do not include road noise. However, in the areas around the airport where aircraft noise is likely to have an impact on the overall noise levels, residential sound mitigation has been provided, or is being proposed as part of the noise mitigation outlined in the Draft EA/EAW.

Environmental Justice was addressed in Section 5.17.3 of the Draft EA/EAW. Since none of the alternatives would result in impacts exceeding the thresholds of significance for any of the impact categories, it was concluded there would not be high and adverse human health or environmental impacts. Therefore, none of the alternatives would disproportionately affect minority and/ or low –income populations. Also, see General Response GR # 10.

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Sirois Kron, Christene

033

From: vanessa coldwater [waterbirthresources@yahoo.com]
Sent: Thursday, October 11, 2012 11:36 AM
To: msp2020drafteaw
Subject: Need EIS!

Dear Mr. Fuhrmann,

I have lived in the Powderhorn Park neighborhood for 13 years. For a year and a half there has been an increase in flights overhead as well as the frequency, the early and late flights, and incredible amount of noise because the fleet mix has changed and they are flying lower. I am ready to move. The airport noise has managed to do what violence, prostitution and drug dealing have not... threaten to drive me from my home and community. My entire family sleeps poorly and spends less time outside because the noise in the park and yard is intolerable. I would be willing to bet there are health effects from emissions as well as noise. It is essential that a full Environmental Impact Statement be conducted before any expansion of the airport or increase in flights over our neighborhood is considered. Please take into account the livability of our city and health of its citizens.

Sincerely,

Vanessa Stephens Coldwater
612.747.9096

10/11/2012

033-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G. Also, see General Responses GR # 01, GR # 05, GR # 08, and GR # 10.

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Sirois Kron, Christene

From: sallyguill@aol.com
Sent: Wednesday, October 10, 2012 11:57 PM
To: msp2020drafeaw
Subject: opposition to plan

Attachments: Airport noise.doc
Please see attached letter in opposition to adding capability to send more airplanes over Lake Harriet neighborhoods.
Sarah Guillet

10/11/2012

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034

Sarah Guillet
4823 East Lake Harriet Parkway
Minneapolis, MN 55 419
October 10, 2012
612-922-8269

MSP 2020 Improvements
Draft EA/EAW File
C/O Roy Fuhmann
Metropolitan Airports Commission
6040 28th Ave. S
Minneapolis, MN 55450-8100

Dear Mr. Fuhmann:

I am writing to express my opposition to further airport expansion which will add airplane traffic and noise over my house and neighborhood. The Sept. 30 editorial in the Star Tribune said that the planned changes will add an average of 18 planes over Lake Harriet when planes are landing to the southwest and that the plan calls for more noise mitigation. I do not want to be shut up in my home. I pay over \$20,000 in property taxes annually and have a right to an environment that is not further damaged by airplane noise and pollution. I also do not want my home value to decrease so that the airport can increase. I do not want more planes impacting the Lake Harriet Parks. The way to mitigate the noise and offense given by these airplanes is to NOT increase flights.

What do citizens have to do to get this planned stopped? Please respond to me by letter of email sallyguill@aol.com.

Sincerely,
Sarah Guillet

PS It is 11:44pm and the planes are still going over my house!

034-1. There will be an average of 18 additional places over Lake Harriet. However, this will occur with or without the Proposed Action. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. Also, see General Responses GR # 05 and GR # 10.

034-2. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. Also, see General Responses GR # 02 and GR # 11.

034-3. The Purpose and Need in Chapter 2 of the EA/EAW demonstrated the need and justification for the proposed project. The public was given the opportunity to review the Draft EA and provide comments on the proposed improvements. Both the MAC and the FAA reviewed the comments and seriously considered them before responding to them. Responses to comments are included in the Final EA. We have noted your comment against the proposed development.

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2020 Improvements Draft EA/EAW**

Sirois Kron, Christene

035

Page 1 of 1

From: Lynnea Forness [lforness@gmail.com]
Sent: Thursday, October 11, 2012 12:13 PM
To: msp2020drafteaw
Subject: Airport Noise

I'd like to request an Environmental Impact Statement, particularly about the health effects of noise on neighborhoods.

| 1

I have lived north of the airport since 1999 and the increasing noise has made it difficult for my family to enjoy being outside. It has also interrupted sleep and increased stress level.

| 2

Thank you,
Lynnea Forness
Minneapolis

035-1. See General Response GR # 01, and GR # 08.

035-2. See General Responses GR # 05 and GR # 10.

10/11/2012

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Sirois Kron, Christene

036

From: Susan Taylor [sootaylor1@gmail.com]
Sent: Thursday, October 11, 2012 12:09 PM
To: msp2020drafteaw
Subject: Airplane Noise over Powderhorn Park

The disruption of life and work by frequent low flights is at times intolerable. My husband is an attorney and I am a college English instructor: both of us do significant amounts of our work at home and find that we cannot complete telephone calls or concentrate when flights fly low overhead, plane after plane after plane. Our daughter's ability to focus on her homework or reading has been impacted. We all three have been awakened late at night and early in the morning by a low-flying airplane screaming over our house.

We are at the point of leaving our neighborhood, but the frequent, low, extremely noisy airplanes over our home will make it even more difficult to sell our house.

What Delta has done is confiscate our peace of mind, our enjoyment of our home, our health, and our property's value with no opposition from regulatory or elected officials. If you can do something about this, I beg you to.
Thank you for considering our input.
Susan Taylor

1

036-1. See General Responses GR # 02, GR # 05, GR # 08, GR # 10, GR # 11 and GR # 12.

10/11/2012

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Sirois Kron, Christene

037

Page 1 of 1

From: Joanne Jongsma [joanne@quotidian.org]
Sent: Thursday, October 11, 2012 1:48 PM
To: msp2020drafteaw
Subject: Plane noise

To whom it may concern:

I was told that this was an email address where I could send comments about the airplane noise over my house. (3504 15th Ave. S, Minneapolis) I am not exactly sure what the new proposed airport plan entails, but I'd like to put in my 2 cents that the last 2 or 3 years, the airplane noise in our neighborhood has become rather outrageous. Some days it seems like there is just roar after roar of planes flying very low overhead. They are flying low and often. I have to pause conversations, movies, telephone calls often to wait until the plane is past, and then 2-5 minutes later, there's another one. In the summer when the windows are open, the noise is worst, but in the winter too, I often wake up to the noise of a low flying plane. This was not how it was when we first moved into the neighborhood.

I have heard of a variety of reasons as to why this has been happening, but whatever it is, it has to stop. I worry about my children's hearing and our quality of life. Like most urban families, we live with the constant roar of traffic and other noises. Currently, this airplane noise trumps all other sounds, and it is never ending. Please keep this in consideration when planning new runways and regulations for take off and landing.

Thank you very much,
Joanne Jongsma
joanne@quotidian.org
612-822-8199

10/11/2012

037-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.

The Proposed Action does not include new runways or changes to air traffic procedures.

See General Responses GR # 05, GR # 10, GR # 11 and GR # 08.

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Sirois Kron, Christene

038

From: Emily Resseger [resseger@gmail.com]
Sent: Thursday, October 11, 2012 1:48 PM
To: msp2020drafteaw
Subject: MSP 2020 EA/EAW comments
Dear Mr. Fuhrmann-

I am writing to provide comments on the MSP 2020 Improvements Draft EA/EAW.

As a civil engineer and environmental scientist, I am concerned with the haste this EA is being pushed through and do not believe all relevant impacts are being adequately addressed. In particular I have the following issues with the draft report:

-The FAA's preferred method of measuring noise impacts, DNL contours, does not reflect on the ground changes in noise pollution and is a flawed method of analyzing impacts. As a south Minneapolis resident (Standish neighborhood) I have noticed a significant increase in airplane noise the past two years due to more overflights, in quicker succession, and at lower altitudes. However the DNL contour maps do not adequately reflect these changes because they are created with data provided by the aviation industry, not on the ground numbers, and are based on 24 hour averages. In my neighborhood it's not the totality of airplane noise over 24 hours that is impacting my quality of life, but the very low, very loud airplanes that tend to come once every couple of minutes for relatively short bursts of time. This small number of very disruptive flights will never significantly affect a 24 hour average, but does significantly affect ME and my pets and neighbors: our ability to watch TV or talk on the phone without waiting for a plane to go by, our ability to enjoy our yards, and our ability to sleep without being awoken by an airplane buzzing our houses.

-The proposed RNAV system is not considered in the draft report. RNAV has the potential to create even more noise and frustration for those residents who live under the preferred RNAV paths, and once the RNAV procedure is in place all of the current information on potential impacts may be out of date. As RNAV is scheduled to be adopted prior to 2020, RNAV and airport improvements should be analyzed together.

-The Runway Use System adopted by MAC as part of the EIS for runways 17/35 is not currently being realized, apparently because of the current high volume of departures. I'm concerned with the planned increase in capacity it will be even more difficult to follow the RUS, and this should be addressed in the EA.

-Any additional mitigation will only be provided if the number of flights dramatically increases, not if there are quantifiable changes in noise. While I believe the DNL contour method has serious drawbacks (see above), even if the DNL contour maps show additional noise impacts where historically mitigation would have been required (within the 60 DNL footprint), it will not be provided unless the the number of flights have also increased beyond the threshold. Given changes in fleet mix, take-off procedure, and flight tracks, it is impossible to predict how many additional flights would cause DNL contours to shift significantly.

Do to the large number of outstanding issues and omissions, I believe the more comprehensive EIS should be completed for this project.

Thank you for opportunity to provide comments on the MSP 2020 Improvements Draft
10/11/2012

038-1. The Draft EA/EAW process began in November 2010 with community briefings. Public meetings were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. In-depth analysis of environmental impacts including air quality and noise took place throughout 2011 and the first half of 2012. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW. See General Response GR # 01.

038-2. See General Responses GR # 05 and GR # 07.

038-3. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization. While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

See General Responses GR # 06 and GR # 10.

038-4. See General Response GR # 09.

038-5. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW

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	<p>was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Thus, the proposed mitigation in the Final EA/EAW is based on actual noise contours. See General Response GR # 10.</p> <p>038-6. See General Response GR # 01.</p>
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**Minneapolis-St. Paul International Airport
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038

EA/EAW.

Emily Resseger, PE
3640 27th Avenue South
Minneapolis, 55406
612-822-0637

10/11/2012

**Minneapolis-St. Paul International Airport
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Sirois Kron, Christene

039

From: Kathleen Regan [KRegan@seaburygroup.com]
Sent: Thursday, October 11, 2012 2:37 PM
To: msp2020drafeaw
Cc: kathee.regan@yahoo.com; Kathleen Regan
Subject: Airport Noise and airport expansion - Nokomis

Dear Roy Fuhrmann – Director of Environment MAC,

I writing to voice my comments regarding airport noise over Nokomis and possible impacts regarding the new airport expansion plans. We live at 4442 32nd Ave S and have been here since 2003. We absolutely love our neighborhood being close to the creek, Fort Snelling, Minnehaha Falls and the lakes and trails. We have invested in completely gutting and redoing our house top to bottom to stay in this area.

While my husband and I both travel for work and enjoy the convenience of being close to the airport, the noise level has consistently gotten worse since we've lived here. ESPECIALLY in the past few weeks. We have noticed a CONSIDERABLE difference in noise from planes, flying lower over our house (even with the cooler weather and closed windows). Our new 2009 Andersen windows never rattled where as now they are rattling several times a day and the noise is significant even with all windows closed and being in our basement – sometimes we have to turn up the TV and often talk louder, stop phone conversations momentarily while a plane passes. I am a consultant (and work in the airline industry) and work from home often – this has severely impacted my ability to do business at home. I must retreat to the basement to conduct professional calls for fear of an airplane passing by and even then I just cross my fingers one won't come by!!!

We also have a new baby and are now thinking long term of where we want to be. Even with all our new investments in our house – with the news of this expansion, we don't know we can stay in this neighborhood – which we love and adore. We have long planned to look for a bigger house in the area to stay here, but now are thinking seriously of leaving with these new plans and the impacts. I would expect we would experience a significant loss in our investments in our house due to the expansion and noise, let alone impediments to our personal and professional daily routine in our own home!!! I haven't even mentioned the impacts in summer time and trying to be in our backyard.

It seems outrageous to me the airport needs to grow even bigger – MSP is a huge airport already and passenger traffic considerably less in these past years. We travel often and this airport seems already comparable in size if not bigger than many other major cities. And with bigger planes on the docket – there will be a huge impact on the surrounding neighborhoods in noise pollution – especially the lakes area for which the twin cities is so famous for; which draws talent and families, which encourages businesses to invest, etc. My neighborhood especially is in a major regentrifying process. People are working hard on their houses and I would suspect (and as I've seen on neighborhood forums) having to think seriously about staying.

PLEASE PLEASE, I implore you to do a closer review of the environmental impacts (noise, pollution, economic, social and community health). This is critical to so many that will be affected.

Thank you for your consideration,

Kathleen Regan
651-247-4099
Kathee.regan@yahoo.com

10/11/2012

039-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.

See General Responses GR # 05 and GR # 10.

039-2. See General Responses GR # 05, GR # 10 and GR # 11.

039-3. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. The Purpose and Need in Chapter 2 of the EA/EAW demonstrated the need

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	<p>and justification for the proposed project. The Proposed Action is needed to improve level of service at MSP. See Appendix O of the Draft EA/EAW.</p> <p>039-4. The Draft EA/EAW was prepared in accordance with NEPA and the CEQ Regulations as well as FAA Orders 1050.1, Environmental Impacts: Policies and Procedures and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. It was also prepared in accordance with MEPA and the EQB rules implementing the statute. Also, note that the USEPA commended the MAC on the noise and air quality analysis in the Draft EA/EAW. Refer to letter #027 from the USEPA. Also, see General Responses GR # 01, GR # 02, GR # 03, GR # 04 and GR # 08.</p>
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**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA/EAW**

Sirois Kron, Christene

040

From: Miller, Nicole [NMiller@Briggs.com]
Sent: Thursday, October 11, 2012 2:45 PM
To: msp2020drafeaw
Subject: MSP 2020 Improvements Draft EA/EAW File

Mr. Fuhrmann and others:

I am writing to you as a Southeast Minneapolis resident, regarding the proposed expansion of the Minneapolis-St. Paul International Airport and the proposed implementation of Area Navigation (RNAV). As part of this planning and potential development process, I believe an Environmental Impact Statement must be developed, and I demand such as a multi-year, property-owning tax-paying resident in close proximity to the airport. I am especially concerned about the noise levels, which have already dramatically increased in the years I have lived here. Moreover, I believe a mitigation plan needs to be put into place. There absolutely needs to be a plan to reduce the aircraft noise impact on the communities near the airport – which includes all of Southeast Minneapolis.

1

2

Regards,
Nicole

Nicole Miller
Senior Marketing Manager



Briggs and Morgan, P.A.
Direct 612.977.8724
Fax 612.977.8650
nmiller@briggs.com
2200 IDS Center | 80 South 8th Street | Minneapolis, MN 55402

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10/11/2012

040-1. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW.

The Draft EA/EAW was prepared in accordance with NEPA and the CEQ Regulations as well as FAA Orders 1050.1, Environmental Impacts: Policies and Procedures and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. It was also prepared in accordance with MEPA and the EQB rules implementing the statute. Also, note that the USEPA commended the MAC on the noise and air quality analysis in the Draft EA/EAW. Refer to letter #027 from the USEPA. Also, see General Response GR # 01.

040-2. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in

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	<p>aircraft operations that would occur with or without the Preferred Alternative.</p> <p>The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.</p> <p>See General Responses GR # 05 and GR # 10.</p>
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041

Sirois Kron, Christene

From: Steve Erickson [steveae33@yahoo.com]

Sent: Thursday, October 11, 2012 3:01 PM

To: msp2020drafeaw

Subject: Airport Noise Impact

To whom it may concern,

Minneapolis Airport noise negatively affects my home life in several ways:

My address is 4529 29th Ave South, Mpls 55406

- 1) Reduction of property values
- 2) Inability to have windows open in the summertime
- 3) Unpredictable air noise prevents planning of outdoor backyard activities

Thank you for considering lowering the traffic in my neighborhood and compensation for home improvements necessary to reduce noise levels.

-Steve Erickson

1

041-1. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. See General Responses GR # 05, GR # 10 and GR # 11.

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042

Sirois Kron, Christene

From: Owen, Russell [Russell.Owen@metc.state.mn.us]
Sent: Thursday, October 11, 2012 3:03 PM
To: msp2020drafteaw
Subject: MSP EA Comments

Attachments: Met Council Draft EA Comments 10_11_12.pdf
Good Afternoon Roy,

Attached is the Council's comments regarding the draft EA. Paper copies have been sent, which you should receive in the next couple of days.

Regards,



Russell Owen
Senior Aviation Planner | MTS
Russell.Owen@metc.state.mn.us
P. 651.602.1724 | F. 651.602.1739
390 North Robert Street | St. Paul, MN | 55101 | metrocouncil.org

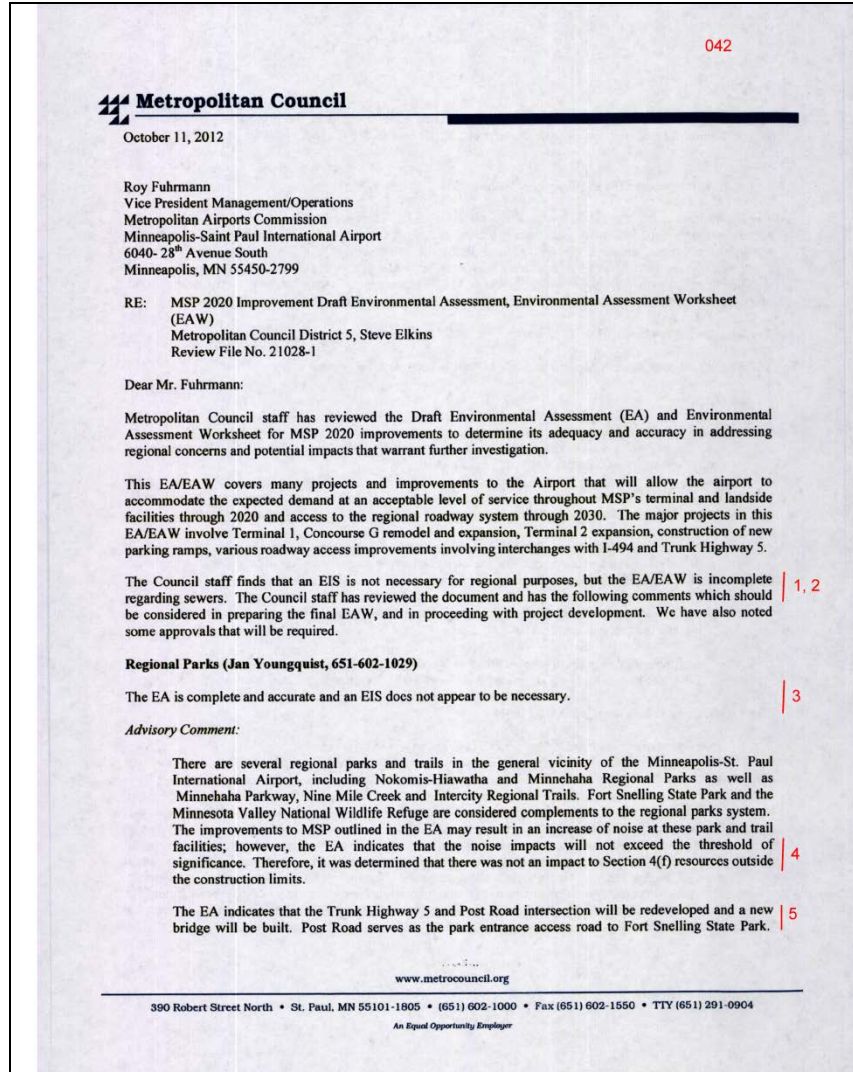
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042-1. Comment noted.

042-2. The following text was added to the Final EA/EAW under Section 5.18.4. All wastewater generated on the MSP campus is treated by the Metropolitan Council Environmental Services (MCES) at its Metro Wastewater Treatment plant. The operating capacity of the Metro plant is 251 million gallons per day (MGD). The amount of wastewater generated is related to the number of enplanements. Since the number of enplanements is the same for the No Action Alternative and the Action Alternatives, the wastewater generation would be expected to be the same. However, the amount of wastewater would be reduced by incorporating low-flow restroom facilities in expanded or remodeled locations as part of the Action Alternatives. Therefore, the Action Alternatives would generate less wastewater than the No Action Alternative.

Enplanements are expected to grow by 28 percent from approximately 16.3 million in 2010 to approximately 20.9 million in 2020 regardless of the Alternative, including the No Action. A straight projection increases wastewater discharges from an average of 0.5 MGD to 0.6 MGD in 2020. The future change in wastewater generation at MSP is small relative to the capacity of the Metro plant.

Additional coordination with the Metropolitan Council was conducted after the publication of the Draft EA/EAW to address wastewater treatment capacity at MCES. Correspondence dated November 30, 2012 from the Metropolitan Council confirmed that the above text addresses

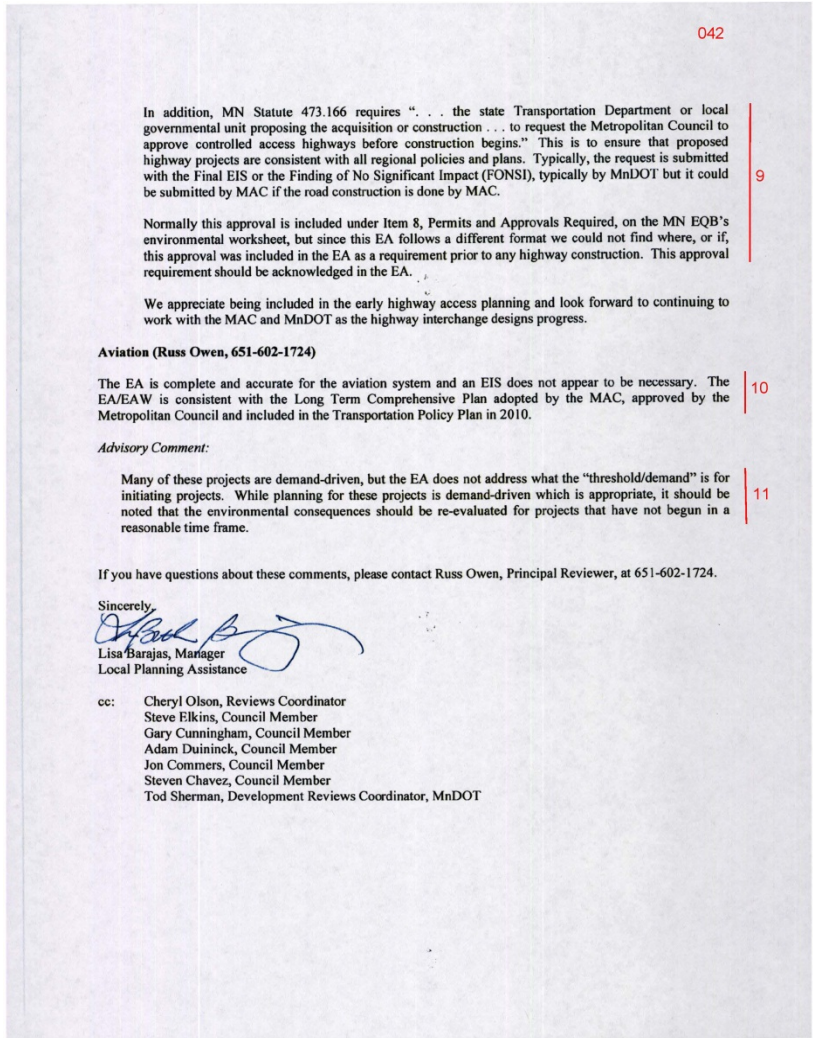
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	<p>their wastewater comments. Correspondence is included in Appendix N of the Final EA/EAW.</p> <p>042-3. Comment noted.</p> <p>042-4. Comment noted.</p> <p>042-5. Comment noted. Text was added to the Final EA/EAW to note that Post Road serves as the park entrance access road to Fort Snelling State Park and that coordination with the Minnesota Department of Natural Resources is required to ensure safe vehicular access for park visitors during TH 5/Post Road construction.</p>
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<p style="text-align: right;">042</p> <p>Reconstruction work affecting Post Road should be coordinated with the Minnesota Department of Natural Resources to ensure that safe vehicular access is provided for park visitors. 5</p> <p>Environmental Services (Roger Janzig, 651-602-1119)</p> <p>The EA appears to be incomplete from a sewer standpoint. EQB rules state that the EAW shall address the source and quantity of additional wastewater produced as a result of the projects. The EAW shall also describe wastewater treatment measures. However, Item 18 of the Minnesota EQB's EAW form, Water Quality: Wastewaters, was not addressed in the Draft EAW. Additional gates would indicate higher passenger use, resulting in an increase in wastewater flow; however, MCES was unable to determine the potential impact of the proposed improvements upon the metropolitan disposal system since this information was not provided. 6</p> <p>Transit (Steve Mahowald, Metro Transit)</p> <p>The EA appears complete and accurate and an EIS does not appear to be necessary.</p> <p><i>Advisory Comment:</i></p> <p>Metro Transit staff from our Engineering and Facilities Division has been working with and will continue to work with the appropriate parties regarding the 34th Avenue South & I-494 interchange project and its impacts on transit operations, especially LRT.</p> <p>Transit staff will also need to be aware of and have appropriate involvement for any potential changes/improvements that would impact our transit operations at the following airport locations:</p> <ul style="list-style-type: none">• 34th Avenue, 70th Street East, Post Road and Hwy 5 which are streets used for the bus bridge operations. The bus bridge operation is used in situation where/when LRT is not able to operate and the LRT service is replaced by buses. 7• The main entrance to the Lindbergh Terminal from/to eastbound/westbound Hwy 5 which is used by both the bus and Route 54.• Any potential changes/improvements that would impact the operations of Hiawatha LRT (Blue Line) and its service to the American Boulevard, HHH, Lindbergh and Fort Snelling stations. <p>Transportation (Ann Braden, 651-602-1705)</p> <p>The EA appears complete and accurate and an EIS does not appear to be necessary.</p> <p><i>Technical Comment:</i></p> <p>The EA/EAW includes extensive documentation on roadway improvements to three interchanges that provide access to Terminal 1 and Terminal 2. While Metro Council staff have participated in some of the meetings to discuss these improvements, only the initial diverging diamond improvements to 34th Ave. and I-494 have been submitted for evaluation under the criteria contained the Transportation Policy Plan Appendix E: Highway Interchange Requests: Evaluation Criteria and Review Procedures. The remaining phase 2 improvements to 34th Ave interchange, as well as any interchange modifications for TH 5/Post Rd and TH 5/Glumack Dr, should be submitted to MnDOT Metro District for joint review by MnDOT and Metro Council. 8</p>	<p>042-5. See response above.</p> <p>042-6. See Response to Comment #042-2.</p> <p>042-7. As requested, coordination will continue with Metro Transit for proposed projects that impact Metro Transit operations.</p> <p>042-8. Remaining roadway improvements along TH 5 and I-494 will be submitted for evaluation under the criteria contained in the Metropolitan Council Transportation Policy Plan Appendix E in the future before those projects are scheduled for construction.</p>
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042-9. Metropolitan Council approval will be obtained prior to constructing controlled access highway projects at Trunk Highway 5 or Interstate I-494 in accordance with MN Statute 473.166. This requirement is acknowledged in the Final EA/EAW (Section 5.17.2.6 Permitting).

042-10. Comment noted.

042-11. Thresholds for implementation of each element of the project will be based on anticipated levels of service. Levels of service are approximated by considering airport operational conditions in real time and applying professional experience to anticipate future needs under forecasted conditions. The MAC uses this information to make informed policy decisions and fulfill their legislated responsibilities. Environmental consequences will be re-evaluated, if required, per NEPA and/or MEPA.

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043

Sirois Kron, Christene

From: Brendan Downes [bdownes01@gmail.com]
Sent: Thursday, October 11, 2012 3:41 PM
To: msp2020drafteaw
Subject: MSP Airport Expansion

I live in South Minneapolis near lake Hiawatha and Nokomis, and have noticed a significant increase in the airplane traffic noise. It seems we are in a constant battle to inform the MAC about increases in noise pollution, and once it subsides for awhile it begins again. | 1

There is no data to support a further expansion of the airport, and it depreciates the values of our homes and quality of life for our families. I would choose our communities over the potential revenue which is pretty soft right now with the economy anyway. There are new plane engines out there like the one GE has on Boeing 787 Dreamliner that is engineered to be quieter, so wait a few years for the industry to change and then you can expand if needed. | 2
| 3

It was the Minneapolis Park Board that first allocated land for the MSP airport and created our amazing park system. Remember what created value in Minneapolis are the parks which were thoughtfully set aside over a hundred years ago and are thriving today. They thought years into the future to make the best decisions for their community and I ask you to do the same. | 4

Thanks,
Brendan Downes
4442 32nd Ave S,
Minneapolis, MN 55406

612-222-5835

10/12/2012

043-1. See General Responses GR # 05 and GR # 10.

043-2. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. The Purpose and Need in Chapter 2 of the EA/EAW demonstrated the need and justification for the proposed project.

The Action Alternatives include primarily terminal (including gates) and landside improvements. The proposed airside improvements are limited to those needed to accommodate the terminal improvements such as extended service roads, relocated fuel lines and expanded aprons. The proposed airside improvements do not include changes to the runways.

Data supporting the need to implement the Proposed Action are included in Appendix O of the Draft EA/EAW. Also, see General Responses GR # 05, GR # 10 and GR # 11.

043-3. The use of newer aircraft with quieter engine technology continues to increase at MSP. Regardless, the forecasted growth in aircraft operations at Minneapolis-St. Paul International Airport is anticipated to occur with, or without, the contemplated airport improvements. The variable factor is the level of service that will be provided to the traveling public, the improvements are intended to ensure an acceptable level of service in the future.

043-4. Impacts to Section 4(f) properties including parks were considered in the Draft EA/EAW.

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	<p>See Section 5.6, <i>Department of Transportation Act: Section 4(f)</i> of the Draft EA/EAW.</p> <p>The MAC is continuing to plan aviation facilities to meet the need of the region. The proposed improvements are consistent with the Metropolitan Council's approval of the MAC LTCP in 2010.</p>
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2020 Improvements Draft EA/EAW

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044

Sirois Kron, Christene

From: Corbett, Michael J (DOT) [Michael.J.Corbett@state.mn.us]
Sent: Thursday, October 11, 2012 3:51 PM
To: msp2020draffaeaw; Sorenson, Deb (DOT); Irish, Bruce (DOT); Fossand, Bryce (DOT); Craig, E. Buck (DOT); Parzyck, Rebecca (DOT); Lackey, Clare (DOT); Coddington, Ryan (DOT); Pedersen, Scott (DOT); Fischer, Jose (DOT); Griffith, John (DOT); Rauchle, Ron (DOT); Jacobson, Nancy (DOT); ann.braden@metc.state.mn.us; connie.kozlak@metc.state.mn.us; Isaacson, Brian (DOT); Czech, Paul (DOT); Scheffing, Karen (DOT)
Cc: Sherman, Tod (DOT); McCartney, Molly (DOT)
Subject: RE: EAW12-007 MSP Airport 2020
Attachments: EAW12-007-MSP_2020-FollowUpLetter.pdf


Hello,

Attached is a copy of MnDOT's follow up letter for the MSP Airport 2020 EA/EAW. If you have any questions concerning this letter, please let me know.

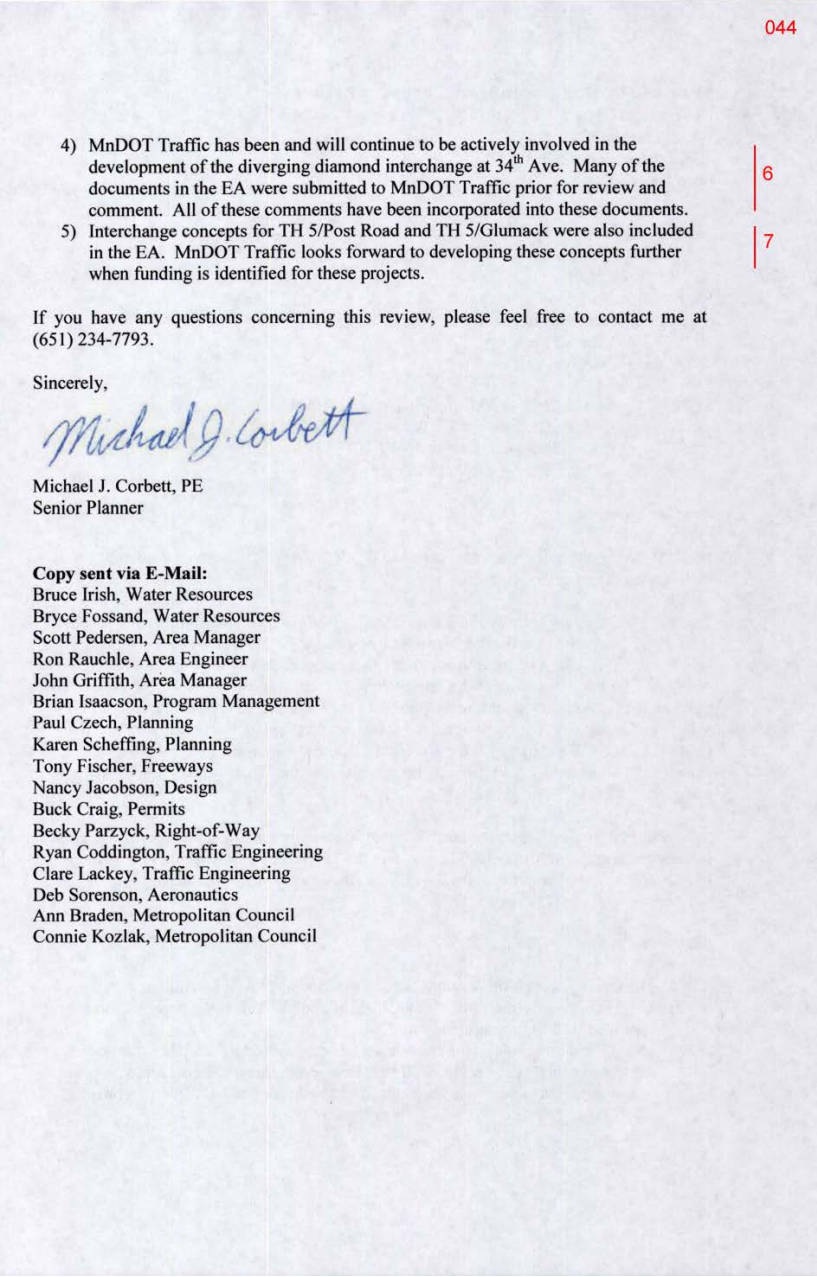
Michael Corbett, PE
MnDOT Metro Division – Planning
1500 W County Road B-2
Roseville, MN 55113
651-234-7793
Michael.J.Corbett@state.mn.us

10/12/2012

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<p style="text-align: right;">044</p>  <p>Minnesota Department of Transportation Metropolitan District Waters Edge Building 1500 County Road B2 West Roseville, MN 55113</p> <p>October 11, 2012</p> <p>Mr. Roy Fuhrmann Metropolitan Airports Commission Vice President, Management & Operations 6040 28th Avenue South Minneapolis, MN 55450</p> <p>SUBJECT: MSP 2020 Improvements Draft EA/EAW MnDOT Review # EAW12-007 West Side of TH 5, north of I-494 Fort Snelling, Hennepin County</p> <p>Dear Mr. Fuhrmann:</p> <p>MnDOT has additional comments related to this EA/EAW for further consideration and inclusion in the record of comments:</p> <p>To date, MnDOT has been working with MAC and its consultant on the development of the I-494/34th Avenue Diverging Diamond Interchange (DDI) which is to be let and constructed in 2013. As part of that effort, other future roadway improvement needs have been identified and discussed. The improvements include those on I-494, the Post Road interchange reconstruction and improvement to the Glumaek interchange as identified and shown in the EA document. The only roadway improvement currently included and funded in MnDOT's program is the Diverging Diamond Interchange at 34th Avenue. None of the other roadway improvements identified in the EA are either funded or included in MnDOT's program.</p> <p>Much coordination and review of traffic modeling and their associated reports has taken place regarding the improvements, especially the 34th Avenue DDI which is why there have been no formal comments from Traffic as they have been given during the development of the 34th Avenue DDI.</p> <p>Additionally:</p> <ol style="list-style-type: none">1) The traffic forecast modeling was reviewed and approved by Jim Henricksen.2) The Traffic Modeling for both the VISSIM and CORSIM was reviewed and approved by Kevin Sommers.3) The consultant Kimley-Horn and Associates submitted a draft interstate access request to MnDOT for review. MnDOT reviewed this document and sent back comments. This document was revised and submitted to FHWA for approval.	<p>044-1. Comment noted.</p> <p>044-2. Comment noted.</p> <p>044-3. Comment noted.</p> <p>044-4. Comment noted.</p> <p>044-5. Comment noted.</p>
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 <p style="text-align: right;">044</p> <p>4) MnDOT Traffic has been and will continue to be actively involved in the development of the diverging diamond interchange at 34th Ave. Many of the documents in the EA were submitted to MnDOT Traffic prior for review and comment. All of these comments have been incorporated into these documents.</p> <p>5) Interchange concepts for TH 5/Post Road and TH 5/Glumack were also included in the EA. MnDOT Traffic looks forward to developing these concepts further when funding is identified for these projects.</p> <p>If you have any questions concerning this review, please feel free to contact me at (651) 234-7793.</p> <p>Sincerely,</p> <p><i>Michael J. Corbett</i></p> <p>Michael J. Corbett, PE Senior Planner</p> <p>Copy sent via E-Mail: Bruce Irish, Water Resources Bryce Fossand, Water Resources Scott Pedersen, Area Manager Ron Rauchle, Area Engineer John Griffith, Area Manager Brian Isaacson, Program Management Paul Czech, Planning Karen Scheffing, Planning Tony Fischer, Freeways Nancy Jacobson, Design Buck Craig, Permits Becky Parzyck, Right-of-Way Ryan Coddington, Traffic Engineering Clare Lackey, Traffic Engineering Deb Sorenson, Aeronautics Ann Braden, Metropolitan Council Connie Kozlak, Metropolitan Council</p>	<p>6</p> <p>7</p> <p>044-6. Comment noted.</p> <p>044-7. Coordination with MnDOT Traffic will continue for roadway projects, including improvements on I-494 and TH 5.</p>
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045

Sirois Kron, Christene

From: Nancy Larson [n2708@yahoo.com]
Sent: Thursday, October 11, 2012 4:08 PM
To: msp2020draftEAW
Cc: Sandra ColvinRoy@minneapolismn.gov
Subject: c/o Roy Fuhrman: MSP 2020 Improvements Draft EA/EAW File
MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann – Director of Environment Metropolitan Airports Commission
Email: msp2020draftEAW@mspmac.org

October 11, 2012

Dear MAC Board:

In the many years we have lived on the corner of Woodlawn and E. 49th Street, we have never been inundated with plane noise to the extent that it has been impossible to concentrate **inside** our house or eat outdoors **at all** until the FAA intervened in the plane routes earlier this year. The noise is absolutely relentless at certain times of the day and night and on specific days of the week. The din is not particularly predictable, meaning that you cannot take precautions to escape from it. The small commuter airplanes that Delta is flying out of our airport are flying low and slow, gaining little altitude as they fly directly over our house, leaving a much wider band of dunning noise in their wake. We have tracked some of the noisy times of the day and discovered a plane flies over our house at a rate of one per minute, thus there is no noise relief within the periods of intensive take offs. For years planes have been flying over the lake or along the river, affording those of us who live in this area some relief from the intensity and consistency of the noise. Noise is a significant contributor to elevated stress levels for populations close to noise agents. The relentlessness of the noise should be a primary consideration in developing MAC policies.

For years, Lake Nokomis and the area surrounding it has been considered a very desirable place to live. It has amenities: community center, bike paths, sailing, windsurfing, golf, tennis courts, walking paths and an active neighborhood association. Sounds very high end, doesn't it? The quality of life and amenities are what makes this area so attractive for homeowners, (largely two-parent working and young families). It is the character of this neighborhood that creates an influx of children and new homeowners. On many mornings, when I stand on my steps as I leave for work, I am assailed by jet fuel fumes, trailing from the endless stream of early morning plane departures. It is inconceivable that MAC does not immediately institute regulations designed to alleviate this serious health hazard.

Over the years, I have attended many MAC "improvement" presentations. It would seem to me that the orientation of the MAC Board members is toward ever-increasing profits at MSP. I have been operating under the mistaken impression that an airport is supposed to be a service to the community, not a detriment. This is an urban airport, located very close to a dense urban area. I fly all the time in my business and am interested in the positive aspects of service in travel. However, I have been quite concerned with the substantial increases in ticket prices and airport fees out of MSP over the last five years. The Twin Cities are, to a great degree, held hostage by MAC and Delta (formerly by Northwest) in projected plans for the future, despite having a mayor who began his career protesting airport noise. I fly into some of the busiest airports in the country and they all have policies surrounding the take-off and landings of their aircraft to leave a less intrusive footprint of noise on the community. They divert

10/12/2012

045-1. See General Responses GR # 05, GR # 09, and GR # 10.

045-2. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in its October 10, 2012, comment letter that the "...EPA commends the thorough assessment of air quality..." For additional information, see the response to Comment #003-1. The MPCA is the agency within the state of Minnesota with regulatory authority for air quality. Also, refer to General Responses GR # 02, GR # 03, GR # 04 and GR # 08.

045-3. See General Responses GR # 05, GR # 09, and GR # 10.

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certain traffic to other airports in the area; regulate trajectories and directions for take offs and landings. MSP has no regulations of which I am aware and no noise restrictions. So, to those of us down on the ground, it seems that the noise issue simply does not reach the ears of the MAC Board. The citizens need relief from being at the mercy of airport noise. The affected area continues to grow; the noise mitigation packages are predicated on remaining in one's house and never using one's yard. All of these solutions do not begin to be sufficient. 3

Nothing should be done to enlarge any piece of MSP until MAC has dealt with the unremitting noise. Citizens should not be blamed for living in their neighborhoods as I overheard in one MAC meeting. The comment was something to the effect that people living in the area who don't like airport noise should not have bought a house in the area or should move. Really? How callous is the Board to the needs of the citizens? 4

MAC is seeking permission to add infrastructure, including new gates to the terminals in anticipation that the number of passengers and flights predicated on estimates of substantial growth in the future rather than on any expressed need by the community. In order to be authorized to make these changes at the airport, MAC is seeking approval to do an Environmental Assessment (EA). Even if approved, the EA would be inadequate because of FAA-driven new navigation techniques (RNAV). The FAA has not taken into consideration the very urban nature of MSP and the critical noise and pollution issues. Projecting future actions MUST include changes in flight and navigation procedures impacting the area surrounding the airport. I believe that either MAC nor the federal government intentionally wish to increase airport noise and stress on the population in this area; however, that being said, it is obvious that they need to then make these issues a priority in planning and evaluation. The MAC plans need a much more comprehensive environmental review. 5

I would ask MAC to reconsider its current plans. There is no rush to expand the airport nor is there any rush to evaluation. The actions that MAC takes impact disproportionately, those in the heart of the city of Minneapolis. It is key for any public Board to use information provided by its stakeholders and ensure they do not simply provide platitudes to the community. 6

Sincerely,

Nancy W. Larson

Nancy W. Larson, Ph.D.
Concerned Citizen

10/12/2012

045-3. See response above
045-4. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. See Response to Comment #043-3 and General Responses GR # 05 and GR # 10.

045-5. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization. See General Responses GR # 01, GR # 06, and GR # 10.

045-6. The Draft EA/EAW process began in late 2010 with community and agency briefings. Public meetings were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. Comments received as a result of the briefings were considered in the development of the Draft EA/EAW. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW. The projects included in the Proposed Action will be implemented when demand dictates.

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046

Sirois Kron, Christene

From: Cate Long [catherinelong70@yahoo.com]
Sent: Thursday, October 11, 2012 4:48 PM
To: msp2020drafteaw
Subject: MSP 2020 Improvements Draft EA/EAW File

Dear Mr. Fuhrmann:

I am writing to specifically request that the environmental impact study include a close look at how regular exposure to extremely loud airplane noise affects the developing ears and auditory systems of babies and young children. I have a 20 month-old daughter, and there are times when the noise from low-flying planes is so loud that MY ears are ringing - I can't help but worry how she is being affected. This has been an ongoing problem since before my daughter was born, and I worry that her hearing may be permanently damaged. There are times when we are sitting in her room trying to read books or listen to music together when I have to pause because the airplane noise drowns out all other sound. We were promised that conditions were improve after the new runway was completed. Instead, we seem to be stuck in a pattern that is permanently unacceptable.

Please help.

Sincerely,

Cate Long
3631 14th Avenue South
Minneapolis, MN 55407

10/12/2012

046-1. See General Responses GR # 01, GR # 05, GR # 08, GR # 09 and GR # 10.

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047

Sirois Kron, Christene

From: Fuhrmann, Roy
Sent: Friday, October 12, 2012 7:58 AM
To: Sirois Kron, Christene
Subject: FW: Environmental Assessment Comments
Attachments: EA Comments1.pdf

From: Tijuana Hawkins [mailto:Tijuana.Hawkins@house.mn]
Sent: Thursday, October 11, 2012 4:53 PM
To: Fuhrmann, Roy
Subject: Fwd: Environmental Assessment Comments

Mr. Fuhrmann,

I'm not sure if the first email came to you, but please read the email below and the attached letter from Rep. Davnie.

Thank you,

Tijuana Hawkins
Legislative Assistant

>>> Tijuana Hawkins 10/11/2012 4:46 PM >>>
Hello Mr. Fuhrmann,

Attached please Rep. Jim Davnie's comments re: the MSP 2020 Improvements Draft Environmental Assessment. If you have any questions, please feel free to contact Rep. Davnie's office.

Thank you,

Tijuana Hawkins
Legislative Assistant
651 296 5355

10/12/2012

Minneapolis-St. Paul International Airport
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047

Jim Davnie
State Representative

District 62A
South Minneapolis



**Minnesota
House of
Representatives**

October 11, 2012

COMMITTEES: CHAIR, LABOR AND CONSUMER PROTECTION DIVISION
E-12 EDUCATION
COMMERCE AND LABOR
K-12 FINANCE DIVISION
TAXES

MSP 2020 Improvements Draft EA/EAW File
C/O Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann,

Thank you for the opportunity to comment on the Minneapolis-St. Paul International Airport 2020 Improvements Draft Environmental Assessment. As the State Representative for the Standish-Ericsson, Corcoran, Longfellow, and Seward neighborhoods of South Minneapolis I have been hearing a significant amount of concern from constituents about airport noise over the past two years. This controversy in my area around airport noise is a significant change from the 10 years previous that I have held this office.

I understand that the Long Term Comprehensive Plan adopted in 2010 and the associated Environmental Assessment have been prepared so that the Metropolitan Airports Commission (MAC) will be ready to make improvements and additions to Terminals 1 and 2 if and when demand increases beyond the capacity of the current facilities. The increased air traffic that would drive such expansion will mean more noise over a larger footprint in Minneapolis and the other communities affected by airport noise.

I recognize and value the importance of the airport in our city's and region's economy. That does not diminish concerns around the environmental impact of the airport's location and operations particularly as related to the expanding noise footprint since the FAA operational changes in the Fall of 2010. My constituents and I are now particularly concerned about the noise impact in unmitigated areas of the projected increase in operations at the airport through 2020.

Beyond the experience of increased noise in the neighborhoods I represent and surrounding areas I also urge the MAC to work to not only reduce the overall noise footprint but also adopt a noise metric other than DNL that better reflects the experience of people on the ground and that can be used for informed decision-making regarding the future of airport operations. It is clear to those in the newly effected areas that the current methodology is not responsive to or reflective of current conditions and recent operational changes.

