



September 3, 2019

Metropolitan Airports Committee  
Attn: Noise Oversight Committee (NOC)  
6040 S. 28<sup>th</sup> Avenue  
Minneapolis, MN 55450

Dear Members of the Noise Oversight Committee:

As you are well aware, the noise environment in the City of Eagan has changed dramatically since the implementation of Converging Runway Operations (CRO) at MSP Airport in 2015. The airport more routinely operates in a south flow, resulting in thousands of additional flights over residential areas of Eagan.

Over the past several months, the Eagan Airport Relations Commission (ARC), a volunteer advisory commission to the City Council, has been working in partnership with Metropolitan Airports Commission (MAC) staff to review the outcomes of the NOC-initiated Runway 17 Departure Study. The study clearly demonstrated the increased noise impact to Eagan since CRO went into effect. In response to the data and with input from MAC staff and Eagan residents, the ARC has developed a series of requests and inquiries of the FAA pertaining to operational changes at MSP Airport. The ARC is mindful of not moving noise from one community or neighborhood to another, and thus the suggestions attempt to keep planes over more compatible land uses and within the City of Eagan, when appropriate.

The City of Eagan respectfully asks the NOC to consider and forward the following recommendations and inquiries to the MAC Commission of the whole. Pending NOC and MAC review, the City asks that the request be forwarded to the FAA for their consideration. The requests are being made at this time to coincide with the recent commitment of the FAA to conduct environmental analysis of the impacts of CRO. The City of Eagan is grateful for the FAA's renewed presence and communication efforts with the NOC. As such, the City of Eagan requests that the FAA respond both in writing and engage in a dialogue with the NOC when responding to the City's requests.

## Operational Requests and Inquiries of the FAA

**Issue #1:** Use of Runway 17 for departures has increased dramatically since the implementation of CRO, including more frequent use of the south flow configuration. The Runway Use System (RUS) calls for Runway 12R and 12L as the first priority for departures. However, Runway 17 is the most frequently used runway for southerly departures in contradiction to the RUS.

### **Requests/Inquiries:**

- Consider the feasibility to direct departures from MSP with initial fixes of COULT or ZMBRO to use Runway 12R instead of Runway 17.
- Vary the use of Runway 17 departure headings to limit the frequency of overflights in neighborhoods

**Issue #2:** More frequent use of the 120, 140, and 155-degree departure headings off Runway 17 has caused a significant increase in the noise burden over residential areas of Eagan.

### **Requests/Inquiries:**

- Implement an eastbound turn restriction off Runway 17 similar to the westbound 2.5-mile river departure procedure.
- Review the feasibility of a new southerly fix located approximately 6.6 miles at the intersection of 35E and Cedar Avenue to which all or a portion of Runway 17 departures could be directed to prior to making their eastbound turn.
- Better fan aircraft by increasing the use of the 180-degree heading to more equitably distribute operations currently using the 120, 140, and 155-degree headings.
- Could all Runway 17 departures use the 2.5-mile river departure procedure to gain altitude before making an easterly turn to their destination?

**Issue #3:** Westbound departures on Runway 12R are making sweeping, westerly turns over predominantly residential areas.

### **Requests/Inquiries:**

- Move Runway 12R and 12L westbound departures to Runway 17 to take advantage of the 2.5-mile river departure procedure. In particular, consider this change during the nighttime given this practice already occurs during the daytime.
  - Or, as an alternative, could westbound departures from Runway 12R turn immediately after departure and follow the river valley to the southwest without impacting residents living in northern Eagan?
- Could departures in the corridor be required to reach a certain altitude (e.g. 5000 feet) before initiating their westbound turn?

As the FAA reviews the above requests and inquires, we ask that they consider not only whether these changes could be made 24-hours a day, but also look at opportunities for improvements during certain times of the day when demand allows (i.e. daytime-only, nighttime-only, low demand periods, etc.).

On behalf of the City of Eagan, we thank the NOC, along with the MAC and FAA in advance, for considering the City's requests and inquiries. We appreciate the spirit of collaboration. Eagan greatly values from being a neighbor to MSP Airport and we are hopeful that the suggested modifications will be seriously considered by the FAA to reduce the noise burden on our community.

Sincerely,

A handwritten signature in black ink that reads "Mike Maguire". The signature is written in a cursive, slightly slanted style.

Mike Maguire  
Mayor

cc: U.S. Congresswoman Angie Craig  
U.S. Senator Amy Klobuchar  
U.S. Senator Tina Smith  
Eagan Airport Relations Commission  
Brad Juffer, MAC Manager of Community Relations