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AIRPORT ALERT - 2004 - Council Member Sandy Colvin Roy -
- Mayor R.T. Rybak -

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AIRPORT ALERT - 2004

COUNCIL MEMBER SANDY COLVIN ROY

MAYOR R.T. RYBAK

“ . . . no mitigation beyond the 65 DNL can be justified from either a technical or policy perspective.” *Northwest Airlines, March 3, 2004*

The airport is our neighbor but it's our job as your elected officials to make sure they're a good neighbor. To that end, we're working on three key areas: Securing the funds promised neighbors to complete the Sound Insulation Program; managing the airport with a stronger eye toward limiting pollution; and developing a long-range vision that has fewer, quieter planes over our homes.

The future of the Sound Insulation Program agreed to by the Metropolitan Airports Commission (MAC) and Northwest is threatened. We need your help to protect the quality of life for airport neighbors and the stability of our community. **The most important thing you can do is testify at the MAC meeting on Monday, May 17.** The power of our voices is amplified when it is accompanied by a room full of people. Together, we can make sure they understand the importance of upholding their commitments.

Why Are We talking About This?

Northwest Airlines is lobbying the MAC to renege on their promise to insulate affected homes. Sound insulation is done by the MAC through the Part 150 program, a federal program using aviation-generated funds for noise mitigation. Part 150 studies are updated periodically to reflect changes in the airline industry (i.e. number of flights, aircraft type, new runways). Find out which contour you live in on the new Noise Exposure Map (Page 3), based on 2007 projections.

Legislative Strategies

Over the past year Minneapolis formed a partnership with outstate cities to urge the state of Minnesota to develop a statewide airport strategy. It makes sense economically and environmentally to look at the state strategically as an aviation market. Shifting select flights from Minneapolis to outstate Minnesota in the long-term, especially cargo and other night flights, may prove to benefit outstate areas and increase capacity overall for the state, while at the same time reducing noise pollution in Minneapolis.

South Minneapolis Sen. Jane Ranum and Rep. Paul Thissen introduced bills to direct Mn/DOT to develop a statewide airport strategy. Mayor Rybak and Mayors from St. Cloud, Rochester and Mankato testified on behalf of the bills, which have been gaining support in the legislature. Ranum's bill has been heard in committee and is expected to be considered by the Senate, while part of Thissen's bill has been put into an omnibus transportation bill in the House. Look for us to continue to build this statewide coalition to provide the long-term relief our neighborhoods deserve.

Important Meetings

- MAC Planning and Environment Committee
Wednesday, May 5th – 9:00 A.M.
Lindbergh Terminal, Mpls/St. Paul Airport
- Full MAC Meeting (**if you can only come to one meeting, come to this one.**)
Monday, May 17th – 1 P.M.
Lindbergh Terminal, Mpls/St. Paul Airport

All meetings are held in Commission Chambers on the Lindbergh Terminal's Mezzanine Level, above Chili's restaurant.

Tips for Attending MAC Meetings at the Lindbergh Terminal

1. There is parking in short-term parking lot next to the terminal.
2. The entrance from short-term parking takes you down an escalator. Look for the information desk ahead. **A picture ID is required** to get a pass to attend the Commission Meeting. It also allows you to go through the employee security gate.
3. Security continues to be tight. To expedite the process, leave any unnecessary bags and metallic items at home.
4. There will be signs to guide you to the Commission meeting room. The Commission boardroom is on the second level, right under Chili's Restaurant.

History of Noise Mitigation

1972 - MSP is identified as a noise-sensitive airport by the Airline Pilots Association.

1992 – Sound insulation of Minneapolis homes begins through Part 150, phase 1.

1996 – Agreement is negotiated to keep airport at its current location. NWA is opposed to a new airport site, and the **MAC unanimously approves their recommendation to expand the sound insulation program to the 2005 60 DNL, as a condition expanding the current airport.**

1999 - Governor's Airport Community Stabilization Funding Taskforce states: "The MAC is committed to spending \$139.5 million through the year 2006 on a program to mitigate noise between the 60-65 DNL contour provided it is approved by the FAA. Based on MAC policy, additional funding is provided in its CIP (which currently extends to 2006) until mitigation between the 60-65 DNL is complete."

1999 - Current airport operating agreements are negotiated with \$70 million in airline rates and charges to be applied to a \$150 million MAC program for the expanded sound insulation program.

2001 - MAC submits report to FAA stating the 60 DNL is the standard for sound insulation eligibility.

2002 - Met Council approves MAC Capital Budget with condition that MAC reaffirms its \$150 million commitment to noise mitigation in the 60-64 DNL.

2004 - Draft 2007 Noise Contour (new map) completed.

What are We Asking For?

As your representatives, we are simply asking the MAC to fulfill their commitment. Repeatedly over the last 8 years, the MAC has promised to provide noise mitigation out to the 60 DNL. We are asking that they honor this commitment.