State Office Building, 100 Rev Dr. Martin Luther King Jr Blvd, St. Paul, Minnesota 55155-1298 (651) 298-0173
FAX: (651) 297-2668 Email: rep.jim.davnie@house.mn



047-1. See General Responses GR # 05 and GR # 10.

047-2. The MAC will continue to report, and consider the use of, alternative noise metrics. However, DNL is FAA's accepted noise metric, and the MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. See General Response GR # 07.

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<p align="right">047</p> <p>Proposed Noise Mitigation I appreciate that the MAC is responding to Minneapolis' request to address noise mitigation in the environmental assessment beyond the NEPA and FAA requirements, and that it is using the locally-adopted standard of 60 DNL consistent with past mitigation activities, the terms of the consent decree, and the local land use compatibility guidelines defined by the Metropolitan Council.²</p> <p>In Minneapolis, most of the increase in the 2020 forecast 60 DNL footprint for the MAC's preferred alternative takes place within already-mitigated areas. The exception is the area southeast of Lake Harriet, where a projected increase in arrivals to Runway 12R results in 1,229 homes being eligible for new or upgraded noise mitigation under the language proposed in the environmental assessment.</p> <p>The environmental assessment states that "noise mitigation will begin when the level of total annual operations at MSP reaches 484,879 or in the year 2020, whichever comes first." Unfortunately residents in these areas are already experiencing significant increased noise daily. As you know even as the total number of flights declined, the geographic distribution of the noise shifted in a manner that was not anticipated by earlier forecasts. A threshold then based on the number of operations does not make sense because the underlying assumptions and inputs that led to the forecast noise contours, as the accuracy of the model itself, will undoubtedly change. Most notably, fleet mix and flight tracks will continue to evolve and current unmitigated areas may experience yet greater overflight disturbance and noise. We can be confident that in the coming years, the updated contour maps reflecting 484,879 operations will not look the same as the map shown in the EA prescribing the blocks that would become eligible for noise mitigation.</p> <p>I would respectfully request that that the provision of any new noise mitigation be based on an assessment of measured conditions by geography rather than the total number of operations at the airport. The MAC should continue to update noise exposure maps annually and tie this measurement to a clearly-defined mitigation strategy that is approved by the surrounding communities. Basing mitigation on measured conditions will reflect changes in fleet mix and flight patterns, including the possible implementation of RNAV or future performance-based navigation procedures.</p> <p>The Integrated Noise Model and DNL I understand that under National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) rules the MAC's preferred alternative does not generate "significant impacts" related to noise, defined as "an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative." I am concerned that Minneapolis residents are subjected to noise in a manner that is not captured by the current Integrated Noise Model (INM) with DNL as the primary metric. While residents complain of high noise levels often beginning early in the morning and repeating in short time increments throughout the day DNL is intended to measure average noise exposure. Further DNL is derived from modeling and is not a measure of actual noise events. The projected</p>	<p>047-3. Comment noted. The 2020 forecasted 60 DNL contour for Alternative 2 - Airlines Relocate minimizes the affected population within the 60 DNL contour when compared to the No Action or Alternative 1- Airlines Remain Alternative. This preferred alternative is consistent with the cities stated goal in The Minneapolis Plan for Sustainable Growth to "reduce the overall noise footprint".</p> <p>047-4. Comment noted. The Final EA/EAW recognizes the stated concerns and as such is proposing a modification to the mitigation to address actual impacts. See General Response GR # 10.</p> <p>047-5. See General Response GR # 07 and GR # 10.</p> <p>047-6. See General Response GR # 07.</p>
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<p>impacts using INM modeling are similarly flawed. Because the human ear does not hear in averages, DNL does not effectively convey the noise impact experienced by residents.</p> <p>It seems clear that accurate actual measures of sound volume and frequency need to be the basis of decision making. I join with the City of Minneapolis in requesting that the MAC fund an independent noise study, working in cooperation with affected communities. I also concur with the City in their request that the MAC take on a leadership role with the communities and the FAA on identifying and implementing a new methodology and metric for measuring aviation noise.</p> <p>Noise Impact As the mix of airplanes using MSP changed and older, noisier aircraft were retired there was hope that would lead to a reduction in noise. While there is some evidence that has occurred overall the shift to an increased number of smaller, regional jets coupled with FAA operational changes has also shifted the noise footprint of the airport. The noise analysis conducted for the environmental assessment, however, anticipates a reversal of this trend. It shows the 60 DNL noise footprint surrounding MSP growing by 1,736 acres between 2010 and 2020. This larger noise footprint is the result of a projected increase in the number of annual flights from 435,583 in 2010 to 484,879 in 2020, illustrating the substantial impact that the number and frequency of flights has on noise.</p> <p>It is past time that stakeholders come together to develop a comprehensive statewide aviation strategy that results in more commercial airline service at airports with unused capacity. I would welcome an opportunity to join with the MAC for this planning with Governor Dayton's Administration and the legislature.</p> <p>Performance-Based Navigation I understand that the FAA is working with the airlines and the MAC on developing new Performance-Based Navigation (PBN) procedures, including Area Navigation (RNAV) and Optimized Profile Descent (OPD). Those potential flight paths were recently released and are currently under review. I understand that FAA was very delayed in releasing the proposed tracks and is limiting the time for public review and comment. Given the potential significant impact of these changes on the experience of residents under any new takeoff and landing routes the review and comment period should not be rushed artificially and the MAC should not act without adequate regard to the public.</p> <p>The draft EA states that "The noise analysis did not include the proposed PBN procedures currently being developed by the FAA. An evaluation of the impacts of these procedures as they relate to the proposed project may be incorporated in the Final EA. If information is not available, an evaluation will be completed once the information is available, if applicable." I agree with the city that this is not a strong enough commitment to assessing the impact of PBN procedures, which holds some promise for improving the overall noise situation by keeping flights on a defined track but could also disproportionately impact some residents. The residents of Minneapolis and the other 4 communities affected by the airport need to be assured that the timeline for implementation of PBN procedures allows enough time to understand the impacts and tradeoffs before a final decision is made whether to adopt PBN at MSP. Any environmental</p>	<p style="text-align: right; color: red;">047</p> <p style="text-align: right; color: red;">7</p> <p style="text-align: right; color: red;">8</p> <p style="text-align: right; color: red;">9</p> <p style="text-align: right; color: red;">10</p> <p style="text-align: right; color: red;">11</p>	<p>047-7. The MAC will continue to report, and consider the use of, alternative noise metrics. However, DNL is FAA's accepted noise metric, and the MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. See General Response GR # 07.</p> <p>047-8. Comment noted.</p> <p>047-9. The MAC supports the MnDOT Statewide Aviation Plan review process. As part of the EA/EAW process, the MAC considered the positive impacts that full use of regional/statewide airports would have at MSP.</p> <p>The alternative to divert passengers to another airport was studied as part of the Draft EA/EAW. See Section 3.1.1 of the Draft EA/EAW. It was concluded that (1) neither the development of a competing hub nor a supplemental airport appears likely given current airline behavior and trends and, (2) even if the studied airports were able to capture 100 percent of their respective markets, the need for MSP terminal and landside improvements would be delayed only temporarily. Therefore, the Other Airports Alternative was dismissed from further consideration.</p> <p>047-10 and 11. As explained in the introduction to this appendix, the PBN project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed PBN procedures are the subject of</p>
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	<p>a separate NEPA process being completed by the FAA Air Traffic Organization.</p> <p>While the EA/EAW does not provide environmental review or approval of the proposed PBN procedures, the proposed PBN procedures have been incorporated into the forecasted future scenarios noise contours in the Final EA/EAW. Also, see General Response GR # 06.</p>
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<p>review of the long term comprehensive plan that does not take the currently proposed PBN procedures cannot claim to accurately represent future conditions and therefore is inadequate.</p> <p>These impacts and tradeoffs extend well beyond the 60 DNL line. Shifting noise patterns do have an effect on individuals outside the 60 DNL. Any analysis of PBN procedures or other changes to flight patterns should be conducted for a geographic area large enough to fully understand whether and how noise will shift from one area to another, regardless of possible plans for noise mitigation in some areas.</p> <p>Environmental Impact Statement Future decisions regarding the terminal reconfigurations in the Long Term Comprehensive Plan may also affect or be affected by the implementation of PBN, requiring a more in-depth and comprehensive analysis than an Environmental Assessment can offer. In a letter to the MAC dated January 6, 2011 and a letter to the Noise Oversight Committee dated January 18, 2012, the City of Minneapolis requested that the cumulative effects of future airport actions including a full build-out of the Long-Term Comprehensive Plan and the implementation of PBN procedures such as RNAV and OPD be assessed comprehensively in the form of an Environmental Impact Statement. I agree with past Metropolitan Council comments on the previous 2015 Terminal Expansion EA that an EIS is warranted.</p> <p>Fine Particulate pollution Residents are increasingly concerned about the impact of expanded airport operations on the health of residents, and particularly children, beneath those aircraft operations. Air quality and the negative impacts on public health of poor air quality are of particular concern. As you know high levels of particulate matter, specifically PM 2.5, are correlated with an increase in cardiovascular disease, heart attacks, strokes and asthma. Recent studies suggest increased fine particulates may negatively impact birth weight and IQ levels in children. My understanding is that data from MPCA ambient monitoring stations near the airport show PM 2.5 levels have increased and are close to exceeding National Ambient Air Quality standards. In addition to its impact on public health, nonattainment for PM 2.5 would result in significant economic impacts for the region and should be avoided at all cost.</p> <p>Additional air pollution modeling needs to be conducted for the current number and pattern of flights and the expected increase and temporal concentration of all associated facility operations including takeoffs, landings, idle time, expected turnover of fleets; and traffic from cars, buses that will increase as a result of any proposed expansion. Given the population density of areas in direct proximity to the airport, and the broader area likely to be impacted by expanded airport operations, these modeling data should be used to conduct a cumulative health risk impact study.</p> <p>In short I urge the MAC to engage in a full Environmental Impact Statement on the cumulative impact of airport operations and proposed expansion previous to adopting any proposed expansion of MSP. Additionally I urge the MAC to fund a study of the changing experience of airport noise on the surrounding residents using a different metric based on actual noise data rather than computer modeling. That study should be focused not only on the currently identified noise mitigation area but also on the areas around the airport affected by recent operational changes as well as possible future changes. I urge the MAC to be a leader in working with the</p>	<p>047-11. See response above</p> <p>047-12. Cumulative impacts are included in the Draft EA/EAW. As NEPA, FAA Order 5050.4B, and MEPA require, reasonably foreseeable actions are to be included in the cumulative impact analysis. Projects proposed in the LTCP for post 2020 are not considered “reasonably foreseeable actions” because of the uncertainty and changeability in the aviation industry. An EIS is not required. See General Response GR # 01 and GR # 06.</p> <p>047-13. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in its October 10, 2012, comment letter that the “...EPA commends the thorough assessment of air quality...” No other comments were received from the USEPA on the Air Quality Assessment.</p> <p>Based on the Air Quality Assessment in the Draft EA/EAW, the Action Alternatives are not expected to adversely affect ambient air quality. The PM_{2.5} concentrations at the two air monitoring stations closest to MSP are well within the National Ambient Air Quality Standards (NAAQS) and the trend over the past three years is decreasing concentrations. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air</p>
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	<p>toxics and PM_{2.5} at two locations on MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. There is no difference between the PM_{2.5} emissions from Alternatives 1 and 2 versus the No Action Alternative during 2020 and 2025. The PM_{2.5} emissions during 2020 are 36 tons and during 2025 are 39 tons for all alternatives (i.e., No Action and Action Alternatives). Thus, the Action Alternatives are not expected to affect PM_{2.5} concentrations adversely.</p> <p>As explained in GR # 02, there are no existing federal regulatory guidelines specific to hazardous air pollution (HAP) emissions from aircraft engines. Although there are FAA and EPA/FAA guidance documents recommending best practices for quantifying speciated organic gas emissions from aircraft engines, the methods for measuring air emissions associated with aircraft engines is an evolving process that is still under development. See FAA, Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources, September 2, 2009, and FAA/EPA Recommended Best Practices for Quantifying Speciated Gas Phase Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines, May 27, 2009. The guidance specifically warns against preparing any type of HAPs assessment for aircraft emissions under NEPA—other than the type of emission inventory provided in the Draft</p>
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	<p>EA/EAW—because such assessments “require a complete understanding of both the reaction of OGs/HAPS in the atmosphere and downstream plume evolution,” and the science of such atmospheric reactions is “currently limited” and “still evolving.” Id. See also 40 C.F.R. § 1502.22 (providing that in an EIS, an agency may identify information that is unavailable).</p> <p>The FAA and MAC have prepared a HAPs emission inventory that complies with FAA and FAA/EPA guidance and that is based on what is known currently about airport-related emissions. See Final EA/EAW, Appendix E, <i>Air Quality Technical Report</i>, Section 6. See also General Responses GR # 02, GR # 03 and GR # 04.</p> <p>047-14. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in its October 10, 2012, comment letter that the “...EPA commends the thorough assessment of air quality...” No other comments were received from the USEPA on the Air Quality Assessment. See previous response (047-13) and General Responses GR # 02, GR # 03 and GR # 04.</p> <p>047-15. See General Response GR # 01.</p> <p>047-16. The USEPA commended the MAC on the thorough noise analysis in the Draft EA/EAW. Refer to letter #027 from the USEPA. The MAC will continue to report, and consider the use of, alternative noise metrics. However, DNL is FAA’s accepted</p>
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	<p>noise metric, and the MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. See General Response GR # 07.</p>
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Administration and legislature to develop a new, comprehensive statewide aviation plan.

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Adequate time should be given to the community to review and comment on any new PBN procedures and an environmental review of them conducted before any adoption of new flight tracking procedures. Additionally the MAC should conduct sufficient air pollution modeling to adequately identify and assess the public health impacts of airport activity on area residents.

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Thank you again for the opportunity to comment. I look forward to your response.

Sincerely,


Representative Jim Davnie

047-17. See Response to Comment #016-9.

047-18. As explained in the introduction to this appendix, the PBN project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

See General Response to GR # 06.

047-19. See Response to Comments #047-13.

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October 11, 2012

Guy Heide
881 Bluebill Drive
Mendota Heights, MN 55120
Telephone: 651-454-7440.

Comment(s) *in re* MSP 2020 Improvements Draft EA/EAW

VIA E-MAIL AND MESSENGER TO:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann:

1. The undersigned (hereinafter, "Undersigned") is an interested person who seeks to submit written comments with regard to "Draft Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW)" (hereinafter, "Draft Federal EA") pursuant to notice provided by the Metropolitan Airports Commission (hereinafter, "MAC") that written comments will be accepted until 5:00 pm on October 11, 2012.

2. On Monday, October 1, 2012, Undersigned attempted to make verbal comments in respect to Draft Federal EA at its Public Hearing. MAC's Planning, Development and Environment Committee appointed itself to act as Hearing Officer at said Hearing. Commissioner Paul Rehkamp, Chair of said Committee, presided at said Hearing. In Undersigned's opinion, Commissioner Rehkamp refused to allow adequate public input into the NEPA process and, to that end, abused the powers normally accorded a Chair to stage a Public Hearing engineered to cast Draft Federal EA in an improper light.

COMMENT ONE

PREPARING DRAFT FEDERAL EA WAS *ULTRA VIRES* MAC'S AUTHORITY STATEMENT

3. Environmental Protection Specialist Kandice Krull (hereinafter, "KRULL") is the responsible Federal official described in the *National Environmental Policy Act* (hereinafter, "NEPA") who alone is entrusted with responsibility to carry out functions prescribed in NEPA, CEQ Regulations, and Order 5050.4B, as hereinafter more fully appears. KRULL must "furnish[] guidance and participate[] in [preparing Draft Federal EA]," must "independently evaluate[] such statement prior to its approval and adoption," and must bear "responsibilities for the scope, objectivity, and content of the entire statement or of any other responsibility under [Chapter 55 – National Environmental Policy]." 42 U.S.C. §§ 4332(D)(ii), 4332(D)(iii), 4332(D).

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048-1. Commenter was allowed to present comments at the public hearing on October 1, 2012. The speaker time limit of five minutes was announced at the beginning of the public hearing (refer to page 7 of the transcript). Speakers were allowed to exceed their time limit. The commenter exceeded the time limit by more than three times (refer to page 50 of the transcript). At this point, the hearing officer requested that the commenter provide the remainder of his comments in writing. The hearing officer needed to allow all those wishing to speak the opportunity to do so. However, after all attendees wishing to present comments were allowed to speak, the commenter was again allotted additional time before the hearing ended (refer to page 65 of the transcript). Commenter also submitted extensive written comments on October 11, 2012.

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4. KRULL must implement the NEPA process prescribed in Council on Environmental Quality regulations in part 1500-1508 of title 40, Code of Federal Regulations. CEQ Regulations "tell [FAA] what they must do to comply with the procedures and achieve the goals of [NEPA]." 40 C.F.R. § 1500.1(a). CEQ Regulations mandate the following, *inter alia*:

NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA.

40 C.F.R. § 1500.1(b).

[FAA] shall to the fullest extent possible:

(a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.

(b) Implement procedures to make the NEPA process more useful to ... the public ...

...

(d) Encourage and facilitate public involvement in decisions which affect the quality of the human environment.

(e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.

...

Id. § 1500.2.

Parts 1500 through 1508 of this title provide regulations applicable to and binding on [FAA] for implementing the procedural provisions of the National Environmental Policy Act of 1969 These regulations, unlike the predecessor guidelines, are not confined to [NEPA] sec. 102(2)(C) (environmental impact statements). The regulations apply to the whole of [NEPA] section 102(2).

Id. § 1500.3.

... The phrase "to the fullest extent possible" in [NEPA] section 102 means that [FAA] shall comply with that section unless existing law applicable to the agency's operations expressly prohibits or makes compliance impossible.

Id. § 1500.6.

5. In a normative¹ decision concerning sufficiency of notice and an opportunity for public comment in informal agency rulemaking, the court in *United States v. Nova Scotia Food Products Corp.*, 568 F.2d 240 (C.A.2 1977) held:

To suppress meaningful comment by failure to disclose the basic data [constituting the factual material that was] relied upon [by agency] is akin to rejecting comment altogether. For

¹ Cf. *Air Transport Ass'n of America v. F.A.A.*, 169 F.3d 1 (C.A.D.C. 1999) where informal rulemaking was required to expose "critical factual material" to "refutation" "in the proceeding." *Id.* at 252. And, see *Independent U.S. Tanker Owners Committee v. Lewis*, 690 F.2d 908 (C.A.D.C. 1982) where it was held that where agency's task "begins" with forecasts in an informal rulemaking proceeding, such forecasts must be disclosed "so that interested parties can comment upon the conclusions properly to be drawn from them." *Id.* at 926, italic in original.

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unless there is common ground, the comments are unlikely to be of a quality that might impress a careful agency. The inadequacy of comment in turn leads in the direction of arbitrary decision-making.

Id. at 252. The *Nova Scotia* court concluded “that the failure to disclose to interested persons the scientific data” was “procedurally erroneous.” *Ibid.*

6. Draft Federal EA provided for public comment is a NEPA statement prepared by MAC, a State public agency with jurisdiction over Minneapolis-St. Paul International Airport (“MSP”) in possession of additional property rights in associated reliever airports located in the Minneapolis-St. Paul metropolitan area, but without jurisdiction over other major airports in the State, of Minnesota, e.g. substantial airports located in Rochester, Duluth, and St. Cloud, Minnesota.

7. Said Draft Federal EA proposed a major Federal action.

8. Under NEPA, U. S. Department of Transportation Federal Aviation Administration (hereinafter, “FAA”) may permit a State of Minnesota agency or official to prepare a NEPA statement for any major Federal action funded under a program of grants to States only if “the State agency or official has statewide jurisdiction.” 42 U.S.C. § 4332(D)(i), underline added. By said words, Congress clearly intended said Draft Federal EA must be prepared by an agency with legal responsibility to serve and protect the public interest of the entire State of Minnesota and not the narrow, parochial interest of the Minneapolis-St. Paul metropolitan area alone.

COMMENT ONE

9. Undersigned objects to said Draft Federal EA, commenting preparing said Draft Federal EA is *ultra vires* MAC’s authority for MAC does not enjoy “statewide jurisdiction” as required by NEPA, *supra*, and to permit MAC’s action to stand would make NEPA largely superfluous or inoperative.

10. Undersigned further comments, for aforesaid reason, he objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by an illegal Draft Federal EA and provide a legal draft Federal environmental assessment for public comment, in a new proceeding to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6.

11. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

COMMENT TWO

“NO ACTION” SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

12. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

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048-2. The Commenter’s reading of NEPA Section 102(D), 42 U.S.C. § 4332(D) is inaccurate. NEPA allows for preparation of EA’s by entities with less than statewide jurisdiction. See also 42 U.S.C. § 4332(D)(iiii) which states in part “...this subparagraph does not affect the legal sufficiency of statements prepared by State agencies with less than statewide jurisdiction.”

In addition, NEPA and FAA regulations implementing the statute allow the MAC, as an airport sponsor and applicant for FAA approval, to prepare the EA. 40 C.F.R. § 1506.5(b); FAA Order 5050.4B, NEPA Implementation Instructions for Airport Actions, Chapter 7 (April 2006). An airport sponsor or its consultant normally prepares an EA under NEPA. FAA Order 5050.B, ¶ 707(a). FAA then independently evaluates the EA to: (1) determine the EA’s accuracy; (2) take full responsibility for the scope and content that addresses FAA actions; (3) determine if the EA meets the requirements of NEPA, applicable special purpose laws, and FAA Order 5050.4B, including responses to public comments; (4) help ensure the necessary agency review and consultation has occurred and that the EA addresses agency comments; (5) ensure the EA identifies EA preparers; and (6) ensure the EA is suitable for a public hearing, if one will occur. FAA Order 5050.B, ¶ 707(b). *See also* 40 C.F.R. § 1506.5 (if applicant prepares EA, federal agency “must make its own evaluation of the environmental issues and take responsibility for the scope and content of the environmental assessment.”); FAA Order 5050.B, ¶ 707(f) (same). The responsible FAA official takes responsibility

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	<p>for an EA’s scope and content by signing the statement on the bottom of the EA cover The statement provides that the EA becomes a federal document “when evaluated, signed, and dated by the Responsible FAA official.” FAA Order 5050.B, ¶ 707(f).</p> <p>The Draft EA/EAW also satisfies the requirements of MEPA. Similar to NEPA, MEPA provides for environmental review of certain “governmental actions”— that is, “projects wholly or partially conducted, permitted, assisted, financed, regulated, or approved by governmental units.” Minn. R. 4410.0200, subp. 33. “Governmental units” are any Minnesota state agency or general or special purpose unit of government in the state of Minnesota. Minn. R. 4410.0200, subp. 34. There are three levels of environmental review for governmental actions under MEPA: exempt projects; environmental assessment worksheet (EAW); and environmental impact statement (EIS). A project proposer submits the completed data portions of an EAW to the responsible governmental unit (RGU) or its agents. The RGU determines whether the information is complete and, if it is, may approve the draft for distribution. Minn. R. 4410.1400. It is the RGU that is responsible for the completeness and accuracy of the information in an EAW. In addition, a federal EA under NEPA may be circulated in place of an EAW if the EA addressed each of the environmental effects in the EAW form. Minn. R. 4410.1300.</p> <p>The MAC has participated in preparation of the EA/EAW because the MAC is the project</p>
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	<p>proposer, and under MEPA, the MAC is the RGU for the proposed development at MSP. Under MEPA, the proposed development is not exempt from environmental review and may have the potential for significant environmental effects. Minn. R. 4410.1000. The MAC, therefore, prepared an EAW for the proposed development. In addition, an EAW is required because the proposed development is a scheduled project in the MAC's capital improvement program for MSP and the cost of the proposed development exceeds \$5 million. Minn. Stat. § 473.614, sub. 2.</p> <p>See also General Response GR # 01.</p> <p>048-3. In publishing the Draft EA/EAW, the FAA has complied with NEPA and the CEQ regulations implementing the statute, as well as FAA Orders 1050.1, <i>Environmental Impacts: Policies and Procedures</i> and 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions</i>. In addition, MAC has complied with MEPA and the EQB rules implementing the statute.</p> <p>048-4. Comment noted.</p>
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13. Draft Federal EA provided for public comment materially represented, if “no action” is taken, it followed MSP will not have capacity to accommodate airport operations forecast in 2020 and 2025, in the following words:

The purpose of the proposed development is to accommodate the expected demand such that the level of service is acceptable throughout MSP’s terminal and landside facilities through 2020 and the regional roadway system through 2030. MSP’s terminal and landside facilities do not and/or will not meet current and forecasted demand.

Draft Federal EA section ES-2.

14. Said Draft Federal EA materially represented in preparing its 2020 and 2025 “No Action” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP it used the following airport operation counts:

2020 (forecast)	484,879 airport operations
2025 (forecast)	526,040 airport operations

Draft Federal EA at p. 2-4.

15. Said Draft Federal EA materially represented its 2020 “no action” Scenario was based on an airport operation count of “484,879” operations, in the following words:

Based on the 484,879 total forecast operations in 2020, approximately 4,388 acres are in the 65+ DNL noise contour and approximately 11,240 acres are in the 60+ DNL noise of the No Action Alternative. Table 5.14.3 contains the count of single-family and multi-family dwelling units and population in the 2020 and 2025 No Action Alternative DNL noise contours.

Draft Federal EA sub-section 5.14.5.1 (“No Action Alternative Noise”).

16. From aforesaid admission that its 2020 “no action” Scenario was based on its forecast airport operation count of “484,879” operations, it can reasonably be inferred that its 2025 “no action” Scenario was also based on its forecast airport operation count of “526,040” operations.

COMMENT TWO

17. Undersigned objects to said Draft Federal EA’s depictions of the human environment at MSP in 2020 and 2025 for said “no action” depictions are repugnant to its fundamental premise that in 2020 and 2025 MSP will not have capacity to accommodate airport operations forecast in said years. From said premise it reasonably followed MSP would handle substantially less than the “484,879” operations forecast for 2020 and substantially less than the “526,040” operations forecast in 2025. Said Draft Federal EA’s 2020 and 2025 “no action” depictions are clearly fictitious and dishonest in presenting the public with false choices for public comment. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information “of high quality” which included only “[a]ccurate scientific analysis, expert agency comments” so as to expose such information to “public scrutiny.” 40 C.F.R. § 1500.1(b).

18. Undersigned further comments, in his opinion, said Draft Federal EA, in preparing 2020 and 2025 “no action” depictions based on inaccurate assumptions of MSP’s capacity, effec-

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048-5. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The commenter asserts that the 2020 and 2025 forecast aircraft operations are inaccurate. However, the commenter does not explain the basis for this conclusion. The commenter also suggests incorrectly that the purpose of the proposed project is to increase airport capacity to accommodate forecast 2020 and 2025 aircraft operations. As stated in Chapter 2 of the Draft EA/EAW the purpose of the proposed project is to accommodate expected demand at MSP such that the airside and landside level of service is acceptable through the 2020 planning timeframe, and that the regional roadway level of service is acceptable through the 2030 planning timeframe. Additional airfield capacity is not needed and airfield capacity improvements such as new runways are not proposed. In other words, the purpose is to relieve congestion and overcrowding at MSP terminal and landside facilities under current conditions, as well as under conditions in 2020. By relieving congestion, MSP will maintain an acceptable airside and landside level of service through the 2020 planning timeframe, and an acceptable regional roadway level of service through the 2030 planning timeframe.

As recently as 2005, with the current terminal building facilities, MSP handled 532,240 annual operations, more than the 484,879 forecast for 2020 or the 526,040 forecast for 2025. Therefore, it is inaccurate to state

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	<p>that a No Action scenario would result in a substantial reduction in aircraft operations from the forecast levels. As noted in Section 10 of Draft EA/EAW Appendix A, a No Action scenario would require airlines to make changes in their scheduled flight times to accommodate projected demand with existing facilities, but the airlines would have to reduce their level of service to accommodate the increased daily and annual demand at MSP.</p> <p>048-6. See Response to Comment #048-5 and General Response GR # 01.</p>
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tively camouflaged significant impacts directly attributable to proposed Federal action in said years, and that accurate “no action” Scenarios will trigger the need to prepare an environmental impact statement.

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048-6. See response above.

19. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

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048-7. Comment noted.

COMMENT THREE

ALTERNATIVE SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

20. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

21. Draft Federal EA provided for public comment stated Government’s official Traffic Area Forecast (hereinafter, “TAF”) “was not used” in preparing its 2010, 2020 and 2025 “No Action,” “Alternative 1” and “Alternative 2” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier (“AC”)	367,851	410,410	448,074
International Scheduled Air Carrier (“AC”)	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that “[t]here are almost no differences in the number of operations” when compared to TAF. *Ibid.* at p. 2-5.

22. Government’s 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi (hereinafter, “AT”)	135,477	153,474	167,794
General Aviation (hereinafter, “GA”)	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Undersigned respectfully requests that Exhibit No. 1, enclosed herewith, which exhibit is a copy of aforesaid Government TAF forecast, be entered in proceeding’s record to verify foregoing representations.

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23. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)
2010	27,921	148,925
2020	29,934	167,406
2025	30,003	181,864

24. FAA has defined an "Air Taxi" as an aircraft designed to have a maximum seating capacity of 60 seats or less.

25. FAA has defined "General Aviation" as civil aircraft.

26. FAA has defined "Air Carrier" as an aircraft with seating capacity of more than 60 seats.

COMMENT THREE

27. Undersigned objects to all of said Draft Federal EA Scenarios of the human environment at MSP in 2010, 2020 and 2025 for said Scenarios are clearly based on a fleet mix that understated air taxi ("AT") and general aviation ("GA") aircraft operations, and, for that reason, inexorably overstated air carrier ("AC") aircraft operations in said years. Stated another way, said Draft Federal EA's fleet mix assumed AT and GA represented 6.4% of total aircraft operations in 2010, 6.2% in 2020, and 5.7% in 2025, while TAF stated AT and GA represented 34.1%, 34.5%, and 34.6% respectively. From said comparison, said Draft Federal EA representation, *supra*, that its forecast was substantially similar to TAF ("[t]here are almost no differences in the number of operations") is seriously inaccurate. Since AT and GA aircraft by definition, *supra*, are substantially smaller and lighter than AC aircraft, *supra*, it reasonably followed said Draft Federal EA 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios are likewise seriously inaccurate. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2010, 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

28. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

COMMENT FOUR

ALTERNATIVE SCENARIOS DISCLOSED "SIGNIFICANT" IMPACT STATEMENT

29. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

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048-8. The differences between the TAF and the Draft EA/EAW forecast criteria for aircraft categories explain the difference in operations forecasted. Regardless, the total operations (427,558 for the 2010 TAF and 437,075 for 2010 forecast in EA) are similar (less than 2.5% difference).

The FAA TAF considers Commuter/Air Taxi operations as one category. The Commuter operations include takeoffs or landings by aircraft with 60 or fewer seats that transport regional passengers on scheduled commercial flights and Air Taxi operations as takeoffs or landings by aircraft with 60 or fewer seats conducted on non-scheduled or for-hire flights. The 2011 TAF lists 135,477 (2010), 153,474 (2020) and 167,794 (2025) Commuter/Air Taxi operations. These operations were included in the scheduled air carrier category in the Draft EA/EAW forecast. These "smaller and lighter" regional carrier operations are depicted in the air carrier fleet mix forecast in Table 5.9 (Appendix A, Attachment 5). Additionally, the 2010 fleet mix is based on actual aircraft operations that occurred in 2010.

The Draft EA/EAW forecast also includes a separate general aviation category consistent with the MAC general aviation statistics in their Monthly Operations Reports and the fleet mix associated with that forecast consists of "smaller and lighter" general aviation aircraft.

General Aviation operations include all itinerant general aviation and local civil aviation aircraft takeoffs or landings not

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	<p>classified as commercial in the TAF. The 2011 TAF lists 13,448 (2010), 13,932 (2020) and 14,070 (2025) General Aviation operations.</p> <p>The FAA TAF considers Air Carrier operations to include all takeoffs or landings of commercial aircraft with seating capacity of more than 60 seats. The 2011 TAF lists 275,772 (2010), 314,795 (2020) and 340,798 (2025) Air Carrier operations at MSP. The TAF also lists 2,861 (2010), 2,864 (2020) and 2,864 (2025) Military operations (takeoffs or landings by military aircraft).</p> <p>FAA guidance for the review and approval of aviation forecasts states that forecasts for total enplanements and total operation are considered consistent with the TAF if they meet the following criterion: Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period.” (See FAA’s Review and Approval of Aviation Forecasts, June 2008 p. 1). The EA forecast meets this criterion for both enplanements and operations.</p> <p>Total operations in the 2011 TAF for 2010 are 427,558. The Draft EA/EAW listed 437,075 operations for 2010. This equates to a difference of 2.2 % which is within what is considered consistent.</p> <p>Total operations in the 2011 TAF for 2020 are 485,065. The Draft EA/EAW forecast listed 489,879 operations for 2020. This equates to a 1% difference which is within what is considered consistent.</p>
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	<p>Total operations in the 2011 TAF for 2025 are 525,526. The Draft EA/EAW forecast listed 526,040 operations for 2025. This equates to less than a 1% difference, which is within what is considered consistent.</p> <p>Thus, the Draft EA/EAW forecast is considered consistent with the TAF.</p> <p>Finally, the FAA reviewed and approved the EA/EAW forecast in July 2012.</p> <p>048-9. Comment noted.</p>
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30. In Order 1050.1E, Appendix A p. A-60, FAA relied on following legislative regulation, *inter alia*, in determining whether a change in noise associated with a Federal action is significant:

A change in the operation of an airport creates a substantial new noncompatible use if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either a land area which was formerly compatible but is thereby made noncompatible under Appendix A (Table 1), or in a land area which was previously determined to be noncompatible under that Table and whose noncompatibility is now significantly increased.

14 C.F.R. § 150.21(d)(1).

31. Order 1050.1E set following standard for determining whether a change in noise is significant:

A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe. For example, an increase from 63.5 dB to 65 dB is considered a significant impact. Special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks, national wildlife refuges and historic sites, including traditional cultural properties. For example, the DNL 65 dB threshold does not adequately address the effects of noise on visitors to areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.

Order 1050.1E, Appendix A par. 14.3.

32. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 materially represented proposed Federal action would not have a significant noise impact ("no areas of sensitive land uses ... would experience a 1.5 dB or greater increase within the 65 dB DNL noise contour") under any Scenario and showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under its 2020 Scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	4,388 acres:	2,795	928	665
2020 Alternative 1	4,386 acres:	2,793	928	665
2020 Alternative 2	4,387 acres:	2,793	928	666

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	2,162 units:	2,115	47	0
2020 Alternative 1	2,172 units:	2,124	48	0
2020 Alternative 2	2,166 units:	2,133	33	0

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+

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2020 No Action	5,037 individuals:	4,918	119	0
2020 Alternative 1	5,062 individuals:	4,941	121	0
2020 Alternative 2	5,048 individuals:	4,965	83	0

When compared to the “no action” alternative, Alternative 1 and Alternative 2 are shown, *supra*, to reduce the acres within MSP’s 65 DNL contour and, at the same time, increase the number of residential units and individuals residing therein. Undersigned respectfully requests that Exhibit No. 2, enclosed herewith, which exhibit is a copy of aforesaid “MSP 2020 Improvements Draft EA/EAW Open House Presentation” page 18 of 36, be entered in proceeding’s record to verify foregoing representations.

COMMENT FOUR

33. Undersigned objects to said Draft Federal EA’s determination, *supra*, that, under both alternatives, the proposed Federal action can reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6.

34. Undersigned further comments, if it is the case that proposed Federal action, under both alternatives, can simultaneously reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals therein, that the residential units and individuals foreseen to be added within MSP’s 65 DNL contour under Alternative 1 and/or Alternative 2 must reside on land areas outside MSP’s “no action” 65 DNL contour and, for that reason, the noise impact of said alternatives is significant for foreseeably creating new land areas, *i.e.* formerly compatible land outside, but now inside MSP’s 65 DNL contour, land areas “which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1),” § 150.21(d)(1), *supra*, by the proposed Federal action, noting said Table 1 classified land areas inside an airport’s 65 DNL contour as noncompatible for residential use.

35. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned’s opinion, would effectively moot this comment’s request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.

COMMENT FIVE

ALTERNATIVE SCENARIOS DISCLOSED “SIGNIFICANT” IMPACT STATEMENT

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048-10. Residential units may be exposed to additional noise and, as a result, be included in the 65 DNL contour without having experienced a 1.5 dB DNL increase. For example, the noise exposure at a residential unit may increase from 64.9 DNL to 65.1 DNL, a difference of 0.2 DNL. While the residential unit would be within the 65 DNL contour, the increase in noise exposure is less than the significance threshold of 1.5 dB DNL.

The noise contours expand and contract slightly relative to one another to varying degrees and at different locations around the airport. This variability may result in the scenario with a slight reduction in acreage even though there is a slight increase in units within the contours, depending on the density of residential land use within each contour. The counts are correct.

MetroGIS parcel data current as of August 2011 was used to assess residential noise impacts. Multi-family and single-family dwelling unit population multipliers were provided by MetroGIS on a city-by-city basis. Parcel unit count data were developed through a combination of field work done by MAC staff and data from the cities and counties neighboring MSP as a part of previous and current residential noise mitigation program efforts around the airport.

048-11. The number of non-residential noise sensitive uses within the 65 DNL contour varies only slightly between the various alternatives. In 2020 the lowest number of residential units in the 65+ DNL noise contours is

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	<p>provided by the No Action Alternative. There are 10 more residential units in the Airlines Remain Alternative and 4 more residential units in the Airlines Relocate Alternative within the 65+ DNL noise contours. In 2025 the lowest number of residential units in the 65+ DNL noise contour is provided by the Airlines Remain Alternative. There are 81 more residential units in the No Action Alternative and 171 more residential units in the Airlines Relocate Alternative. However, in both 2020 and 2025 for all alternatives, all residential units within the 65+ DNL noise contours of the development alternatives being considered have received noise mitigation and, as such, are considered a mitigated incompatible land use.</p> <p>Also, see the Response to Comment #007-20.</p> <p>048-12. See General Response GR # 01.</p>
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36. Undersigned restates and incorporates by reference par. 3-5, 30-31, *supra*, as though fully set forth herein.

37. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under the 2025 scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	5,006 acres:	3,188	1,078	740
2025 Alternative 1	5,018 acres:	3,205	1,074	739
2025 Alternative 2	5,002 acres:	3,181	1,081	740.

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	2,742 units:	2,657	85	0
2025 Alternative 1	2,661 units:	2,583	78	0
2025 Alternative 2	2,832 units:	2,747	85	0.

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	6,501 individuals:	6,286	215	0
2025 Alternative 1	6,294 individuals:	6,096	198	0
2025 Alternative 2	6,727 individuals:	6,512	215	0.

When compared to the "no action" alternative, Alternative 1 is shown, *supra*, to increase the acres within MSP's 65 DNL contour and, at the same time, reduce the number of residential units and individuals residing therein. Similarly, Alternative 2 is shown, *supra*, to reduce the number of acres and, at the same time, increase the number of residential units and individuals residing therein.

COMMENT FIVE

38. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 1, the proposed Federal action can increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein for appearing unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia*, *supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

39. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 2, the proposed Federal action can reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufac-

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048-13. See Responses to Comments #048-10 and #048-11.

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048-14. See Responses to Comments #048-10 and #048-11.

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<p style="text-align: right; color: red;">048</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p style="text-align: center;">COMMENT SIX EFFECT OF LEADED AVIATION GASOLINE TO CHILDREN'S HEALTH SHOULD BE ASSESSED STATEMENT</p>	<p>048-14. See response above.</p> <p>048-15. See Responses to Comments #048-10 and #048-11.</p> <p>048-16. See Response to Comments #048-10 and #048-11.</p> <p>048-17. See General Response GR # 01.</p>
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tured, and further comments and requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

40. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 1, can simultaneously increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein that the land areas ("acres") to be added within MSP's 65 DNL contour under Alternative 1 must be outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is significant for foreseeably creating new land areas, *i.e.* formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), *supra*, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.

41. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 2, can simultaneously reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals foreseen to be added within MSP's 65 DNL contour under Alternative 2 must reside on land areas outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is significant for foreseeably creating new land areas, *i.e.* formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), *supra*, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.

42. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned's opinion, would effectively moot this comment's request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.

43. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

44. Lead emitted from aircraft using leaded aviation gas is currently the largest source of lead in air in the United States, constituting about 50 percent of lead emissions in 2005. Under-

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signed respectfully requests that Exhibit No. 3, enclosed herewith, which exhibit is a copy of "A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels," be entered in proceeding's record to verify foregoing representation found in said Analysis at p. 4.

45. The Center for Disease Control has stated "that there is no 'safe' level for blood lead in children" and a large body of research has demonstrated evidence of "learning disabilities and behavioral disorders, associated with lead exposure levels well below the CDC's action level," and of "early childhood blood lead levels as low as 2 µg/dL" associated with "significant impacts on academic performance as measured by end-of-grade test scores." Exhibit No. 3 at p. 5 of 22, underline added.

46. The Environmental Protection Agency (hereinafter, "EPA") has taken notice of the special status, or vulnerability, of "[y]oung" children when it comes to lead exposure, in the following words:

Young children are especially vulnerable to the toxic effects of lead because their nervous systems are still developing and they absorb more of the lead to which they are exposed. Many of the health effects associated with lead are thought to be irreversible. Moreover, the effects at lower levels of exposure are often asymptomatic.

Federal Register, vol. 66, no. 4, at p. 1207. The term "asymptomatic" means children residing near MSP can be harmed by lead and not exhibit symptoms. For that reason, children may be harmed without their parents recognizing it. Undersigned respectfully requests that Exhibit No. 4, enclosed herewith, which exhibit is a copy of pertinent *Federal Register* page, be entered in proceeding's record to verify foregoing EPA representation.

47. Draft Federal EA provided for public comment in Chapter 5 ("Environmental Consequences") in section 5.17, sub-section 5.17.1, addressed "Children's Health and Safety Risks" in the following words:

Socioeconomic impacts may result from relocation of residences and businesses, alteration of surface transportation, division of established communities, disruption of orderly planned development, or changes in employment.

Draft Federal EA, sub-section 5.17.1. Said sub-section identified "the relocation of one business, the SuperAmerica [gas station]" as the only effect meriting attention in respect to children's health and safety. In other words, there was no attention given to the effects of aviation gasoline on childhood blood levels in said Draft Federal EA.

COMMENT SIX

48. Undersigned objects to said Draft Federal EA's oversight in failing to address the effects of leaded aviation gasoline on childhood blood lead levels and comments and respectfully requests that KRULL vacate this proceeding set in motion by an inadequate Draft Federal EA and provide an adequate Federal environmental assessment that addresses children's health and safety risks from leaded aviation gasoline so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible," 40 C.F.R. § 1500.6, and "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions that will

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048-18. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

Air monitoring data for lead in the MSP area are well below the National Ambient Air Quality Standards. Lead emissions are not typically considered in emission inventories for commercial service airports because lead emissions result primarily from piston engine aircraft and the use of aviation gasoline (avgas or 100LL). The share of aircraft operations at MSP that are conducted by piston aircraft totals less than two percent; which resulted in the annual use of approximately 20,000 gallons of avgas during 2010 and 2011. Avgas usage has decreased from approximately 67,000 gallons in 2005 to less than 20,000 gallons during each of the past three years, as piston aircraft operations have decreased at MSP. Notably, the estimated lead emissions at MSP total less than 0.04 tons per year, or only four percent of the applicable one-ton threshold. Also, note that the USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW. Refer to the letter #027 from the USEPA.

Also, see General Response GR # 03.

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avoid or minimize adverse effects of these actions upon the quality of the human environment.”
40 C.F.R. § 1500.2.

49. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA omission can be remedied in that new proceeding.

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048-19. Comment noted.

**COMMENT SEVEN
DRAFT EA MISREPRESENTED “MITIGATION” UNDER NEPA
STATEMENT**

50. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

51. CEQ Regulations defined “mitigation” in the following words:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

40 C.F.R. § 1508.20.

52. Order 1050.1E in par. 404(g) set following standard for determining what type of “mitigation” permitted issuing a finding of no significant impact (hereinafter, “FONSI”) where an impact exceeded applicable significance levels, underline added:

If the responsible FAA official determines that these impacts do not exceed applicable significance levels, or mitigation discussed in the EA and made an integral part of the project clearly will reduce identified impacts below significance levels, the responsible FAA official will prepare a FONSI.

And, said Order restated same, with some amplification, in par. 405(g), underline added:

The EA may include reasonable mitigation measures. If mitigation is discussed, it shall be in sufficient detail to describe the benefits of the mitigation. Each impact category in Appendix A identifies conditions that normally indicate a threshold beyond which the impact is considered significant and an EIS is required for the action[.] If the EA contains mitigation measures necessary to reduce potentially significant impacts below applicable significance thresholds, an EIS is not needed and the approving official may issue a FONSI provided that:

- (1) The agency took a “hard look” at the problem.
- (2) The agency identified the relevant areas of environmental concern.

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- (3) The EA supports the agency's determination that the potential impacts will be insignificant.
- (4) The agency has identified mitigation measures that will be sufficient to reduce potential impacts below applicable significance thresholds and has assured commitments to implement these measures.

53. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 20 stated that its noise exposure map's noise contours materially represented, in pertinent part, "MAC Existing Noise Mitigation Program." Undersigned respectfully requests that Exhibit No. 5, enclosed herewith, which exhibit is a copy of aforesaid "MSP 2020 Improvements Draft EA/EAW Open House Presentation" page 20 of 36, be entered in proceeding's record to verify foregoing representation.

54. Draft Federal EA provided for public comment, admitting Federal action exceeded the noise threshold beyond which its impact is considered significant, materially represented an environmental impact statement would not be required as affected land areas had been 'mitigated':

[I]n both 2020 and 2025 all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation and, as such, are considered a mitigated incompatible land use. However, in consideration of the circumstances unique to MSP by virtue of past mitigation activities, the terms of the Consent Decree, and the local land use compatibility guidelines defined by the Metropolitan Council, this EA/EAW proposes mitigation in the 2020 Sponsor's Preferred Alternative 60+ DNL noise contours in a way that is consistent with the provisions of the Consent Decree. The noise mitigation will begin when the level of total annual operations at MSP reaches 484,879 or in the year 2020, whichever comes first.

Draft Federal EA sub-section ES.4.4.1.

COMMENT SEVEN

55. Undersigned comments that at said Draft Federal EA's October 1, 2012, Public Hearing, a City of Minneapolis resident appeared to comment for the record that he had recently been provided an opportunity to have his residence insulated and, for that recent event, he was of the opinion proposed Federal action significantly impacted his residential property, which comment, if accurately recollected by Undersigned and true, suggested said Draft Federal EA did not tell the truth when materially representing, *supra*, "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation."

56. Undersigned further comments said Draft Federal EA's material representation that "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation," *supra*, appeared in the record to be supported only by aforesaid noise exposure map that represented its noise contours accurately represented "MAC Existing Noise Mitigation Program." The noise contours in said map are not the FAA-approved "2007" Part 150 noise contour map which is the legal map for purposes of assessing MSP's "existing noise mitigation program." In Undersigned's opinion, said noise contours may represent contours developed in a judicial settlement between MAC and certain parties in a judicial proceeding in which neither FAA nor Undersigned was plaintiff or defendant. Such a noise exposure map would have no force and effect upon any parties not subject to that judicial pro-

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048-20. As discussed in the Draft EA/EAW, neither of the Action Alternatives would result in a significant impact.

The individual living in Minneapolis is being offered noise mitigation as part of the existing Consent Decree and is located outside the 65 DNL noise contour. All properties located in the 2020 Preferred Alternative 65+ DNL contours have been mitigated. In most areas around the airport, the forecast 2020 Preferred Alternative 60+ DNL noise contours are located within the existing Consent Decree mitigation area, and the property in those contours have already / or are receiving noise mitigation.

048-21. The label on the exhibit accurately describes what is pictured on the map:

"MAC Existing Noise Mitigation Program and 2020 Alternative 2 – Airlines Relocated DNL Noise Contours."

This noise exposure map does not represent MAC's Part 150 mitigation. The FAA did not approve the 2007 forecast noise contours for purposes of Part 150. The map is used to determine eligibility for the Consent Decree noise mitigation program. Consideration of this mitigation program in the context of this Draft EA/EAW is appropriate.

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<p>ceeding, and such map is clearly not a legal Part 150 noise contour map. Wherefore Undersigned further comments and respectfully requests, under the ruling in <i>Nova Scotia, supra</i>, that KRULL instruct MAC to disclose the factual material believed to support the representation that the noise exposure map in Exhibit No. 5, <i>infra</i>, represents MAC's Part 150 existing mitigation program so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.</p> <p>57. Undersigned further comments that the applicable standard to dispense with preparing an environmental impact statement is only where "identified mitigation measures [will] reduce potentially significant impacts below applicable significance thresholds," Order 1050.1E, par. 405(g), <i>supra</i>. Said Draft Federal EA appeared to be identifying MAC's residential noise insulation program where it represented, <i>supra</i>, that "all residential units ... have been provided noise mitigation and, as such, are considered a mitigated incompatible land," underline added. Undersigned further comments MAC's residential noise insulation program is not "mitigation" under NEPA. Said residential noise insulation program agreements, by their terms, generally grant MAC an air easement over a residential land area and shield MAC from legal process for taking property for a public purpose without compensation, but residential noise insulation does not "reduce," par. 405(g), <i>supra</i>, that specific land area from exposure to noise levels of 65 DNL, or above, to a level less than 65 DNL, <i>i.e.</i> to a level "below applicable significance thresholds." Order 1050.1E, par. 405(g), underline added. For that reason, Undersigned objects to said Draft Federal EA's representation, <i>supra</i>, that MAC's residential home insulation program is "mitigation" under NEPA and further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).</p> <p>58. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, <i>supra</i>, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that proceeding.</p> <p style="text-align: center;"><u>COMMENT EIGHT</u> DRAFT EA MISREPRESENTED EXTENT OF "PUBLIC" PARTICIPATION STATEMENT</p> <p>59. Undersigned restates and incorporates by reference par. 3-5, <i>supra</i>, as though fully set forth herein.</p> <p>60. Draft Federal EA represented that, in its preparation, there had been adequate coordination with the public, in the following words:</p> <p style="padding-left: 40px;">The MAC coordinated with ... the public throughout the preparation of the EA. Coordination began early in the NEPA process with Agency and Community Briefings in late 2010. These briefings were followed by presentations and briefings at various Noise</p> <p style="text-align: center;">Page 14 of 19</p>	<p style="text-align: right;">048</p> <p>048-21. See response above.</p> <p>048-22. See the Responses to Comments #007-20 and #007-51. Under NEPA and FAA's implementing regulations, there are no significant noise impacts that result from the Preferred Alternative.</p> <p>The noise mitigation provided by the MAC beginning in the 1990s constitutes "mitigation" under NEPA and MEPA. NEPA defines mitigation as "minimizing impacts by limiting the degree or magnitude of the action and its implementation." 40 C.F.R. § 1508.20. MEPA defines mitigation as "minimizing impacts by limiting the degree of magnitude of a project." The noise mitigation program that the MAC has implemented reduces interior noise levels and, in so doing, constitutes mitigation under NEPA and MEPA. And, as discussed in General Response GR # 01 and in Response to Comment #007-20 and #007-51, the Preferred Alternative does not result in an increase of 1.5 db DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure level when compared with the No Action alternative. The 1.5 db DNL or greater increase is FAA's threshold of significance under NEPA.</p> <p>048-23. Comment noted.</p>
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Oversight Committee (NOC) meetings. Also, the MAC conducted three open houses; two in July Committee (NOC) meetings.

Draft Federal EA section ES.5.1.

COMMENT EIGHT

61. Undersigned comments that he attended MAC's July 14, 2011 "Public Information Meeting" at Washburn High School and MAC's January 31, 2012 "Open House" and that he objects to the characterization of same as having provided any meaningful opportunity to participate in "the preparation of the EA," *supra*, as no such opportunity was provided. Aforesaid occasions consisted of viewing information boards prepared by MAC concerning which, when asked, the individuals hosting said occasions were unable, or unwilling, to provide meaningful answers nor would they accept any comment or any request for information to better understand proposed Federal action. Said occasions appeared to be *pro forma* ("for the sake of form") and were devoid of any effective opportunity to participate in the preparation of said Draft Federal EA. For these reasons Undersigned objects to Draft Federal EA's representation that "coordinat[ion]" took place that offered any effective, meaningful opportunity for public participation in the preparation of said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment that appears calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

62. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

COMMENT NINE

DRAFT EA MISREPRESENTED NUMBER OF PASSENGERS IN 2010
STATEMENT

63. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

64. Introduction to Draft Federal EA provided for public comment materially represented the following in discussing need for proposed Federal action: "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America" Draft Federal EA section 1-1.

65. Draft Federal EA cited two authorities, in footnotes, as support for aforesaid representation ("[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America"). The first footnote referred to MAC's own statistics and the second referred to an analysis by ACI North America, an advocacy group promoting airport development. Draft Federal EA does not appear to have provided either of these cited authorities for public comment.

66. Government's 2010 official report stated MSP had "15,512,487" passenger enplanements in Calendar Year 2010. Undersigned respectfully requests that Exhibit No. 6, enclosed herewith, which exhibit is a copy of aforesaid Government enplanement report, be entered in proceeding's record to verify foregoing representation.

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048-24. As stated in the Draft EA/EAW, the MAC coordinated with interested agencies and the public throughout the preparation of the Draft EA/EAW. The Draft EA/EAW process began in November 2010 with agency and community briefings. Several agencies and cities submitted comments to the MAC after these briefings. Copies of these comments are provided in Appendix N. These comments were considered in the preparation of the Draft EA/EAW.

In-depth analysis of environmental impacts, including air quality and noise, took place throughout 2011 and the first half of 2012. Public open houses were conducted while this analysis was being completed. Public open houses were held in July 2011 and January 2012. At these open houses, the public had the opportunity to talk about their concerns one on one with knowledgeable project representatives.

The public also had the ability to provide input during the preparation of the Draft EA/EAW through their elected officials and the Noise Oversight Committee (NOC). During this time period, the MAC met with community and city leaders and shared information with the NOC.

The Draft EA/EAW was published on August 30, 2012. Written comments were accepted from August 30th until October 11, 2012. Public open houses were conducted on September 17th and 18th, and October 1st to answer questions regarding the Draft EA/EAW. The MAC also conducted a public hearing

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	<p>following the October 1st open house. The purpose of the public hearing was to allow the public to submit oral and written comments. Submitted comments are addressed in this response to comments and in the Final EA/EAW.</p> <p>The commenter participated in open houses, the October 1, 2012, public hearing, and submitted extensive public comments on October 11, 2012. The commenter's oral and written comments are addressed in this response to comments.</p> <p>048-25. Comment noted.</p>
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COMMENT NINE

67. Undersigned comments an official Government report of MSP's passenger enplanements in 2010, *supra*, disclosed MSP enplanements were not "33 million" in 2010, and further showed said enplanements actually declined that year, from 15,551,206 in 2009 to 15,512,487 in 2010, and finally showed MSP was not ranked "15" that year. See Exhibit No. 6, *infra*. Undersigned objects to said Draft Federal EA's material representation "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America," for appearing, as a matter of first impression, calculated to be misunderstood, and further comments and respectfully requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the factual material believed to support the representation that "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America ...," *supra*, so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

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68. Undersigned further comments that the 2010 Government report, *supra*, reporting MSP had "15,512,487" passenger enplanements in Calendar Year 2010 is best evidence and that it does not appear possible, under any set of facts, to conclude, as said Draft Federal EA has, that MSP served "33 million passengers," *supra*, in 2010, unless one adopts a twisted definition of "passenger," and, for that reason Undersigned objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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69. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

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COMMENT TEN

AGENCY INTERFERENCE WITH NEPA PROCESS (GROSS ERROR)
STATEMENT

70. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

71. CEQ Regulations mandate "NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken" and that "public scrutiny [is] essential to implementing NEPA." 40 C.F.R. § 1500.1(b), underline added.

72. Draft Federal EA provided for public comment materially represented "FAA reviewed and approved the EA forecast in July 2012" and, on that point, supplied a letter from Stephen Obenauer (FAA) (hereinafter, "OBENAUER") to Roy Fuhrmann (MAC) dated July 2, 2012 in its Appendix A. Draft Federal EA at p. 2-5, Appendix A at p. 3 (unfolioed).

048-26. The 33 million passengers refers to total passengers, which includes revenue passenger enplanements (passengers leaving MSP), revenue deplanements (passengers arriving at MSP), and non-revenue enplanements and deplanements (passengers flying for free, e.g. airline employees). The FAA statistics only include revenue passenger enplanements.

According to the ACI North American Airports Ranking for 2010, cited as the source in the Draft EA/EAW, MSP did in fact rank 15th in 2010 for total passengers.

048-27. See response to Comment #048-26.

048-28. Comment noted.

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73. Said Draft Federal EA stated Government's official Traffic Area Forecast ("TAF") "was not used" in preparing its 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier ("AC")	367,851	410,410	448,074
International Scheduled Air Carrier ("AC")	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that "[t]here are almost no differences in the number of operations" when compared to TAF. *Ibid.* at p. 2-5.

74. Said Draft Federal EA noted that under FAA guidelines "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF and materially represented its forecast "meets this criterion for ... aircraft operations," and offered the following, in pertinent part, in support thereof:

Table 2.2.3
Comparison of MSP Aviation Activity Forecasts

	2010	2020	2025
Operations			
EA Forecast	437,075	484,879	526,040
2011 TAF	427,558	485,065	525,526
% difference		0.0	0.1

Draft Federal EA at p. 2-5.

75. Government's 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi ("AT")	135,477	153,474	167,794
General Aviation ("GA")	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Exhibit No. 1, *infra*.

76. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

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Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)	Draft EA's Deviation
2010	27,921	148,925	(-81%)
2020	29,934	167,406	(-82%)
2025	30,003	181,864	(-84%)

COMMENT TEN

77. Undersigned objects to OBENAUER's approval of said Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, for said counts, when disaggregated, show that each seriously failed to meet FAA guidelines, viz., "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF. *Supra*. Undersigned comments OBENAUER erred when he approved said Draft Federal EA's 2010 (actual) and proposed 2020 and 2025 forecast aircraft operations before the factual material supporting said forecasts was exposed to public scrutiny so that the public could comment on the conclusions properly to be drawn from it, and that to permit Obenauer's approval of critical, even decisive, information to stand before that information was exposed to "public scrutiny" would effectively make NEPA largely superfluous or inoperative in this proceeding. Undersigned objects to a Draft Federal EA prepared with reliance on a premature and, likely, prejudicial exercise of FAA discretion and respectfully requests that KRULL vacate this proceeding set in motion by a tainted draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new public hearing, to come into compliance with CEQ Regulations that required KRULL to provide an effective, meaningful opportunity to expose Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, *supra*, to "public scrutiny" "before [agency] decisions are made and before [agency] actions are taken." 40 C.F.R. § 1500.1(b).

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78. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged gross error can be remedied in that proceeding.

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CONCLUSION

79. On October 11, 2012, Undersigned will deliver, prior to 5:00 p.m., the original of these comments in an envelope addressed to:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799,

to MAC at 6040 28th Avenue South, Minneapolis, MN 55450, and also provide MAC a copy of these comments by e-mail² on October 11, 2012, prior to 5:00 p.m. (without exhibits).

² To "msp2020draft EAW@mspmac.org."

048-29. The forecast for the combined operation categories is consistent with the FAA's Terminal Area Forecast (TAF). FAA guidance for the review and approval of aviation forecasts states that forecasts for total enplanements and total operation are considered consistent with the TAF if they meet the following criterion: Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period." (See FAA's Review and Approval of Aviation Forecasts, June 2008 p. 1). The EA forecast meets this criterion for both enplanements and operations. Additionally, the FAA reviewed and approved the EA forecast in July, 2012.

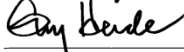
FAA environmental orders 1050.1E and 5050.4B require the use of the latest available planning information at the time the NEPA process starts. The public is given an opportunity to comment on the forecast during the NEPA process.

048-30. Comment noted.

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Sincerely,



Guy Heide in his individual capacity and/or official capacity
as Airport Noise Reduction Committee Secretary

Enclosure(s):

- Exhibit No. 1 – APO Terminal Area Forecast 2011 (FAA; reproduced from FAA's internet website)
- Exhibit No. 2 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 18 of 36 (excerpt)
- Exhibit No. 3 – A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels, Marie Lynn Miranda, Rebecca Anthopolos, and Douglas Hastings, Children's Environmental Health Initiative, Nicholas School of the Environment, Duke University, Durham, North Carolina
- Exhibit No. 4 – *Federal Register*, vol. 66, no. 4, p. 1206-1207
- Exhibit No. 5 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 20 of 36 (excerpt)
- Exhibit No. 6 – Enplanements at Primary Airports (Rank Order) CY 10 (FAA; reproduced from FAA's internet website)

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APO Terminal Area Forecast 2011

[Home](#) [Facility View](#) [Scenario Activities](#) [Query Reports](#) [Aviation Data & Statistics Home](#) [Logout](#)
 Go to LOCID:

Current Scenario: National Forecast 2011 (1)

LOCID: MSP — MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

[Notes](#) [Graph Data](#)

Print View

		Enplanements		Airport Operations		Based Aircraft		Tracon Operations			
Year	F	Int Air Carrier	Int Air Taxi	Int GA	Int Mil	Local Civil	Local Mil	Total Airport Ops	Total Overflights		
Click to view prior years											
2007		288,042	145,024	21,947	2,916	0	0	457,929	7,509		
2008		289,169	148,003	16,152	3,141	0	0	454,465	7,998		
2009		285,205	139,213	12,331	2,627	0	0	440,376	8,820		
2010		275,772	135,477	13,448	2,861	0	0	427,558	8,305		
2011	*	280,138	142,957	13,801	2,864	0	0	439,760	8,588		
2012	*	274,815	140,097	13,716	2,864	0	0	431,492	8,519		
2013	*	279,761	141,218	13,743	2,864	0	0	437,586	8,607		
2014	*	285,916	142,913	13,770	2,864	0	0	445,463	8,723		
2015	*	291,063	141,769	13,797	2,864	0	0	449,493	8,840		
2016	*	295,429	142,903	13,824	2,864	0	0	455,020	8,953		
2017	*	300,156	145,475	13,851	2,864	0	0	462,346	9,043		
2018	*	304,959	148,094	13,878	2,864	0	0	469,795	9,135		
2019	*	309,838	150,760	13,905	2,864	0	0	477,367	9,228		
2020	*	314,795	153,474	13,932	2,864	0	0	485,065	9,322		
2021	*	319,832	156,237	13,959	2,864	0	0	492,892	9,418		
2022	*	324,949	159,049	13,986	2,864	0	0	500,848	9,516		
2023	*	330,148	161,912	14,014	2,864	0	0	508,938	9,616		
2024	*	335,431	164,827	14,042	2,864	0	0	517,164	9,718		
2025	*	340,798	167,794	14,070	2,864	0	0	525,526	9,822		
2026	*	346,251	170,814	14,098	2,864	0	0	534,027	9,929		
2027	*	351,791	173,888	14,126	2,864	0	0	542,669	10,037		
2028	*	357,419	177,018	14,154	2,864	0	0	551,455	10,148		
2029	*	363,138	180,205	14,182	2,864	0	0	560,389	10,261		
2030	*	368,948	183,449	14,210	2,864	0	0	569,471	10,377		
2031	*	374,852	186,752	14,238	2,864	0	0	578,706	10,495		
2032	*	380,849	190,113	14,266	2,864	0	0	588,092	10,616		
2033	*	386,943	193,535	14,294	2,864	0	0	597,636	10,740		
2034	*	393,134	197,019	14,322	2,864	0	0	607,339	10,867		
2035	*	399,424	200,565	14,350	2,864	0	0	617,203	10,996		
2036	*	405,815	204,176	14,378	2,864	0	0	627,233	11,128		
2037	*	412,308	207,851	14,406	2,864	0	0	637,429	11,264		
2038	*	418,904	211,593	14,434	2,864	0	0	647,795	11,403		
2039	*	425,607	215,401	14,462	2,864	0	0	658,334	11,545		
2040	*	432,417	219,279	14,490	2,864	0	0	669,050	11,691		

Exhibit No. 1 ; Page 1 of 1 Pages

http://tafpub.itworks-software.com/taf2011/OperationsList.asp?TABLE_NAME=Airport... 10/10/2012

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Noise
Aircraft Noise (FAA 2020, 2025)

METHOD

RESULTS

- The FAA's Integrated Noise Model (INM) was used to develop noise contours for the alternatives in 2020 and 2025.
- Detailed analysis was conducted to identify the type and number of residential units, as well as the total population within the respective noise exposure contours.
- There are no areas of sensitive land uses that would experience a 1.5 dB or greater increase within the 65 dB DNL noise contour when comparing the noise exposure levels from the Airlines Remain Alternative and the Airlines Relocate Alternative to the noise exposure levels from the No Action Alternative.

Comparison of DNL Noise Contour Population, Acreage, Units, and Population by Parcel
DNL Noise Contours

Year	Alternative	65-69		70-74		75-79		80-84		85-89		90-94		95-99		100-104		105-109		110-114		115-119		120-124		125-129		130-134		135-139		140-144		145-149		150-154		155-159		160-164		165-169		170-174		175-179		180-184		185-189		190-194		195-199		200-204		205-209		210-214		215-219		220-224		225-229		230-234		235-239		240-244		245-249		250-254		255-259		260-264		265-269		270-274		275-279		280-284		285-289		290-294		295-299		300-304		305-309		310-314		315-319		320-324		325-329		330-334		335-339		340-344		345-349		350-354		355-359		360-364		365-369		370-374		375-379		380-384		385-389		390-394		395-399		400-404		405-409		410-414		415-419		420-424		425-429		430-434		435-439		440-444		445-449		450-454		455-459		460-464		465-469		470-474		475-479		480-484		485-489		490-494		495-499		500-504		505-509		510-514		515-519		520-524		525-529		530-534		535-539		540-544		545-549		550-554		555-559		560-564		565-569		570-574		575-579		580-584		585-589		590-594		595-599		600-604		605-609		610-614		615-619		620-624		625-629		630-634		635-639		640-644		645-649		650-654		655-659		660-664		665-669		670-674		675-679		680-684		685-689		690-694		695-699		700-704		705-709		710-714		715-719		720-724		725-729		730-734		735-739		740-744		745-749		750-754		755-759		760-764		765-769		770-774		775-779		780-784		785-789		790-794		795-799		800-804		805-809		810-814		815-819		820-824		825-829		830-834		835-839		840-844		845-849		850-854		855-859		860-864		865-869		870-874		875-879		880-884		885-889		890-894		895-899		900-904		905-909		910-914		915-919		920-924		925-929		930-934		935-939		940-944		945-949		950-954		955-959		960-964		965-969		970-974		975-979		980-984		985-989		990-994		995-999		1000-1004		1005-1009		1010-1014		1015-1019		1020-1024		1025-1029		1030-1034		1035-1039		1040-1044		1045-1049		1050-1054		1055-1059		1060-1064		1065-1069		1070-1074		1075-1079		1080-1084		1085-1089		1090-1094		1095-1099		1100-1104		1105-1109		1110-1114		1115-1119		1120-1124		1125-1129		1130-1134		1135-1139		1140-1144		1145-1149		1150-1154		1155-1159		1160-1164		1165-1169		1170-1174		1175-1179		1180-1184		1185-1189		1190-1194		1195-1199		1200-1204		1205-1209		1210-1214		1215-1219		1220-1224		1225-1229		1230-1234		1235-1239		1240-1244		1245-1249		1250-1254		1255-1259		1260-1264		1265-1269		1270-1274		1275-1279		1280-1284		1285-1289		1290-1294		1295-1299		1300-1304		1305-1309		1310-1314		1315-1319		1320-1324		1325-1329		1330-1334		1335-1339		1340-1344		1345-1349		1350-1354		1355-1359		1360-1364		1365-1369		1370-1374		1375-1379		1380-1384		1385-1389		1390-1394		1395-1399		1400-1404		1405-1409		1410-1414		1415-1419		1420-1424		1425-1429		1430-1434		1435-1439		1440-1444		1445-1449		1450-1454		1455-1459		1460-1464		1465-1469		1470-1474		1475-1479		1480-1484		1485-1489		1490-1494		1495-1499		1500-1504		1505-1509		1510-1514		1515-1519		1520-1524		1525-1529		1530-1534		1535-1539		1540-1544		1545-1549		1550-1554		1555-1559		1560-1564		1565-1569		1570-1574		1575-1579		1580-1584		1585-1589		1590-1594		1595-1599		1600-1604		1605-1609		1610-1614		1615-1619		1620-1624		1625-1629		1630-1634		1635-1639		1640-1644		1645-1649		1650-1654		1655-1659		1660-1664		1665-1669		1670-1674		1675-1679		1680-1684		1685-1689		1690-1694		1695-1699		1700-1704		1705-1709		1710-1714		1715-1719		1720-1724		1725-1729		1730-1734		1735-1739		1740-1744		1745-1749		1750-1754		1755-1759		1760-1764		1765-1769		1770-1774		1775-1779		1780-1784		1785-1789		1790-1794		1795-1799		1800-1804		1805-1809		1810-1814		1815-1819		1820-1824		1825-1829		1830-1834		1835-1839		1840-1844		1845-1849		1850-1854		1855-1859		1860-1864		1865-1869		1870-1874		1875-1879		1880-1884		1885-1889		1890-1894		1895-1899		1900-1904		1905-1909		1910-1914		1915-1919		1920-1924		1925-1929		1930-1934		1935-1939		1940-1944		1945-1949		1950-1954		1955-1959		1960-1964		1965-1969		1970-1974		1975-1979		1980-1984		1985-1989		1990-1994		1995-1999		2000-2004		2005-2009		2010-2014		2015-2019		2020-2024		2025-2029		2030-2034		2035-2039		2040-2044		2045-2049		2050-2054		2055-2059		2060-2064		2065-2069		2070-2074		2075-2079		2080-2084		2085-2089		2090-2094		2095-2099		2100-2104		2105-2109		2110-2114		2115-2119		2120-2124		2125-2129		2130-2134		2135-2139		2140-2144		2145-2149		2150-2154		2155-2159		2160-2164		2165-2169		2170-2174		2175-2179		2180-2184		2185-2189		2190-2194		2195-2199		2200-2204		2205-2209		2210-2214		2215-2219		2220-2224		2225-2229		2230-2234		2235-2239		2240-2244		2245-2249		2250-2254		2255-2259		2260-2264		2265-2269		2270-2274		2275-2279		2280-2284		2285-2289		2290-2294		2295-2299		2300-2304		2305-2309		2310-2314		2315-2319		2320-2324		2325-2329		2330-2334		2335-2339		2340-2344		2345-2349		2350-2354		2355-2359		2360-2364		2365-2369		2370-2374		2375-2379		2380-2384		2385-2389		2390-2394		2395-2399		2400-2404		2405-2409		2410-2414		2415-2419		2420-2424		2425-2429		2430-2434		2435-2439		2440-2444		2445-2449		2450-2454		2455-2459		2460-2464		2465-2469		2470-2474		2475-2479		2480-2484		2485-2489		2490-2494		2495-2499		2500-2504		250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A Geospatial Analysis of the Effects of
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A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels

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Running Title: Aviation Gasoline and Childhood Blood Lead Levels

Keywords: Aviation gasoline; Avgas; Blood lead; Childhood; Geospatial; Lead poisoning

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The authors have no competing financial interests with regard to this manuscript.

Abbreviations (as defined in the text):

Avgas	Aviation gasoline
CDC	Centers for Disease Control and Prevention
CI	Confidence interval
EPA	Environmental Protection Agency
GIS	Geographic Information Systems
LL	Low-lead
NHANES	National Health and Nutrition Examination Survey

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Abstract

Background: Aviation gasoline, commonly referred to as avgas, is a leaded fuel used in small aircraft. Recent concern about the effects of lead emissions from planes has motivated the EPA to consider regulating leaded avgas.

Objective: This study investigates the relationship between lead from avgas and blood lead levels in children living in six counties in North Carolina.

Methods: We used Geographic Information Systems (GIS) to approximate areas surrounding airports in which lead from avgas may be present in elevated concentrations in air and may also be deposited to soil. We then used regression analysis to examine the relationship between residential proximity to airports and NC blood lead surveillance data in children aged 9 months to 7 years while controlling for factors including age of housing, socioeconomic characteristics, and seasonality.

Results: Our results suggest that children living within 500 m of an airport at which planes use leaded avgas have higher blood lead levels than other children. This apparent effect of avgas on blood lead levels was evident among children living within 1000 m of airports. The estimated effect on blood lead levels exhibited a monotonically decreasing dose-response pattern, with the largest impact on children living within 500 m.

Conclusions: We estimated a significant association between potential exposure to lead emissions from aviation gasoline and blood lead levels in children. While the estimated increase was not especially large, the results of this study are nonetheless directly relevant to the policy debate surrounding the regulation of leaded avgas.

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Introduction

Lead poisoning in children living in the United States has declined dramatically over the last several decades as a result of banning leaded gasoline, lead-based paint, and lead solder in plumbing. Nevertheless, children in the United States continue to be exposed to lead. The 2007–2008 National Health and Nutrition Examination Survey (NHANES) survey found blood lead levels at or above the Centers for Disease Control and Prevention’s (CDC) blood lead action level of 10 µg/dL in about 1.1% of 1- to 5-year-olds, or about 270,000 children (National Center for Health Statistics 2010). Even more worrisome is a large body of recent research that demonstrates negative health effects, including learning disabilities and behavioral disorders, associated with lead exposure levels well below the CDC’s action level (Canfield et al. 2003; Chiodo et al. 2004; Lanphear et al. 2000; Schnaas et al. 2006). A study by Miranda et al. suggests that early childhood blood lead levels as low as 2 µg/dL can have significant impacts on academic performance as measured by end-of-grade test scores (Miranda et al. 2006; Miranda et al. 2009; Miranda et al. 2010). In response to this body of research, the CDC has stated that there is no “safe” level for blood lead in children (CDC 2005).

One source of lead exposure that is often overlooked is aviation fuel. Lead emitted from aircraft using leaded avgas is currently the largest source of lead in air in the United States, constituting about 50 percent of lead emissions in the 2005 National Emissions Inventory (US EPA 2010). While leaded gasoline for automobiles was phased out of use in the United States by 1995, lead is still permitted in aviation gasoline. Lead is added to avgas in order to achieve the high octane required for the engines of piston-driven airplanes. The most commonly used fuel for piston-driven aircraft in the U.S. is known as Avgas 100LL. While the “LL” stands for low-lead, 100LL gasoline contains up to 0.56 g/L of lead (Royal Dutch Shell 2010). Another

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grade of avgas, Avgas 100, contains higher amounts of lead and is still in widespread use.

Newer varieties of avgas without lead, including 82 UL and 94 UL, have recently been introduced. These unleaded fuels are not used as commonly as the two leaded grades, however, because their octane ratings are too low for many small aircraft engines.

Previous research indicates that lead levels in air near airports where planes use avgas are significantly higher than background levels. A study at the Santa Monica airport in California found that the highest lead levels occur close to airport runways and decrease exponentially with distance from an airport, dropping down to background levels at about 1 km (US EPA 2010). Another study at Toronto-Buttonville airport found that the average air lead level near the airport was 4.2 times higher than the background air lead level in Toronto over a 24-hour period (Environment Canada 2000), and a study at Chicago O'Hare airport found that air lead levels were significantly higher downwind from the airport than upwind (Illinois EPA 2002).

Thus the combustion of leaded avgas by small airplane engines may pose a health risk to children who live or attend school near airports. The lead in air surrounding airports can be inhaled directly, or the lead may be ingested by children after it settles into soil or dust (US EPA 2010). The EPA estimates that people living within 1 km of airports are at risk of being exposed to lead from avgas (Hitchings 2010). The EPA further notes that about 16 million people live within 1 km of an airport with planes using avgas, and 3 million children attend school within 1 km of these airports (US EPA 2010).

Due to the risk of lead poisoning from avgas, environmental groups have pressured the EPA to take action to reduce lead emissions from aviation fuel. One environmental group, Friends of the Earth, has petitioned the EPA to find endangerment from and regulate lead in avgas. The EPA has responded with an Advanced Notice for Proposed Rulemaking on aviation

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fuel, and solicited comments and further research about the effects of lead in avgas away (US EPA 2010). The EPA has refrained from establishing a date by which aircraft would be required to use unleaded fuel (AOPA ePublishing staff 2010).

This paper seeks to contribute to research regarding the risk of lead in avgas by determining whether living near airports where avgas is used has a discernible impact on blood lead levels in children. Previous studies have examined whether lead from avgas is present in air and soil near airports. Our work seeks to link avgas exposure to childhood blood lead levels. To elucidate the effects of avgas on blood lead levels, we compare blood lead levels in children living near airports in six counties in North Carolina to those in children living farther away from airports but residing in the same counties. We use a multiple regression model to control for other variables that have previously been found to affect blood lead levels (CDC 1991; CDC 1997; Sargent et al. 1995) in an effort to isolate the impact of avgas. The results of this study are directly relevant to the policy debate surrounding the regulation of leaded aviation gasoline.

Methods

We obtained a database of airports in North Carolina from the EPA's Office of Transportation and Air Quality. The database contained estimates for the annual lead emissions from each airport, along with the spatial location of each facility. We used ArcGIS 9.3 (ESRI, Redlands, WA) to plot the locations of these airports against a county boundary map of North Carolina. We selected six counties in North Carolina (Carteret, Cumberland, Guilford, Mecklenburg, Union, and Wake, see Figure 1). Counties were selected based on whether they contained multiple airports with significant air traffic, where significant numbers of children had

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been screened for lead exposure, and where the county tax assessor data would allow us to control for age of housing as an important confounder when assessing avgas as a source of lead exposure (Table 1). Because we wanted to control for risk from deteriorating lead-based paint, we selected counties where the county tax assessor data contained a well-populated field for age of housing. We obtained NC blood lead surveillance data for all children in the study counties between the ages of 9 months and 7 years who had been tested for lead between 1995 and 2003 from the Children's Environmental Health Branch, within the North Carolina Department of Environment and Natural Resources. Because we were unable to ascertain where the children attended school, we were not able to control for the location of their school relative to the airports. We note that most of the children screened for lead are not yet old enough to be attending school. All aspects of this study were conducted in accordance with a human subjects research protocol approved by Duke University's Institutional Review Board.

After selecting our six study counties, we used Geographic Information Systems (GIS) to delineate fixed distance areas around each airport where aircraft use avgas. We also used GIS to connect the point locations of the airports given by address to tax parcel layers for each county via shared geography. The tax parcel layers contain a polygon shape representing the property boundary of each airport. We then created buffers around each of the airport polygons to represent the area in which airplane emissions could affect air lead levels. Because previous research has indicated that lead concentrations increase exponentially with proximity to airports (Piazza 1999), we created buffers that extended 500 m, 1000 m, 1500 m, and 2000 m from the polygon edges of the airport tax parcels. Figure 2 depicts this approach using the example of Wake County. Airports are indicated by the darkest shade of pink with the different distance buffers represented by increasingly lighter shades of pink. The residential addresses of the

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children who were screened for blood lead is then overlaid, as shown by the green points. Please note that, in accordance with our IRB protocol, the green dots do not represent the actual locations of where children were screened for lead. For publicly displayed maps like Figure 2, we randomly move the actual location of the child within a fixed radial buffer, a technique known as jittering. The analysis itself, however, is done on the true locations of the children. The 500 m, 1000 m, 1500 m, and 2000 m buffers only approximate the area that could be affected by lead emissions from airports, as wind directions can alter the dispersal pattern of lead particles. Nevertheless, with varied wind directions and planes that take off in multiple directions, our buffers offer a reasonable approximation of the area over which lead from avgas might disperse.

North Carolina maintains a mandatory statewide registry of blood lead surveillance data. We obtained NC blood lead surveillance data for 1995 through 2003, as these years bracket the 2000 Census data. In previous work designed to develop childhood lead exposure risk models (Kim et al. 2008; Miranda et al. 2002), we had already geocoded the residential addresses of children screened for lead. Our geocoding success rates ranged from 37-89% across the six study counties. Details on how the blood lead surveillance data were processed are described in Miranda et al. (2002) and Kim et al. (2008).

We then joined the buffered airport polygons in our six study counties with the geocoded addresses of children who have been screened for blood lead. This enabled us to generate a table containing blood lead screening results and four dummy variables representing whether each child lived within 500 m, 1000 m, 1500 m, or 2000 m of an airport.

We supplemented the blood lead screening and airport location data with data from county tax assessor databases on age of housing (to control for lead exposure risks from

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deteriorating lead-based paint), resolved at the individual tax parcel level. In addition, we used U.S. Census 2000 data on household median income (measured in tens of thousands) and proportion receiving public assistance, which were obtained at the Census block group level, as well as proportion non-Hispanic black and proportion Hispanic, which were obtained at the Census block level. Since previous work has shown the season of blood lead screening to be a significant predictor of blood lead levels (i.e., warm months are correlated with higher lead exposure from lead based paint) (Johnson et al. 1996; Kim et al. 2008; Miranda et al. 2007; Yiin et al. 2000), we created individual level dummy variables representing the season in which each child was screened for lead. Because the blood lead screening data are right-skewed, we used the natural logarithm of blood lead level in our analyses. We used the spatial data architecture described above to regress logged blood lead levels on the proximity to airport variable, controlling for age of housing, season in which the child was screened, and the Census demographic variables. We used multivariable regression analysis clustered at the Census block group level with inverse population weights at the tax parcel level to ensure that parcels with multiple blood lead screens did not overly influence the analysis. We implemented crude and adjusted regression models for each of the four proximity to airport variables. We used a categorical distance to airport variable with 0 to 500 m, 501 to 1000 m, 1001 to 1500 m, and 1501 to 2000 m, with a reference group of greater than 2000 m. In addition, we performed a sensitivity analysis on our findings. First, we investigated whether the use of inverse population weights accounted for possible correlation among observations from the same tax parcel by running multilevel random intercept models designating the parcel as the grouping variable. Second, we considered the possibility of temporal confounding by including the lead screen year as a factor in each model with the reference year as 1995. Results regarding the importance of

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distance to airports were robust across these alternative specifications. We examined the results of these regressions to determine whether living near an airport using avgas had significant effects on blood lead levels. Statistical significance was set at $\alpha=0.05$

Results

Blood lead screening data were available for 125,197 children in the study counties (Table 1), including 13,478 children living within 2000 m of an airport polygon in the six study counties (Table 2).

Our statistical results are shown in Table 3. In unadjusted models, logged blood lead levels were significantly and positively associated with residential proximity to an airport, with the size of the association being larger for children living closer to airports. While controlling for individual and group level confounders attenuated the association between logged blood lead levels and residential proximity to an airport, evidence of a deleterious relationship remained. In the adjusted models, control variables behaved as expected: relative to being screened in the winter season, children tested in the spring, summer, or fall had, on average, increased blood lead levels. Residence in poor and minority neighborhoods was also associated with elevated lead levels. In contrast, recently constructed housing units were associated with decreased mean lead levels. The above associations were consistent between the within distance and categorical distance regression models.

In the within distance buffer specification for the adjusted models, blood lead levels were significantly associated with residing within 500 m (coefficient=0.043, 95% CI: 0.006, 0.080), 1000 m (coefficient =0.037, 95% CI: 0.010, 0.065), and 1500 m (coefficient =0.021, 95% CI:

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0.0008, 0.041) of an airport. Blood lead levels were not associated with living at greater distances. Importantly, the magnitude of the coefficient on the distance to airport variables was largest for those children living within 500 m and decreased in a dose-response fashion out to 1500 m. Based on the distance to airport coefficients, children living within 500 m, 1000 m, or 1500 m of an airport had average blood lead levels that were 4.4%, 3.8%, or 2.1% higher, respectively, than other children.

In the categorical distance specification, compared to the reference category (>2,000 m from an airport), children living within 500 m from an airport had blood lead levels that were, on average, 4.4 % higher (coefficient=0.043, 95% CI: 0.006, 0.080) (Table 3). In addition, the coefficient for the 501 to 1000 m category was marginally significant (coefficient=0.034, 95% CI: -0.003, 0.072). Neither the 1001 to 1500 m, nor the 1501 to 2000 m category was significant at the 5 percent level, with coefficient estimates near the null value. These results taken collectively suggest that children living within 500 meters and within 1000 meters are driving the results in the models that entered the within distance threshold variables separately.

Discussion

Based on the geospatial and statistical analysis presented above, lead from aviation gasoline may have a small (2.1% – 4.4%) but significant impact on blood lead levels in children who live in close proximity to airports where avgas is used. Importantly, the magnitude of the estimated effect of living near airports was largest for those children living within 500 m and decreased in a monotonic fashion out to 1500 m. Because our model only takes into account whether a child is living anywhere in a fixed distance (500 m, 1000 m, or 1500 m) radius of an

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airport, children who live very close to or downwind from a runway could be affected more significantly than the average value that we estimate for all children living within the buffer.

Our finding that living beyond 1000 m of an airport using avgas does not have a significant relationship with blood lead levels is reasonably consistent with previous research suggesting that lead drops to background levels beyond 1000 m from an airport (Piazza 1999).

Our study has several important limitations. It does not take into account wind patterns that could increase the extent of the area containing lead particles from avgas in certain directions and decrease it in others. Furthermore, our model only considers whether children live anywhere within a particular distance from an airport and does not consider the fact that some points within this area could have higher air lead concentrations than others. Our modeling of the relationship between avgas and blood lead could be improved by incorporating wind direction information, by obtaining information about where piston-engine aircraft typically take off or land at each airport, and by controlling for air traffic volume. In addition, the variability in our geocoding success rates may introduce spatial bias. To partially address this, we reran the analysis without Union County, which had the lowest geocoding rate (37% compared with 58% for the remaining counties combined). The distance from airport results were robust to this change in the dataset. We also note that if one includes a rural county like Union County, geocoding rates are inevitably poor. We felt it important to include a rural county, so report results with Union County data. Nonetheless, the analysis presented here would be strengthened with better geocoding rates. Finally, extending the study to additional counties throughout the United States could increase sample size and determine whether the trends that we observed in North Carolina are replicated elsewhere in the country. The methods we describe here for

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constructing buffer zones around airports could easily be replicated in other areas nationally (or internationally).

Conclusions

Our analysis indicates that living within 1000 m of an airport where aviation gasoline is used may have a significant effect on blood lead levels in children. Our results further suggest that the impacts of aviation gasoline are highest among those children living closest to the airport. This study adds to the literature examining whether leaded avgas poses risks to children's health and speaks directly to the ongoing policy debate regarding the regulation of leaded aviation gasoline.

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Table 1. Number of airports, estimate of lead emissions from aircrafts, and number of blood lead screens among children age 9 months to 7 years in study counties, North Carolina (1995-2003)

County	Number of Airports	Estimated Lead Emissions (Tons/Year)	Number of Blood Lead Screens
Carteret	8	0.224	3,333
Cumberland	11	0.238	14,854
Guilford	10	0.369	27,043
Mecklenburg	10	0.894	47,510
Union	14	0.285	3,387
Wake	13	0.624	29,070

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Table 2. Individual and group-level characteristics of children age 9 months to 7 years who were screened for blood lead in 1995-2003 (N=125,197)

Characteristic	Value
Individual-level	
Blood lead level ($\mu\text{g/dL}$), arithmetic mean \pm SD	3.88 \pm 2.94
Season in which blood lead screening occurred^a, % (n)	
Winter	21.72 (27,189)
Spring	24.44 (30,593)
Summer	28.16 (35,256)
Fall	25.69 (32,159)
Residential proximity to airport, % (n)	
Within 500 m of an airport	1.01 (1,267)
Within 1000 m of an airport	2.92 (3,649)
Within 1500 m of an airport	6.49(8,122)
Within 2000 m of an airport	10.77 (13,478)
Greater than 2000 m of an airport	89.23 (111,719)
Year built of child's residence, mean \pm SD	1970 \pm 20.10
Group-level, mean \pm SD	
Proportion black ^b	0.39 \pm 0.33
Proportion Hispanic ^b	0.09 \pm 0.15
Household median income (10,000s) ^c	4.38 \pm 2.09
Proportion receiving public assistance ^c	0.04 \pm 0.05

^aWinter refers to the months of December, January, and February, spring the months of March through May, summer June through August, and fall, September through November.

^bResolved at the Census block level.

^cResolved at the Census block group level.

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Table 3. Change in logged blood lead level associated with a child's residential proximity to airport using multiple linear regression (N=125,197)

Covariate	Within distance buffers ^a		Categorical distance measure	
	Coef.	95% CI	Coef.	95% CI
Unadjusted				
Within 500 m	0.089***	0.034, 0.144	0.094***	0.038, 0.150
Within 1000 m	0.084***	0.036, 0.133	0.085***	0.027, 0.142
Within 1500 m	0.077***	0.039, 0.116	0.071***	0.023, 0.119
Within 2000 m	0.052***	0.018, 0.087	0.016	-0.022, 0.053
			Ref	
Adjusted ^b				
Within 500 m	0.043***	0.006, 0.080	0.043***	0.006, 0.080
Within 1000 m	0.037***	0.010, 0.065	0.034*	-0.003, 0.072
Within 1500 m	0.021**	0.0008, 0.041	0.007	-0.020, 0.034
Within 2000 m	0.003	-0.013, 0.020	-0.019*	-0.041, 0.003
			Ref	

* p < 0.10 **p < 0.05 *** p < 0.01

^aWithin distance thresholds were entered in separate regression models.

^bAdjusted models control for Census block level proportion black and proportion Hispanic, Census block group level percent population receiving public assistance and household median income, as well as individual level dummy variables for the season in which a child was screened for blood lead.

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Figure Legends

Figure 1. Study counties.

Figure 2. Illustration of airports buffered at distances of 500 m, 1000 m, 1500 m, and 2000 m in Wake County, North Carolina, plotted along with a jittered representation of the residential addresses of the children screened for blood lead.

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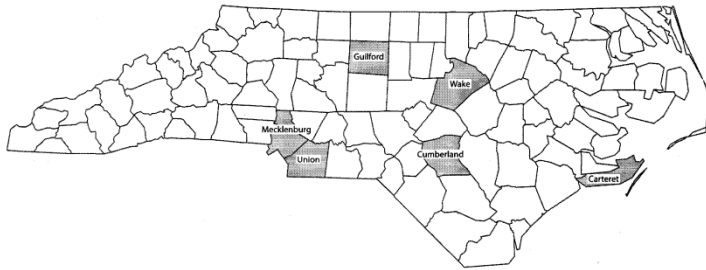
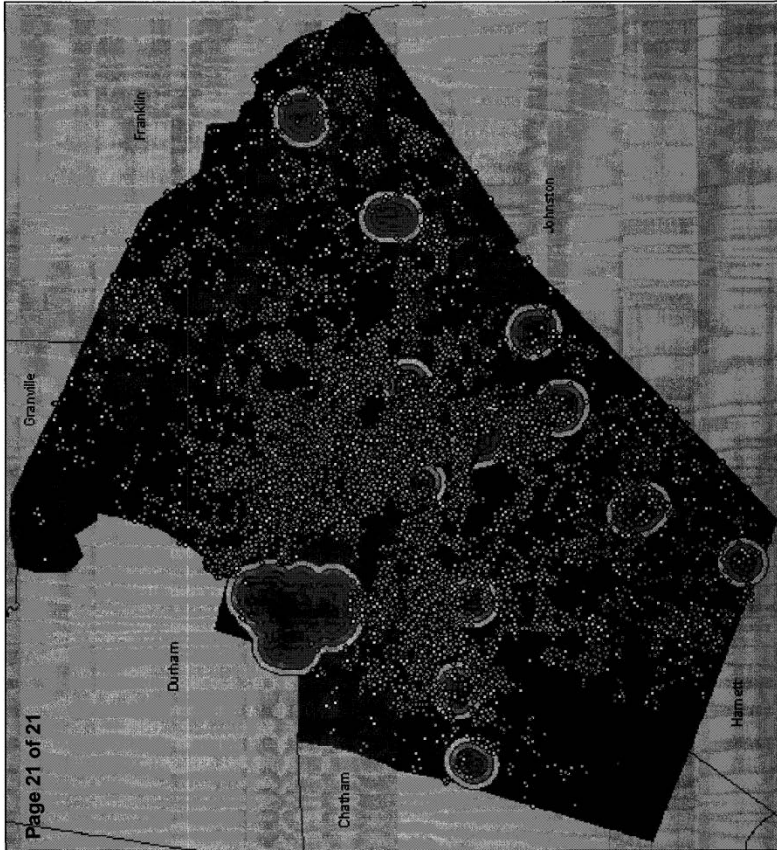


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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 745

[OPPTS-62156H; FRL-6763-5]

RIN 2070-AC63

Lead; Identification of Dangerous Levels of Lead

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is issuing a final regulation under section 403 of the Toxic Substances Control Act (TSCA), as amended by the Residential Lead-Based Paint Hazard Reduction Act of 1992, also known as "Title X (ten)," to establish standards for lead-based paint hazards in most pre-1978 housing and child-occupied facilities. This regulation supports the implementation of regulations already promulgated, and others under development, which deal with worker training and certification, lead hazard disclosure in real estate transactions, requirements for lead

cleanup under State authorities, lead hazard evaluation and control in Federally-owned housing prior to sale and housing receiving Federal assistance, and U.S. Department of Housing and Urban Development (HUD) grants to local jurisdictions to perform lead hazard control. In addition, today's action also establishes, under authority of TSCA section 402, residential lead dust cleanup levels and amendments to dust and soil sampling requirements and, under authority of TSCA section 404, amendments to State program authorization requirements. By supporting implementation of the major provisions of Title X and by providing guidance to all owners and occupants of pre-1978 housing and child-occupied facilities, this regulation will help to prevent lead poisoning in children under the age of 6.

DATES: This final rule is effective on March 6, 2001. This rule shall be promulgated for purposes of judicial review at 1 p.m. eastern daylight time on February 5, 2001.

FOR FURTHER INFORMATION CONTACT: For general information contact: Barbara

Cunningham, Director, Office of Program Management and Evaluation, Office of Pollution Prevention and Toxics (7401), Environmental Protection Agency, 1200 Pennsylvania Ave., NW, Washington, DC 20460; telephone number: 202-554-1404; e-mail address: TSCA-Hotline@epa.gov.

For technical information contact: Dave Topping, National Program Chemicals Division (7404), Office of Pollution Prevention and Toxics, Environmental Protection Agency, 1200 Pennsylvania Ave., NW, Washington, DC 20460; telephone number: (202) 260-7737; e-mail address: topping.dave@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this Action Apply to Me?

You may be affected by this action if you must comply with other Title X regulations that are affected by today's action. The following table identifies potentially affected categories and entities:

Category	Examples of Entities	NAICS or SIC codes	Effect of Regulation
Lead abatement professionals	Workers, supervisors, inspectors, risk assessors, and project designers engaged in lead-based paint activities.	562910	Provides standards that risk assessors would use to identify hazards and evaluate clearance tests; helps determine when certified professionals would need to be employed to perform lead cleanup
Training providers	Firms providing training services in lead-based paint activities	611519	Provides standards that training providers would have to teach in their courses
Federal agencies that own residential property		92511, 92811	Standards identify hazards that Federal agencies or purchasers of Federal property would have to abate in pre-1960 housing prior to sale, under Title X, section 1013.
Property owners that receive assistance through Federal housing programs	State and city public housing authorities, owners of multifamily rental properties that receive project-based assistance, owners of rental properties that lease units under HUD's tenant-based assistance program	53110, 531311	Standards identify hazards that property owners would have to abate or reduce as specified by regulations issued by HUD under authority of Title X, section 1012
Property owners	Owner occupants, rental property owners, public housing authorities, Federal agencies	531110, 531311	Standards identify hazards that, when known, would have to be disclosed under EPA/HUD joint regulations promulgated under Title X, section 1018

This listing is not intended to be exhaustive, but rather provides a guide for entities likely to be affected by this action. Other types of entities not listed in the table in this unit could also be affected. To determine whether you or your business is affected by this action,

you should carefully examine the applicability provisions in relevant regulations. If you have any questions regarding the applicability of this action to a particular entity, consult the technical person listed in the FOR FURTHER INFORMATION CONTACT section.

B. How Can I Get Additional Information, Including Copies of this Document or Other Related Documents?

1. *Electronically.* You may obtain electronic copies of this document, and certain other related documents that might be available electronically, by

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going directly to the Internet Home Page for this regulation at <http://www.epa.gov/lead/leadhaz.htm> and selecting the desired document. You can also go directly to the Federal Register listings at <http://www.epa.gov/fedrgstr/> to obtain a copy of this final rule.

2. *In person.* The Agency has established an official record for this action under docket control number OPPTS-82156. The official record consists of the documents specifically referenced in this action, any public comments received during the comment period, and other information related to this action. This official record includes the documents that are physically located in the docket, as well as the documents that are referenced in those documents. The public version of the official docket, which includes printed, paper versions of any electronic comments submitted during the comment period, is available for inspection in the TSCA Nonconfidential Information Center, North East Rm. B-607, Waterside Mall, 401 M St., SW., Washington, DC. The Center is open from noon to 4 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Center is (202) 260-7099.

II. Overview

A. Introduction

The Title X term "lead-based paint hazard" is intended to identify lead-based paint and all residential lead-containing dusts and soils regardless of the source of the lead, which, due to their condition and location, would result in adverse human health effects. One of the underlying principles of Title X is to move the focus of public and private sector decision makers away from the mere presence of lead-based paint, to the presence of lead-based paint hazards, for which more substantive action should be undertaken to control exposures, especially to young children. This regulation establishes hazard standards for residential lead-based paint, and residential dust and soil lead. The hazard standards for these three media, collectively, are statutorily defined as lead-based paint hazards.

B. Summary of Statutory Authority

The Residential Lead-Based Paint Hazard Reduction Act of 1992 was enacted as Title X of the Housing and Community Development Act of 1992. Title X establishes a comprehensive Federal program for reducing the risks from lead-based paint and certain lead hazards. The Title X program primarily gives authority to HUD and EPA, but

affects a number of other Federal agencies. Among other things, Title X amended TSCA by adding TSCA Title IV, which specifically gives regulatory authority to EPA to cover, among other things, training of workers who deal with lead-based paint hazard abatement, the appropriate form of State and Tribal lead programs, and the identification of dangerous levels of lead. Title IV includes section 403. EPA is promulgating the standards for lead-based paint hazards under the authority of TSCA section 403, 15 U.S.C. 2683.

Section 403 requires EPA to promulgate regulations that "identify . . . lead-based paint hazards, lead-contaminated dust, and lead-contaminated soil" for purposes of the entire Title X. Lead-based paint hazards, under TSCA section 401 (15 U.S.C. 2681), are defined as conditions of lead-based paint and lead-contaminated dust and soil that "would result" in adverse human health effects (15 U.S.C. 2681(10)). Lead-based paint is defined by statute as paint with lead levels equal to or exceeding 1.0 milligrams per square centimeter (mg/cm²) or 0.5% by weight (see section 302(c) of the Lead-Poisoning Prevention Act (42 U.S.C. 4822(c)) and TSCA section 401 (15 U.S.C. 2681(9)). TSCA section 401 defines lead-contaminated dust as "surface dust in residential dwellings" that contains lead in excess of levels determined "to pose a threat of adverse health effects" (15 U.S.C. 2681(11)). TSCA section 401 defines lead-contaminated soil as "bare soil on residential real property that contains lead at or in excess of levels determined to be hazardous to human health" (15 U.S.C. 2681(12)).

EPA is also promulgating amendments to the regulations for lead-based paint activities under the authority of TSCA section 402 (15 U.S.C. 2682) and to the State and Tribal program authorization requirements under authority of TSCA section 404 (15 U.S.C. 2684). These changes are needed to ensure consistency among the various regulations covering lead risks under TSCA. Section 402 requires EPA to promulgate regulations establishing training and certification requirements for individuals and firms engaged in lead-based paint activities. Lead-based paint activities, in the case of target housing and child-occupied facilities, include risk assessment, inspection and abatement. See TSCA section 402(b)(1); 15 USC 2682(b)(1). To clarify this definition, EPA notes that lead-based paint activities do not include interim controls. These regulations "shall contain standards for performing lead-based paint activities, taking into

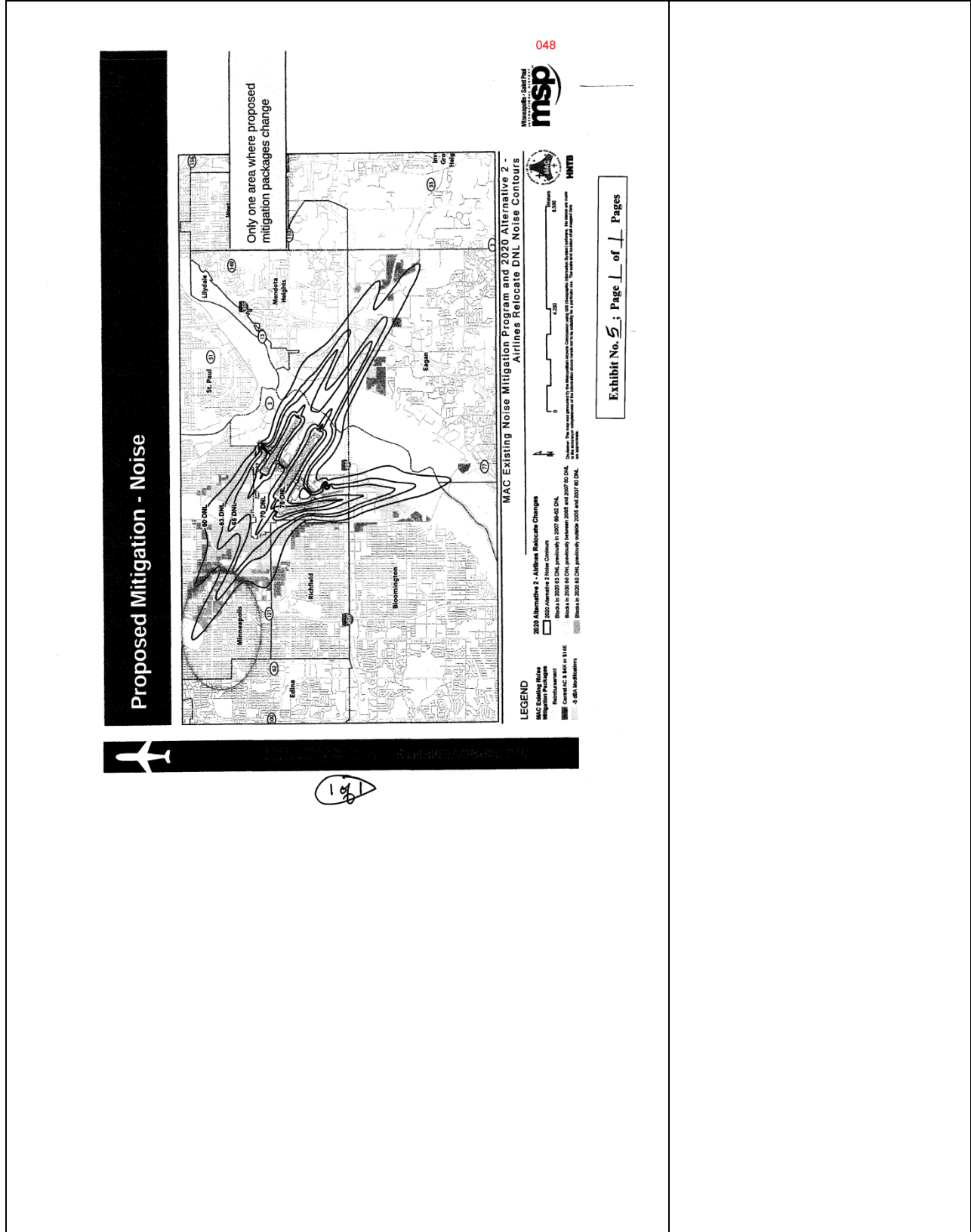
account reliability, effectiveness, and safety" (15 U.S.C. 2682(a)(1)). Section 404 requires States and Tribes seeking to administer and enforce standards, regulations, or other requirements under section 402, 406, or both to seek authorization from EPA.

C. Guiding Principles

Reducing exposure to lead has been an important issue for EPA for more than 2 decades. Young children are especially vulnerable to the toxic effects of lead because their nervous systems are still developing and they absorb more of the lead to which they are exposed. Many of the health effects associated with lead are thought to be irreversible. Moreover, the effects at lower levels of exposure are often asymptomatic. In light of the impacts on children and the nature of the health effects, EPA's goal is to eliminate exposure to harmful levels of lead. This goal has informed Agency actions such as the decision to remove lead as an additive from gasoline as discussed in the preamble to the proposed rule (63 FR at 30305).

First and foremost, the Agency faces the difficulty of determining the level at which to set the standards given the uncertainties in information on cause and effect—what environmental levels in which specific medium may actually cause particular blood lead levels that are associated with adverse health effects. The Agency has tools, which are only generally consistent, that show that certain increases in environmental lead levels are associated with certain increases in blood lead levels. Given the range of uncertainty shown in its analysis supporting the establishment of a hazard level under this rule, EPA has developed a technical analysis that considers hazard standards for dust and soil at the lowest levels at which the analysis shows that across-the-board abatement on a national level could be justified. EPA recognizes, however that for any levels of lead in dust or soil judgment must be exercised as to how to treat the medium, and interim controls as well as abatement could be effective. In addition, EPA recommends that organizations and individuals consider some form of interim control in certain residential areas even where soil lead levels are below the hazard standard if there is a concern that children under 6 might spend substantial time in such areas, or there is potential for that soil to contribute to hazardous lead levels in play areas or dwellings. While the risks from lead at these lower levels are less than the hazard level, EPA believes that public health will be further protected if

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Source: CY10 ACAIS

Enplanements at Primary Airports (Rank Order) CY10

10/26/2011

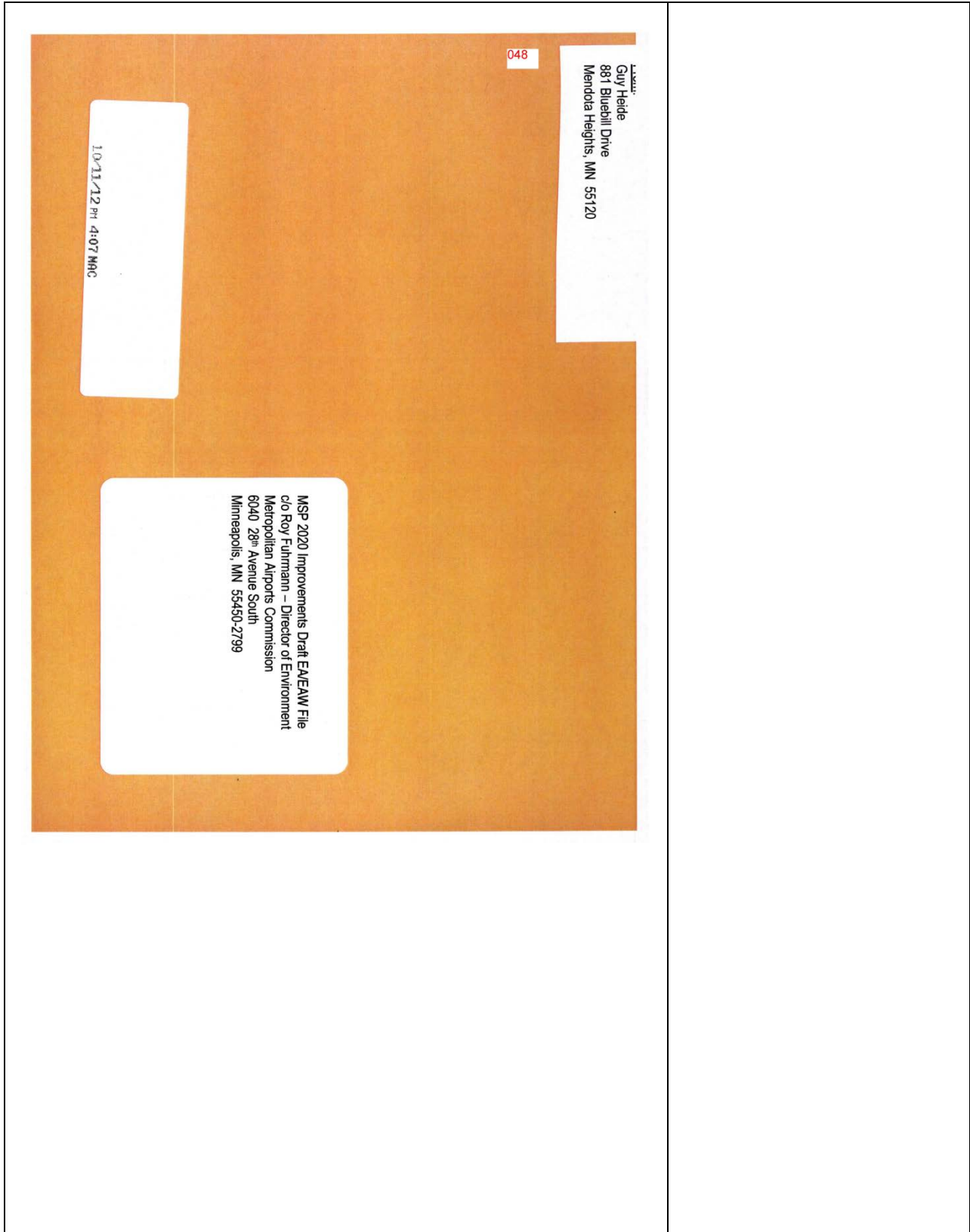
048

Rank	RO	ST	Locid	City	Airport Name	S/L	Hub	CY 10 Enplanements	CY 09 Enplanements	% Change
1	SO	GA	ATL	Atlanta	Hartsfield - Jackson Atlanta International	P	L	43,130,585	42,280,868	2.01%
2	GL	IL	ORD	Chicago	Chicago O'Hare International	P	L	32,171,831	31,135,732	3.33%
3	WP	CA	LAX	Los Angeles	Los Angeles International	P	L	28,857,755	27,439,897	5.17%
4	SW	TX	DFW	Fort Worth	Dallas/Fort Worth International	P	L	27,100,656	26,683,984	1.64%
5	NM	CO	DEN	Denver	Denver International	P	L	25,241,962	24,013,669	5.11%
6	EA	NY	JFK	New York	John F Kennedy International	P	L	22,934,047	22,710,272	0.99%
7	SW	TX	IAH	Houston	George Bush Intercontinental/Houston	P	L	19,528,631	19,290,239	1.24%
8	WP	CA	SFO	San Francisco International Airport	San Francisco International	P	L	19,359,003	18,467,908	4.83%
9	WP	NV	LAS	Las Vegas	McCarran International	P	L	18,996,738	19,445,952	-2.31%
10	WP	AZ	PHX	Phoenix	Phoenix Sky Harbor International	P	L	18,907,171	18,559,647	1.87%
11	SO	NC	CLT	Charlotte	Charlotte/Douglas International	P	L	18,629,181	17,165,376	8.53%
12	SO	FL	MIA	Miami	Miami International	P	L	17,017,654	16,187,768	5.13%
13	SO	FL	MCO	Orlando	Orlando International	P	L	17,017,491	16,371,016	3.95%
14	EA	NJ	EVFR	Newark	Newark Liberty International	P	L	16,571,754	16,669,441	-0.53%
15	GL	MI	DTW	Detroit	Detroit Metropolitan Wayne County	P	L	15,643,890	15,211,402	2.84%
16	GL	MN	MSP	Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	P	L	15,512,487	15,551,206	-0.25%
17	NM	WA	SEA	Seattle	Seattle-Tacoma International	P	L	15,406,243	15,273,092	0.87%
18	EA	PA	PHL	Philadelphia	Philadelphia International	P	L	14,951,254	15,002,961	-0.34%
19	NE	MA	BOS	Boston	General Edward Lawrence Logan International	P	L	13,561,814	12,566,797	7.92%
20	EA	NY	LGA	New York	La Guardia	P	L	12,001,501	11,084,300	8.27%
21	EA	VA	IAD	Dulles	Washington Dulles International	P	L	11,276,481	11,132,098	1.30%
22	EA	MD	BWI	Glen Burnie	Baltimore/Washington International Thurgood Marshall	P	L	10,848,633	10,338,950	4.93%
23	SO	FL	FLL	Fort Lauderdale	Fort Lauderdale/Hollywood International	P	L	10,829,810	10,258,118	5.57%
24	NM	UT	SLC	Salt Lake City	Salt Lake City International	P	L	9,910,493	9,903,821	0.07%
25	WP	HI	HNL	Honolulu	Honolulu International	P	L	8,740,077	8,739,389	0.01%
26	EA	VA	DCA	Arlington	Ronald Reagan Washington National	P	L	8,736,804	8,490,288	2.90%
27	GL	IL	MDW	Chicago	Chicago Midway International	P	L	8,518,957	8,253,620	3.21%
28	WP	CA	SAN	San Diego	San Diego International	P	L	8,430,509	8,453,854	-0.28%
29	SO	FL	TPA	Tampa	Tampa International	P	L	8,137,222	8,263,294	-1.53%
30	NM	OR	PDX	Portland	Portland International	P	M	6,582,227	6,430,119	2.37%
31	CE	MO	STL	St. Louis	Lambert-St Louis International	P	M	6,044,760	6,084,070	-0.65%
32	CE	MO	MCI	Kansas City	Kansas City International	P	M	4,946,173	4,894,349	1.06%
33	SO	TN	MEM	Memphis	Memphis International	P	M	4,930,936	5,054,191	-2.44%
34	GL	WI	MKE	Milwaukee	General Mitchell International	P	M	4,760,170	3,822,542	24.53%
35	WP	CA	OAK	Oakland	Metropolitan Oakland International	P	M	4,673,417	4,612,631	1.32%
36	GL	OH	CLE	Cleveland	Cleveland-Hopkins International	P	M	4,591,097	4,704,329	-2.41%

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Exhibit No. 6 ; Page 1 of 1 Pages

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Sirois Kron, Christene

From: G HEIDE [guyheide@msn.com]
Sent: Thursday, October 11, 2012 2:57 PM
To: msp2020drafteaw
Subject: COMMENTS IN RE "DRAFT ENVIRONMENTAL ASSESSMENT (EA)/ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)"
Attachments: #2 - MSP 2020 Improvements comments (Roy Fuhrmann).doc

ATTN: MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment

Guy Heide hereby delivers on October 11, 2012, prior to 5:00 pm, his comments *in re* "DRAFT ENVIRONMENTAL ASSESSMENT (EA)/ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)" by e-mail.

Sincerely

Guy Heide
881 Bluebill Drive
Mendota Heights, MN 55120
Voice: 651-454-7440

10/12/2012

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October 11, 2012

Guy Heide
881 Bluebill Drive
Mendota Heights, MN 55120
Telephone: 651-454-7440.

Comment(s) *in re* MSP 2020 Improvements Draft EA/EAW

VIA E-MAIL AND MESSENGER TO:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann:

1. The undersigned (hereinafter, "Undersigned") is an interested person who seeks to submit written comments with regard to "Draft Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW)" (hereinafter, "Draft Federal EA") pursuant to notice provided by the Metropolitan Airports Commission (hereinafter, "MAC") that written comments will be accepted until 5:00 pm on October 11, 2012.

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2. On Monday, October 1, 2012, Undersigned attempted to make verbal comments in respect to Draft Federal EA at its Public Hearing. MAC's Planning, Development and Environment Committee appointed itself to act as Hearing Officer at said Hearing. Commissioner Paul Rehkamp, Chair of said Committee, presided at said Hearing. In Undersigned's opinion, Commissioner Rehkamp refused to allow adequate public input into the NEPA process and, to that end, abused the powers normally accorded a Chair to stage a Public Hearing engineered to cast Draft Federal EA in an improper light.

COMMENT ONE

PREPARING DRAFT FEDERAL EA WAS *ULTRA VIRES* MAC'S AUTHORITY STATEMENT

3. Environmental Protection Specialist Kandice Krull (hereinafter, "KRULL") is the responsible Federal official described in the *National Environmental Policy Act* (hereinafter, "NEPA") who alone is entrusted with responsibility to carry out functions prescribed in NEPA, CEQ Regulations, and Order 5050.4B, as hereinafter more fully appears. KRULL must "furnish[] guidance and participate[] in [preparing Draft Federal EA]," must "independently evaluate[] such statement prior to its approval and adoption," and must bear "responsibilities for the scope, objectivity, and content of the entire statement or of any other responsibility under [Chapter 55 – National Environmental Policy]." 42 U.S.C. §§ 4332(D)(ii), 4332(D)(iii), 4332(D).

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The following comments from Mr. Guy Heide were submitted via Email and appear to be the same as the comments received via Messenger, except for attachments. All responses to comments are contained in the pages R-169 through R-194.

048-31. See Response to Comment #048-1.

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4. KRULL must implement the NEPA process prescribed in Council on Environmental Quality regulations in part 1500-1508 of title 40, Code of Federal Regulations. CEQ Regulations “tell [FAA] what they must do to comply with the procedures and achieve the goals of [NEPA].” 40 C.F.R. § 1500.1(a). CEQ Regulations mandate the following, *inter alia*:

NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA.

40 C.F.R. § 1500.1(b).

[FAA] shall to the fullest extent possible:

(a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.

(b) Implement procedures to make the NEPA process more useful to ... the public
...;

(d) Encourage and facilitate public involvement in decisions which affect the quality of the human environment.

(e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.
...

Id. § 1500.2.

Parts 1500 through 1508 of this title provide regulations applicable to and binding on [FAA] for implementing the procedural provisions of the National Environmental Policy Act of 1969 These regulations, unlike the predecessor guidelines, are not confined to [NEPA] sec. 102(2)(C) (environmental impact statements). The regulations apply to the whole of [NEPA] section 102(2).

Id. § 1500.3.

... The phrase “to the fullest extent possible” in [NEPA] section 102 means that [FAA] shall comply with that section unless existing law applicable to the agency’s operations expressly prohibits or makes compliance impossible.

Id. § 1500.6.

5. In a normative¹ decision concerning sufficiency of notice and an opportunity for public comment in informal agency rulemaking, the court in *United States v. Nova Scotia Food Products Corp.*, 568 F.2d 240 (C.A.2 1977) held:

To suppress meaningful comment by failure to disclose the basic data [constituting the factual material that was] relied upon [by agency] is akin to rejecting comment altogether. For

¹ *Cf. Air Transport Ass’n of America v. F.A.A.*, 169 F.3d 1 (C.A.D.C. 1999) where informal rulemaking was required to expose “critical factual material” to “refutation” “in the proceeding.” *Id.* at 252. And, see *Independent U. S. Tanker Owners Committee v. Lewis*, 690 F.2d 908 (C.A.D.C. 1982) where it was held that where agency’s task “begins” with forecasts in an informal rulemaking proceeding, such forecasts must be disclosed “so that interested parties can comment upon the conclusions properly to be drawn from them.” *Id.* at 926, italic in original.

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unless there is common ground, the comments are unlikely to be of a quality that might impress a careful agency. The inadequacy of comment in turn leads in the direction of arbitrary decision-making.

Id. at 252. The *Nova Scotia* court concluded “that the failure to disclose to interested persons the scientific data” was “procedurally erroneous.” *Ibid.*

6. Draft Federal EA provided for public comment is a NEPA statement prepared by MAC, a State public agency with jurisdiction over Minneapolis-St. Paul International Airport (“MSP”) in possession of additional property rights in associated reliever airports located in the Minneapolis-St. Paul metropolitan area, but without jurisdiction over other major airports in the State of Minnesota, e.g. substantial airports located in Rochester, Duluth, and St. Cloud, Minnesota.

7. Said Draft Federal EA proposed a major Federal action.

8. Under NEPA, U. S. Department of Transportation Federal Aviation Administration (hereinafter, “FAA”) may permit a State of Minnesota agency or official to prepare a NEPA statement for any major Federal action funded under a program of grants to States only if “the State agency or official has statewide jurisdiction.” 42 U.S.C. § 4332(D)(i), underline added. By said words, Congress clearly intended said Draft Federal EA must be prepared by an agency with legal responsibility to serve and protect the public interest of the entire State of Minnesota and not the narrow, parochial interest of the Minneapolis-St. Paul metropolitan area alone.

COMMENT ONE

9. Undersigned objects to said Draft Federal EA, commenting preparing said Draft Federal EA is *ultra vires* MAC’s authority for MAC does not enjoy “statewide jurisdiction” as required by NEPA, *supra*, and to permit MAC’s action to stand would make NEPA largely superfluous or inoperative. 32

10. Undersigned further comments, for aforesaid reason, he objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by an illegal Draft Federal EA and provide a legal draft Federal environmental assessment for public comment, in a new proceeding to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6. 33

11. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding. 34

COMMENT TWO

“NO ACTION” SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

12. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

048-32. See Response to Comment #048-2.

048-33. See Response to Comment #048-3.

048-34. See Response to Comment #048-4.

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13. Draft Federal EA provided for public comment materially represented, if “no action” is taken, it followed MSP will not have capacity to accommodate airport operations forecast in 2020 and 2025, in the following words:

The purpose of the proposed development is to accommodate the expected demand such that the level of service is acceptable throughout MSP’s terminal and landside facilities through 2020 and the regional roadway system through 2030. MSP’s terminal and landside facilities do not and/or will not meet current and forecasted demand.

Draft Federal EA section ES-2.

14. Said Draft Federal EA materially represented in preparing its 2020 and 2025 “No Action” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP it used the following airport operation counts:

2020 (forecast)	484,879 airport operations
2025 (forecast)	526,040 airport operations

Draft Federal EA at p. 2-4.

15. Said Draft Federal EA materially represented its 2020 “no action” Scenario was based on an airport operation count of “484,879” operations, in the following words:

Based on the 484,879 total forecast operations in 2020, approximately 4,388 acres are in the 65+ DNL noise contour and approximately 11,240 acres are in the 60+ DNL noise of the No Action Alternative. Table 5.14.3 contains the count of single-family and multi-family dwelling units and population in the 2020 and 2025 No Action Alternative DNL noise contours.

Draft Federal EA sub-section 5.14.5.1 (“No Action Alternative Noise”).

16. From aforesaid admission that its 2020 “no action” Scenario was based on its forecast airport operation count of “484,879” operations, it can reasonably be inferred that its 2025 “no action” Scenario was also based on its forecast airport operation count of “526,040” operations.

COMMENT TWO

17. Undersigned objects to said Draft Federal EA’s depictions of the human environment at MSP in 2020 and 2025 for said “no action” depictions are repugnant to its fundamental premise that in 2020 and 2025 MSP will not have capacity to accommodate airport operations forecast in said years. From said premise it reasonably followed MSP would handle substantially less than the “484,879” operations forecast for 2020 and substantially less than the “526,040” operations forecast in 2025. Said Draft Federal EA’s 2020 and 2025 “no action” depictions are clearly fictitious and dishonest in presenting the public with false choices for public comment. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information “of high quality” which included only “[a]ccurate scientific analysis, expert agency comments” so as to expose such information to “public scrutiny.” 40 C.F.R. § 1500.1(b).

18. Undersigned further comments, in his opinion, said Draft Federal EA, in preparing 2020 and 2025 “no action” depictions based on inaccurate assumptions of MSP’s capacity, effec-

048-35. See Response to Comment #048-5.

048-36. See Response to Comment #048-6.

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tively camouflaged significant impacts directly attributable to proposed Federal action in said years, and that accurate “no action” Scenarios will trigger the need to prepare an environmental impact statement. 36

19. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding. 37

COMMENT THREE

ALTERNATIVE SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

20. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

21. Draft Federal EA provided for public comment stated Government’s official Traffic Area Forecast (hereinafter, “TAF”) “was not used” in preparing its 2010, 2020 and 2025 “No Action,” “Alternative 1” and “Alternative 2” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier (“AC”)	367,851	410,410	448,074
International Scheduled Air Carrier (“AC”)	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that “[t]here are almost no differences in the number of operations” when compared to TAF. *Ibid.* at p. 2-5.

22. Government’s 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi (hereinafter, “AT”)	135,477	153,474	167,794
General Aviation (hereinafter, “GA”)	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Undersigned respectfully requests that Exhibit No. 1, enclosed herewith, which exhibit is a copy of aforesaid Government TAF forecast, be entered in proceeding’s record to verify foregoing representations.

048-36. See response above.

048-37. See Response to Comment #048-7.

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23. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)
2010	27,921	148,925
2020	29,934	167,406
2025	30,003	181,864

24. FAA has defined an "Air Taxi" as an aircraft designed to have a maximum seating capacity of 60 seats or less.

25. FAA has defined "General Aviation" as civil aircraft.

26. FAA has defined "Air Carrier" as an aircraft with seating capacity of more than 60 seats.

COMMENT THREE

27. Undersigned objects to all of said Draft Federal EA Scenarios of the human environment at MSP in 2010, 2020 and 2025 for said Scenarios are clearly based on a fleet mix that understated air taxi ("AT") and general aviation ("GA") aircraft operations, and, for that reason, inexorably overstated air carrier ("AC") aircraft operations in said years. Stated another way, said Draft Federal EA's fleet mix assumed AT and GA represented 6.4% of total aircraft operations in 2010, 6.2% in 2020, and 5.7% in 2025, while TAF stated AT and GA represented 34.1%, 34.5%, and 34.6% respectively. From said comparison, said Draft Federal EA representation, *supra*, that its forecast was substantially similar to TAF ("[t]here are almost no differences in the number of operations") is seriously inaccurate. Since AT and GA aircraft by definition, *supra*, are substantially smaller and lighter than AC aircraft, *supra*, it reasonably followed said Draft Federal EA 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios are likewise seriously inaccurate. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2010, 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-38. See Response to Comment #048-8.

28. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

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048-39. See Response to Comment #048-9.

COMMENT FOUR

ALTERNATIVE SCENARIOS DISCLOSED "SIGNIFICANT" IMPACT STATEMENT

29. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

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30. In Order 1050.1E, Appendix A p. A-60, FAA relied on following legislative regulation, *inter alia*, in determining whether a change in noise associated with a Federal action is significant:

A change in the operation of an airport creates a substantial new noncompatible use if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either a land area which was formerly compatible but is thereby made noncompatible under Appendix A (Table 1), or in a land area which was previously determined to be noncompatible under that Table and whose noncompatibility is now significantly increased.

14 C.F.R. § 150.21(d)(1).

31. Order 1050.1E set following standard for determining whether a change in noise is significant:

A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe. For example, an increase from 63.5 dB to 65 dB is considered a significant impact. Special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks, national wildlife refuges and historic sites, including traditional cultural properties. For example, the DNL 65 dB threshold does not adequately address the effects of noise on visitors to areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.

Order 1050.1E, Appendix A par. 14.3.

32. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 materially represented proposed Federal action would not have a significant noise impact ("no areas of sensitive land uses ... would experience a 1.5 dB or greater increase within the 65 dB DNL noise contour") under any Scenario and showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under its 2020 Scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	4,388 acres:	2,795	928	665
2020 Alternative 1	4,386 acres:	2,793	928	665
2020 Alternative 2	4,387 acres:	2,793	928	666.

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	2,162 units:	2,115	47	0
2020 Alternative 1	2,172 units:	2,124	48	0
2020 Alternative 2	2,166 units:	2,133	33	0.

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+

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2020 No Action	5,037 individuals:	4,918	119	0
2020 Alternative 1	5,062 individuals:	4,941	121	0
2020 Alternative 2	5,048 individuals:	4,965	83	0.

When compared to the “no action” alternative, Alternative 1 and Alternative 2 are shown, *supra*, to reduce the acres within MSP’s 65 DNL contour and, at the same time, increase the number of residential units and individuals residing therein. Undersigned respectfully requests that Exhibit No. 2, enclosed herewith, which exhibit is a copy of aforesaid “MSP 2020 Improvements Draft EA/EAW Open House Presentation” page 18 of 36, be entered in proceeding’s record to verify foregoing representations.

COMMENT FOUR

33. Undersigned objects to said Draft Federal EA’s determination, *supra*, that, under both alternatives, the proposed Federal action can reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6.

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048-40. See Response to Comment #048-10.

34. Undersigned further comments, if it is the case that proposed Federal action, under both alternatives, can simultaneously reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals therein, that the residential units and individuals foreseen to be added within MSP’s 65 DNL contour under Alternative 1 and/or Alternative 2 must reside on land areas outside MSP’s “no action” 65 DNL contour and, for that reason, the noise impact of said alternatives is significant for foreseeably creating new land areas, *i.e.* formerly compatible land outside, but now inside MSP’s 65 DNL contour, land areas “which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1),” § 150.21(d)(1), *supra*, by the proposed Federal action, noting said Table 1 classified land areas inside an airport’s 65 DNL contour as noncompatible for residential use.

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048-41. See Response to Comment #048-11.

35. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned’s opinion, would effectively moot this comment’s request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.

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048-42. See Response to Comment #048-12.

COMMENT FIVE

ALTERNATIVE SCENARIOS DISCLOSED “SIGNIFICANT” IMPACT STATEMENT

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36. Undersigned restates and incorporates by reference par. 3-5, 30-31, *supra*, as though fully set forth herein.

37. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under the 2025 scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	5,006 acres:	3,188	1,078	740
2025 Alternative 1	5,018 acres:	3,205	1,074	739
2025 Alternative 2	5,002 acres:	3,181	1,081	740.

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	2,742 units:	2,657	85	0
2025 Alternative 1	2,661 units:	2,583	78	0
2025 Alternative 2	2,832 units:	2,747	85	0.

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	6,501 individuals:	6,286	215	0
2025 Alternative 1	6,294 individuals:	6,096	198	0
2025 Alternative 2	6,727 individuals:	6,512	215	0.

When compared to the "no action" alternative, Alternative 1 is shown, *supra*, to increase the acres within MSP's 65 DNL contour and, at the same time, reduce the number of residential units and individuals residing therein. Similarly, Alternative 2 is shown, *supra*, to reduce the number of acres and, at the same time, increase the number of residential units and individuals residing therein.

COMMENT FIVE

38. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 1, the proposed Federal action can increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein for appearing unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia*, *supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

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048-43. See Response to Comment #048-13.

39. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 2, the proposed Federal action can reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufactured.

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048-44. See Response to Comment #048-14.

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<p style="text-align: right;">048</p> <p>tured, and further comments and requests, under the ruling in <i>Nova Scotia, supra</i>, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.</p> <p>40. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 1, can simultaneously increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein that the land areas ("acres") to be added within MSP's 65 DNL contour under Alternative 1 must be outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is <u>significant</u> for foreseeably creating new land areas, <i>i.e.</i> formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), <i>supra</i>, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.</p> <p>41. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 2, can simultaneously reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals residing therein that the residential units and individuals foreseen to be added within MSP's 65 DNL contour under Alternative 2 must reside on land areas outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is <u>significant</u> for foreseeably creating new land areas, <i>i.e.</i> formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), <i>supra</i>, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.</p> <p>42. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned's opinion, would effectively moot this comment's request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.</p> <p style="text-align: center;">COMMENT SIX EFFECT OF LEADED AVIATION GASOLINE TO CHILDREN'S HEALTH SHOULD BE ASSESSED STATEMENT</p> <p>43. Undersigned restates and incorporates by reference par. 3-5, <i>supra</i>, as though fully set forth herein.</p> <p>44. Lead emitted from aircraft using leaded aviation gas is currently the largest source of lead in air in the United States, constituting about 50 percent of lead emissions in 2005. Under-</p>	<p>44 048-44. See response above.</p> <p>45 048-45. See Response to Comment #048-15.</p> <p>46 048-46. See Response to Comment #048-16.</p> <p>47 048-47. See Response to Comment #048-17.</p>
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signed respectfully requests that Exhibit No. 3, enclosed herewith, which exhibit is a copy of "A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels," be entered in proceeding's record to verify foregoing representation found in said Analysis at p. 4.

45. The Center for Disease Control has stated "that there is no 'safe' level for blood lead in children" and a large body of research has demonstrated evidence of "learning disabilities and behavioral disorders, associated with lead exposure levels well below the CDC's action level," and of "early childhood blood lead levels as low as 2 µg/dL" associated with "significant impacts on academic performance as measured by end-of-grade test scores." Exhibit No. 3 at p. 5 of 22, underline added.

46. The Environmental Protection Agency (hereinafter, "EPA") has taken notice of the special status, or vulnerability, of "[y]oung" children when it comes to lead exposure, in the following words:

Young children are especially vulnerable to the toxic effects of lead because their nervous systems are still developing and they absorb more of the lead to which they are exposed. Many of the health effects associated with lead are thought to be irreversible. Moreover, the effects at lower levels of exposure are often asymptomatic.

Federal Register, vol. 66, no. 4, at p. 1207. The term "asymptomatic" means children residing near MSP can be harmed by lead and not exhibit symptoms. For that reason, children may be harmed without their parents recognizing it. Undersigned respectfully requests that Exhibit No. 4, enclosed herewith, which exhibit is a copy of pertinent *Federal Register* page, be entered in proceeding's record to verify foregoing EPA representation.

47. Draft Federal EA provided for public comment in Chapter 5 ("Environmental Consequences") in section 5.17, sub-section 5.17.1, addressed "Children's Health and Safety Risks" in the following words:

Socioeconomic impacts may result from relocation of residences and businesses, alteration of surface transportation, division of established communities, disruption of orderly planned development, or changes in employment.

Draft Federal EA, sub-section 5.17.1. Said sub-section identified "the relocation of one business, the SuperAmerica [gas station]" as the only effect meriting attention in respect to children's health and safety. In other words, there was no attention given to the effects of aviation gasoline on childhood blood levels in said Draft Federal EA.

COMMENT SIX

48. Undersigned objects to said Draft Federal EA's oversight in failing to address the effects of leaded aviation gasoline on childhood blood lead levels and comments and respectfully requests that KRULL vacate this proceeding set in motion by an inadequate Draft Federal EA and provide an adequate Federal environmental assessment that addresses children's health and safety risks from leaded aviation gasoline so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible," 40 C.F.R. § 1500.6, and "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions

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048-48. See Response to Comment #048-18.

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that will avoid or minimize adverse effects of these actions upon the quality of the human environment." 40 C.F.R. § 1500.2.

49. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA omission can be remedied in that new proceeding.

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048-49. See Response to Comment #048-19.

COMMENT SEVEN

DRAFT EA MISREPRESENTED "MITIGATION" UNDER NEPA STATEMENT

50. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

51. CEQ Regulations defined "mitigation" in the following words:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

40 C.F.R. § 1508.20.

52. Order 1050.1E in par. 404(g) set following standard for determining what type of "mitigation" permitted issuing a finding of no significant impact (hereinafter, "FONSI") where an impact exceeded applicable significance levels, underline added:

If the responsible FAA official determines that these impacts do not exceed applicable significance levels, or mitigation discussed in the EA and made an integral part of the project clearly will reduce identified impacts below significance levels, the responsible FAA official will prepare a FONSI.

And, said Order restated same, with some amplification, in par. 405(g), underline added:

The EA may include reasonable mitigation measures. If mitigation is discussed, it shall be in sufficient detail to describe the benefits of the mitigation. Each impact category in Appendix A identifies conditions that normally indicate a threshold beyond which the impact is considered significant and an EIS is required for the action[.] If the EA contains mitigation measures necessary to reduce potentially significant impacts below applicable significance thresholds, an EIS is not needed and the approving official may issue a FONSI provided that:

- (1) The agency took a "hard look" at the problem.
- (2) The agency identified the relevant areas of environmental concern.

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- (3) The EA supports the agency's determination that the potential impacts will be insignificant.
- (4) The agency has identified mitigation measures that will be sufficient to reduce potential impacts below applicable significance thresholds and has assured commitments to implement these measures.

53. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 20 stated that its noise exposure map's noise contours materially represented, in pertinent part, "MAC Existing Noise Mitigation Program." Undersigned respectfully requests that Exhibit No. 5, enclosed herewith, which exhibit is a copy of aforesaid "MSP 2020 Improvements Draft EA/EAW Open House Presentation" page 20 of 36, be entered in proceeding's record to verify foregoing representation.

54. Draft Federal EA provided for public comment, admitting Federal action exceeded the noise threshold beyond which its impact is considered significant, materially represented an environmental impact statement would not be required as affected land areas had been 'mitigated':

[I]n both 2020 and 2025 all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation and, as such, are considered a mitigated incompatible land use. However, in consideration of the circumstances unique to MSP by virtue of past mitigation activities, the terms of the Consent Decree, and the local land use compatibility guidelines defined by the Metropolitan Council, this EA/EAW proposes mitigation in the 2020 Sponsor's Preferred Alternative 60+ DNL noise contours in a way that is consistent with the provisions of the Consent Decree. The noise mitigation will begin when the level of total annual operations at MSP reaches 484,879 or in the year 2020, whichever comes first.

Draft Federal EA sub-section ES.4.4.1.

COMMENT SEVEN

55. Undersigned comments that at said Draft Federal EA's October 1, 2012, Public Hearing, a City of Minneapolis resident appeared to comment for the record that he had recently been provided an opportunity to have his residence insulated and, for that recent event, he was of the opinion proposed Federal action significantly impacted his residential property, which comment, if accurately recollected by Undersigned and true, suggested said Draft Federal EA did not tell the truth when materially representing, *supra*, "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation." 50

56. Undersigned further comments said Draft Federal EA's material representation that "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation," *supra*, appeared in the record to be supported only by aforesaid noise exposure map that represented its noise contours accurately represented "MAC Existing Noise Mitigation Program." The noise contours in said map are not the FAA-approved "2007" Part 150 noise contour map which is the legal map for purposes of assessing MSP's "existing noise mitigation program." In Undersigned's opinion, said noise contours may represent contours developed in a judicial settlement between MAC and certain parties in a judicial proceeding in which neither FAA nor Undersigned was plaintiff or defendant. Such a noise exposure map would have no force and effect upon any parties not subject to that judicial pro- 51

048-50. See Response to Comment #048-20.

048-51. See Response to Comment #048-21.

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<p style="text-align: right;">048</p> <p>ceeding, and such map is clearly not a legal Part 150 noise contour map. Wherefore Undersigned further comments and respectfully requests, under the ruling in <i>Nova Scotia, supra</i>, that KRULL instruct MAC to disclose the factual material believed to support the representation that the noise exposure map in Exhibit No. 5, <i>infra</i>, represents MAC's Part 150 existing mitigation program so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.</p> <p>51</p> <p>57. Undersigned further comments that the applicable standard to dispense with preparing an environmental impact statement is <u>only</u> where "identified mitigation measures [will] reduce potentially significant impacts below applicable significance thresholds," Order 1050.1E, par. 405(g), <i>supra</i>. Said Draft Federal EA appeared to be identifying MAC's residential noise insulation program where it represented, <i>supra</i>, that "all residential units ... have been provided noise mitigation and, as such, are considered a mitigated incompatible land," underline added. Undersigned further comments MAC's residential noise insulation program is not "mitigation" under NEPA. Said residential noise insulation program agreements, by their terms, generally grant MAC an air easement over a residential land area and shield MAC from legal process for taking property for a public purpose without compensation, but residential noise insulation does not "reduce," par. 405(g), <i>supra</i>, that specific land area <u>from</u> exposure to noise levels of 65 DNL, or above, <u>to</u> a level less than 65 DNL, <i>i.e.</i> to a level "<u>below</u> applicable significance thresholds." Order 1050.1E, par. 405(g), underline added. For that reason, Undersigned objects to said Draft Federal EA's representation, <i>supra</i>, that MAC's residential home insulation program is "mitigation" under NEPA and further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).</p> <p>52</p> <p>58. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, <i>supra</i>, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that proceeding.</p> <p>53</p> <p style="text-align: center;"><u>COMMENT EIGHT</u> DRAFT EA MISREPRESENTED EXTENT OF "PUBLIC" PARTICIPATION STATEMENT</p> <p>59. Undersigned restates and incorporates by reference par. 3-5, <i>supra</i>, as though fully set forth herein.</p> <p>60. Draft Federal EA represented that, in its preparation, there had been adequate coordination with the public, in the following words:</p> <p style="padding-left: 40px;">The MAC coordinated with ... the public throughout the preparation of the EA. Coordination began early in the NEPA process with Agency and Community Briefings in late 2010. These briefings were followed by presentations and briefings at various Noise</p> <p style="text-align: center;">Page 14 of 20</p>	<p>048-51. See response above.</p> <p>048-52. See Response to Comment #048-22.</p> <p>048-53. See Response to Comment #048-23.</p>
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Oversight Committee (NOC) meetings. Also, the MAC conducted three open houses; two in July Committee (NOC) meetings.

Draft Federal EA section ES.5.1.

COMMENT EIGHT

61. Undersigned comments that he attended MAC's July 14, 2011 "Public Information Meeting" at Washburn High School and MAC's January 31, 2012 "Open House" and that he objects to the characterization of same as having provided any meaningful opportunity to participate in "the preparation of the EA," *supra*, as no such opportunity was provided. Aforesaid occasions consisted of viewing information boards prepared by MAC concerning which, when asked, the individuals hosting said occasions were unable, or unwilling, to provide meaningful answers nor would they accept any comment or any request for information to better understand proposed Federal action. Said occasions appeared to be *pro forma* ("for the sake of form") and were devoid of any effective opportunity to participate in the preparation of said Draft Federal EA. For these reasons Undersigned objects to Draft Federal EA's representation that "coordination" took place that offered any effective, meaningful opportunity for public participation in the preparation of said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment that appears calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-54. See Response to Comment #048-24.

62. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

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048-55. See Response to Comment #048-25.

COMMENT NINE

DRAFT EA MISREPRESENTED NUMBER OF PASSENGERS IN 2010

STATEMENT

63. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

64. Introduction to Draft Federal EA provided for public comment materially represented the following in discussing need for proposed Federal action: "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America" Draft Federal EA section 1-1.

65. Draft Federal EA cited two authorities, in footnotes, as support for aforesaid representation ("[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America"). The first footnote referred to MAC's own statistics and the second referred to an analysis by ACI North America, an advocacy group promoting airport development. Draft Federal EA does not appear to have provided either of these cited authorities for public comment.

66. Government's 2010 official report stated MSP had "15,512,487" passenger enplanements in Calendar Year 2010. Undersigned respectfully requests that Exhibit No. 6, enclosed herewith, which exhibit is a copy of aforesaid Government enplanement report, be entered in proceeding's record to verify foregoing representation.

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COMMENT NINE

67. Undersigned comments an official Government report of MSP's passenger enplanements in 2010, *supra*, disclosed MSP enplanements were not "33 million" in 2010, and further showed said enplanements actually declined that year, from 15,551,206 in 2009 to 15,512,487 in 2010, and finally showed MSP was not ranked "15" that year. See Exhibit No. 6, *infra*. Undersigned objects to said Draft Federal EA's material representation "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America," for appearing, as a matter of first impression, calculated to be misunderstood, and further comments and respectfully requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the factual material believed to support the representation that "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America ...," *supra*, so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

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048-56. See Response to Comment #048-26.

68. Undersigned further comments that the 2010 Government report, *supra*, reporting MSP had "15,512,487" passenger enplanements in Calendar Year 2010 is best evidence and that it does not appear possible, under any set of facts, to conclude, as said Draft Federal EA has, that MSP served "33 million passengers," *supra*, in 2010, unless one adopts a twisted definition of "passenger," and, for that reason Undersigned objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-57. See Response to Comment #048-27.

69. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

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048-58. See Response to Comment #048-28.

COMMENT TEN

AGENCY INTERFERENCE WITH NEPA PROCESS (GROSS ERROR)
STATEMENT

70. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

71. CEQ Regulations mandate "NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken" and that "public scrutiny [is] essential to implementing NEPA." 40 C.F.R. § 1500.1(b), underline added.

72. Draft Federal EA provided for public comment materially represented "FAA reviewed and approved the EA forecast in July 2012" and, on that point, supplied a letter from Stephen Obenauer (FAA) (hereinafter, "OBENAUER") to Roy Fuhrmann (MAC) dated July 2, 2012 in its Appendix A. Draft Federal EA at p. 2-5, Appendix A at p. 3 (unfolioed).

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73. Said Draft Federal EA stated Government's official Traffic Area Forecast ("TAF") "was not used" in preparing its 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier ("AC")	367,851	410,410	448,074
International Scheduled Air Carrier ("AC")	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that "[t]here are almost no differences in the number of operations" when compared to TAF. *Ibid.* at p. 2-5.

74. Said Draft Federal EA noted that under FAA guidelines "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF and materially represented its forecast "meets this criterion for ... aircraft operations," and offered the following, in pertinent part, in support thereof:

Table 2.2.3
Comparison of MSP Aviation Activity Forecasts

	2010	2020	2025
Operations			
EA Forecast	437,075	484,879	526,040
2011 TAF	427,558	485,065	525,526
% difference		0.0	0.1

Draft Federal EA at p. 2-5.

75. Government's 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi ("AT")	135,477	153,474	167,794
General Aviation ("GA")	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Exhibit No. 1, *infra*.

76. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

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Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)	Draft EA's Deviation
2010	27,921	148,925	(-81%)
2020	29,934	167,406	(-82%)
2025	30,003	181,864	(-84%)

COMMENT TEN

77. Undersigned objects to OBENAUER's approval of said Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, for said counts, when disaggregated, show that each seriously failed to meet FAA guidelines, viz., "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF. *Supra*. Undersigned comments OBENAUER erred when he approved said Draft Federal EA's 2010 (actual) and proposed 2020 and 2025 forecast aircraft operations before the factual material supporting said forecasts was exposed to public scrutiny so that the public could comment on the conclusions properly to be drawn from it, and that to permit Obenauer's approval of critical, even decisive, information to stand before that information was exposed to "public scrutiny" would effectively make NEPA largely superfluous or inoperative in this proceeding. Undersigned objects to a Draft Federal EA prepared with reliance on a premature and, likely, prejudicial exercise of FAA discretion and respectfully requests that KRULL vacate this proceeding set in motion by a tainted draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new public hearing, to come into compliance with CEQ Regulations that required KRULL to provide an effective, meaningful opportunity to expose Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, *supra*, to "public scrutiny" "before [agency] decisions are made and before [agency] actions are taken." 40 C.F.R. § 1500.1(b).

59

048-59. See Response to Comment #048-29.

78. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged gross error can be remedied in that proceeding.

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048-60. See Response to Comment #048-30.

CONCLUSION

79. On October 11, 2012, Undersigned will deliver, prior to 5:00 p.m., the original of these comments in an envelope addressed to:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799,

to MAC at 6040 28th Avenue South, Minneapolis, MN 555450, and also provide MAC a copy of these comments by e-mail² on October 11, 2012, prior to 5:00 p.m. (without exhibits).

Sincerely,

² To "msp2020draft EAW@mspmac.org."

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Guy Heide in his individual capacity and-or official capacity
as Airport Noise Reduction Committee Secretary

Enclosure(s):

- Exhibit No. 1 – APO Terminal Area Forecast 2011 (FAA; reproduced from FAA's internet website)
- Exhibit No. 2 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 18 of 36 (excerpt)
- Exhibit No. 3 – A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels, Marie Lynn Miranda, Rebecca Anthopolos, and Douglas Hastings, Children's Environmental Health Initiative, Nicholas School of the Environment, Duke University, Durham, North Carolina
- Exhibit No. 4 – *Federal Register*, vol. 66, no. 4, p. 1206-1207
- Exhibit No. 5 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 20 of 36 (excerpt)
- Exhibit No. 6 – Enplanements at Primary Airports (Rank Order) CY 10 (FAA; reproduced from FAA's internet website)

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Sirois Kron, Christene

From: G HEIDE [guyheide@msn.com]
Sent: Thursday, October 11, 2012 3:00 PM
To: msp2020drafeaw
Subject: IN RE "DRAFT ENVIRONMENTAL ASSESSMENT (EA)/ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)"

Attachments: #2 - MSP 2020 Improvements comments (Roy Fuhrmann).doc

ATTN: MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment

Guy Heide hereby delivers on October 11, 2012, prior to 5:00 pm, his comments *in re* "DRAFT ENVIRONMENTAL

ASSESSMENT (EA)/ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)" by e-mail.

Please note this is my second transmission. No changes have been made to attached comments.

I have decided it would be prudent to send this twice to ensure delivery.

Sincerely

Guy Heide
881 Bluebill Drive
Mendota Heights, MN 55120
Voice: 651-454-7440

10/12/2012

The following comments from Mr. Guy Heide were received via Email three minutes after the previous version and appear to be the same as the comments received via Messenger and Email of 11 Oct 2012 at 2:57 p.m., except for attachments. All responses to comments are contained in pages R-169 through R-194.

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October 11, 2012

Guy Heide
881 Bluebill Drive
Mendota Heights, MN 55120
Telephone: 651-454-7440.

Comment(s) in re MSP 2020 Improvements Draft EA/EAW

VIA E-MAIL AND MESSENGER TO:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799

Dear Mr. Fuhrmann:

1. The undersigned (hereinafter, "Undersigned") is an interested person who seeks to submit written comments with regard to "Draft Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW)" (hereinafter, "Draft Federal EA") pursuant to notice provided by the Metropolitan Airports Commission (hereinafter, "MAC") that written comments will be accepted until 5:00 pm on October 11, 2012.

2. On Monday, October 1, 2012, Undersigned attempted to make verbal comments in respect to Draft Federal EA at its Public Hearing. MAC's Planning, Development and Environment Committee appointed itself to act as Hearing Officer at said Hearing. Commissioner Paul Rehkamp, Chair of said Committee, presided at said Hearing. In Undersigned's opinion, Commissioner Rehkamp refused to allow adequate public input into the NEPA process and, to that end, abused the powers normally accorded a Chair to stage a Public Hearing engineered to cast Draft Federal EA in an improper light.

COMMENT ONE

PREPARING DRAFT FEDERAL EA WAS *ULTRA VIRES* MAC'S AUTHORITY STATEMENT

3. Environmental Protection Specialist Kandice Krull (hereinafter, "KRULL") is the responsible Federal official described in the *National Environmental Policy Act* (hereinafter, "NEPA") who alone is entrusted with responsibility to carry out functions prescribed in NEPA, CEQ Regulations, and Order 5050.4B, as hereinafter more fully appears. KRULL must "furnish[] guidance and participate[] in [preparing Draft Federal EA]," must "independently evaluate[] such statement prior to its approval and adoption," and must bear "responsibilities for the scope, objectivity, and content of the entire statement or of any other responsibility under [Chapter 55 – National Environmental Policy]." 42 U.S.C. §§ 4332(D)(ii), 4332(D)(iii), 4332(D).

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048-61. See Response to Comment #048-31.

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4. KRULL must implement the NEPA process prescribed in Council on Environmental Quality regulations in part 1500-1508 of title 40, Code of Federal Regulations. CEQ Regulations "tell [FAA] what they must do to comply with the procedures and achieve the goals of [NEPA]." 40 C.F.R. § 1500.1(a). CEQ Regulations mandate the following, *inter alia*:

NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA.

40 C.F.R. § 1500.1(b).

[FAA] shall to the fullest extent possible:

(a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.

(b) Implement procedures to make the NEPA process more useful to ... the public ...

...;

(d) Encourage and facilitate public involvement in decisions which affect the quality of the human environment.

(e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.

...

Id. § 1500.2.

Parts 1500 through 1508 of this title provide regulations applicable to and binding on [FAA] for implementing the procedural provisions of the National Environmental Policy Act of 1969 ... These regulations, unlike the predecessor guidelines, are not confined to [NEPA] sec. 102(2)(C) (environmental impact statements). The regulations apply to the whole of [NEPA] section 102(2).

Id. § 1500.3.

... The phrase "to the fullest extent possible" in [NEPA] section 102 means that [FAA] shall comply with that section unless existing law applicable to the agency's operations expressly prohibits or makes compliance impossible.

Id. § 1500.6.

5. In a normative¹ decision concerning sufficiency of notice and an opportunity for public comment in informal agency rulemaking, the court in *United States v. Nova Scotia Food Products Corp.*, 568 F.2d 240 (C.A.2 1977) held:

To suppress meaningful comment by failure to disclose the basic data [constituting the factual material that was] relied upon [by agency] is akin to rejecting comment altogether. For

¹ Cf. *Air Transport Ass'n of America v. F.A.A.*, 169 F.3d 1 (C.A.D.C. 1999) where informal rulemaking was required to expose "critical factual material" to "refutation" "in the proceeding." *Id.* at 252. And, see *Independent U.S. Tanker Owners Committee v. Lewis*, 690 F.2d 908 (C.A.D.C. 1982) where it was held that where agency's task "begins" with forecasts in an informal rulemaking proceeding, such forecasts must be disclosed "so that interested parties can comment upon the conclusions properly to be drawn from them." *Id.* at 926, italic in original.

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unless there is common ground, the comments are unlikely to be of a quality that might impress a careful agency. The inadequacy of comment in turn leads in the direction of arbitrary decision-making.

Id. at 252. The *Nova Scotia* court concluded “that the failure to disclose to interested persons the scientific data” was “procedurally erroneous.” *Ibid.*

6. Draft Federal EA provided for public comment is a NEPA statement prepared by MAC, a State public agency with jurisdiction over Minneapolis-St. Paul International Airport (“MSP”) in possession of additional property rights in associated reliever airports located in the Minneapolis-St. Paul metropolitan area, but without jurisdiction over other major airports in the State of Minnesota, e.g. substantial airports located in Rochester, Duluth, and St. Cloud, Minnesota.

7. Said Draft Federal EA proposed a major Federal action.

8. Under NEPA, U. S. Department of Transportation Federal Aviation Administration (hereinafter, “FAA”) may permit a State of Minnesota agency or official to prepare a NEPA statement for any major Federal action funded under a program of grants to States only if “the State agency or official has statewide jurisdiction.” 42 U.S.C. § 4332(D)(i), underline added. By said words, Congress clearly intended said Draft Federal EA must be prepared by an agency with legal responsibility to serve and protect the public interest of the entire State of Minnesota and not the narrow, parochial interest of the Minneapolis-St. Paul metropolitan area alone.

COMMENT ONE

9. Undersigned objects to said Draft Federal EA, commenting preparing said Draft Federal EA is *ultra vires* MAC’s authority for MAC does not enjoy “statewide jurisdiction” as required by NEPA, *supra*, and to permit MAC’s action to stand would make NEPA largely superfluous or inoperative.

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10. Undersigned further comments, for aforesaid reason, he objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by an illegal Draft Federal EA and provide a legal draft Federal environmental assessment for public comment, in a new proceeding to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6.

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11. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

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COMMENT TWO

“NO ACTION” SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

12. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

048-62. See Response to Comment #048-2.

048-63. See Response to Comment #048-3.

048-64. See Response to Comment #048-4.

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13. Draft Federal EA provided for public comment materially represented, if “no action” is taken, it followed MSP will not have capacity to accommodate airport operations forecast in 2020 and 2025, in the following words:

The purpose of the proposed development is to accommodate the expected demand such that the level of service is acceptable throughout MSP’s terminal and landside facilities through 2020 and the regional roadway system through 2030. MSP’s terminal and landside facilities do not and/or will not meet current and forecasted demand.

Draft Federal EA section ES-2.

14. Said Draft Federal EA materially represented in preparing its 2020 and 2025 “No Action” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP it used the following airport operation counts:

2020 (forecast)	484,879 airport operations
2025 (forecast)	526,040 airport operations

Draft Federal EA at p. 2-4.

15. Said Draft Federal EA materially represented its 2020 “no action” Scenario was based on an airport operation count of “484,879” operations, in the following words:

Based on the 484,879 total forecast operations in 2020, approximately 4,388 acres are in the 65+ DNL noise contour and approximately 11,240 acres are in the 60+ DNL noise of the No Action Alternative. Table 5.14.3 contains the count of single-family and multi-family dwelling units and population in the 2020 and 2025 No Action Alternative DNL noise contours.

Draft Federal EA sub-section 5.14.5.1 (“No Action Alternative Noise”).

16. From aforesaid admission that its 2020 “no action” Scenario was based on its forecast airport operation count of “484,879” operations, it can reasonably be inferred that its 2025 “no action” Scenario was also based on its forecast airport operation count of “526,040” operations.

COMMENT TWO

17. Undersigned objects to said Draft Federal EA’s depictions of the human environment at MSP in 2020 and 2025 for said “no action” depictions are repugnant to its fundamental premise that in 2020 and 2025 MSP will not have capacity to accommodate airport operations forecast in said years. From said premise it reasonably followed MSP would handle substantially less than the “484,879” operations forecast for 2020 and substantially less than the “526,040” operations forecast in 2025. Said Draft Federal EA’s 2020 and 2025 “no action” depictions are clearly fictitious and dishonest in presenting the public with false choices for public comment. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information “of high quality” which included only “[a]ccurate scientific analysis, expert agency comments” so as to expose such information to “public scrutiny.” 40 C.F.R. § 1500.1(b).

18. Undersigned further comments, in his opinion, said Draft Federal EA, in preparing 2020 and 2025 “no action” depictions based on inaccurate assumptions of MSP’s capacity, effec-

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048-65. See Response to Comment #048-5.

048-66. See Response to Comment #048-6.

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tively camouflaged significant impacts directly attributable to proposed Federal action in said years, and that accurate “no action” Scenarios will trigger the need to prepare an environmental impact statement. 66

19. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned’s opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding. 67

COMMENT THREE

ALTERNATIVE SCENARIOS ARE SERIOUSLY INACCURATE, FATALLY FLAWED STATEMENT

20. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

21. Draft Federal EA provided for public comment stated Government’s official Traffic Area Forecast (hereinafter, “TAF”) “was not used” in preparing its 2010, 2020 and 2025 “No Action,” “Alternative 1” and “Alternative 2” depictions (hereinafter, “Scenario(s)”) of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier (“AC”)	367,851	410,410	448,074
International Scheduled Air Carrier (“AC”)	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that “[t]here are almost no differences in the number of operations” when compared to TAF. *Ibid.* at p. 2-5.

22. Government’s 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi (hereinafter, “AT”)	135,477	153,474	167,794
General Aviation (hereinafter, “GA”)	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Undersigned respectfully requests that Exhibit No. 1, enclosed herewith, which exhibit is a copy of aforesaid Government TAF forecast, be entered in proceeding’s record to verify foregoing representations.

048-66. See response above.

048-67. See Response to Comment #048-7.

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23. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)
2010	27,921	148,925
2020	29,934	167,406
2025	30,003	181,864

24. FAA has defined an "Air Taxi" as an aircraft designed to have a maximum seating capacity of 60 seats or less.

25. FAA has defined "General Aviation" as civil aircraft.

26. FAA has defined "Air Carrier" as an aircraft with seating capacity of more than 60 seats.

COMMENT THREE

27. Undersigned objects to all of said Draft Federal EA Scenarios of the human environment at MSP in 2010, 2020 and 2025 for said Scenarios are clearly based on a fleet mix that understated air taxi ("AT") and general aviation ("GA") aircraft operations, and, for that reason, inexorably overstated air carrier ("AC") aircraft operations in said years. Stated another way, said Draft Federal EA's fleet mix assumed AT and GA represented 6.4% of total aircraft operations in 2010, 6.2% in 2020, and 5.7% in 2025, while TAF stated AT and GA represented 34.1%, 34.5%, and 34.6% respectively. From said comparison, said Draft Federal EA representation, *supra*, that its forecast was substantially similar to TAF ("[t]here are almost no differences in the number of operations") is seriously inaccurate. Since AT and GA aircraft by definition, *supra*, are substantially smaller and lighter than AC aircraft, *supra*, it reasonably followed said Draft Federal EA 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios are likewise seriously inaccurate. Wherefore Undersigned further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment with accurate depictions of the human environment at MSP in 2010, 2020 and 2025 in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-68. See Response to Comment #048-8.

28. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *infra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that new proceeding.

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048-69. See Response to Comment #048-9.

COMMENT FOUR

ALTERNATIVE SCENARIOS DISCLOSED "SIGNIFICANT" IMPACT STATEMENT

29. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

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30. In Order 1050.1E, Appendix A p. A-60, FAA relied on following legislative regulation, *inter alia*, in determining whether a change in noise associated with a Federal action is significant:

A change in the operation of an airport creates a substantial new noncompatible use if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either a land area which was formerly compatible but is thereby made non-compatible under Appendix A (Table 1), or in a land area which was previously determined to be noncompatible under that Table and whose noncompatibility is now significantly increased.

14 C.F.R. § 150.21(d)(1).

31. Order 1050.1E set following standard for determining whether a change in noise is significant:

A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe. For example, an increase from 63.5 dB to 65 dB is considered a significant impact. Special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks, national wildlife refuges and historic sites, including traditional cultural properties. For example, the DNL 65 dB threshold does not adequately address the effects of noise on visitors to areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.

Order 1050.1E, Appendix A par. 14.3.

32. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 materially represented proposed Federal action would not have a significant noise impact ("no areas of sensitive land uses ... would experience a 1.5 dB or greater increase within the 65 dB DNL noise contour") under any Scenario and showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under its 2020 Scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	4,388 acres:	2,795	928	665
2020 Alternative 1	4,386 acres:	2,793	928	665
2020 Alternative 2	4,387 acres:	2,793	928	666

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2020 No Action	2,162 units:	2,115	47	0
2020 Alternative 1	2,172 units:	2,124	48	0
2020 Alternative 2	2,166 units:	2,133	33	0

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
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2020 No Action	5,037 individuals:	4,918	119	0
2020 Alternative 1	5,062 individuals:	4,941	121	0
2020 Alternative 2	5,048 individuals:	4,965	83	0.

When compared to the “no action” alternative, Alternative 1 and Alternative 2 are shown, *supra*, to reduce the acres within MSP’s 65 DNL contour and, at the same time, increase the number of residential units and individuals residing therein. Undersigned respectfully requests that Exhibit No. 2, enclosed herewith, which exhibit is a copy of aforesaid “MSP 2020 Improvements Draft EA/EAW Open House Presentation” page 18 of 36, be entered in proceeding’s record to verify foregoing representations.

COMMENT FOUR

33. Undersigned objects to said Draft Federal EA’s determination, *supra*, that, under both alternatives, the proposed Federal action can reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA “to the fullest extent possible,” meaning to comply “unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible.” 40 C.F.R. § 1500.6.

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048-70. See Response to Comment #048-10.

34. Undersigned further comments, if it is the case that proposed Federal action, under both alternatives, can simultaneously reduce the acres within MSP’s 65 DNL contour under its “no action” scenario and, at the same time, increase the number of residential units and individuals therein, that the residential units and individuals foreseen to be added within MSP’s 65 DNL contour under Alternative 1 and/or Alternative 2 must reside on land areas outside MSP’s “no action” 65 DNL contour and, for that reason, the noise impact of said alternatives is significant for foreseeably creating new land areas, *i.e.* formerly compatible land outside, but now inside MSP’s 65 DNL contour, land areas “which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1),” § 150.21(d)(1), *supra*, by the proposed Federal action, noting said Table 1 classified land areas inside an airport’s 65 DNL contour as non-compatible for residential use.

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048-71. See Response to Comment #048-11.

35. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned’s opinion, would effectively moot this comment’s request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.

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048-72. See Response to Comment #048-11.

COMMENT FIVE

ALTERNATIVE SCENARIOS DISCLOSED “SIGNIFICANT” IMPACT STATEMENT

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36. Undersigned restates and incorporates by reference par. 3-5, 30-31, *supra*, as though fully set forth herein.

37. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 18 of 36 showed the following acres within MSP's 65 DNL contour *i.e.* sensitive land areas, under the 2025 scenarios:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	5,006 acres:	3,188	1,078	740
2025 Alternative 1	5,018 acres:	3,205	1,074	739
2025 Alternative 2	5,002 acres:	3,181	1,081	740.

And, the following pertinent counts of residential units on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	2,742 units:	2,657	85	0
2025 Alternative 1	2,661 units:	2,583	78	0
2025 Alternative 2	2,832 units:	2,747	85	0.

And, the following pertinent population counts of individuals residing on land areas within MSP's 65 DNL contour:

Scenario	DNL Contour:	65-69	70-74	75+
2025 No Action	6,501 individuals:	6,286	215	0
2025 Alternative 1	6,294 individuals:	6,096	198	0
2025 Alternative 2	6,727 individuals:	6,512	215	0.

When compared to the "no action" alternative, Alternative 1 is shown, *supra*, to increase the acres within MSP's 65 DNL contour and, at the same time, reduce the number of residential units and individuals residing therein. Similarly, Alternative 2 is shown, *supra*, to reduce the number of acres and, at the same time, increase the number of residential units and individuals residing therein.

COMMENT FIVE

38. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 1, the proposed Federal action can increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein for appearing unscientific and manufactured, and further comments and requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

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048-73. See Response to Comment #048-13.

39. Undersigned objects to said Draft Federal EA's determination, *supra*, that, under Alternative 2, the proposed Federal action can reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals residing therein for appearing, as a matter of first impression, unscientific and manufac-

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048-74. See Response to Comment #048-14.

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<p style="text-align: right;">048</p> <p>tured, and further comments and requests, under the ruling in <i>Nova Scotia, supra</i>, that KRULL instruct MAC to disclose the basic scientific data, or factual material, believed to support this determination so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.</p> <p>40. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 1, can simultaneously increase the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, reduce the number of residential units and individuals residing therein that the land areas ("acres") to be added within MSP's 65 DNL contour under Alternative 1 must be outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is <u>significant</u> for foreseeably creating new land areas, <i>i.e.</i> formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), <i>supra</i>, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.</p> <p>41. Undersigned further comments, if it is the case that proposed Federal action, under Alternative 2, can simultaneously reduce the acres within MSP's 65 DNL contour under its "no action" scenario and, at the same time, increase the number of residential units and individuals residing therein that the residential units and individuals foreseen to be added within MSP's 65 DNL contour under Alternative 2 must reside on land areas outside MSP's "no action" 65 DNL contour and, for that reason, the noise impact of said alternative is <u>significant</u> for foreseeably creating new land areas, <i>i.e.</i> formerly compatible land outside, but now inside MSP's 65 DNL contour, land areas "which [were] formerly compatible but [are] thereby made noncompatible under Appendix A (Table 1)," § 150.21(d)(1), <i>supra</i>, by the proposed Federal action, noting said Table 1 classified land areas inside an airport's 65 DNL contour as noncompatible for residential use.</p> <p>42. For that reason, Undersigned finally comments and respectfully requests that KRULL directly proceed to prepare an environmental impact statement on said action to come into compliance with NEPA, CEQ Regulations and Order 1050.1E that mandated FAA must prepare an environmental impact statement for actions significantly affecting the human environment and, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement, that such agency action, in Undersigned's opinion, would effectively moot this comment's request to disclose factual material relied on to decision, as such can be remedied in that new proceeding.</p> <p style="text-align: center;"><u>COMMENT SIX</u> EFFECT OF LEADED AVIATION GASOLINE TO CHILDREN'S HEALTH SHOULD BE ASSESSED STATEMENT</p> <p>43. Undersigned restates and incorporates by reference par. 3-5, <i>supra</i>, as though fully set forth herein.</p> <p>44. Lead emitted from aircraft using leaded aviation gas is currently the largest source of lead in air in the United States, constituting about 50 percent of lead emissions in 2005. Under-</p> <p style="text-align: center;">Page 10 of 20</p>	<p>048-74. See response above.</p> <p>048-75. See Response to Comment #048-15.</p> <p>048-76. See Response to Comment #048-16.</p> <p>048-77. See Response to Comment #048-17.</p>
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signed respectfully requests that Exhibit No. 3, enclosed herewith, which exhibit is a copy of "A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels," be entered in proceeding's record to verify foregoing representation found in said Analysis at p. 4.

45. The Center for Disease Control has stated "that there is no 'safe' level for blood lead in children" and a large body of research has demonstrated evidence of "learning disabilities and behavioral disorders, associated with lead exposure levels well below the CDC's action level," and of "early childhood blood lead levels as low as 2 µg/dL" associated with "significant impacts on academic performance as measured by end-of-grade test scores." Exhibit No. 3 at p. 5 of 22, underline added.

46. The Environmental Protection Agency (hereinafter, "EPA") has taken notice of the special status, or vulnerability, of "[y]oung" children when it comes to lead exposure, in the following words:

Young children are especially vulnerable to the toxic effects of lead because their nervous systems are still developing and they absorb more of the lead to which they are exposed. Many of the health effects associated with lead are thought to be irreversible. Moreover, the effects at lower levels of exposure are often asymptomatic.

Federal Register, vol. 66, no. 4, at p. 1207. The term "asymptomatic" means children residing near MSP can be harmed by lead and not exhibit symptoms. For that reason, children may be harmed without their parents recognizing it. Undersigned respectfully requests that Exhibit No. 4, enclosed herewith, which exhibit is a copy of pertinent *Federal Register* page, be entered in proceeding's record to verify foregoing EPA representation.

47. Draft Federal EA provided for public comment in Chapter 5 ("Environmental Consequences") in section 5.17, sub-section 5.17.1, addressed "Children's Health and Safety Risks" in the following words:

Socioeconomic impacts may result from relocation of residences and businesses, alteration of surface transportation, division of established communities, disruption of orderly planned development, or changes in employment.

Draft Federal EA, sub-section 5.17.1. Said sub-section identified "the relocation of one business, the SuperAmerica [gas station]" as the only effect meriting attention in respect to children's health and safety. In other words, there was no attention given to the effects of aviation gasoline on childhood blood levels in said Draft Federal EA.

COMMENT SIX

48. Undersigned objects to said Draft Federal EA's oversight in failing to address the effects of leaded aviation gasoline on childhood blood lead levels and comments and respectfully requests that KRULL vacate this proceeding set in motion by an inadequate Draft Federal EA and provide an adequate Federal environmental assessment that addresses children's health and safety risks from leaded aviation gasoline so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible," 40 C.F.R. § 1500.6, and "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions

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048-78. See Response to Comment #048-18.

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that will avoid or minimize adverse effects of these actions upon the quality of the human environment." 40 C.F.R. § 1500.2.

49. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA omission can be remedied in that new proceeding.

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048-79. See Response to Comment #048-19.

COMMENT SEVEN

**DRAFT EA MISREPRESENTED "MITIGATION" UNDER NEPA
STATEMENT**

50. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

51. CEQ Regulations defined "mitigation" in the following words:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

40 C.F.R. § 1508.20.

52. Order 1050.1E in par. 404(g) set following standard for determining what type of "mitigation" permitted issuing a finding of no significant impact (hereinafter, "FONSI") where an impact exceeded applicable significance levels, underline added:

If the responsible FAA official determines that these impacts do not exceed applicable significance levels, or mitigation discussed in the EA and made an integral part of the project clearly will reduce identified impacts below significance levels, the responsible FAA official will prepare a FONSI.

And, said Order restated same, with some amplification, in par. 405(g), underline added:

The EA may include reasonable mitigation measures. If mitigation is discussed, it shall be in sufficient detail to describe the benefits of the mitigation. Each impact category in Appendix A identifies conditions that normally indicate a threshold beyond which the impact is considered significant and an EIS is required for the action.] If the EA contains mitigation measures necessary to reduce potentially significant impacts below applicable significance thresholds, an EIS is not needed and the approving official may issue a FONSI provided that:

- (1) The agency took a "hard look" at the problem.
- (2) The agency identified the relevant areas of environmental concern.

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- (3) The EA supports the agency's determination that the potential impacts will be insignificant.
- (4) The agency has identified mitigation measures that will be sufficient to reduce potential impacts below applicable significance thresholds and has assured commitments to implement these measures.

53. "MSP 2020 Improvements Draft EA/EAW Open House Presentation" was provided with Draft Federal EA provided for public comment. Said Presentation on page 20 stated that its noise exposure map's noise contours materially represented, in pertinent part, "MAC Existing Noise Mitigation Program." Undersigned respectfully requests that Exhibit No. 5, enclosed herewith, which exhibit is a copy of aforesaid "MSP 2020 Improvements Draft EA/EAW Open House Presentation" page 20 of 36, be entered in proceeding's record to verify foregoing representation.

54. Draft Federal EA provided for public comment, admitting Federal action exceeded the noise threshold beyond which its impact is considered significant, materially represented an environmental impact statement would not be required as affected land areas had been 'mitigated':

[I]n both 2020 and 2025 all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation and, as such, are considered a mitigated incompatible land use. However, in consideration of the circumstances unique to MSP by virtue of past mitigation activities, the terms of the Consent Decree, and the local land use compatibility guidelines defined by the Metropolitan Council, this EA/EAW proposes mitigation in the 2020 Sponsor's Preferred Alternative 60+ DNL noise contours in a way that is consistent with the provisions of the Consent Decree. The noise mitigation will begin when the level of total annual operations at MSP reaches 484,879 or in the year 2020, whichever comes first.

Draft Federal EA sub-section ES.4.4.1.

COMMENT SEVEN

55. Undersigned comments that at said Draft Federal EA's October 1, 2012, Public Hearing, a City of Minneapolis resident appeared to comment for the record that he had recently been provided an opportunity to have his residence insulated and, for that recent event, he was of the opinion proposed Federal action significantly impacted his residential property, which comment, if accurately recollecting by Undersigned and true, suggested said Draft Federal EA did not tell the truth when materially representing, *supra*, "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation."

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048-80. See Response to Comment #048-20.

56. Undersigned further comments said Draft Federal EA's material representation that "all residential units within the 65+ DNL noise contours of the development alternatives being considered have been provided noise mitigation," *supra*, appeared in the record to be supported only by aforesaid noise exposure map that represented its noise contours accurately represented "MAC Existing Noise Mitigation Program." The noise contours in said map are not the FAA-approved "2007" Part 150 noise contour map which is the legal map for purposes of assessing MSP's "existing noise mitigation program." In Undersigned's opinion, said noise contours may represent contours developed in a judicial settlement between MAC and certain parties in a judicial proceeding in which neither FAA nor Undersigned was plaintiff or defendant. Such a noise exposure map would have no force and effect upon any parties not subject to that judicial pro-

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048-81. See Response to Comment #048-21.

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ceeding, and such map is clearly not a legal Part 150 noise contour map. Wherefore Undersigned further comments and respectfully requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the factual material believed to support the representation that the noise exposure map in Exhibit No. 5, *infra*, represents MAC's Part 150 existing mitigation program so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

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048-81. See response above.

57. Undersigned further comments that the applicable standard to dispense with preparing an environmental impact statement is only where "identified mitigation measures [will] reduce potentially significant impacts below applicable significance thresholds," Order 1050.1E, par. 405(g), *supra*. Said Draft Federal EA appeared to be identifying MAC's residential noise insulation program where it represented, *supra*, that "all residential units ... have been provided noise mitigation and, as such, are considered a mitigated incompatible land," underline added. Undersigned further comments MAC's residential noise insulation program is not "mitigation" under NEPA. Said residential noise insulation program agreements, by their terms, generally grant MAC an air easement over a residential land area and shield MAC from legal process for taking property for a public purpose without compensation, but residential noise insulation does not "reduce," par. 405(g), *supra*, that specific land area from exposure to noise levels of 65 DNL, or above, to a level less than 65 DNL, *i.e.* to a level "below applicable significance thresholds." Order 1050.1E, par. 405(g), underline added. For that reason, Undersigned objects to said Draft Federal EA's representation, *supra*, that MAC's residential home insulation program is "mitigation" under NEPA and further comments and respectfully requests that KRULL vacate this proceeding set in motion by a seriously inaccurate draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-82. See Response to Comment #048-22.

58. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA violation can be remedied in that proceeding.

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048-83. See Response to Comment #048-23.

COMMENT EIGHT

DRAFT EA MISREPRESENTED EXTENT OF "PUBLIC" PARTICIPATION STATEMENT

59. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

60. Draft Federal EA represented that, in its preparation, there had been adequate coordination with the public, in the following words:

The MAC coordinated with ... the public throughout the preparation of the EA. Coordination began early in the NEPA process with Agency and Community Briefings in late 2010. These briefings were followed by presentations and briefings at various Noise

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Oversight Committee (NOC) meetings. Also, the MAC conducted three open houses; two in July Committee (NOC) meetings.

Draft Federal EA section ES.5.1.

COMMENT EIGHT

61. Undersigned comments that he attended MAC's July 14, 2011 "Public Information Meeting" at Washburn High School and MAC's January 31, 2012 "Open House" and that he objects to the characterization of same as having provided any meaningful opportunity to participate in "the preparation of the EA," *supra*, as no such opportunity was provided. Aforesaid occasions consisted of viewing information boards prepared by MAC concerning which, when asked, the individuals hosting said occasions were unable, or unwilling, to provide meaningful answers nor would they accept any comment or any request for information to better understand proposed Federal action. Said occasions appeared to be *pro forma* ("for the sake of form") and were devoid of any effective opportunity to participate in the preparation of said Draft Federal EA. For these reasons Undersigned objects to Draft Federal EA's representation that "coordination" took place that offered any effective, meaningful opportunity for public participation in the preparation of said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment that appears calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required FAA to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

62. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

COMMENT NINE

**DRAFT EA MISREPRESENTED NUMBER OF PASSENGERS IN 2010
STATEMENT**

63. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

64. Introduction to Draft Federal EA provided for public comment materially represented the following in discussing need for proposed Federal action: "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America" Draft Federal EA section 1-1.

65. Draft Federal EA cited two authorities, in footnotes, as support for aforesaid representation ("[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America"). The first footnote referred to MAC's own statistics and the second referred to an analysis by ACI North America, an advocacy group promoting airport development. Draft Federal EA does not appear to have provided either of these cited authorities for public comment.

66. Government's 2010 official report stated MSP had "15,512,487" passenger enplanements in Calendar Year 2010. Undersigned respectfully requests that Exhibit No. 6, enclosed herewith, which exhibit is a copy of aforesaid Government enplanement report, be entered in proceeding's record to verify foregoing representation.

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048-84. See Response to Comment #048-24.

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048-85. See Response to Comment #048-25.

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COMMENT NINE

67. Undersigned comments an official Government report of MSP's passenger enplanements in 2010, *supra*, disclosed MSP enplanements were not "33 million" in 2010, and further showed said enplanements actually declined that year, from 15,551,206 in 2009 to 15,512,487 in 2010, and finally showed MSP was not ranked "15" that year. See Exhibit No. 6, *infra*. Undersigned objects to said Draft Federal EA's material representation "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America," for appearing, as a matter of first impression, calculated to be misunderstood, and further comments and respectfully requests, under the ruling in *Nova Scotia, supra*, that KRULL instruct MAC to disclose the factual material believed to support the representation that "[i]n 2010, MSP served nearly 33 million passengers ... ranking it 15th in North America ...," *supra*, so that Undersigned can comment effectively, intelligently and meaningfully on the conclusions properly to be drawn concerning it in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to comply with NEPA "to the fullest extent possible," meaning to comply "unless existing law applicable to [FAA operations] expressly prohibits or makes compliance impossible." 40 C.F.R. § 1500.6.

68. Undersigned further comments that the 2010 Government report, *supra*, reporting MSP had "15,512,487" passenger enplanements in Calendar Year 2010 is best evidence and that it does not appear possible, under any set of facts, to conclude, as said Draft Federal EA has, that MSP served "33 million passengers," *supra*, in 2010, unless one adopts a twisted definition of "passenger," and, for that reason Undersigned objects to said Draft Federal EA and respectfully requests that KRULL vacate this proceeding set in motion by a draft Federal environmental assessment calculated to be misunderstood and provide an adequate draft Federal environmental assessment for public comment in a new proceeding, to come into compliance with CEQ Regulations that required KRULL to provide information "of high quality" which included only "[a]ccurate scientific analysis, expert agency comments" so as to expose such information to "public scrutiny." 40 C.F.R. § 1500.1(b).

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048-86. See Response to Comment #048-26.

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048-87. See Response to Comment #048-27.

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048-88. See Response to Comment #048-28.

69. Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged NEPA misrepresentation can be remedied in that proceeding.

COMMENT TEN
AGENCY INTERFERENCE WITH NEPA PROCESS (GROSS ERROR)
STATEMENT

70. Undersigned restates and incorporates by reference par. 3-5, *supra*, as though fully set forth herein.

71. CEQ Regulations mandate "NEPA procedures must insure that environmental information is available to ... citizens before decisions are made and before actions are taken" and that "public scrutiny [is] essential to implementing NEPA." 40 C.F.R. § 1500.1(b), underline added.

72. Draft Federal EA provided for public comment materially represented "FAA reviewed and approved the EA forecast in July 2012" and, on that point, supplied a letter from Stephen Obenauer (FAA) (hereinafter, "OBENAUER") to Roy Fuhrmann (MAC) dated July 2, 2012 in its Appendix A. Draft Federal EA at p. 2-5, Appendix A at p. 3 (unfolioed).

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73. Said Draft Federal EA stated Government's official Traffic Area Forecast ("TAF") "was not used" in preparing its 2010, 2020 and 2025 "No Action," "Alternative 1" and "Alternative 2" Scenarios of the human environment at MSP. It materially represented that, in its place, the following fleet mix assumptions were used in preparing said Scenarios:

Table 2.2.2
Summary of Pertinent Forecast Aircraft Operations

	2010	2020	2025
Domestic Scheduled Air Carrier ("AC")	367,851	410,410	448,074
International Scheduled Air Carrier ("AC")	26,556	29,530	32,886
Charter	103	96	106
All-Cargo Carrier	12,499	12,764	12,826
General Aviation and Air Taxi	27,921	29,934	30,003
Military	2,145	2,145	2,145
Total	437,075	484,879	526,040

Draft Federal EA at pp. 2-3, 2-4. It materially represented, in respect to aforesaid forecast that "[t]here are almost no differences in the number of operations" when compared to TAF. *Ibid.* at p. 2-5.

74. Said Draft Federal EA noted that under FAA guidelines "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF and materially represented its forecast "meets this criterion for ... aircraft operations," and offered the following, in pertinent part, in support thereof:

Table 2.2.3
Comparison of MSP Aviation Activity Forecasts

	2010	2020	2025
Operations			
EA Forecast	437,075	484,879	526,040
2011 TAF	427,558	485,065	525,526
% difference		0.0	0.1

Draft Federal EA at p. 2-5.

75. Government's 2011 official TAF forecast, in pertinent part, actually forecast the following:

Summary of Pertinent 2011 TAF Forecast Aircraft Operations

	2010	2020	2025
Air Taxi ("AT")	135,477	153,474	167,794
General Aviation ("GA")	13,448	13,932	14,070
Total (AT + GA)	148,925	167,406	181,864

Exhibit No. 1, *infra*.

76. Comparing said Draft Federal EA's airport operations count, *supra*, for both Air Taxi ("AT") and General Aviation ("GA") to TAF's corresponding counts, *supra*, disclosed the following:

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Year	Draft EA Total (AT + GA)	TAF Total (AT + GA)	Draft EA's Deviation
2010	27,921	148,925	(-81%)
2020	29,934	167,406	(-82%)
2025	30,003	181,864	(-84%)

COMMENT TEN

77. Undersigned objects to OBENAUER's approval of said Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, for said counts, when disaggregated, show that each seriously failed to meet FAA guidelines, viz., "[f]orecasts [that] differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period" may be considered consistent with TAF. *Supra*. Undersigned comments OBENAUER erred when he approved said Draft Federal EA's 2010 (actual) and proposed 2020 and 2025 forecast aircraft operations before the factual material supporting said forecasts was exposed to public scrutiny so that the public could comment on the conclusions properly to be drawn from it, and that to permit Obenauer's approval of critical, even decisive, information to stand before that information was exposed to "public scrutiny" would effectively make NEPA largely superfluous or inoperative in this proceeding. Undersigned objects to a Draft Federal EA prepared with reliance on a premature and, likely, prejudicial exercise of FAA discretion and respectfully requests that KRULL vacate this proceeding set in motion by a tainted draft Federal environmental assessment and provide an adequate draft Federal environmental assessment for public comment in a new public hearing, to come into compliance with CEQ Regulations that required KRULL to provide an effective, meaningful opportunity to expose Draft Federal EA's 2010 (actual), 2020 (forecast) and 2025 (forecast) airport operation counts, *supra*, to "public scrutiny" "before [agency] decisions are made and before [agency] actions are taken." 40 C.F.R. § 1500.10(b). Undersigned finally comments, if KRULL dispenses with preparing an environmental assessment on proposed Federal action and directly proceeds to prepare an environmental impact statement on said action, as requested in comments four and five, *supra*, that such agency action, in Undersigned's opinion, would effectively moot this comment as aforesaid alleged gross error can be remedied in that proceeding.

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048-89. See Response to Comment #048-29.

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048-90. See Response to Comment #048-30.

CONCLUSION

79. On October 11, 2012, Undersigned will deliver, prior to 5:00 p.m., the original of these comments in an envelope addressed to:

MSP 2020 Improvements Draft EA/EAW File
c/o Roy Fuhrmann – Director of Environment
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450-2799,

to MAC at 6040 28th Avenue South, Minneapolis, MN 555450, and also provide MAC a copy of these comments by e-mail² on October 11, 2012, prior to 5:00 p.m. (without exhibits).

Sincerely,

² To "msp2020draft EAW@mspmac.org."

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Guy Heide in his individual capacity and-or official capacity
as Airport Noise Reduction Committee Secretary

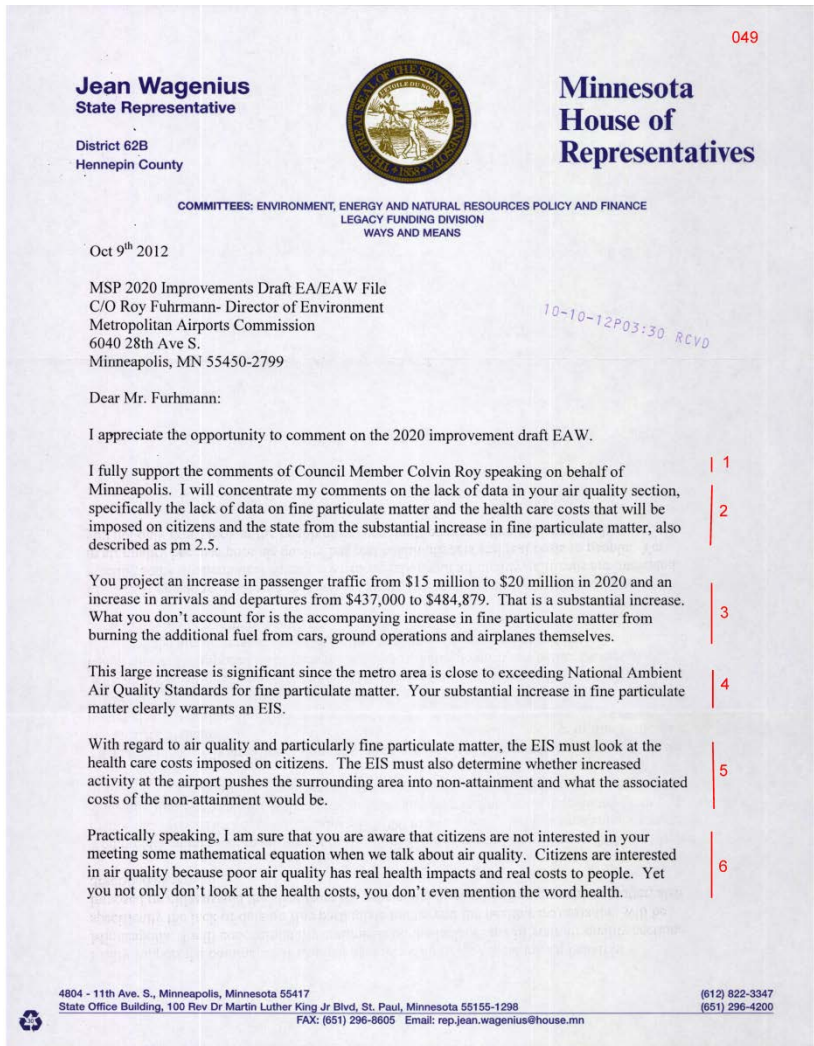
Enclosure(s):

- Exhibit No. 1 – APO Terminal Area Forecast 2011 (FAA; reproduced from FAA's internet website)
- Exhibit No. 2 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 18 of 36 (excerpt)
- Exhibit No. 3 – A Geospatial Analysis of the Effects of Aviation Gasoline on Childhood Blood Lead Levels, Marie Lynn Miranda, Rebecca Anthopolos, and Douglas Hastings, Children's Environmental Health Initiative, Nicholas School of the Environment, Duke University, Durham, North Carolina
- Exhibit No. 4 – *Federal Register*, vol. 66, no. 4, p. 1206-1207
- Exhibit No. 5 – MSP 2020 Improvements Draft EA/EAW Open House Presentation, p. 20 of 36 (excerpt)
- Exhibit No. 6 – Enplanements at Primary Airports (Rank Order) CY 10 (FAA; reproduced from FAA's internet website)

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049-1. Comment noted.

049-2. The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in its October 10, 2012, comment letter that the "...EPA commends the thorough assessment of air quality..." No other comments were received from the USEPA on the Air Quality Assessment.

Based on the Air Quality Assessment in the Draft EA/EAW, the Action Alternatives are not expected to adversely affect ambient air quality. The PM_{2.5} concentrations at the two air monitoring stations closest to MSP are well within the National Ambient Air Quality Standards (NAAQS) and the trend over the past three years is decreasing concentrations. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air toxics and PM_{2.5} at two locations on MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. There is no difference between the PM_{2.5} emissions from Alternatives 1 and 2 versus the No Action Alternative during 2020 and 2025. The PM_{2.5} emissions during 2020 are 36 tons

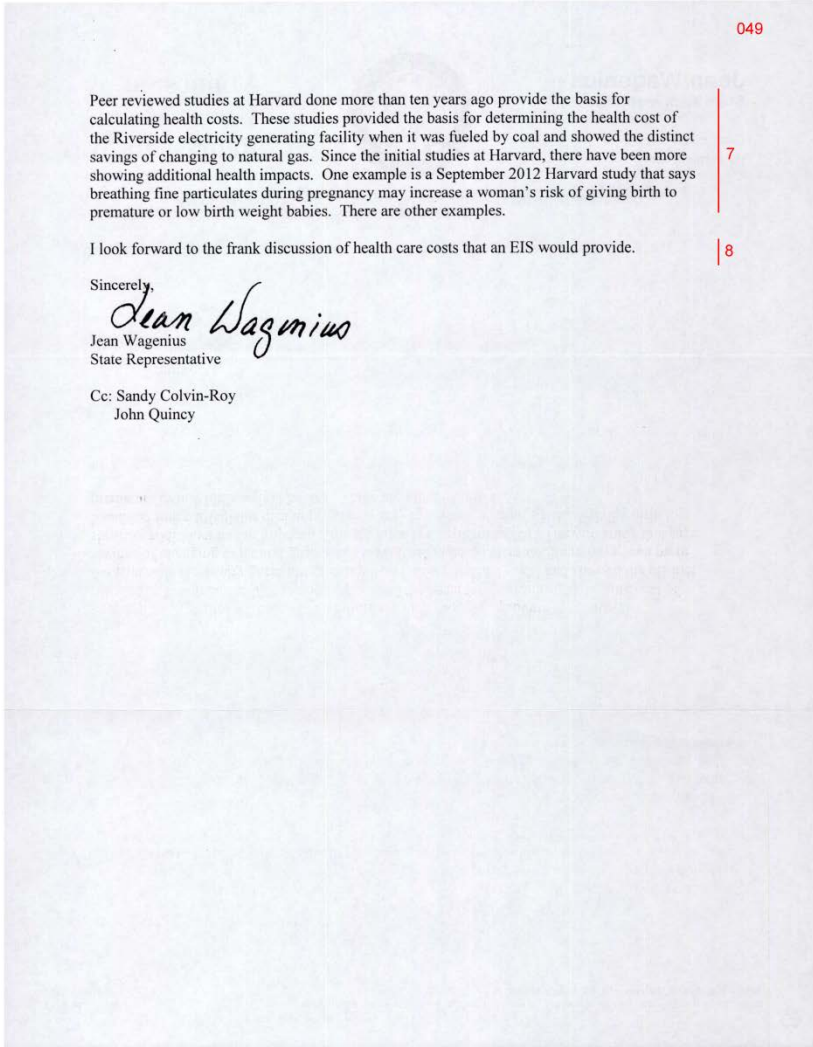
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	<p>and during 2025 are 39 tons for all alternatives (i.e., No Action and Action Alternatives). Thus, the Action Alternatives are not expected to affect PM_{2.5} concentrations adversely. For more information, see General Response GR # 04.</p> <p>049-3. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. Also, see the Response to Comment #049-2.</p> <p>049-4. Based on the evaluation in the EA/EAW an EIS is not required. Refer to GR # 01. Also, see the Responses to Comments #049-2 and 049-3.</p> <p>049-5. Based on the evaluation in the EA/EAW, an EIS is not required. Refer to GR # 01.</p> <p>The air quality assessment was conducted in accordance with FAA guidelines for NEPA documents which have been reviewed and agreed upon by the EPA. These guidelines are intended to help insure that airport-related emissions do not cause a deleterious impact on the health and welfare of citizens – including those associated with particulate matter. In addition, the air quality assessment included an emissions inventory (and dispersion modeling for CO) that demonstrated that the planned improvements to MSP are not expected to alter the attainment/non-attainment designations in the Minneapolis/St. Paul area.</p> <p>Per FAA guidance (given the state of the science), other than HAP emission inventories, NEPA documents must not include any</p>
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	<p>other type of HAP assessment including, but not limited to, hazards identification, dispersion modeling (fate and chemical transformation), exposure evaluation, toxicity weighting, dose-response assessment, health risk characterization, health care impact cost estimates, or cost-benefit analysis of mitigation measures. That is, without development of the health impact assessment, additional analysis regarding health impacts cost and mitigation measures is not possible.</p> <p>Also, note the comments of several review agencies regarding the analysis in the Draft EA/EAW. The USEPA commended the MAC on the thorough air quality analysis in the Draft EA/EAW. Refer to the letter #027 from the USEPA. Upon review of the Draft EA/EAW, the Metropolitan Council found that an EIS was not necessary and that the EA/EAW was complete with the exception of sewers. The Final EA/EAW includes the requested information regarding sewers. See letter #042 from the Metropolitan Council. In addition, vehicular traffic forecasts, modeling, and the draft interstate access report for the diverging diamond interchange at 34th Avenue were approved by MnDOT. Refer to letter #044 from MnDOT.</p> <p>049-6. See Responses to Comment #049-2 and #049-5.</p>
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 <p>049</p> <p>Peer reviewed studies at Harvard done more than ten years ago provide the basis for calculating health costs. These studies provided the basis for determining the health cost of the Riverside electricity generating facility when it was fueled by coal and showed the distinct savings of changing to natural gas. Since the initial studies at Harvard, there have been more showing additional health impacts. One example is a September 2012 Harvard study that says breathing fine particulates during pregnancy may increase a woman's risk of giving birth to premature or low birth weight babies. There are other examples.</p> <p>I look forward to the frank discussion of health care costs that an EIS would provide.</p> <p>Sincerely, <i>Jean Wagenius</i> Jean Wagenius State Representative</p> <p>Cc: Sandy Colvin-Roy John Quincy</p>	<p>049-7. See Response to Comment #049-5.</p> <p>049-8. See Response to Comment #049-5. See also, General Response GR # 01.</p>
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1 I'm going to call, and I would like you, even though I
2 have a card here, if you would stand at the microphone
3 there and state your name and where you live for the
4 public record. And I'm going to ask, first of all, she
5 doesn't need to do that because we know her, Councilwoman
6 Sandy Colvin Roy, who represents our neighbor here to the
7 north of the airport.

8 MS. COLVIN ROY: Thank you very much. My
9 address is 4821 30th Avenue South. So don't worry, these
10 pages don't all represent comments. I am the only person
11 here tonight, the only elected official speaking for the
12 City of Minneapolis. The mayor and Councilmember Quincy,
13 my colleague, would like to be here but they are on other
14 city business. You will hear from them at a future
15 public hearing. I cannot give you a copy of the official
16 Minneapolis comments yet either, because while they
17 passed, they've been approved by a committee, they will
18 not get through the full city council until next Friday.
19 You'll have them before the deadline. So tonight what
20 I'm going to say is not inconsistent with anything that
21 Minneapolis will say, but there will be more to the
22 comments when they get to you.

1 |

23 We need an EIS. I listened to the presentation,
24 I've seen the information before. But the Environmental
25 Assessment -- and so I understand the determinations that

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The pages with the reference # 50 at the top are from the October 1, 2012 public hearing transcript. The first 31 pages of the transcript were not included here as they do not contain public comments. The public hearing transcript in its entirety including the first 31 pages may be found in Appendix N, *Public and Agency Involvement*.

050-1. See General Response GR # 01.

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1 were made, the determination that an Environmental
2 Assessment would be good enough, but it doesn't
3 adequately address the mental and physical health impacts
4 of airport noise and operations because sometimes it's
5 felt rather than heard, and the additional pollution, and
6 the Environmental Assessment doesn't adequately consider
7 the impact of the additional vehicles on the airport
8 grounds, and it can't possibly be complete in its
9 environmental impact detail without the inclusion of RNAV
10 and the new kind of operations that are already being
11 considered in process and are part of the near future
12 probably, in all probability, and so we question why do
13 this now.
14 Minneapolis/St. Paul -- Minneapolis, anyway --
15 is in attainment for most things, you're correct, not
16 disagreeing with that, but we're very close to
17 nonattainment as an area, and without more investigation
18 of the cumulative effects, I mean nobody will deny that
19 airport operations are adding pollutants to the air.
20 Without more investigation of the cumulative effects, it
21 is not at all sure that we won't be pushed into
22 nonattainment. And then for at least our city, and maybe
23 others in this area if they slide into nonattainment with
24 us, a big part of the economic benefits that come from
25 this airport, and which our city recognizes, and I do,

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050-2. See General Response GR # 08.

050-3. See General Responses GR # 02 and GR # 05.

050-4. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization.

While the EA/EAW does not provide environmental review or approval of the proposed RNAV procedures, the proposed RNAV procedures have been incorporated into the forecasted scenarios noise contours in the Final EA/EAW. See General Response GR # 06.

050-5. The Air Quality Assessment was conducted in accordance with USEPA and FAA regulations and guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. On pages 5-13 through 5-16, the Draft EA/EAW demonstrates compliance with the National Ambient Air Quality Standards (NAAQS), which are determined based on health and welfare criteria, and General Conformity requirements for carbon monoxide. In addition, the

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	<p>difference in estimated emissions for all pollutants between the future year No Action Alternative and the Action Alternatives is not significant. For many conditions estimated emissions associated with the Action Alternatives are less than emissions associated with the No Action Alternative, as a result of reduced aircraft taxi times. Moreover, emissions from construction activities associated with the Proposed Action, such as fugitive dust, will be minimized by implementing best management practices. Thus, the Action Alternatives would not be expected to adversely affect ambient air quality or human health. Also, see General Responses GR # 02, GR # 03 and GR #04.</p>
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5 1 too, but those will be undercut or gone, because it's a
2 very expensive prospect for cities to come out of that
3 nonattainment, and it doesn't happen quickly, if you look
4 at other cities around the country that have gone through
5 it, so we need an EIS.
6 The topic of mitigation has to be discussed,
7 should be, is being discussed, and I don't want you to
8 think that I and the City of Minneapolis did not notice
9 the recommendation to add some homes to a similar sound
10 insulation-type mitigation program within the 60 DNL, but
11 under the proposal noise could increase a hundredfold and
12 nothing would change until we got to a specific number of
13 flights per year, or the year 2020, and that just doesn't
14 make sense. Sometimes, I guess, a number of flights has
6 15 a direct connection with noise but not always, and as
16 we've experienced in this past year and a half, a simple
17 change in practice to even recent policies can make a
18 huge change in the experience on the ground. So
19 mitigation should be linked to the noise people
20 experience.
21 It will be a little harder to come up with a
22 trigger using the number of flights, I'm using the word
23 "trigger," but that's what would trigger mitigation as
24 it's proposed. Minneapolis has repeatedly expressed
25 concerns about using the DNL as a metric, and I know DNL

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050-5. See response above.

050-6. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Thus, the proposed mitigation in the Final EA/EAW is based on actual noise contours. See General Responses GR # 07 and GR # 10.

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7 | 1 is the only approved FAA metric at the present time, and
2 | it has been used for quite a few years, but
3 | Minneapolis-St. Paul International Airport has been a
4 | leader before and maybe it's time again. You manage for
5 | us the smallest acreage hub airport. That means that you
6 | have some things to deal with that other airports don't
7 | have to deal with, and so maybe it's the place to do
8 | something different.

8 | 9 An independent noise study would begin to give
10 | us real-world, on-the-ground, what-it-feels-like-to-
11 | live-with data about the impacts of the airport. And
12 | this is not all about the individuals who live in the
13 | houses now. Much as they are directly impacted with
14 | their lives now, and they will come and speak for
15 | themselves, this is about how destabilizing it can be for
16 | a large part of a community if it becomes known as a
17 | difficult or uncomfortable place to live, and that's
18 | another economic impact. Many of the people who will
19 | speak, by the way, have talked to me about they don't
20 | want money for their house; they'll buy new doors if they
21 | want them. They want to be able to use their yards.
22 | They come to live around a lake, by a creek, by the river
23 | so they can be outside. That gets to talking about
24 | operations and how many planes you can pump out in an
25 | hour.

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050-7. The MAC will continue to report, and consider the use of, alternative noise metrics. However, DNL is FAA's accepted noise metric, and the MAC has used FAA's INM-generated DNL noise contours as the mechanism for implementing a \$500 million noise mitigation program at MSP since the early 1990s. The noise mitigation program, relying on DNL and INM, has substantial community support. See General Response GR # 07.

050-8. See General Response GR # 07.

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9 | 1 | So as I said, we need an EIS, and why do it now,
2 | and when you're doing it, check the mitigation and how
3 | that should be determined. The big question is whether
10 | 4 | you've shown it's necessary or just a convenience. And I
5 | don't minimize the value of convenience for paying
6 | customers, but you've just been rated the most popular
7 | airport in the country. This airport's handled the
8 | projected number of operations before with this number of
9 | runways. Tonight a lot of the focus in the presentation
10 | was not about additional gates but about what happens to
11 | the customer inside the terminal or getting to park, but
12 | we're not even projected to exceed the annual operations
11 | 13 | we've already handled until sometime after 2025, which
14 | brings me back to please don't rush this.
15 | Can some air traffic be handled at other
16 | airports? I'd say it's not been adequately shown that it
17 | can't. And I heard the comment that it may not be
18 | impossible -- I'm not quoting but I'll try to get
12 | 19 | there -- it may not be impossible but it's not being
20 | done, and that's what started me thinking about how
21 | unique this airport is. So just because it's not being
22 | done doesn't mean that it shouldn't have more
23 | investigation, because this won't be the last time
24 | probably that there's growth hopefully. I mean this
25 | won't be the last time that yourselves, or other people

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050-9. See General Response GR # 01.

050-10. Data supporting the need to implement the Proposed Action are included in Appendix O of the Draft EA/EAW.

050-11. The commenter is correct that MSP has adequate airfield capacity beyond the 20-year planning horizon. The items that need to be added at MSP to accommodate the region's air transportation needs are primarily landside facilities such as roads, parking and terminal facilities. As discussed in Chapter 2 of the Draft EA/EAW, landside facilities (including gates) are needed to maintain an adequate level of customer service at the airport. As air travel grows and economic conditions change the airlines adjust their operating model. In response to current conditions, airlines are using larger planes with higher load factors. As a result there are fewer operations per thousand passengers than in the past and less pressure on the airfield. However, the larger nearly full aircraft require more gate frontage and bigger hold rooms. Also, because air travel is growing there is an increase in the number passengers. As the number of passengers increase so does the need for expanded landside facilities such as bag claim, security checkpoints, parking and access roads.

The Draft EA/EAW process was not rushed. The Draft EA/EAW process began in November 2010 with community briefings. Public open houses were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. In-depth

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	<p>analysis of potential environmental impacts including air quality and noise took place throughout 2011 and the first half of 2012. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. The length of the comment period is in accordance with FAA Order 5050.4B. Also, note that the projects included in the Proposed Action will be implemented when demand dictates.</p> <p>050-12. The potential for shifting MSP traffic to other airports with unused capacity was discussed in Section 3.1.1 of the Draft EA/EAW. It was concluded that (1) neither the development of a competing hub nor a supplemental airport appears likely given current airline behavior and trends and, (2) even if the studied airports were able to capture 100 percent of their respective markets, the need for MSP terminal and landside improvements would be delayed only temporarily. Therefore, the Other Airports Alternative was dismissed from further consideration.</p> <p>MSP is geographically best located to serve the majority of the Minnesota passenger market, and it therefore would be very difficult to induce airlines and passengers to use airports that are less optimally located.</p> <p>The MAC is adhering to the 2030 Long Term Comprehensive Plan for MSP. The Metropolitan Council confirmed that the Draft EA/EAW is consistent with the Long Term Comprehensive Plan adopted by the MAC. Refer to letter # 042 from the Metropolitan Council.</p>
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1 in your chairs, will have to consider growth at the
2 airport, growth in traffic here.
3 Can the newest runway be used as it was
4 projected to be used in order to maximize the usefulness
5 of that investment? It appears to us, and to people who
6 are sitting in their yards sometimes counting, or walking
7 around the golf course with their cell phone, that it's
8 not being used as it was projected to be used, and that
9 could make some mitigation that isn't buying windows and
10 doors. I don't want you to think that this is all about
11 individuals just trying to get an improved house. It's
12 not.
13 Or is this about getting more flights out during
14 peak hours? And that is what becomes very difficult, as
15 I understand it. I'm, luckily, just across the street
16 from the mitigation area, and I can attest that the
17 number of flights that bother my house has been reduced
18 since '96. I'm not sure why. The house didn't move.
19 But peak hours, a mother said between 6:30 and 8:30 in
20 the morning every day she gets waked up and has a hard
21 time getting her baby back to sleep. It's that kind of
22 impact we don't believe the DNL measures, and that is
23 what can possibly, you know, destabilize the community.
24 Can the flights be scheduled differently?
25 Probably being done right now in a way that everybody who

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050-13. See General Response GR # 09.

050-14. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. The proposed projects are for the purpose of providing an acceptable level of service for the Minneapolis-St. Paul Metropolitan area and the greater region. Normal traffic peaks that occur now and are projected to occur in the future are part of the determination regarding the extent of facilities that will be needed in the future. Facilities are not planned for absolute peaks, but to a level that provides adequate service during average peaks. See also Draft EA/EAW Appendix O.

050-15. See General Response GR # 07.

050-16. See General Responses GR # 05 and GR # 09.

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1 is making decisions thinks is best, I get that, but
2 sometimes you have to kind of push on the assumptions,
3 and that's what we're asking.

4 What's the rush to approve? I read in the Star
5 Tribune comments from a commissioner, and I'm -- okay,
6 thank you, Commissioner King, I couldn't remember which
7 one it was -- that you don't have to pull the trigger on
8 a particular project until it's needed, but you have all
9 the environmental requirements in place. I get that.
10 It's prudent to plan ahead and prepare for the future.
11 But even the presentation tonight seemed to indicate
12 there isn't one of these projects that needs to happen
13 within an 18-month to two-year time frame, that has to.

18

14 So airport-adjacent residents shouldn't be
15 exposed to more flights, more noise and more pollution
16 for convenience, and the overall economic benefits of a
17 growing airport might be undercut for some of us if we
18 slide into nonattainment. State Representative Jean
19 Wagenius had planned to be here tonight but I don't
20 believe she's been able to make it. She will talk when
21 she gets the chance, or submit comments about this
22 attainment/nonattainment issue, and the fine particulate
23 matter and the precarious spot that we're getting to.
24 And that is not only linked to health, which you've taken
25 a step in agreeing to be a part of the PARTNER study,

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050-17. The Draft EA/EAW process was not rushed. The Draft EA/EAW process began in November 2010 with community briefings. Public open houses were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. In-depth analysis of potential environmental impacts including air quality and noise took place throughout 2011 and the first half of 2012. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. The length of the comment period is in accordance with FAA Order 5050.4B.

050-18. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The Air Quality Assessment was conducted in accordance with USEPA and FAA guidance. The Air Quality Assessment included aircraft operations, ground support equipment, motor vehicles, and stationary sources associated with the airport. The USEPA Region 5 completed a review of the Air Quality Assessment and concluded in its October 10, 2012, comment letter that the "...EPA commends the thorough assessment of air quality..." No other comments were received from the USEPA on the Air Quality Assessment.

Based on the Air Quality Assessment in the Draft EA/EAW, the Action Alternatives are not expected to adversely affect ambient air quality. The PM_{2.5} concentrations at the two air monitoring stations closest to

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	<p>MSP are well within the National Ambient Air Quality Standards (NAAQS) and the trend over the past three years is decreasing concentrations. In May 2006, the MPCA published a study of ambient monitoring conditions near MSP. The monitoring study included measurements of air toxics and PM_{2.5} at two locations on MSP Airport and at Wenonah School and Richfield Intermediate School. Overall, median and average concentrations of pollutants monitored near MSP were similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area. There is no difference between the PM_{2.5} emissions from Alternatives 1 and 2 versus the No Action Alternative during 2020 and 2025. The PM_{2.5} emissions during 2020 are 36 tons and during 2025 are 39 tons for all alternatives (i.e., No Action and Action Alternatives). Thus, the Action Alternatives are not expected to affect PM_{2.5} concentrations adversely. For more information, see General Responses GR # 02 and GR # 04.</p>
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20

1 you've taken a step towards examining the health impacts,
2 it also would have a big economic impact. So, please,
3 don't rush this before knowing the full impacts of the
4 operations with RNAV, don't rush this without an EIS.
5 Please go forward with an EIS that considers the full
6 environmental and health impacts of the operations you
7 project. Thank you very much. I appreciate your
8 patience.
9 (Applause.)
10 CHAIR REHKAMP: Our next commenter is James
11 Easton.
12 MR. EASTON: I am James Easton. My house
13 was built in 1920, and is located at 3944 30th Avenue
14 South, which is just immediately north of Roosevelt High
15 School, and I've lived in this house and owned this house
16 since '01. For the first ten years airplane noise was
17 acceptable, tolerable to me, but within the last year and
18 a half, with this north-south runway, the planes are
19 going over just as they are right now. So one afternoon
20 I sat in my house, and since I had this pen and paper, I
21 recorded the times that the airplanes went over; at 3:22,
22 3:24, 3:27, 3:29, 3:13, 3:32, 3:35, 3:37, 3:39 and 3:43.
23 Within a half hour. And, also, when I go outside and
24 look at the planes, these planes are still ascending,
25 kind of just barely going over the tallest trees. So I

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050-19. See General Response GR # 08.

050-20. As explained in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization. See General Response GR # 06.

The Draft EA/EAW process was not rushed. See Response to Comment #050-17.

An EIS is not required. See General Response GR #01.

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1 have noticed a big increase in airplane noise and
2 something just needs to be done about it. That's all I
3 have to say.
4 (Applause.)
5 CHAIR REHKAMP: Next is Rob Mehta.
6 MR. MEHTA: Close enough.
7 CHAIR REHKAMP: Help me with that.
8 MR. MEHTA: Mehta.
9 CHAIR REHKAMP: And your address, please?
10 MR. MEHTA: Well, I live in the suburbs. I
11 hate to say that, but I do.
12 AUDIENCE MEMBER: So do I.
13 MR. MEHTA: Good, I don't feel so alone
14 now. I grew up about two blocks away, and I work in real
15 estate. I work for Coldwell Banker Burnet. I sell a lot
16 of property.
17 CHAIR REHKAMP: Would you, please, Rob,
18 give us your address?
19 MR. MEHTA: Sure. 4100 Berkshire Lane
20 North in Plymouth.
21 CHAIR REHKAMP: Thank you.
22 MR. MEHTA: So I spend a lot of time here
23 in south Minneapolis, all over Minneapolis, and my
24 comments tonight, I agree with the comments that have
25 been made so far, the environmental impact, all of that,

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050-21. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The forecast flight tracks used in the Draft EA/EAW (2020 and 2025) included operational assumptions based on recent FAA ATC implementation of increased heading dispersion for northbound departure operations off Runway 30R as requested by the City of Minneapolis, the MSP Noise Oversight Committee (NOC) and the MAC. Additionally, the HESTN ONE and SLAYR ONE Area Navigation (RNAV) Standard Instrument Departures (SIDs) off Runway 17, as implemented on November 30, 2012 by FAA ATC, per the request of the NOC and MAC, were modeled in the forecast flight tracks in the Draft EA/EAW. See page G-43 of Appendix G.

Also, see General Response GR # 05 and GR # 10.

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1 I think that's terrific. It has to be done, I realize
2 that. You know, the noise, I grew up three blocks away,
3 literally on the north side of 62 and Crosstown, and I
4 can tell you, one, and this is just my opinion, but when
5 my parents bought this house the airport was here, and
6 they've owned it for 15 years and the airport's still
7 been here, so I've never heard them once complain about
8 noise. They knew it going into the situation. When you
9 buy in the city, when you buy by a major airport, that's
10 what you get. I don't think they ever thought the
11 airport was going to shut down and close up shop and the
12 noise would be gone. So the noise is here.

13 I'm a pilot, so I'm a little biased. I have an
14 airplane out of Crystal, I fly out of Crystal. I just
15 fly privately, I don't fly commercially, so I don't have
16 an opinion on that. I guess my thought, and my couple
17 comments that I wanted to throw out there, was that, one,
18 I think we can either welcome the business and the growth
19 here or we can tell the growth to go someplace else and
20 it will. Because to fly a commercial jet from LA and
21 connect in O'Hare or connect at MSP is not that big of a
22 difference to the airlines, I personally don't think, in
23 terms of the cost, so either we can welcome it here and
24 we can grow here and we can have an economic benefit, or
25 we say, no, you know what, this business can go

22

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050-22. Comment noted.

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1 elsewhere, and I think it will.
2 That being said, I do have a problem with, you
3 know, I've seen both proposals with the keeping Delta and
4 the SkyTeam at Lindbergh versus moving them over to --
5 and I know it's Terminal 1 and Terminal 2 now -- and
6 moving them to Terminal 2. You know, from what I've seen
7 over the years, and I think many of us can attest to
8 this, Minneapolis is one of the most expensive markets to
9 fly out of, with Northwest originally and now Delta, and
10 I think by basically having Delta and the SkyTeam sort of
11 take over 1, I think, is not going to help our case, it's
12 not going to help competition, so that is a concern I've
13 got. It's a little bit different concern than what's
14 been voiced so far, but I just want to put my two cents
15 out there. I saw the short-term and I agree with that.
16 It might be a short-term fix, but it might not be a
17 long-term benefit to us as consumers, so those are my two
18 cents. Thanks.
19 CHAIR REHKAMP: Thank you.
20 (Applause.)
21 CHAIR REHKAMP: Next is Bryan Barnes.
22 MR. BARNES: Hi. I'm Bryan Barnes, I live
23 at 5200 27th Avenue South in Minneapolis, and I have a
24 couple comments here. You know, I really think expanding
25 the airport and your, I guess the rates that you had were

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23

050-23. The best way to maintain competition is to have gates available when needed for new entrants or existing airlines. The ability for a new entrant to start service quickly or existing airlines to add service quickly once their current gates are at capacity is vital to competition. This is one of the primary reasons for ensuring that the MAC is poised to add facilities at MSP as soon as they are needed. Whether the gates are at Terminal 1-Lindbergh or Terminal 2-Humphrey is not an issue for maintaining competition, as long as good facilities are provided at both terminals. Having all the non-SkyTeam airlines at Terminal 2-Humphrey makes it easier for the traveling public to know which terminal to use. It also reduces pressure on Terminal 1-Lindbergh parking, curbs, roadways, check-in and bag claim facilities and makes it easier and more cost efficient to rehabilitate and ultimately modify facilities at Terminal 1-Lindbergh when they are needed.

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1 lower than what you had for airplanes coming in in the
2 past couple years, or what has been. You even had that
3 big -- lower threshold than what you previously had.
4 Well, to quote the "Field of Dreams," "if you build it,
5 they will come." And I think then it's just going to
6 give the airlines in a better economy to say, hey, we've
7 got more capacity at MSP, let's fly out, let's put some
8 more airplanes in there and, you know, I think your
9 estimates are going to be, are a little shortsighted that
10 way. You know, I think you look at a better economy,
11 these estimates are made in a down economy, I think you
12 look at a better economy, you're going to have that much
13 more of these airlines wanting to put more planes in here
14 to make more money. I mean even look at -- Bill Gates
15 once said 64K would work for a computer for everybody.
16 Well, hell, my iPhone -- pardon my language -- my iPhone
17 has one gigabyte of RAM in it right now. So I think it's
18 a little shortsighted.

25

19 And one other thing I would say is, regarding
20 the website and using the thing to report, I think you
21 need to take a look at making an app for iPhone, Android,
22 whatever, so that we can grab real-time data as far as
23 our GPS, our time and date, so you know exactly where we
24 are, because, hey, I'm outside most of the time when I'm
25 hearing these planes go over. I don't want to run

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050-24. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action.

The Draft EA/EAW forecasts were prepared using economic projections provided by the Metropolitan Council, Woods & Poole Economics, the U.S. Department of Energy, and the FAA.

050-25. The MAC is investigating options to increase the www.macnoise.com website usability on mobile devices.

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1 inside, try and write it down somewhere and then run
2 inside and put it into the website or try and use the
3 website through my phone. It just doesn't work.
4 And I really think -- I would also like to say
5 that the environmental impact study is greatly needed. I
6 mean I'm outside, I was outside at a party the other
7 night, and there was planes every couple of minutes. So
8 thank you.
9 CHAIR REHKAMP: Thank you.
10 (Applause.)
11 CHAIR REHKAMP: Next is Guy Heide.
12 MR. HEIDE: My name is Guy Heide, I reside
13 at 881 Bluebill Drive in the City of Mendota Heights,
14 Minnesota. I presume the Federal Aviation
15 Administration, or FAA, has guided and participated in
16 the preparation of all public hearing materials as
17 mandated by the National Environmental Policy Act, or
18 NEPA, at Section 4332(D) of Title 42 in the U.S. Code.
19 NEPA permits the FAA to allow a public agency to prepare
20 an environmental statement, but the FAA must guide it and
21 participate in it. I assume they're here this evening.
22 And they also ultimately will take responsibility for the
23 objectivity and for the contents of every statement that
24 is in the Environmental Assessment. I have eight
25 comments and a question. The comments are not long.

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050-26. See General Response
GR # 01.

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1 MSP 2020 Improvements are considered a federal
2 action, thus the FAA is under an obligation to prepare an
3 environmental statement, but the NEPA mandates that a
4 special statement must be made if a federal action has a
5 significant effect on the human environment. Then the
6 FAA must prepare what is called a detailed statement or,
7 in our terms, an Environmental Impact Statement, and not
8 an Environmental Assessment. In other words, an
9 Environmental Assessment is not a detailed statement for
10 purposes of the NEPA Act. An increase of 1.5 decibels or
11 greater in the yearly day-night average sound level in
12 any land area within MSP 65 decibel DNL noise contour, or
13 a 1.5 decibel increase that moves any land area from
14 outside to inside MSP 65 decibel DNL contour is, by
15 definition, a significant environmental effect legally
16 adequate to trigger the making of the detailed
17 Environmental Impact Statement required by NEPA.

18 Now FAA's -- and I refer to FAA as they are
19 responsible for this -- FAA's "MSP 2020 Improvements
20 Draft EA/EAW Open House Presentation" represented on page
21 18 of 36 that "there are no areas of sensitive land uses
22 that would experience a 1.5 decibel or greater increase,"
23 and this claim is repeated on page 26. However, said
24 page 18, which I notice HNTB omitted from their
25 presentation, showed land areas within the 65 to 69 DL

27

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050-27. The threshold of significance for noise is triggered if the action alternative would cause an increase of 1.5 dB DNL or greater for a noise sensitive land use at or above the 65 DNL noise exposure when compared to the No Action Alternative. The referenced table showed total acres within each contour. See General Response GR # 01, and Responses to Comments 048-10 and 048-11.

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1 contour significantly increased, okay? They increased
2 from 3,188 acres under the EA No Action 2025 scenario to
3 3,205 acres under the EA's Alternative No. 1 2025
4 scenario, and said page 18 showed land areas within the
5 70 to 74 DNL contour significantly increased from 1,078
6 under EA's No Action 2025 scenario to 1,081 acres under
7 EA's Alternative No. 2 2025 scenario. I do not see in
8 this plan any mitigation that would render the impact
9 less than significant. FAA's analysis and comments above
10 to the effect that there were no areas of sensitive land
11 uses that would experience a 1.5 decibel or greater
12 increase appears to be clearly inaccurate, unscientific
13 and unprofessional.

28

14 My first comment is that I object to this
15 proceeding for being set in motion by patently inadequate
16 information, and I respectfully request that this
17 proceeding be stayed until FAA has provided accurate
18 analysis and comments concerning MSP's 2020 Improvements
19 Environmental Assessment and obedience to Section 1500.1
20 of Title 40 of the Code of Federal Regulations, which is
21 the Council of Environmental Quality Regulations, which
22 mandate FAA must provide high-quality, accurate
23 scientific analysis and expert agency comments to enable
24 the public to comment effectively, intelligently and
25 meaningfully on the conclusions properly to be drawn

050-27. See response above.

050-28. See Response to
Comment #048-3.

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28

1 concerning it.

29

2 My second comment. In the record the proposed
3 MSP 2020 Improvements under Alternative No. 1 and
4 Alternative No. 2 are shown to significantly affect the
5 human environment around MSP, and my second comment is
6 that FAA should dispense with preparing an Environmental
7 Assessment and immediately proceed to prepare the
8 detailed environmental statement, normally termed an
9 Environmental Impact Statement, as mandated for all
10 federal actions significantly affecting the human
11 environment under NEPA.

12 My third comment. Lead emitted from aircraft
13 using leaded aviation gas is currently the largest source
14 of lead in air in the United States, constituting about
15 50 percent of lead emissions in 2005. The combustion of
16 leaded aviation gas recently posed and poses a realistic
17 health risk to children who live or attend school near
18 MSP. Credible scientific studies have indicated living
19 within 1,000 meters of an airport where aviation gasoline
20 is used has a significant effect on blood levels in
21 children, with children living close to the airport at
22 highest risk. As acknowledged by EPA in Volume 66, No. 4
23 of the Federal Register, "Young children are especially
24 vulnerable to the toxics effects of lead because their
25 nervous systems are still developing and they absorb more

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050-28. See response above.

050-29. No environmental category impacts in the Draft EA/EAW exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures (Appendix A), FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions (Table 7-1), MEPA and the EQB rules implementing the MEPA. Also, see General Response GR # 01.

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1 of the lead to which they are exposed."
2 CHAIR REHKAMP: Mr. Heide, you've exceeded
3 the five minutes. Are you getting close to the time?
4 MR. HEIDE: Yes.
5 CHAIR REHKAMP: Please.
6 MR. HEIDE: I continue the quote. "Many of
7 the health effects associated with lead are thought to be
8 irreversible. Moreover, the effects at lower levels of
9 exposure are often asymptomatic." In other words, a
10 child can have the problem but there are no symptoms.
11 Chapter 4 of FAA's Draft Environmental Assessment claimed
12 to address children's health and safety risks, but there
13 is nothing in Chapter 4 that specifically addressed the
14 effects of aviation gasoline on childhood blood lead
15 levels and, as a matter of fact, there does not appear to
16 be any information at all in said chapter that addresses
17 children's health.
18 My third comment then is FAA erred in omitting
19 to adequately address the effects of aviation gasoline of
20 childhood blood lead levels in its Draft Environmental
21 Assessment, and that this proceeding set in motion by an
22 inadequate notice should be stayed until FAA has provided
23 adequate notice concerning the effects of aviation
24 gasoline on childhood blood lead levels with respect to
25 children living near MSP in obedience to the Council of

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050-30. Air monitoring data for lead in the MSP area are well below the national Ambient Air Quality Standards. Lead emissions are not typically considered in emission inventories for commercial service airports because lead emissions result primarily from piston engine aircraft and the use of aviation gasoline (avgas or 100LL). Notably, the estimated lead emissions at MSP total less than 0.04 tons per year, or only four percent of the applicable one-ton threshold. For additional information, see Response to Comment #048-18.

050-31. Air monitoring data for lead in the MSP area are well below the national Ambient Air Quality Standards. Lead emissions are not typically considered in emission inventories for commercial service airports because lead emissions result primarily from piston engine aircraft and the use of aviation gasoline (avgas or 100LL). Notably, the estimated lead emissions at MSP total less than 0.04 tons per year, or only four percent of the applicable one-ton threshold. For additional information, see Response to Comment #048-18.

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1 Environmental Quality Regulations. I will include a copy
2 of "A Geospatial Analysis of the Effects of Aviation
3 Gasoline on Children's Blood Lead Levels" and a copy of
4 the pertinent Federal Register notice with my written
5 comments.

6 Comment 4. On page 1-2 of the introduction to
7 the relevant Environmental Assessment, FAA represented
8 the following fact as material to establishing the need
9 for the proposed MSP 2020 Improvements --

10 CHAIR REHKAMP: Mr. Heide, you've exceeded
11 twice the time we've asked respectfully that you do. You
12 have indicated that you have written comments there, and
13 the staff will respond to those. If you will present
14 them to the reporter, they will be included in the
15 hearing officer's report.

16 AUDIENCE MEMBER: He can have my time.

17 CHAIR REHKAMP: There is not provision --

18 MR. HEIDE: Thank you.

19 CHAIR REHKAMP: -- for that. Mr. Heide,
20 Mr. Heide --

21 MR. HEIDE: I object.

22 CHAIR REHKAMP: You can object, but this
23 hearing, you have completed your portion of the comments,
24 and I believe --

25 MR. HEIDE: You afforded the councilwoman

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1	more than five minutes.
2	CHAIR REHKAMP: And I've afforded you about
3	three times what the councilwoman had.
4	MR. HEIDE: You have not.
5	CHAIR REHKAMP: Yes, I have.
6	MR. HEIDE: How much time have you?
7	CHAIR REHKAMP: I thank you for your
8	comments. They will be recorded. I ask you to submit
9	any additional comments in writing. We have a number of
10	people who want to speak tonight who are probably going
11	to go to work tomorrow, and I would like to afford those
12	people an opportunity to --
13	AUDIENCE MEMBER: I'll give up my time as
14	well. I'll give up my time.
15	AUDIENCE MEMBER: I think you should let
16	him talk. I think it's only fair.
17	AUDIENCE MEMBER: Yes, let him talk.
18	CHAIR REHKAMP: Mr. Heide, why don't you
19	have a seat, and if --
20	MR. HEIDE: No, I --
21	CHAIR REHKAMP: No, you're not listening to
22	me, Mr. Heide. Have a seat, please, and if there's time
23	at the end of this hearing for you to make additional
24	comments I will allow you to do that, but I want to give
25	other people a chance here to speak first, and that is

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1 the protocol and that is the process we decided on here,
2 and that is what we are going to do.

3 MR. HEIDE: The only observation is I
4 believe you have abused the powers of the chair.

5 CHAIR REHKAMP: Well, you have every right
6 to make that comment.

7 MR. HEIDE: But I will wait.

8 CHAIR REHKAMP: And it's been recorded.
9 Thank you.

10 MR. HEIDE: I will wait and I will continue
11 with my comments.

12 CHAIR REHKAMP: Sit down, please.
13 (Applause.)

14 CHAIR REHKAMP: Next we have Bob Friedman.

15 MR. FRIEDMAN: Thank you for having this
16 hearing time. My name is Bob Friedman, I live at 4237
17 22nd Avenue South, just north of the golf course. I call
18 my house Heading 360. Before I begin, I do have a
19 comment. Jim Spensley, president of SMAAC, asked me in
20 an email today -- he's out of town awaiting the birth of
21 twins -- and he asked me to make sure that the group here
22 got both of his -- he did a revised of his seven-page
23 report and comments, and he wanted to make sure that you
24 got a revised edition. There were some corrections that
25 he made, so hopefully you can make sure that that

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1 happened.
2 The Environmental Assessment for 2020 expansion
3 is inadequate and incomplete. The expansion will lead to
4 increased harm to the neighborhoods surrounding this
5 airport. This urban airport is like a giant jigsaw
6 puzzle. Many pieces go into making it whole; pieces for
7 keeping it safe and efficient, for adding to our local
8 economy, for jobs, for environmental considerations, for
9 creating a livable space outside the boundaries for the
10 surrounding neighborhoods. I see the FAA and MAC as the
11 box that holds all of these pieces. I think the box has
12 holes, too many pieces are falling on the floor. This EA
13 does not adequately consider these missing pieces. My
14 closest neighbors find it totally ridiculous for this
15 assessment to conclude no significant impact. We believe
16 the reason for this is that there is an inadequate sound
17 collection system that wrongly denies our neighborhoods
18 the real and devastating impact of sound and pollution
19 from overflights. Pretty much everyone in this room
20 would agree, I think, that this method for creating
21 contour lines using DNL averaging is and has been
22 inadequate. How are we supposed to believe that
23 increasing operations using larger jets as the quieter
24 CRJs are being mothballed will have no significant
25 impact? Increased operations due to expansion will send

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050-32. Comment noted. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. The USEPA commended the MAC on the noise and air quality analysis. See letter #027 from the USEPA.

050-33. No environmental category impacts in the Draft EA/EAW exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures (Appendix A), FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions (Table 7-1), MEPA and the EQB rules implementing the MEPA. Also, see General Response GR # 01.

050-34. Comment noted. See General Response GR # 07.

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1 more planes over more unmitigated homes at even more
2 frequency in narrow tracks than we have today, and you
3 claim no significant impact. We call for the dismissal
4 of this EA in favor of an EIS, the Environmental Impact
5 Statement, a much more thorough examination for
6 expansion. When I say "we," I'm speaking for many of my
7 neighbors who could not be here tonight. We want a
8 provision for immediate mitigation of our homes where we
9 currently already suffer greatly from increased
10 overflights since the 2010 cross-over incident. I have
11 neighbors who likely will be moving away because of the
12 noise. Our home values are dropping and will further
13 drop with expansion.

36

14 I was not around for the earlier mitigation
15 legal battles, but I do sense a feeling in my
16 neighborhood today of litigate to mitigate. We want the
17 impact of the new RNAV procedures that will be
18 implemented in a few years to be fully considered before
19 more flights are sent over our unmitigated homes. The
20 RNAV procedures I don't believe are considered in this
21 EA. I call for the City of Minneapolis to arrange and
22 pay for a full independent sound study collection for
23 both departures and landings. I call for an acceptance
24 of this expansion plan only to occur when our city, state
25 and federal elected officials and airport reps agree

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050-35. No environmental category impacts in the Draft EA/EAW exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures (Appendix A), FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions (Table 7-1), MEPA and the EQB rules implementing the MEPA. See General Responses GR # 01, GR # 05, GR # 06 and Responses to Comments #007-20 and #007-51.
050-36. See General Responses GR # 08 and GR # 10.

050-37. As identified in the introduction to this appendix, the RNAV project is separate from the airport development project and the alternatives analyzed in the Draft EA/EAW. The proposed RNAV procedures are the subject of a separate NEPA process being completed by the FAA Air Traffic Organization. See General Response GR # 06.

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1 unanimously to accept it.
2 And one more thing, for now anyway, what about
3 this underused St. Cloud airport? Build it and they did
4 not come. But put in good transportation, substantial
5 investment into transportation and into fast ground
6 transportation and they will come. I urge you to lead
7 the way to a societal change that is needed in this
8 country. We do not need to continue to pave paradise.
9 Do not continue to build more places to park cars.
10 Create a ground transportation system that gets people in
11 and out of this airport without having to do that, and
12 put the investment that you would use for that into a
13 better regional transportation plan, and this is the
14 supported view of our Mayor Rybak.

39

15 The holes in the big puzzle box need fixing, the
16 puzzle pieces on the floor need attention. Too many
17 citizens of south Minneapolis north and northwest of the
18 golf course would agree that overflight noise issues are
19 still unsettled and controversial. We ask for a pause in
20 this process while a full EIS can be done. Thank you.

21 (Applause.)

22 CHAIR REHKAMP: Thank you. Lucinda Nelson.

23 MS. NELSON: Lucinda Nelson, 4444 29th
24 Avenue South, Minneapolis. I'm going to keep it very
25 short, and I want this gentleman to have the rest of my

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050-38. The potential for shifting MSP traffic to other airports with unused capacity, including St. Cloud, was discussed in Section 3.1.1 of the Draft EA/EAW. No airline has been able to sustain continuous commercial service at St. Cloud. Even with additional ground transportation improvements and new airline service, improvements would still be needed to accommodate future terminal and landside demand at MSP. The airfield is able to accommodate the projected operations. The growth in operations would occur naturally with or without the Proposed Action.

050-39. See General Response GR # 01.

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1 time. First, several neighbors I talked to about coming
2 to the meeting tonight said, why bother, I've been
3 before, nobody listens. The power brokers have made
4 their decisions, I'm not going to bother.

5 The second is last night I was reading a summary
6 study of the effect of salinity in San Antonio Bay in
7 Texas and the effect on the population of whooping
8 cranes. The researcher that's been working with those
9 cranes for the last 30 years has just retired. He had
10 his down-and-dirty methods knowing those birds. Well,
11 they put in some new methods; basically flyover, we've
12 got our little spot. A number of birds have died because
13 of increased salinity, they think juveniles. Well, by
14 golly, they went down and they counted bodies. The guy
15 that was down and dirty, who was really down on the
16 ground counting those birds, had the right numbers.
17 Flyovers and numbers and the DSL, huh-uh. We're down
18 there living with this noise. Unless the people that are
19 making these decisions are down there living with this, I
20 don't think they should have any say in it.

41

21 (Applause.)

22 CHAIR REHKAMP: Judy Arginteanu? Help me
23 out, Judy.

24 MS. ARGINTEANU: Close enough.

25 CHAIR REHKAMP: Say that again.

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050-40. Per the National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) decisions regarding the Propose Action are made only after the completion of the EA/EAW, which incorporates public input.

050-41. Comment noted.

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1 MS. ARGINTEANU: It's Arginteanu, but you
2 were close enough. I'm at 3225 16th Avenue South, and
3 mostly I just want to add my voice to the people who are,
4 we are respectfully requesting an Environmental Impact
5 Statement. Again, because we know what we're living,
6 rather than what a mathematical formula tells you, and,
7 of course, you know, the standard saying about if you
8 talk about averages, which is a really basic mathematical
9 formula, Bill Gates walks into a homeless shelter and all
10 of a sudden the average income skyrockets. We need --
11 hey, it's true. I know that much math. So we really
12 need to have a thorough Environmental Impact Statement,
13 we need better noise collection and noise measurement
14 processes, as suggested by Councilwoman Colvin Roy.

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15 And also health and impact statements. I know
16 that my cortisol, my stress hormone has definitely risen
17 when I have overflights that are two minutes apart. I've
18 also counted them like this gentleman. So, again, I
19 would respectfully request that we slow down this process
20 and gather hard data that is based on what's really
21 happening out there. Thank you very much.

44

22 CHAIR REHKAMP: Thank you.

23 (Applause.)

24 CHAIR REHKAMP: Next is Kevin Kirsch.

25 MR. KIRSCH: Hi there. My name is Kevin

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050-42. See General Response GR # 01 and GR #07.

050-43. The MAC's system of 39 permanent noise monitoring towers is one of the single largest installations of its kind in the world. A project to install updated analyzers, preamps, and microphones at all 39 tower locations will be completed in 2012.

050-44. See General Responses GR # 01 and GR # 08.

The Draft EA/EAW process began in late 2010 with community and agency briefings. Public meetings were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. Comments received as a result of the briefings were considered in the development of the Draft EA/EAW. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW.

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45 | 1 Kirsch, I live at 3911 24th Avenue South, and I'm here
2 tonight because I want to echo the councilwoman's
3 comments that we need an independent study about the
4 noise, and also about the environmental impacts. The
5 report is very thorough but it's also very full of
6 jargon, and when I talked to my neighbors about it, they
7 didn't even know this was happening, and they're pretty
8 engaged people. But for something that is happening
9 eight years from now, I'm not entirely clear why we are
46 | 10 having one month to push this through. It seems like
11 it's really important to do the due diligence,
12 particularly on the noise and the environment, so that we
13 know and understand the impact of what this expansion
14 means.
15 I just moved to my house in July, and partly why
16 I moved there was I looked at the maps of where the noise
17 was, and those two fingers that jut out over Lake
18 Harriet, which is where I moved from, didn't go
19 north-south where I live now, and I understand there's a
20 new runway north-south that sometimes flights go there,
21 and I know this because there are times when I go to bed
22 at 10:00 p.m. to the sound of airplanes, and when I wake
47 | 23 up at 6:30 I wake up to the sound of airplanes. And when
24 we talk about the impact on a life, it is very stressful
25 and I don't like it. I understand I live in the

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050-45. See General Responses GR # 01 and GR # 07.

050-46. The Draft EA/EAW process was not rushed. The Draft EA/EAW process began in late 2010 with community and agency briefings. Public open houses were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. Comments received as a result of the briefings were considered in the development of the Draft EA/EAW. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW.

Also, note that the USEPA commended the MAC on the thorough noise and air quality analysis in the Draft EA/EAW. See letter # 027 from the USEPA.

050-47. As explained in the introduction to this appendix, the growth in operations would occur naturally with or without the Proposed Action. See General Responses GR # 05 and GR # 08.

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1 neighborhood, I understand it's a part of it, but I would
2 like you to fully understand the impact of what it means
3 for this expansion. Thank you.
4 (Applause.)
5 CHAIR REHKAMP: Thank you. Next is Tom
6 Nickelson. I think that's Nickelson.
7 MR. KNICKELBINE: Knickelbine.
8 CHAIR REHKAMP: Knickelbine.
9 MR. KNICKELBINE: 4824 Irving.
10 CHAIR REHKAMP: Thank you.
11 MR. KNICKELBINE: I'm really here to just
12 reiterate some of the things we've heard. You know, I
13 looked at this study, and I'm a little bit, almost
14 offended by the conclusion that the environmental impacts
15 don't exceed significant thresholds. I'm one of the 400
16 homes that's proposed to have a significant change, what
17 I would consider a significant change in noise levels as
18 a result of this. I wouldn't say that. I don't think
19 that's been determined that this isn't significant. If
20 you're talking about offering insulation and different
21 sound levels to 400 houses, how is that not significant?
22 I don't understand that. That's significant to me, and
23 it's significant to my family and my kids. It's very
24 significant to me. I understand that there are
25 previously defined definitions, but 400 houses are going

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050-48. As identified in the Draft EA/EAW, no environmental category impacts exceed the level of significance as defined by NEPA, CEQ Regulations, FAA Orders 1050.1, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, MEPA and the EQB rules implementing the MEPA. Also, see General Response GR # 01.

The growth in operations would occur naturally with or without the Proposed Action. That said, mitigation was proposed in the Draft EA/EAW to address the increase in noise due to the natural growth in operations. The mitigation addresses the change in noise due to the natural growth in aircraft operations that would occur with or without the Preferred Alternative.

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1 to be affected. That's significant. I would expect that
2 some of those houses would be notified. I agree people
3 don't know about this. It really has, it seems like it's
4 very rushed and it seems like it's not well-advertised.
5 I don't think my neighbors know much about this at all,
6 and I live around all of these 400 houses.

50

7 I looked at also the analysis about the volumes,
8 and the projected volumes to get back to 2005 are way
9 down the line if we increase capacity. So we're talking
10 about a huge increase in passengers with not an increase
11 in volume, that's the projections, so what that means is
12 much, much larger aircraft. That has to be, by
13 definition, simple math. And I think if those volumes
14 were to increase substantially, the noise impact could be
15 much greater than what's listed there. How confident are
16 we in those numbers? I don't understand why we don't
17 think we're going to get to 2005 volume until 2020 or 25.
18 If I read that right, that's what that proposed. We were
19 at 2005 levels at 540,000 not that long ago. Why is it
20 going to take another 15 years to get there? So I'm
21 perplexed by that.

22 The second thing is, you know, I recognize one
23 of the comments about, you know, people don't know about
24 this and they also don't necessarily feel represented,
25 but there is a precedent here for the homeowner, and I

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O50-49. The Draft EA/EAW process was not rushed. The Draft EA/EAW process began in late 2010 with community and agency briefings. Public open houses were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. Comments received as a result of the briefings were considered in the development of the Draft EA/EAW. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW. Copies of notices of the open houses and public hearings are included in Appendix N.

O50-50. As discussed in Chapter 2 of the Draft EA/EAW, terminal and landside facilities (including gates) are needed to maintain an adequate level of customer service at the airport. As air travel grows and economic conditions change, the airlines adjust their operating model. In response to current conditions, airlines are using larger planes with higher load factors. With larger planes and higher load factors there are fewer operations per thousand passengers than in the past and less pressure on the airfield. However, the larger nearly full aircraft require more gate frontage and bigger hold rooms. In addition, because air travel is growing there is an increase in the number passengers. As the number of passengers increase so does the need for expanded terminal and landside facilities such as bag claim, security

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	<p>checkpoints, parking and access roads. The proposed project does not increase airfield capacity.</p> <p>The Draft EA/EAW forecasts were prepared using economic projections provided by the Metropolitan Council, Woods & Poole Economics, the U.S. Department of Energy, and the FAA. That said, as noted in the introduction to Draft EA/EAW Appendix A:</p> <p>“Forecasting, however, is not an exact science. Departures from forecast levels in the local and national economy and in the airline business environment may have a significant effect on the projections presented herein. These uncertainties increase towards the end of the forecast period, when new technologies and business strategies, and changes in work and recreational practices may also have an unpredictable impact on aviation activity. For these reasons, the forecasts should be periodically compared with actual Airport activity levels, and Airport plans and policies adjusted accordingly.”</p> <p>Note that if aviation demand does not materialize in accordance with the forecasts, the MAC has the ability to delay facility expansion until the demand materializes.</p>
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1 don't know if people know it, but there's two rulings
2 that have happened in the past, and I'm not a lawyer, but
3 I've been told about these by friends. One is the
4 O'Neill ruling, which had a substantial reduction in the
5 value of his property and was able to achieve legal
6 recourse for that. The other one I did get my hands on,
7 which goes back to 1974, a Supreme Court ruling, and I'll
8 read a little bit of it. "The Supreme Court held that
9 any property owner may have cause of action in inverse
10 combination against an airport operator if he can show a
11 direct and substantial invasion of his property rights of
12 such a magnitude that he is deprived of practical
13 enjoyment of his property and that such invasion resulted
14 in a definite and measurable diminution of market value
15 of that property." We just heard about an individual who
16 moved from an area because of this. There is a
17 precedent, it's happening. We have a Realtor who could
18 attest to that.

52

19 Another subsection under eminent domain, "Use
20 and enjoyment of one's property without unduly irritating
21 noise vibrations and gaseous fumes have arisen to status
22 of a property right," a property right, "for which
23 property owner may demand compensation when it is denied
24 to him by government activity." That's what this is. So
25 those 400 people have a legal recourse, I think, and I'm

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050-51. See General Response
GR # 11.

050-52. Comment noted.

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1 one of them.
2 So I disagree with the summary. I think it is
3 significant. I would disagree that there isn't precedent
4 and some sort of recourse for the individual, and I, I
5 emphasize the need for further study. What is the rush
6 here? This seems like it's being sort of swept through
7 as almost a business model to get bigger planes into the
8 airport and accommodate more passengers. I think we
9 need, we need some of the environmental impact studies,
10 but also where is the discussion of noise mitigation with
11 this? There are certain ways of landing into airports
12 that can substantially reduce this impact to people.
13 There are ways of leveling down, there's technology, so I
14 am not quite as sophisticated as some of the other
15 people, but I don't see any discussion of that in here.
16 I see something that comes in the mail, or didn't even
17 come in the mail, I just sort of heard about it, that
18 says you're getting an insignificant increase in your
19 noise and it's not environmentally significant. And it
20 is significant. And, you know, if it takes my going
21 around my neighborhood, making all this information aware
22 and getting the signatures to take it, we can do that,
23 but it is significant and that conclusion isn't correct.
24 Thank you.
25 (Applause.)

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050-53. The Draft EA/EAW process was not rushed. The Draft EA/EAW process began in late 2010 with community and agency briefings. Public open houses were conducted in July 2011, January 2012 and September 2012, in addition to the Public Hearing held on October 1, 2012. Comments received as a result of the briefings were considered in the development of the Draft EA/EAW. The Draft EA/EAW was published on August 30, 2012. Comments on the Draft EA/EAW were accepted until October 11, 2012. Submitted comments are addressed in this response to comments and in the Final EA/EAW.

Noise mitigation is discussed in Draft EA/EAW Chapter 5, Section 5.14.6. Also, see General Responses GR # 01 and GR # 10.

050-54. See General Responses GR # 01 and GR # 05.

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1 CHAIR REHKAMP: Thank you. That concludes
2 the list I had. Mr. Heide, I will respectfully give you
3 some more time to speak. I would ask that you try to
4 limit -- oh, sorry?

5 MR. WATSON: I did turn in a card.

6 CHAIR REHKAMP: Is it still outside?

7 MR. WATSON: No, they came around and
8 picked it up right out of my hand. The name is Steve
9 Watson.

10 CHAIR REHKAMP: Come on up and give your
11 name and address. I'm sorry, I missed it. You did have
12 it here. Steve Watson, please.

13 MR. WATSON: Yes, my name is Steve Watson,
14 and I'm at 4841 Garfield Avenue South, homeowner. I
15 really related to that comment about the stress hormones,
16 that just felt right to me, and I think everybody
17 experiences it, and yet I'm partly up here to relieve
18 stress hormones, too, so let's try for that. First of
19 all, I want to say I'm a child of Wold-Chamberlain, which
20 means I came out here, down 28th Avenue, and it was a
21 wonderful place. You know, it was a great place to
22 listen to the old prop planes. I'm from a family with
23 eight kids, so it was party time out here, and that's
24 just the way to start the program here. The kids that I
25 work with now, I have two grandkids, and believe it or

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1 not, I'm a fan of the airport still. We have a couch
2 facing south, south runway going northwest to southeast,
3 and I've taught them to drum out, "We want an airplane,
4 we want an airplane," and so I celebrate this airport and
5 I, you know, I still love it for what it is, and I get to
6 go places that I don't go to very often, but it's
7 wonderful.

55

8 So now, I think I shared with Chad and Greg my
9 special place on a flight path, and if you were to look
10 west, and I think you can throw a stone that far and you
11 would hit the house that is going to get the mitigation,
12 and if you threw a stone to the north you would have to
13 throw a whole block, and then to the east you have to
14 throw a short block to get to the mitigation, and then if
15 you go to the south, you can throw a rock kind of over
16 your shoulder and you'll, well, if you're good at it
17 you'll hit the other house that has mitigation, so we're
18 in a little block of, we'll call it the noise block. So,
19 anyway, that was my initial kind of selfish reason to be
20 here.

21 And I did study the maps, the mitigation maps,
22 and I remember in the '90s, I saved my mitigation map
23 because I thought, I saw how this would be better, and so
24 the new maps came out and I thought, well, eventually
25 I'll sell my house and it will get better, but it's kind

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050-55. The proposed noise mitigation program was revised after the publication of the Draft EA/EAW. The proposed mitigation in the Draft EA/EAW was modified to base mitigation eligibility and timing on annually-developed actual noise contours instead of the 2020 Preferred Alternative noise contours. Thus, the proposed mitigation in the Final EA/EAW is based on actual noise contours. Also, see General Response GR # 10.

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1 of gone in the other direction. I'm in a little box. So
2 selfishly I do say that even though I'm thinking about my
3 grandkids being at my house, I also want to add that if
4 you have any kind of health issues and you have to get
5 your sleep, this is a problem unless you have that
6 mitigation, and we do have that issue at our house as
7 well.

8 At any rate, I bring this up because as I look,
9 I expand outward from my little box of selfishness, I see
10 that Lake Harriet, you know, is our gem, and the maps
11 place some good mitigation now, at least proposed
12 mitigation out in that direction, but I think it's what I
13 would call an expansive model. They were treated very
14 well, I think, in terms of how this has been addressed.
15 In fact, if you nick one of the blocks near Lake Harriet,
16 that whole block sweeps outward, and it looks like
17 they're going to be treated the way they should be, and I
18 also think that whatever is happening at Lake Harriet is
19 an expansive model that should be considered citywide.
20 In other words, yeah, we do want to be expansive about
21 what we're treating, how we're treating all the people
22 that hear the airplanes and, again, this is just a case
23 study of mine. I think the study is good that has been
24 done, I think the study is better that approaches what
25 people need to hear back from the MAC. And if we, if we

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050-56. See General Response
GR # 08.

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1 were to take an expansive rather than what I call the
2 exclusive model, I think I'm in an exclusion zone right
3 now but I would love to be part of inclusion. I know the
4 numbers are going up, I'm pretty sure I'm going to hear
5 every one of those airplanes, and I just hope that
6 inclusion is the big model rather than exclusion. So at
7 any rate, thanks very much.

8 CHAIR REHKAMP: Thank you.

9 (Applause.)

10 CHAIR REHKAMP: Did I miss anybody else
11 here inadvertently? All right. Mr. Heide, I will
12 respectfully give you another five minutes. I would ask
13 that you respect me and conclude your remarks within that
14 time frame.

15 MR. HEIDE: My only comment is it's not a
16 matter of respect. In the notice that you furnished the
17 public you did not indicate that you were going to limit
18 time to five minutes. Your doing so appears to be
19 capricious and, as I stated, an abuse of the chair
20 calculated to frustrate adequate comment.

21 Let me return to Comment No. 4.

22 CHAIR REHKAMP: You're using up your time,
23 Mr. Heide, and in my remarks at the beginning I indicated
24 five minutes. Thank you.

25 MR. HEIDE: I take your threat seriously.

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1 On page 1-2 of the introduction to the relevant
2 Environmental Assessment, FAA represented the following
3 fact as material to establishing the need for the
4 proposed MSP 2020 Improvements, and I quote, "In 2010 MSP
5 served nearly 33 million passengers." Two footnotes are
6 cited as authority for FAA's aforesaid analysis and
7 comments. The first footnote refers to MAC's own
8 statistics, which statistics should clearly not be relied
9 on for objective, reliable information, given MAC's
10 presumptive bias to get this Environmental Assessment
11 approved.

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12 The second footnote refers to an analysis by
13 ACI-North America, which does not appear to have been
14 included in the record. ACI-North America is an advocacy
15 group, of which MAC presumably is a member, and ACI-North
16 America also should clearly not be relied on for
17 objective, reliable information on this critical, even
18 decisive fact because of its advocacy for airport
19 development. FAA's analysis and comments cited above to
20 the effect that in 2010 MSP served nearly 33 million
21 passengers is repugnant to the 2010 official report on
22 FAA's website which reported MSP had only 15,512,487
23 passenger enplanements in calendar year 2010.

24 My fourth comment is that it does not appear
25 possible, under any set of facts, that MSP served 33

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050-57. The "nearly 33 million passengers" and "15th in North America" ranking statements are both accurate. The 33 million passengers refers to total passengers, which includes revenue passenger enplanements and deplanements, as well as non-revenue passengers. The FAA statistics include only revenue passenger enplanements. According to the ACI North American Airports Ranking for 2010, cited as the source in the Draft EA/EAW, MSP did in fact rank 15th in 2010 for total passengers.

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1 million passengers in 2010 unless one adopts a twisted
2 definition of passenger, and that this proceeding, set in
3 motion by a misleading notice, should be stayed until FAA
4 has provided accurate scientific analysis and expert
5 agency comments concerning the number of enplaned
6 passengers served by MSP in 2010 in obedience to the Code
7 of Federal Regulations, and so that the public could
8 comment properly on the conclusions to be drawn there
9 from.

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10 No. 5. A noise contour map on page 20 of 36 in
11 FAA's "MSP 2020 Improvements Draft EA/EAW Open House
12 Presentation" purports to show a representation of "MAC
13 Existing Noise Mitigation Program." The noise contour
14 map represented there as MSP's existing noise mitigation
15 program is not the FAA-approved 2007 Part 150 Noise
16 Contour Map, which is the legal map for purposes of
17 assessing MSP's existing noise mitigation program. I
18 believe the noise contours represented on said page 20
19 may be the noise contours developed in the judicial
20 settlement between MAC and certain parties. Said noise
21 contour map had and has no force and effect upon any
22 parties not subject to that legal case and said map is
23 not, is clearly not a legal Part 150 noise exposure map.

24 My fifth comment is that FAA's analysis and
25 comments, based on the noise contour map that is not the

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050-58. The label on the exhibit accurately describes what is pictured on the map. See Response to Comment #048-21.

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1 FAA-approved Part 150 noise contour map, namely the 2007
2 map, are not to be relied on, and are seriously
3 inaccurate, and that this proceeding, set in motion by an
4 inadequate notice, should be stayed until FAA has
5 provided accurate scientific analysis and expert agency
6 comments concerning the comparison of noise impacts
7 between the FAA-approved Part 150 2007 noise contour map
8 and the alternatives proposed.

9 Comment 6. Page 6 of 36 in FAA's "MSP 2020
10 Improvements Draft EA/EAW Open House Presentation" states
11 FAA approved the ostensible final EA/EAW forecast on
12 July 2, 2012. The Council of Environmental Quality
13 Regulations state that NEPA procedures must ensure that
14 environmental information is available to public
15 officials and citizens before decisions are made, and
16 before actions are taken and, "public scrutiny is
17 essential to implementing NEPA."

18 My sixth comment is that FAA erred in approving
19 the proposed EA/EAW forecast on July 2, 2012, before the
20 factual material supporting said MAC forecast was exposed
21 to public scrutiny so that the public could comment on
22 the conclusions properly to be drawn from it, and that
23 this proceeding, set in motion by a premature exercise of
24 FAA discretion, should be stayed until FAA has provided
25 the factual material relied on in determining the final

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050-59. See Response to
Comment #048-29.

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1 EA/EAW forecast.
2 So I will conclude with six. I will just
3 briefly refer to my seventh comment. In my written
4 comments I will formally request additional factual
5 material supporting your unverifiable claims. I won't
6 take time to refer them, but these, these are all
7 conclusory claims. Well, perhaps I should cite some so
8 that you know I'm not dreaming this up. Page 2-1, you
9 say it's currently overcrowded, the terminal. There's no
10 evidence for that. You state that current congestion
11 will be exacerbated and spread on page 2-2. You provide
12 no evidence for that. You provide no evidence about
13 traffic in the appropriate exhibit. You just make
14 conclusory claims. This is contrary to the law.
15 Since you have been kind enough to give me
16 another minute or so, I cite here Nova Scotia Food
17 Products where it says, "to suppress meaningful comment
18 by failure to disclose the basic data constituting the
19 scientific material which is believed to support the rule
20 relied upon is akin to rejecting comment all together."
21 What we have today here is an empty ceremony because --
22 and I will request that factual material and that this be
23 stayed until you produce it.
24 My seventh comment, and I won't make it, but it
25 deals with my concern whether or not Howard Needles

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050-60. Data supporting the need to implement the Proposed Action are included in Appendix O of the Draft EA/EAW.

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1 Tammen & Bergendoff, normally referred to as HNTB, may
2 safely be entrusted to perform professional services in
3 respect to the "MSP 2020 Improvements Draft EA/EAW." And
4 in my written comments I will give you commissioners and
5 the FAA documentary evidence, and I have one here but I
6 don't know if the audience or you would permit me to go
7 into it.

8 CHAIR REHKAMP: I think you've made your
9 points, Mr. Heide. If you submit your written documents,
10 they will be responded to and they will be included in
11 the hearing officer's report that comes before the full
12 commission, and I thank you.

13 MR. HEIDE: Well, I just want to say I'm
14 extremely disappointed in your management of this
15 hearing. This was not a public hearing, this was a
16 hearing which you have stage-managed to accomplish --

17 CHAIR REHKAMP: That is also being
18 recorded, Mr. Heide. Thank you.

19 MR. HEIDE: I hope it is.
20 (Applause.)

21 CHAIR REHKAMP: Is there anyone here who
22 has not had a chance to speak that wishes to do so?

23 (No response.)

24 CHAIR REHKAMP: Okay, then. We've heard
25 from all the speakers signed up to present comments and

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050-61. The Draft EA/EAW was prepared in accordance with NEPA and MEPA. See Response to Comment #048-2. No documentary evidence was provided.

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1 those who were asked to. I will officially adjourn this
2 public hearing. I thank you for coming this evening and
3 participating in our environmental review process. Good
4 evening. Thank you.

(Proceedings concluded at 8:47 p.m.)

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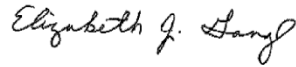
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REPORTER'S CERTIFICATE

I, Elizabeth J. Gangl, a Registered Professional Reporter in the State of Minnesota, do hereby certify that the foregoing pages of typewritten material constitutes an accurate verbatim record transcribed from the stenotype notes taken by me of the proceedings aforementioned on the 1st day of October 2012, at the times and place specified.

DATED: October 8, 2012



Elizabeth J. Gangl
Registered Professional Reporter

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Attachment 1:

Update on Air Monitoring near the
Minneapolis St. Paul International Airport



Update on Air Monitoring near the Minneapolis St. Paul International Airport

May 2006



Minnesota Pollution Control Agency

Summary

In 2005, the Minnesota Pollution Control Agency (MPCA) added air toxic and fine particulate air monitoring sites in residential neighborhoods near the Minneapolis St. Paul International Airport (MSP Airport). The new sites are located on Wenonah School in Minneapolis and Richfield Intermediate School. The MPCA has completed analysis of six months of air toxics and fine particulate data at the sites. The resulting air toxics concentrations were compared to other Twin Cities' monitoring locations as well as inhalation health benchmarks provided by the Environmental Protection Agency and the Minnesota Department of Health.

In general, concentrations of monitored compounds were similar to levels at other sites in the Twin Cities. The only compound routinely over a health benchmark was formaldehyde; however, concentrations near the airport are similar to concentrations found throughout the Twin Cities. A few compounds, particularly toluene, were slightly elevated at the Richfield Intermediate School location. None of the elevated concentrations were near health benchmark values. The higher concentrations were primarily in July and are believed to be related to remodeling that occurred at the school in the summer. Concentrations after August are similar to concentrations seen at the other sites near the airport and other monitoring locations in the Twin Cities. In general, median and average concentrations of fine particulate and hazardous air pollutants at the sites near the airport are similar to concentrations seen at other locations in the Twin Cities Metropolitan Area.

Introduction

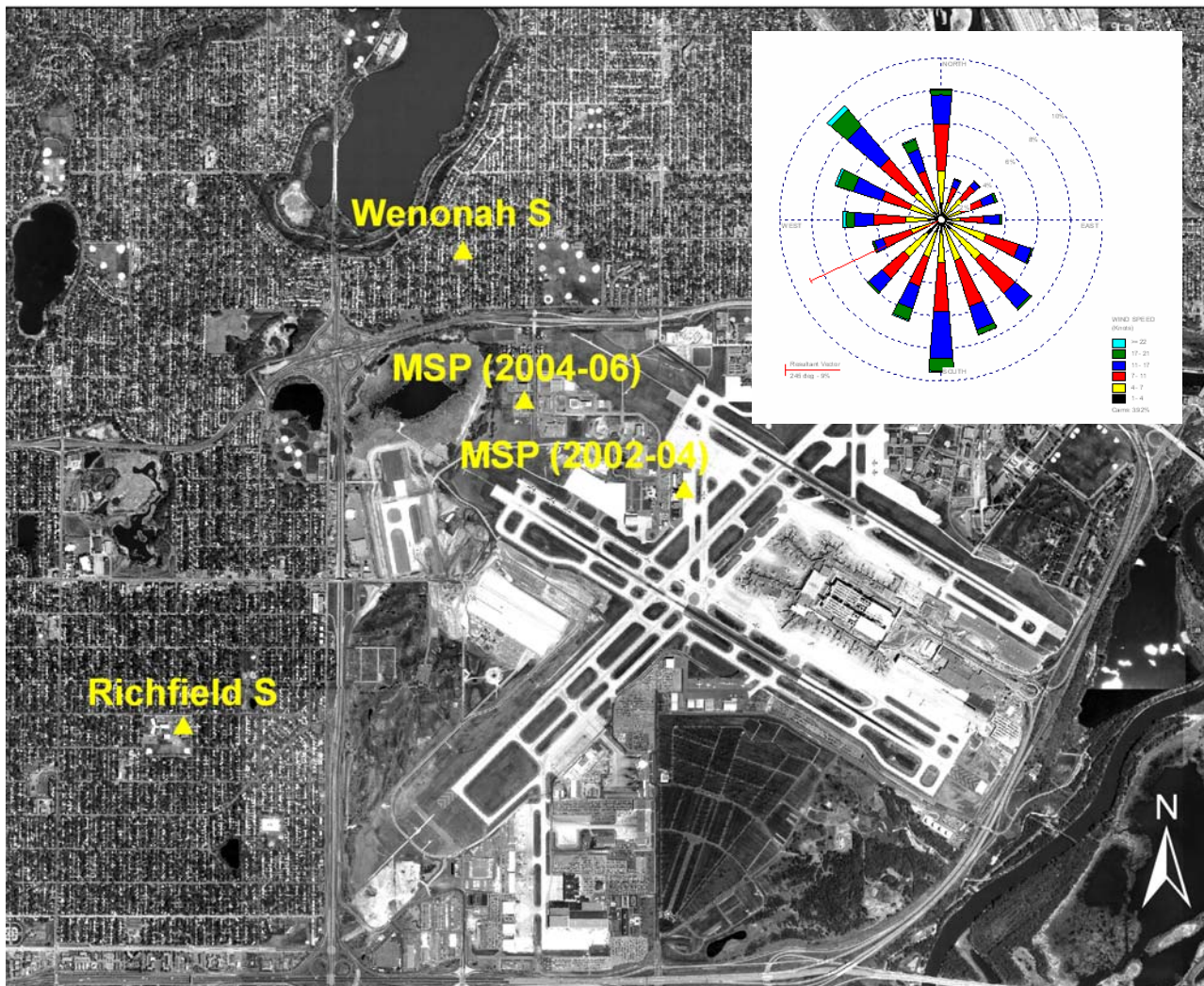
The Minnesota Pollution Control Agency (MPCA) has been monitoring air toxic chemicals and fine particles (PM_{2.5}) near the Minneapolis St. Paul International Airport (MSP Airport) since 2002. In 2005, in response to local concerns, the MPCA began monitoring air toxics (including volatile organic compounds (VOCs), carbonyl compounds and metals) and PM_{2.5} at neighborhood schools near the MSP Airport in Minneapolis and Richfield. The MPCA has also been monitoring black carbon which is a component of PM_{2.5} and is sometimes used as a surrogate for concentrations of diesel exhaust in the air since diesel emissions cannot be measured directly.

Table 1: MPCA air monitoring locations near MSP Airport

Site ID	Site Name	Address	Started	Ended	Monitored Chemicals
964	MSP Airport	Former Airport Terminal Building	Feb 2002	May 2004	PM _{2.5} , VOCs, Carbonyls, Metals
968	MSP Airport	MAC Headquarters 6040 28 th Ave. S. Mpls, MN	June 2004	On going	PM _{2.5} , VOCs, Carbonyls, Metals
969	Wenonah School	5625 28 th Ave. S. Mpls, MN	April 2005	On going	PM _{2.5} , VOCs, Carbonyls
961	Richfield Intermediate School	7020 12 th Ave S. Richfield, MN	July 2005	On going	PM _{2.5} , VOCs, Carbonyls

The locations of the monitoring sites are shown in Figure 1. The sites are located to the west or northwest of the airport. A wind rose is also provided showing the predominant wind directions near the airport. Generally the wind blows from the northwest or southeast. When the wind blows from the southeast or south, airport emissions tend to blow toward the monitors.

Figure 1: MPCA ambient air monitoring locations near MSP Airport (2005-2006)





The monitors are located on the rooftops of the schools for ease of access and to protect from vandalism.



The air toxics and fine particles are collected once every six days for a 24 hour period. The one exception is PM_{2.5} at Wenonah School which is collected continuously. Hourly particulate results from Wenonah School can be viewed at the MPCA's Air Quality Index site at <http://aqi.pca.state.mn.us/final.cfm?hour=0&poll=BAMR24H&thedata=2006-01-20®ion=Twin%20Cities> by selecting the appropriate date.

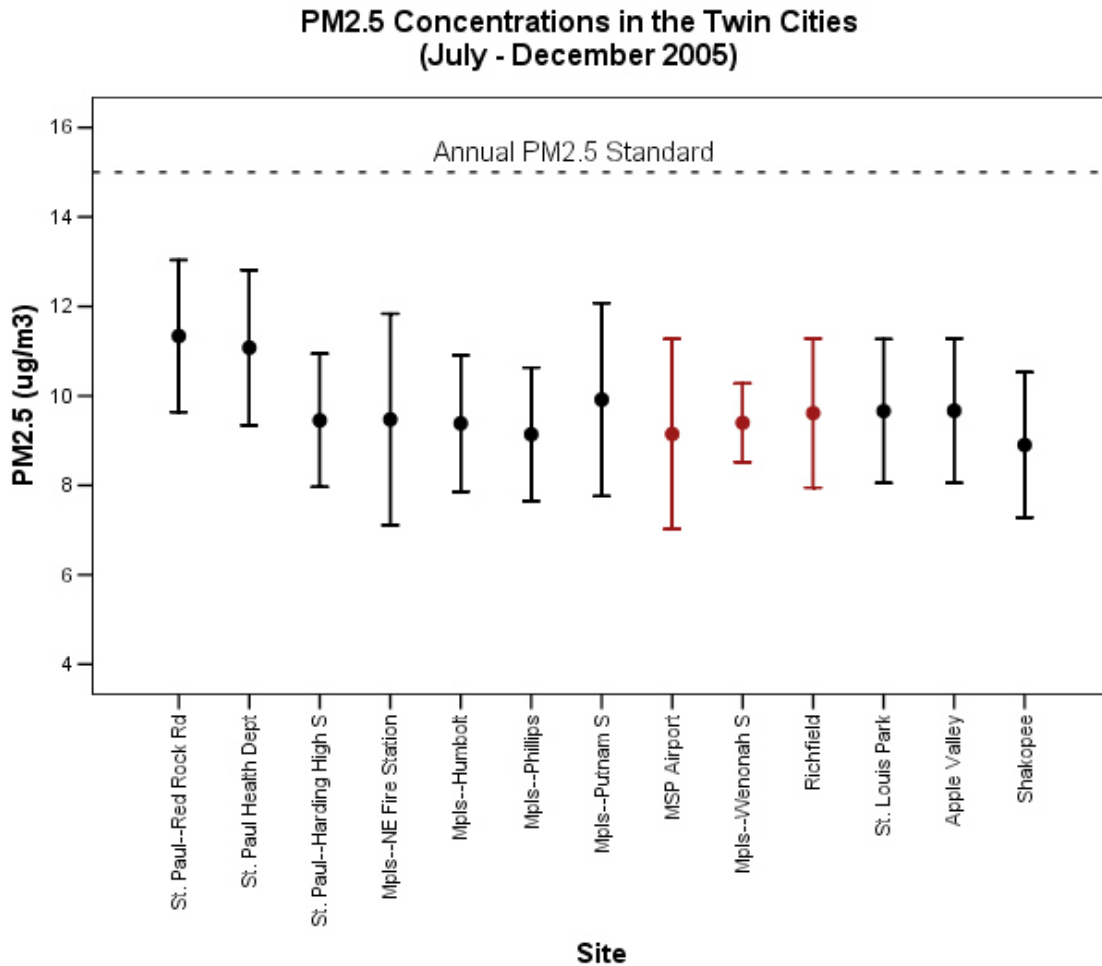
The air concentration data from the monitoring is compared to health standards or benchmarks. Fine particles (PM_{2.5}) have a National Ambient Air Quality Standard (NAAQS). None of the other pollutants measured near the airport have standards. Their concentrations are compared to inhalation health benchmarks when available. An inhalation health benchmark is a concentration of a chemical in ambient air, at or below which the chemical is unlikely to cause an adverse health effect to the general public. Health benchmarks are guidelines which are primarily provided by the Environmental Protection Agency (EPA) (<http://www.epa.gov/iris/>) or by the Minnesota Department of Health (<http://www.health.state.mn.us/divs/eh/air/hrvtable.htm>).

Fine particulate matter (PM_{2.5})

Fine particulate matter is a complex mixture of very small liquid droplets or solid particles in the air. These particles can be directly released when coal, gasoline, diesel fuels and wood are burned. Many fine particles are also formed in the atmosphere from chemical reactions of other compounds. Fine particulates are associated with increased hospitalizations and deaths due to respiratory and heart disease and can worsen the symptoms of asthma. Fine particles are also major contributors to reduced visibility (haze).

The EPA has set an annual standard of 15 µg/m³ and a 24 hour standard of 65 µg/m³ for fine particulates. The EPA has also proposed a lower 24 hour standard of 35 µg/m³ which is under review. Currently no site in Minnesota (including the airport sites) exceeds these standards. Since monitoring began in 2005, there has been no difference in PM_{2.5} concentrations between the airport sites and other sites in the Twin Cities Metropolitan Area. Figure 2 shows the average fine particulate levels in the Twin Cities from filter monitors. In this chart, only the Wenonah monitor collects data continuously.

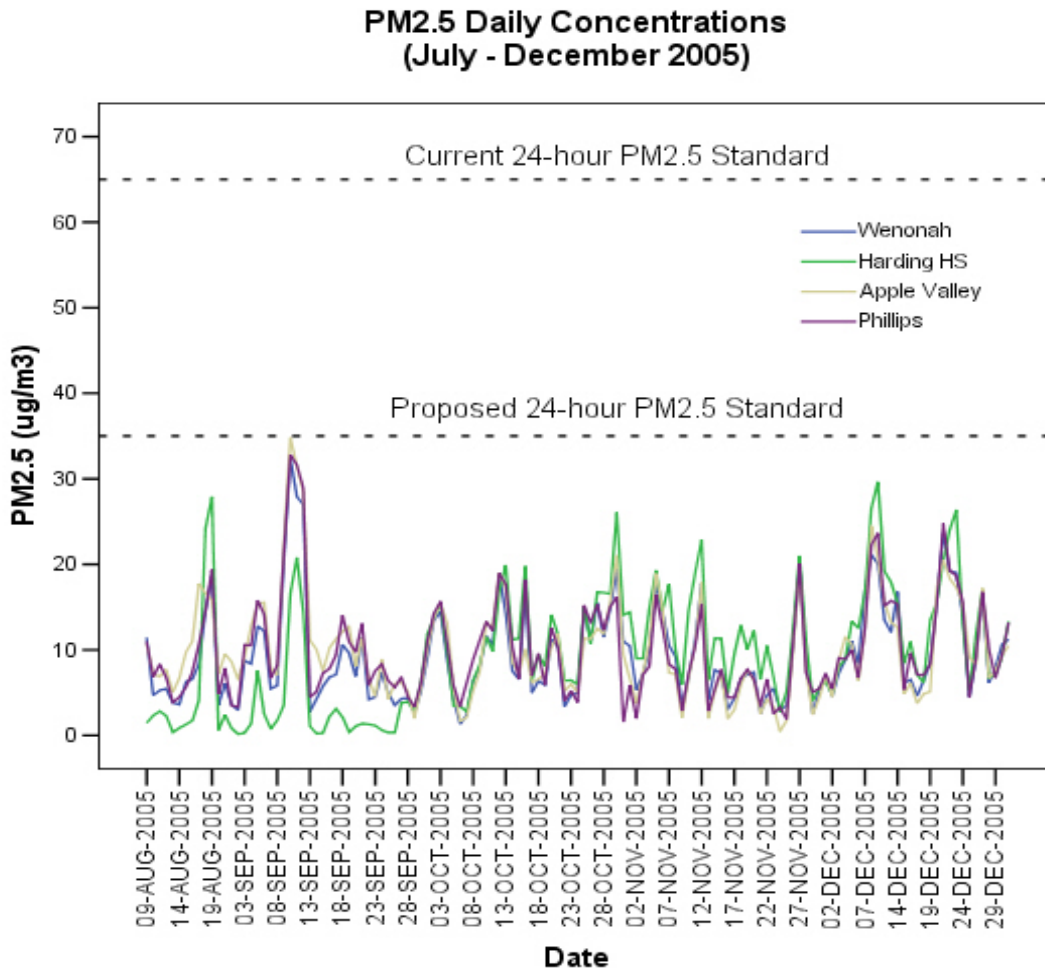
Figure 2: Average PM_{2.5} concentrations with 95 percent confidence intervals in the Twin Cities Metropolitan Area (July-December 2005)



Fine particles have been monitored at Richfield School since 1999. Concentrations have been similar to other Twin Cities locations.

Figure 3 shows results from the continuous PM_{2.5} monitor at Wenonah. Results are compared to other Twin Cities locations at Harding High School in St. Paul, the Phillips neighborhood in Minneapolis and Westview Elementary in Apple Valley. These results illustrate the regional nature of PM_{2.5} with concentrations rising and falling in unison across the metropolitan region.

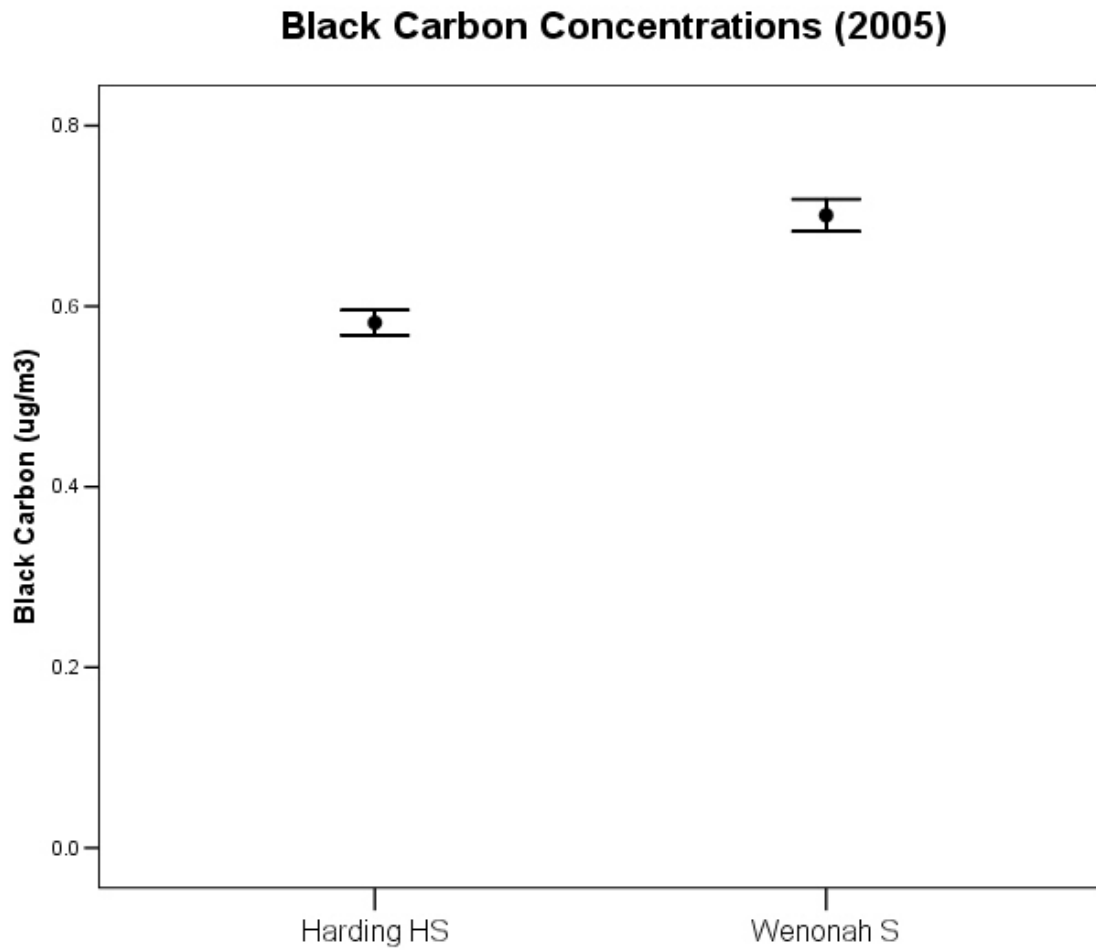
Figure 3: Continuous PM_{2.5} concentrations in the Twin Cities Metropolitan Area



Black Carbon

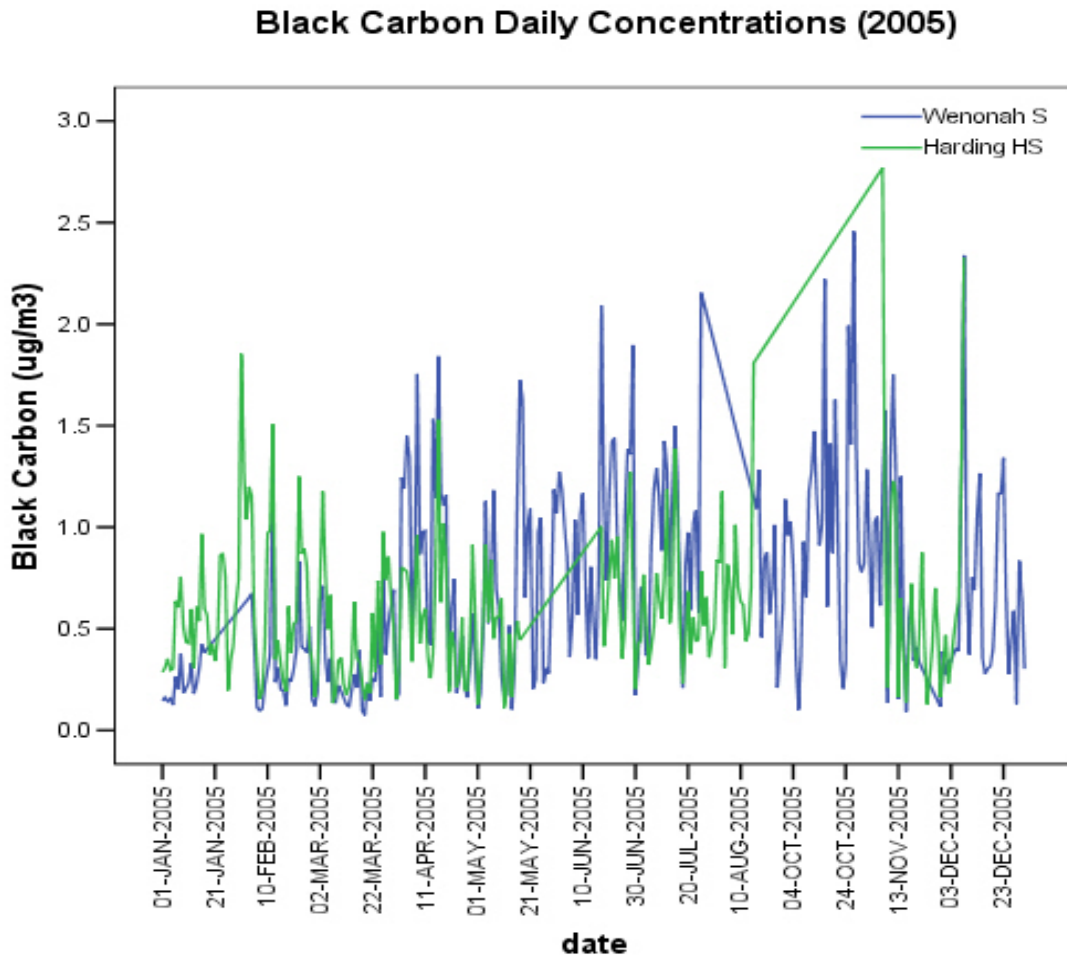
Black carbon is also monitored at Wenonah School. Black carbon is a component of PM_{2.5} that is often used as a surrogate for diesel exhaust concentrations. There is no health benchmark or standard for black carbon. However, there is a noncancer health benchmark of 5 µg/m³ for diesel exhaust and EPA considers it likely to be a human carcinogen. Figure 4 shows the average concentration of black carbon at Wenonah School and at Harding High School in St. Paul. The average is slightly higher at Wenonah.

Figure 4: Average Black Carbon concentrations in the Twin Cities Metropolitan Area (2005)



Black carbon is monitored continuously. Figure 5 illustrates the daily concentrations of black carbon at Wenonah and Harding High School. The straight lines in the graph are areas where data is missing due to equipment malfunction. The two sites follow the same general pattern where data is available at both locations.

Figure 5: Continuous PM_{2.5} concentrations in the Twin Cities Metropolitan Area



Hazardous Air Pollutants

The MPCA monitors 56 VOCs, 7 carbonyls and 16 metals. According to a report prepared by URS Corporation for the Federal Aviation Administration, 14 hazardous air pollutants or HAPs are associated with aircraft, airports and aviation. These same compounds are associated with other vehicles such as cars and trucks.

Table 2: Hazardous air pollutants associated with aircraft, airports and aviation

Formaldehyde	Xylene	*Acrolein
Acetaldehyde	Lead	*Naphthalene
Benzene	Propionaldehyde	*2,2,4-Trimethylpentane
Toluene	Ethylbenzene	*PAHs
1,3-Butadiene	Styrene	

*Not monitored by MPCA

The results from these compounds are shown in error bar charts in Appendix A.

Formaldehyde is the only HAP with concentrations above the health benchmark. Concentrations of formaldehyde are above the benchmark at all locations in Minnesota and the sites near the airport are not significantly higher than other locations. Formaldehyde, acetaldehyde and propionaldehyde are carbonyl compounds which are monitored separately from the other HAPs. In comparisons to other labs, the MPCA lab tends to get higher readings of carbonyls. Changes are being made in the lab to improve accuracy. It is possible that the true formaldehyde concentrations from 2005 may be as much as 50 percent lower than the concentrations reported here. Therefore, true average formaldehyde concentrations may be nearer $2 \mu\text{g}/\text{m}^3$ rather than $3 \mu\text{g}/\text{m}^3$, which would still exceed the health benchmark.

All of the other HAPs are below health benchmarks. Benzene is near its benchmark, but concentrations have been decreasing for many years. Richfield had the highest concentration of the three airport sites for all HAPs except 1,3-butadiene although the differences in concentration were not statistically different. Richfield also had the highest average concentration of toluene among the Twin Cities monitors. However, the concentrations were still well below health benchmarks.

The higher concentrations generally occurred in the first few samples in July when monitoring first began (see Figures 6 and 7). The Richfield Intermediate School underwent an extensive remodel in the summer of 2005 including new paint, floor tile, carpet, electrical and plumbing upgrades and a new kitchen. It is likely that this remodeling contributed to the elevated HAP levels seen at the Richfield monitoring location.

Figure 6: Trends in toluene concentrations (July-December 2005)

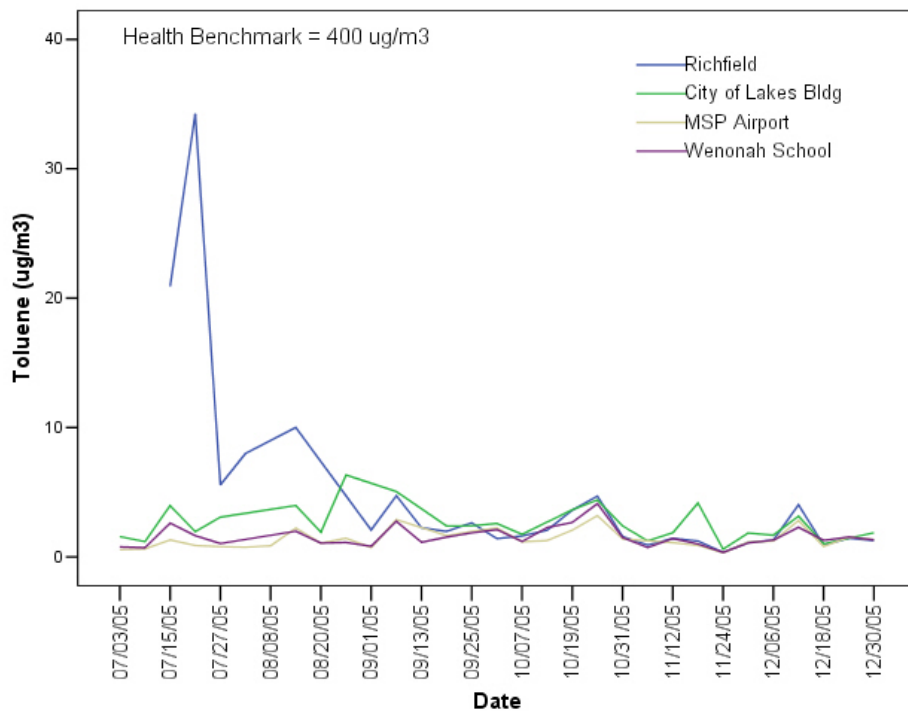
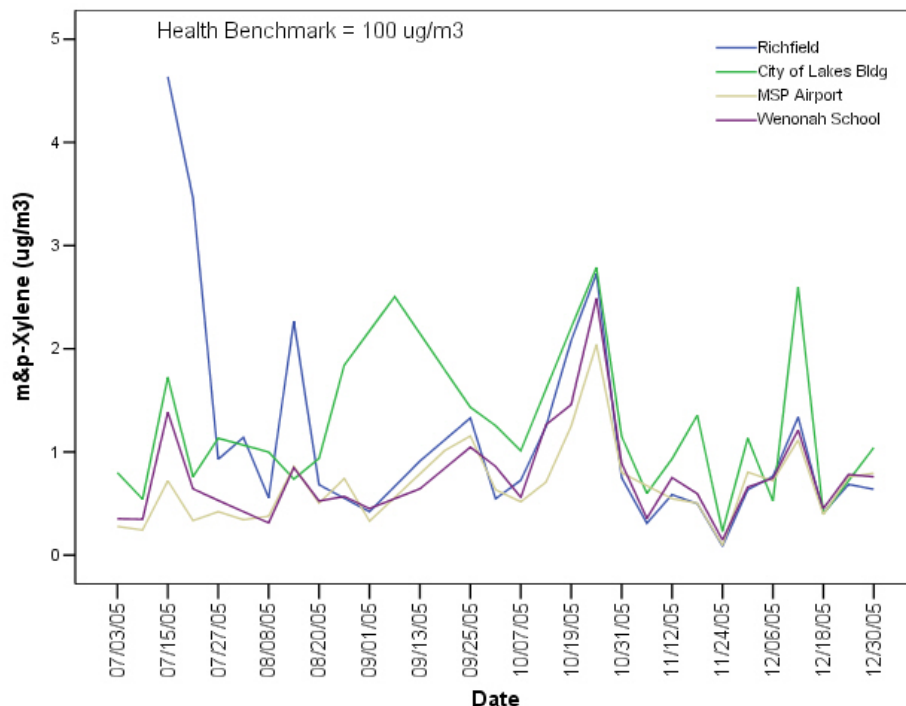


Figure 7: Trends in xylene concentrations (July-December 2005)



Metals are collected on total suspended particulate (TSP) filters. Only the MSP Airport site 968 monitors for metals. The metal concentrations were not higher at the airport location than other Twin Cities monitors. The only metal with an average estimated concentration above a health benchmark was chromium. However, the benchmark is for chromium VI, while the MPCA monitors for total chromium. The other species of chromium are less toxic and chromium VI concentrations are expected to be below inhalation health benchmarks. In addition, concentrations of chromium are below MPCA’s detection limit, so any concentrations are estimated.

Summary data for the other monitored compounds are provided in the appendices. The three airport sites are included as well as the downtown Minneapolis site on the City of Lakes Building for comparison purposes.

Conclusions

The MPCA has completed analysis of six months of air toxics data for monitors near the MSP Airport. The resulting air toxics concentrations were compared to other Twin Cities’ monitoring locations as well as inhalation health benchmarks provided by the Environmental Protection Agency and the Minnesota Department of Health.

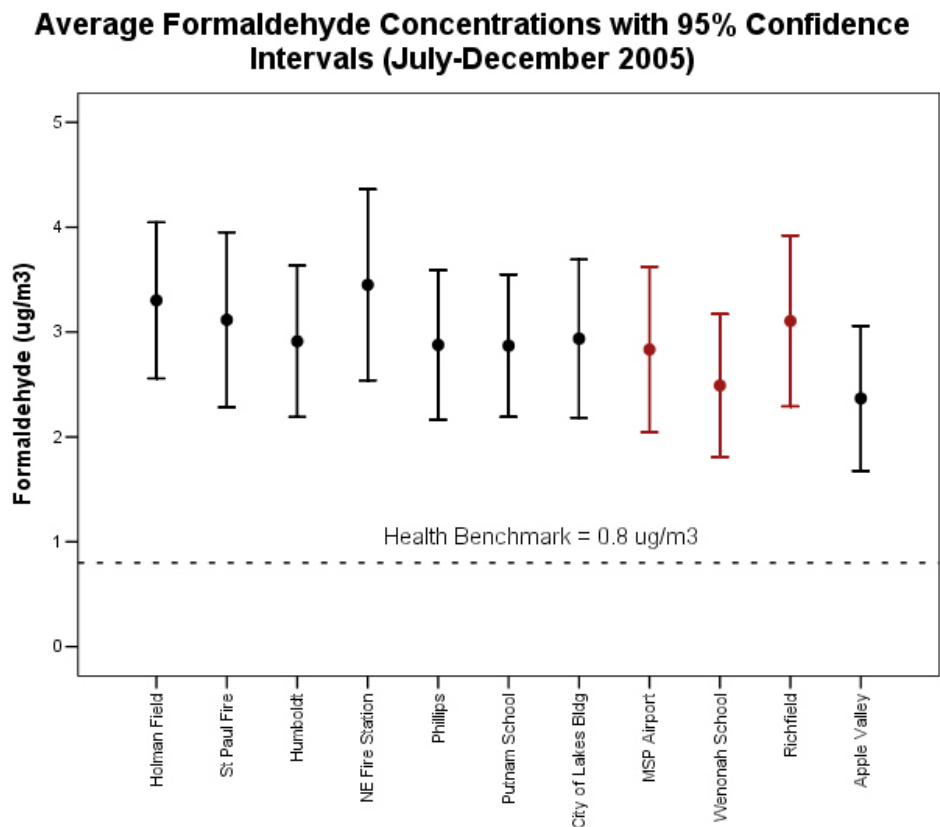
The only compound routinely over a health benchmark is formaldehyde; however concentrations near the airport are similar to concentrations found throughout the Twin Cities. A few compounds were elevated in Richfield. The higher concentrations were primarily in July when monitoring first began and are thought to be related to remodeling at the school. Concentrations

after July are similar to concentrations seen at the other sites near the airport and other monitoring locations in the Twin Cities.

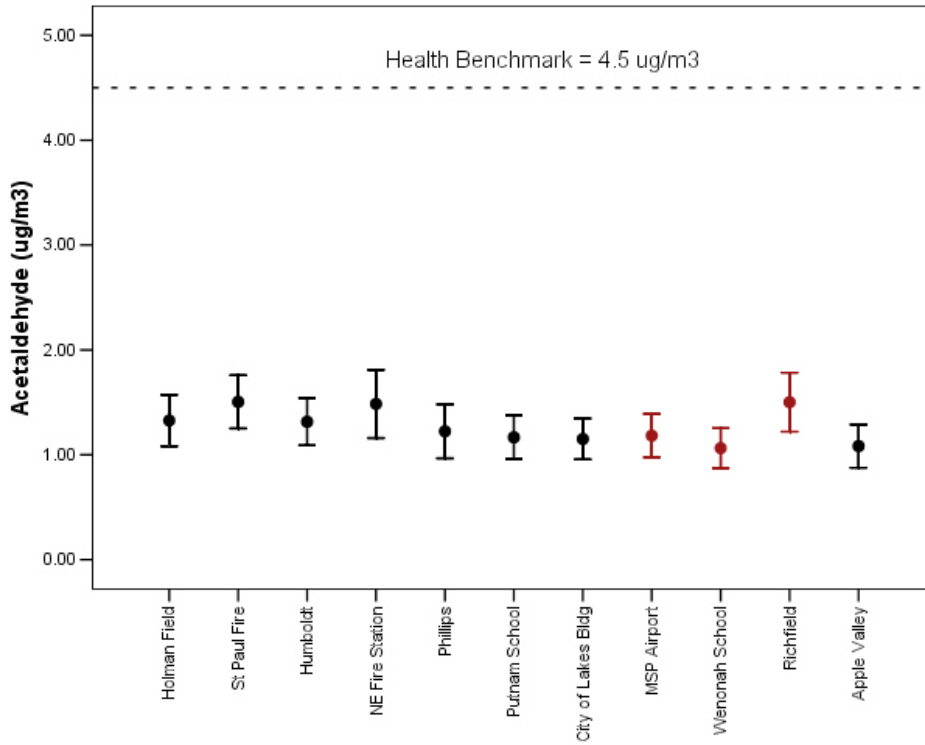
Overall, median and average concentrations of pollutants monitored near the MSP Airport are similar to concentrations monitored at other locations in the Twin Cities Metropolitan Area.

Appendix A: Mobile Source Air Toxics

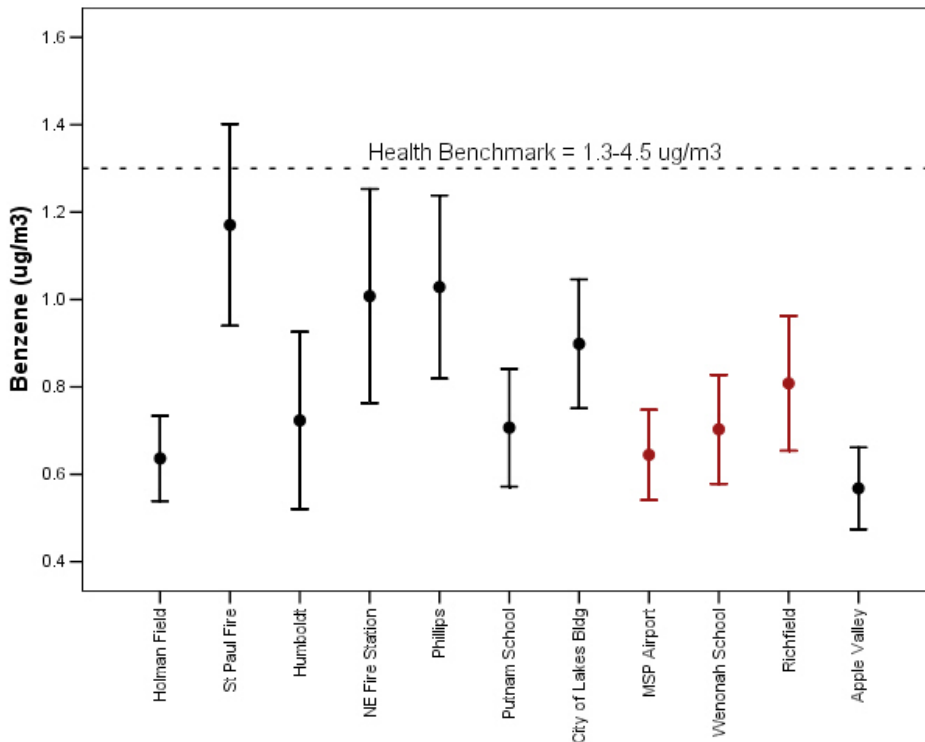
The average concentration results for the ten pollutants MPCA monitors which are associated with airports and other transportation sources are shown in the following charts. The charts show the airport sites compared with other monitoring locations in the Twin Cities Metropolitan Area. The circle is the average concentration from July to December 2005. The bars show the range where it is 95 percent certain that the true average of the data falls. The dotted line shows the concentration of the health benchmark. If the circles and bars fall below the line, adverse health effects are not expected to result from exposures to that chemical.



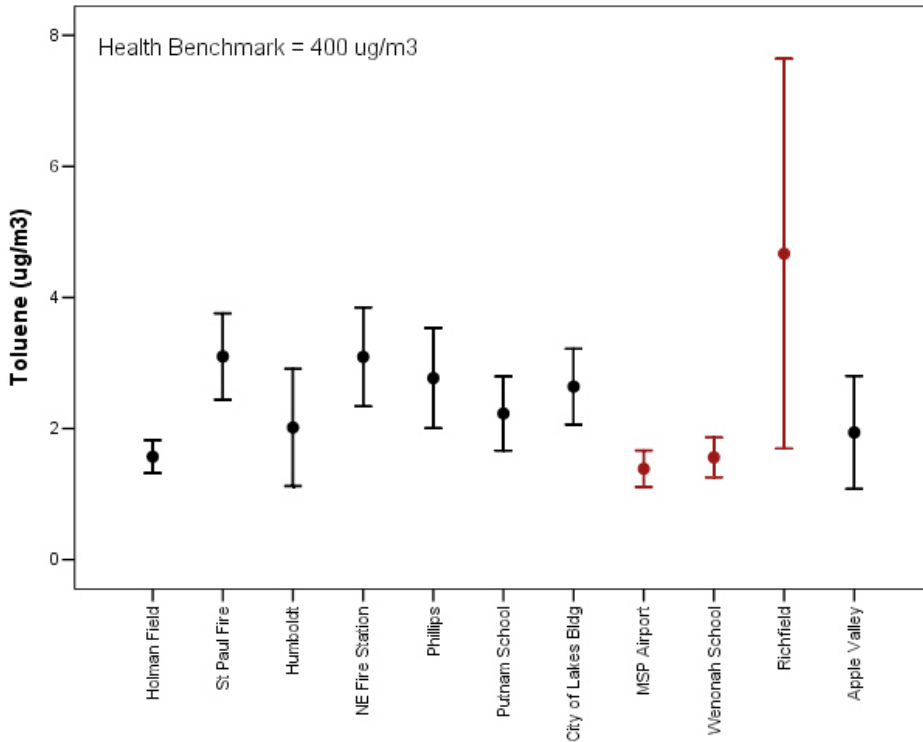
Average Acetaldehyde Concentrations with 95% Confidence Intervals (July-December 2005)



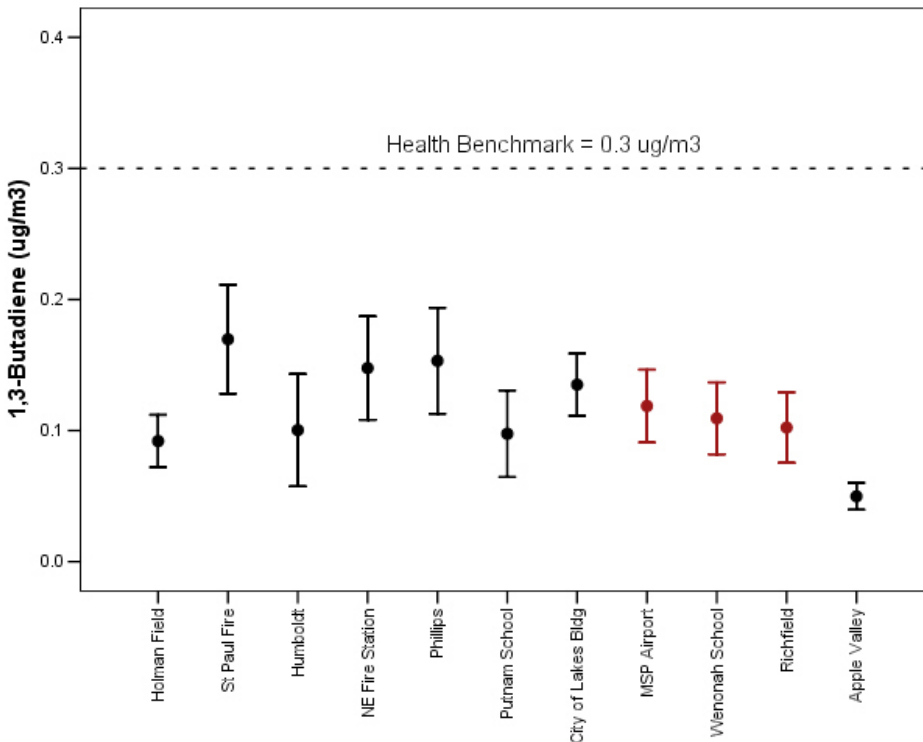
Average Benzene Concentrations with 95% Confidence Intervals (July-December 2005)



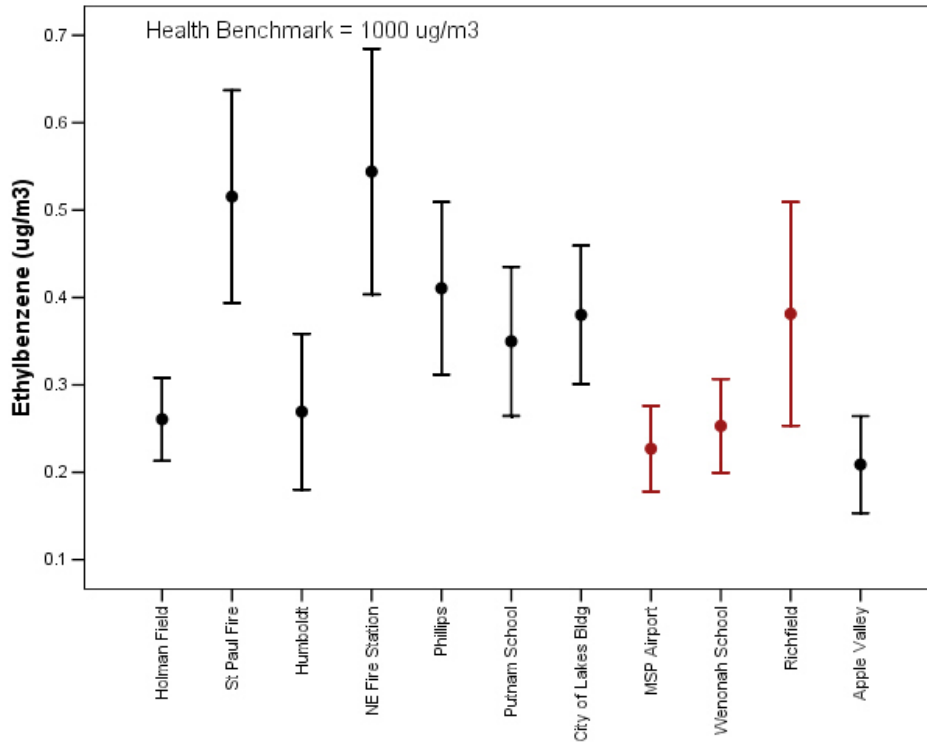
**Average Toluene Concentrations with 95% Confidence Intervals
(July-December 2005)**



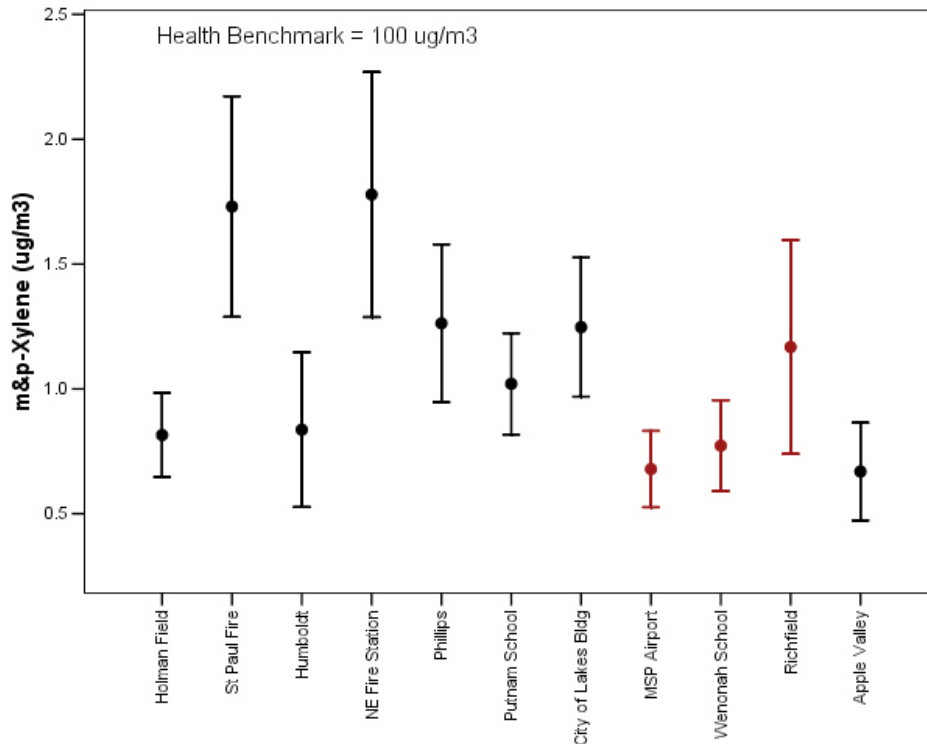
**Average 1,3-Butadiene Concentrations with 95% Confidence Intervals
(July-December 2005)**



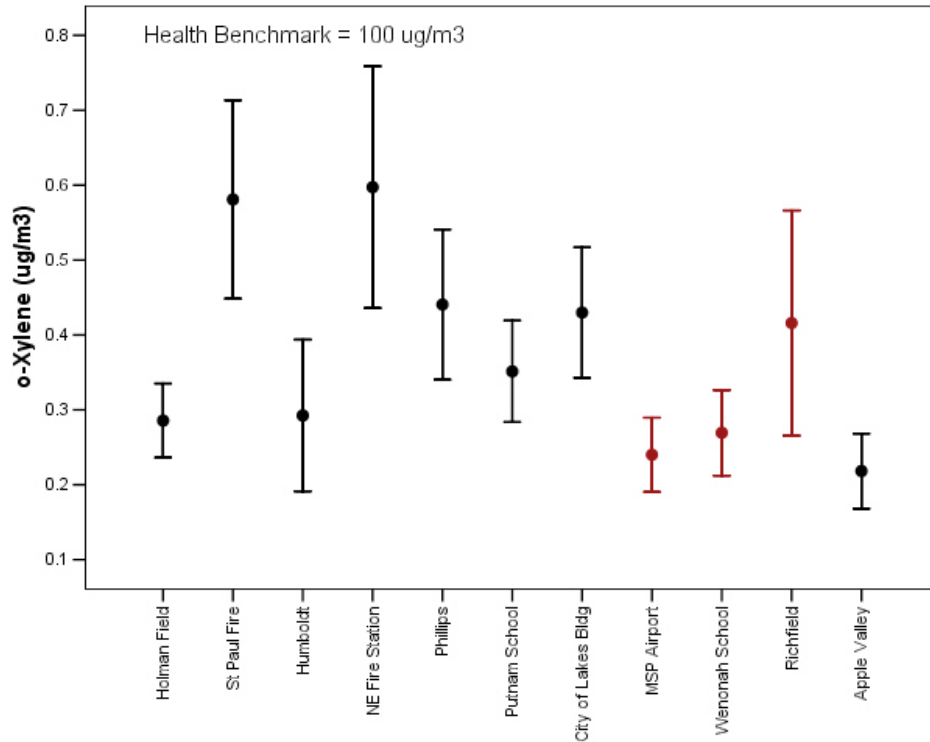
Average Ethylbenzene Concentrations with 95% Confidence Intervals (July-December 2005)



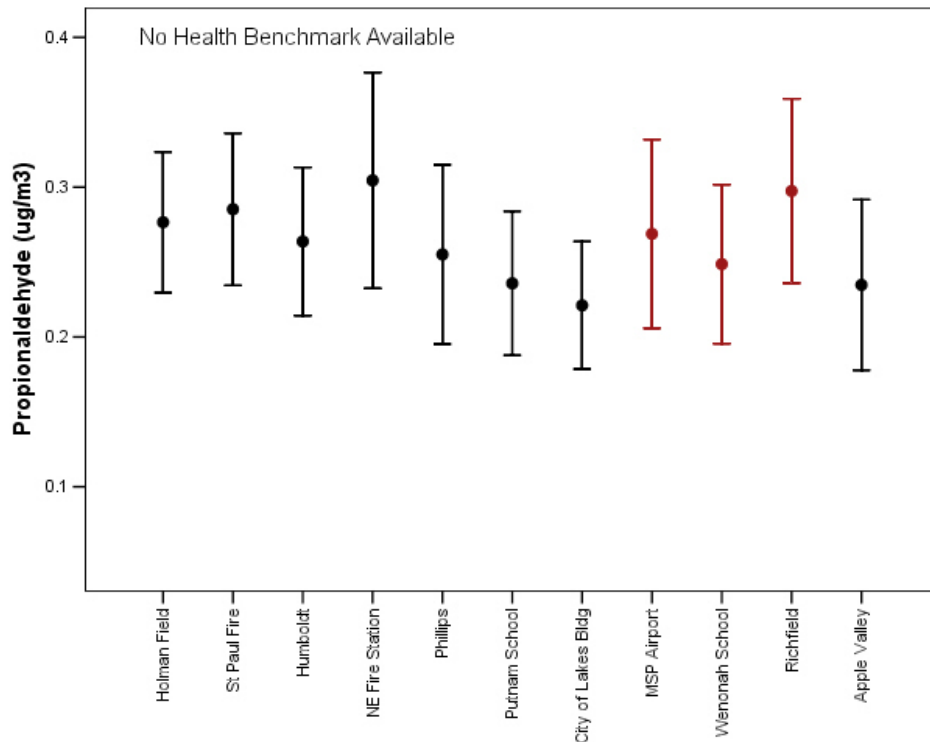
Average m&p-Xylene Concentrations with 95% Confidence Intervals (July-December 2005)



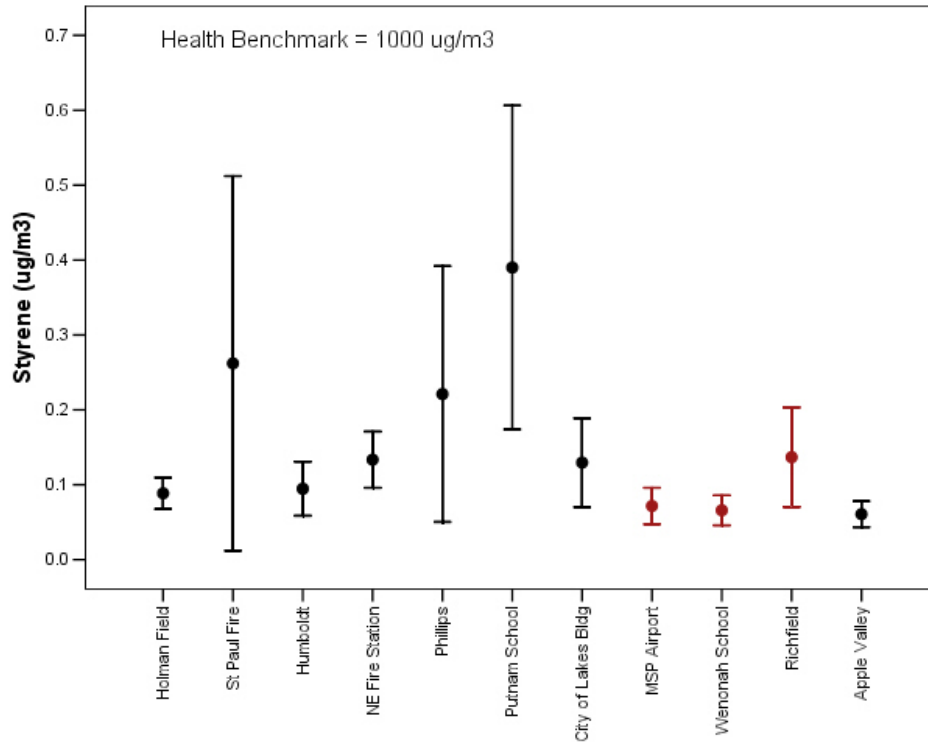
**Average o-Xylene Concentrations with 95% Confidence Intervals
(July-December 2005)**



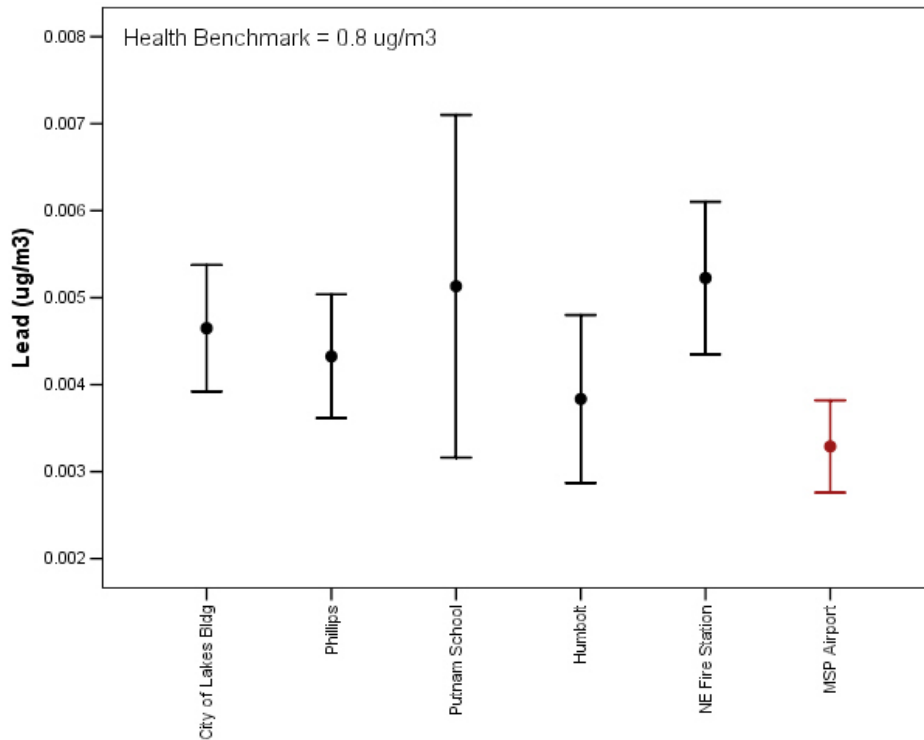
**Average Propionaldehyde Concentrations with 95% Confidence Intervals
(July-December 2005)**



**Average Styrene Concentrations with 95% Confidence Intervals
(July-December 2005)**



**Average Lead Concentrations with 95% Confidence Intervals
(2005)**



Appendix B: VOC Summary Data, July-December 2005

Compound	AIRS Code	CAS Number	Detection Limit	Acute Health Benchmark	Chronic Health Benchmark	Richfield				
						Mean	Median	Standard Error	Maximum	Valid N
Benzene	45201	71-43-2	0.223	1,000	1.3	0.808	0.700	0.075	1.936	25
Benzyl chloride	45809	100-44-7	0.176	240	0.20	ND	ND	ND	ND	ND
Bromodichloromethane	43828	75-27-4	0.274			ND	ND	ND	ND	ND
Bromoform	43806	75-25-2	0.436		9.1	ND	ND	ND	ND	ND
Butadiene, 1,3-	43218	106-99-0	0.125		0.30	0.102	0.087	0.013	0.341	28
Carbon disulfide	42153	75-15-0	0.178	6,000	700	0.053	0.034	0.014	0.383	28
Carbon tetrachloride	43804	56-23-5	0.423	1,900	0.7	0.567	0.573	0.021	0.956	26
Chlorobenzene	45801	108-90-7	0.387		1,000	0.023	0.018	0.003	0.069	28
Chloroform	43803	67-66-3	0.357	150	300	0.106	0.100	0.008	0.244	28
Cyclohexane	43248	110-82-7	0.166		6,000	0.163	0.148	0.020	0.375	26
Dibromochloromethane	43832	124-48-1	0.418			ND	ND	ND	ND	ND
Dichlorobenzene (m)	45806	541-73-1	0.252			ND	ND	ND	ND	ND
Dichlorobenzene (o)	45805	95-50-1	0.438		200	ND	ND	ND	ND	ND
Dichlorobenzene (p)	45807	106-46-7	0.284		0.9	0.056	0.036	0.009	0.186	28
Dichlorodifluoromethane (Freon 12)	43823	75-71-8	0.283		200	2.582	2.512	0.094	4.594	27
Dichloroethane, 1,1-	43813	75-34-3	0.414		6.3	ND	ND	ND	ND	ND
Dichloroethene, cis-1,2-	43839	156-59-2	0.204			ND	ND	ND	ND	ND
Dichloroethene, trans-1,2-	43838	156-60-5	0.237			ND	ND	ND	ND	ND
Dichloromethane	43802	75-09-2	0.306	10,000	21	0.371	0.233	0.095	2.601	26
Dichloropropane, 1,2-	43829	78-87-5	0.225		4.0	ND	ND	ND	ND	ND
Dichloropropene, cis-1,3-	43831	10061-01-5	0.137		2.5	ND	ND	ND	ND	ND
Dichloropropene, trans-1,3-	43830	10061-02-6	0.382		2.5	ND	ND	ND	ND	ND
Dichlorotetrafluoroethane (Freon 114)	43208	76-14-2	0.342			0.106	0.105	0.003	0.133	28
Ethyl chloride	43812	75-00-3	0.148	100,000	10,000	ND	ND	ND	ND	ND
Ethylbenzene	45203	100-41-4	0.168	10,000	1,000	0.381	0.250	0.062	1.537	28
Ethylene chloride	43815	107-06-2	0.244		0.38	0.024	0.024	0.002	0.053	28
Ethylene dibromide	43843	106-93-4	0.675		0.05	ND	ND	ND	ND	ND
Ethyltoluene, 4-	45228	622-96-8	0.511			0.211	0.111	0.054	1.180	28
Heptane	43232	142-82-5	0.191			0.428	0.312	0.062	1.352	27
Hexachloro-1,3-butadiene, 1,1,2,3,4,4-	43844	87-68-3	1.922		0.45	ND	ND	ND	ND	ND
Hexane	43231	110-54-3	0.200		2,000	0.788	0.571	0.099	1.967	27
Methyl bromide	43819	74-83-9	0.208	2,000	5.0	0.034	0.027	0.004	0.140	28
Methyl butyl ketone	43559	591-78-6	0.981			0.055	0.010	0.016	0.336	28
Methyl chloride	43801	74-87-3	0.126		5.6	0.856	0.846	0.029	1.196	24
Methyl chloroform	43814	71-55-6	0.231	140,000	1,000	0.102	0.104	0.003	0.142	28
Methyl ethyl ketone	43552	78-93-3	0.240	10,000	5,000	1.084	0.773	0.163	4.132	27
Methyl tert-butyl ether	43372	1634-04-4	0.322		38	ND	ND	ND	ND	ND

Appendix B: VOC Summary Data, July-December 2005

Compound	AIRS Code	CAS Number	Detection Limit	Acute Health Benchmark	Chronic Health Benchmark	Richfield				
						Mean	Median	Standard Error	Maximum	Valid N
Propanol, 2-	43312	67-63-0	0.239			0.658	0.413	0.234	5.843	25
Propylene	43205	115-07-1	0.230		3,000	1.982	1.804	0.216	5.860	27
Styrene	45220	100-42-5	0.214	21,000	1,000	0.137	0.094	0.032	0.890	27
Tetrachloroethane, 1,1,2,2-	43818	79-34-5	0.379		0.17	ND	ND	ND	ND	ND
Tetrachloroethene	43817	127-18-4	0.384	20,000	1.7	0.197	0.126	0.032	0.760	28
Tetrahydrofuran	46401	109-99-9	0.207			0.062	0.024	0.024	0.681	28
Toluene	45202	108-88-3	0.162	37,000	400	4.669	2.018	1.444	34.244	26
Trichlorobenzene, 1,2,4-	45810	120-82-1	2.467		200	ND	ND	ND	ND	ND
Trichloroethane, 1,1,2-	43820	79-00-5	0.374		0.6	ND	ND	ND	ND	ND
Trichloroethene	43824	79-01-6	0.374	2,000	5.0	0.094	0.073	0.013	0.274	26
Trichlorofluoromethane (Freon 11)	43811	75-69-4	0.325		700	1.263	1.292	0.063	1.601	25
Trichlorotrifluoroethane (Freon 113)	43207	76-13-1	0.488		30,000	0.586	0.582	0.015	0.736	26
Trimethylbenzene, 1,2,4-	45208	95-63-6	0.305			0.784	0.411	0.210	4.557	28
Trimethylbenzene, 1,3,5-	45207	108-67-8	0.460			0.219	0.108	0.061	1.519	28
Vinyl acetate	43447	108-05-4	0.452		200	1.494	1.523	0.157	4.053	26
Vinyl chloride	43860	75-01-4	0.139	180,000	1.1	0.008	0.010	0.001	0.015	28
Vinylidene chloride	43826	75-35-4	0.343		200	ND	ND	ND	ND	ND
Xylene (m&p)	45109	108-38-3	0.526	43,000	100	1.168	0.738	0.208	4.638	26
Xylene (o)	45204	95-47-6	0.389	43,000	100	0.416	0.274	0.073	1.880	27

Concentrations in ug/m3

ND=Not Detected

Appendix B: VOC Summary Data, July-December 2005

Compound	MSP Airport					Wenonah School					City of Lakes Bldg			
	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum
Benzene	0.645	0.612	0.050	1.511	28	0.703	0.693	0.061	1.827	28	0.898	0.847	0.071	1.645
Benzyl chloride	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Bromodichloromethane	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Bromoform	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Butadiene, 1,3-	0.119	0.097	0.014	0.378	30	0.109	0.096	0.013	0.423	30	0.135	0.126	0.012	0.308
Carbon disulfide	0.047	0.033	0.009	0.271	30	0.036	0.028	0.004	0.128	30	ND	ND	ND	ND
Carbon tetrachloride	0.559	0.554	0.016	0.717	29	0.522	0.503	0.017	0.692	28	0.559	0.547	0.017	0.768
Chlorobenzene	0.013	0.009	0.002	0.037	30	0.003	0.005	0.001	0.018	31	0.024	0.014	0.005	0.106
Chloroform	0.087	0.088	0.004	0.142	30	0.091	0.088	0.005	0.195	31	0.110	0.105	0.008	0.225
Cyclohexane	0.124	0.117	0.014	0.348	29	0.134	0.108	0.015	0.361	30	0.179	0.174	0.017	0.361
Dibromochloromethane	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichlorobenzene (m)	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichlorobenzene (o)	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichlorobenzene (p)	0.040	0.030	0.005	0.114	30	0.039	0.024	0.006	0.126	31	0.097	0.099	0.010	0.210
Dichlorodifluoromethane (Freon 12)	2.516	2.468	0.057	3.116	30	2.625	2.576	0.062	3.259	29	2.640	2.572	0.069	3.847
Dichloroethane, 1,1-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichloroethene, cis-1,2-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichloroethene, trans-1,2-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichloromethane	0.251	0.210	0.024	0.734	27	0.374	0.249	0.074	1.514	28	0.307	0.241	0.036	0.784
Dichloropropane, 1,2-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichloropropene, cis-1,3-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichloropropene, trans-1,3-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Dichlorotetrafluoroethane (Freon 114)	0.108	0.108	0.003	0.140	30	0.104	0.105	0.005	0.147	30	0.104	0.105	0.005	0.154
Ethyl chloride	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Ethylbenzene	0.227	0.222	0.024	0.634	29	0.253	0.219	0.026	0.725	30	0.380	0.332	0.038	0.847
Ethylene chloride	0.025	0.024	0.002	0.053	30	0.023	0.020	0.002	0.053	31	0.023	0.024	0.002	0.049
Ethylene dibromide	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Ethyltoluene, 4-	0.094	0.084	0.010	0.246	30	0.098	0.079	0.011	0.295	31	0.222	0.197	0.028	0.580
Heptane	0.325	0.287	0.040	0.988	29	0.333	0.303	0.038	0.869	29	0.442	0.418	0.045	0.918
Hexachloro-1,3-butadiene, 1,1,2,3,4,4-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Hexane	0.566	0.525	0.057	1.428	27	0.689	0.612	0.072	1.731	28	0.900	0.804	0.091	1.946
Methyl bromide	0.044	0.031	0.007	0.214	30	0.080	0.068	0.008	0.206	30	0.043	0.031	0.010	0.264
Methyl butyl ketone	0.013	0.000	0.004	0.098	30	0.020	0.000	0.009	0.242	31	0.062	0.008	0.018	0.352
Methyl chloride	0.905	0.963	0.041	1.225	28	0.859	0.888	0.043	1.280	26	0.925	0.939	0.054	1.425
Methyl chloroform	0.099	0.104	0.003	0.120	30	0.093	0.098	0.003	0.120	31	0.103	0.104	0.003	0.147
Methyl ethyl ketone	0.939	0.703	0.136	3.678	26	0.855	0.670	0.106	2.942	27	1.163	1.165	0.143	3.275
Methyl tert-butyl ether	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

Appendix B: VOC Summary Data, July-December 2005

Compound	MSP Airport					Wenonah School					City of Lakes Bldg			
	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum
Propanol, 2-	0.517	0.229	0.150	3.982	27	0.569	0.111	0.229	5.491	26	1.025	0.327	0.367	8.456
Propylene	1.812	1.675	0.181	3.860	25	1.938	1.776	0.189	4.387	29	2.255	2.009	0.224	4.915
Styrene	0.072	0.060	0.012	0.349	29	0.066	0.055	0.010	0.290	30	0.130	0.081	0.029	0.699
Tetrachloroethane, 1,1,2,2-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Tetrachloroethene	0.154	0.139	0.021	0.509	30	0.161	0.142	0.018	0.421	31	0.195	0.180	0.026	0.563
Tetrahydrofuran	0.025	0.022	0.004	0.086	30	0.023	0.018	0.004	0.083	31	0.035	0.029	0.005	0.106
Toluene	1.387	1.229	0.136	3.188	29	1.561	1.323	0.148	4.119	29	2.641	2.389	0.279	6.335
Trichlorobenzene, 1,2,4-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Trichloroethane, 1,1,2-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Trichloroethene	0.106	0.083	0.014	0.344	28	0.069	0.054	0.013	0.382	28	0.183	0.145	0.027	0.554
Trichlorofluoromethane (Freon 11)	1.273	1.270	0.038	1.652	27	1.184	1.214	0.055	1.702	28	1.604	1.562	0.119	3.174
Trichlorotrifluoroethane (Freon 113)	0.572	0.586	0.017	0.728	30	0.539	0.552	0.019	0.690	28	0.587	0.575	0.022	0.912
Trimethylbenzene, 1,2,4-	0.314	0.285	0.035	0.875	29	0.330	0.293	0.037	1.003	30	0.642	0.602	0.082	1.632
Trimethylbenzene, 1,3,5-	0.084	0.079	0.009	0.246	30	0.087	0.074	0.011	0.300	31	0.203	0.179	0.027	0.536
Vinyl acetate	1.163	1.180	0.121	2.708	27	1.162	1.067	0.135	3.007	27	1.644	1.618	0.169	3.722
Vinyl chloride	0.009	0.008	0.001	0.015	30	0.009	0.008	0.001	0.018	30	0.008	0.008	0.001	0.018
Vinylidene chloride	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Xylene (m&p)	0.679	0.671	0.074	2.041	28	0.773	0.651	0.089	2.488	28	1.247	1.088	0.135	2.788
Xylene (o)	0.240	0.230	0.024	0.677	28	0.269	0.248	0.028	0.829	29	0.430	0.376	0.042	0.916

Concentrations in ug/m3

ND=Not Detected

Appendix B: VOC Summary Data, July-December 2005

Compound	Valid N
Benzene	25
Benzyl chloride	ND
Bromodichloromethane	ND
Bromoform	ND
Butadiene, 1,3-	27
Carbon disulfide	ND
Carbon tetrachloride	26
Chlorobenzene	28
Chloroform	28
Cyclohexane	28
Dibromochloromethane	ND
Dichlorobenzene (m)	ND
Dichlorobenzene (o)	ND
Dichlorobenzene (p)	28
Dichlorodifluoromethane (Freon 12)	27
Dichloroethane, 1,1-	ND
Dichloroethene, cis-1,2-	ND
Dichloroethene, trans-1,2-	ND
Dichloromethane	25
Dichloropropane, 1,2-	ND
Dichloropropene, cis-1,3-	ND
Dichloropropene, trans-1,3-	ND
Dichlorotetrafluoroethane (Freon 114)	27
Ethyl chloride	ND
Ethylbenzene	26
Ethylene chloride	28
Ethylene dibromide	ND
Ethyltoluene, 4-	28
Heptane	25
Hexachloro-1,3-butadiene, 1,1,2,3,4,4-	ND
Hexane	25
Methyl bromide	27
Methyl butyl ketone	28
Methyl chloride	25
Methyl chloroform	28
Methyl ethyl ketone	24
Methyl tert-butyl ether	ND

Appendix B: VOC Summary Data, July-December 2005

Compound	Valid N
Propanol, 2-	24
Propylene	24
Styrene	28
Tetrachloroethane, 1,1,2,2-	ND
Tetrachloroethene	28
Tetrahydrofuran	28
Toluene	25
Trichlorobenzene, 1,2,4-	ND
Trichloroethane, 1,1,2-	ND
Trichloroethene	26
Trichlorofluoromethane (Freon 11)	25
Trichlorotrifluoroethane (Freon 113)	25
Trimethylbenzene, 1,2,4-	26
Trimethylbenzene, 1,3,5-	28
Vinyl acetate	24
Vinyl chloride	27
Vinylidene chloride	ND
Xylene (m&p)	26
Xylene (o)	26

Concentrations in ug/m3

ND=Not Detected

Appendix C: Carbonyl Summary Data, July-December 2005

Compounds	AIRS Code	CAS Number	Detection Limit	Acute Health Benchmark	Chronic Health Benchmark	Richfield				
						Mean	Median	Standard Error	Maximum	Valid N
Formaldehyde	43502	50-00-0	0.004	94	0.8	3.11	2.47	0.39	8.98	25
Acetaldehyde	43503	75-07-0	0.005		4.5	1.50	1.42	0.14	3.02	26
Propionaldehyde	43504	123-38-6	0.017			0.30	0.25	0.03	0.78	26
Butyraldehyde-	43510	123-72-8	0.015			0.41	0.37	0.05	1.13	26
Crotonaldehyde	43520	123-73-9	0.009			ND	ND	ND	ND	ND
Acetone	43551	67-64-1	0.012			1.55	1.56	0.21	3.47	28
Benzaldehyde	45501	100-52-7	0.022			0.22	0.20	0.03	0.53	26

Concentrations in
ug/m3
ND=Not Detected

Appendix C: Carbonyl Summary Data, July-December 2005

Compounds	City of Lakes Bldg					MSP Airport					Wenonah School				
	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum	Valid N	Mean	Median	Standard Error	Maximum	Valid N
Formaldehyde	2.94	2.51	0.37	8.33	25	2.83	2.02	0.38	7.99	27	2.49	1.98	0.33	7.67	27
Acetaldehyde	1.15	1.20	0.09	1.91	26	1.18	1.11	0.10	2.94	28	1.06	1.04	0.09	2.12	28
Propionaldehyde	0.22	0.20	0.02	0.49	26	0.27	0.22	0.03	0.70	28	0.25	0.21	0.03	0.62	28
Butyraldehyde-	0.26	0.22	0.03	0.75	26	0.26	0.23	0.03	0.78	28	0.23	0.23	0.02	0.57	28
Crotonaldehyde	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Acetone	0.87	0.73	0.14	2.76	26	1.04	1.09	0.14	2.72	28	0.95	0.84	0.14	2.58	28
Benzaldehyde	0.11	0.09	0.01	0.36	26	0.10	0.08	0.01	0.35	28	0.09	0.09	0.01	0.17	28

Concentrations in
ug/m3
ND=Not Detected

Appendix D: Metals Summary Data, 2005

Compound	AIRS Code	CAS Number	Detection Limit	Acute Health Benchmark	Chronic Health Benchmark	City of Lakes Bldg				
						Mean	Median	Standard Error	Maximum	Valid N
Aluminum	12101	7429-90-5	0.4163			0.252	0.220	0.025	0.948	60
Antimony	12102	7440-36-0	0.0234		0.2	ND	ND	ND	ND	60
Arsenic	12103	7440-38-2	0.0215	0.19	0.002	ND	ND	ND	ND	60
Beryllium	12105	7440-41-7	0.0145		0.004	ND	ND	ND	ND	60
Barium	12107	7440-39-3	0.0690		0.5	0.019	0.018	0.002	0.088	60
Cadmium	12110	7440-43-9	0.0136		0.006	ND	ND	ND	ND	60
Chromium	12112	7440-47-3	0.0122		0.0008	ND	ND	ND	ND	60
Cobalt	12113	7440-48-4	0.0148			ND	ND	ND	ND	60
Copper	12114	7440-50-8	0.0295	100		0.102	0.082	0.011	0.410	60
Iron	12126	7439-89-6	0.1013			0.639	0.563	0.045	1.498	60
Lead	12128	7439-92-1	0.0158		0.8	ND	ND	ND	0.012	60
Manganese	12132	7439-96-5	0.0179		0.2	0.019	0.015	0.002	0.064	60
Nickel	12136	2/2/7440	0.0081	11	0.04	ND	ND	ND	ND	60
Mercury	12142	7439-97-6	0.0667	1.8	0.3	ND	ND	ND	ND	60
Selenium	12154	7782-49-2	0.0235		20	ND	ND	ND	ND	60
Zinc	12167	7440-66-6	0.0382			0.042	0.038	0.003	0.143	60

Concentrations in ug/m3
 ND=Not Detected

Appendix D: Metals Summary Data, 2005

Compound	MSP Airport				
	Mean	Median	Standard Error	Maximum	Valid N
Aluminum	0.193	0.134	0.024	0.792	59
Antimony	ND	ND	ND	ND	59
Arsenic	ND	ND	ND	ND	59
Beryllium	ND	ND	ND	ND	59
Barium	0.011	0.009	0.002	0.072	59
Cadmium	ND	ND	ND	ND	59
Chromium	ND	ND	ND	ND	59
Cobalt	ND	ND	ND	ND	59
Copper	0.309	0.222	0.032	1.200	59
Iron	0.436	0.334	0.038	1.208	59
Lead	ND	ND	ND	0.010	59
Manganese	0.017	0.012	0.002	0.061	59
Nickel	ND	ND	ND	ND	59
Mercury	ND	ND	ND	ND	59
Selenium	ND	ND	ND	ND	59
Zinc	0.025	0.022	0.002	0.071	59

Concentrations in
ug/m3
ND=Not Detected