The table below compares the current adopted policy, Northwest's position, and the recommendation from the Noise Oversight Committee (NOC). NOC is made up of community and industry representatives to give a balanced forum for airport noise discussions. Community representatives were encouraged by the NOC recommendation because it is an improvement over current policy, although that enthusiasm is tempered by the fact that there are fewer eligible homes in the 2007 contours compared to the 1996 contours.

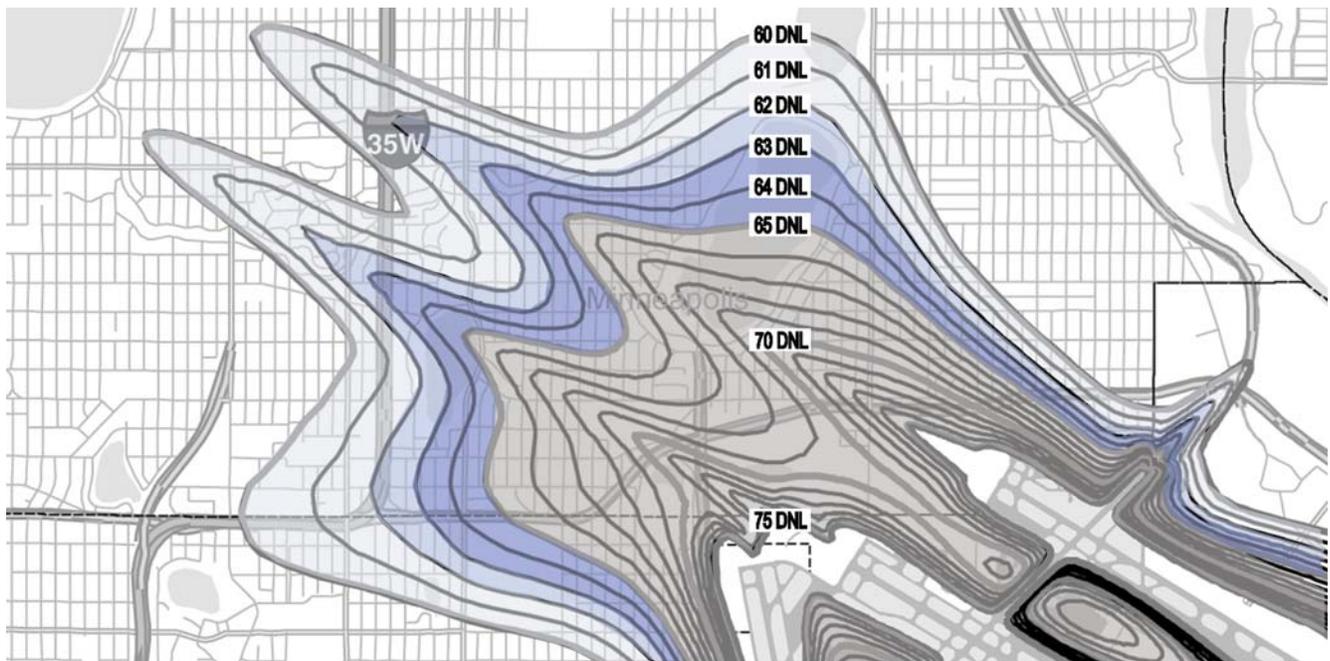
The MAC does have to balance competing interest. The airline industry, specifically Northwest Airlines, opposes expanding the sound insulation program beyond the 65 DNL. Within the past few months, Northwest has lobbied directly against more insulation to the MAC. Their argument is any money spent on sound insulation could be spent on improving the airport and helping them do business.

We're simply asking the MAC to fulfill their 1996 commitment to insulate these homes. Data show airport noise has now risen to pre-9/11 levels, so it's not getting any quieter in south Minneapolis. That, combined with the repeated promises to insulate out to the 60 DNL, clearly show we have a right to demand the continuation of the noise mitigation program.

Sound Mitigation Policy Proposals

Noise Impact Area	Northwest Airlines	Current Adopted Policy	2004 NOC Recommendation
65 DNL and Above	5dB insulation package	5dB insulation package	5dB insulation package
63 & 64 DNL Contours	No Mitigation	5dB insulation package	5dB insulation package
62 DNL Contour	No Mitigation	Air Conditioning or \$10,000 reimbursement	5dB insulation package
61 & 60 DNL Contour	No Mitigation	Air Conditioning or \$10,000 reimbursement	\$13,500 reimbursement
Proposed Expenditure (60-64 DNL Only)	\$0	Maximum \$150 Million	No Cap or Floor
Schedule	Not applicable	None set forth	Completion by 2010
Boundaries	Inside Contour Only	Parcel or Block?	Block Intersect

- Draft 2007 Noise Contours -



Testimony Tips

You'll be most effective by simply telling your own story, whether speaking or writing to MAC Commissioners. Here are some tips.

- ◆ This is an airport-related noise problem, not a home-improvement program. MAC's Sound Insulation Program is a proven remedy, which at least makes the inside livable if not the outside.
- ◆ Residents have made life and investment decisions based on expectations that MAC would fulfill their previous commitments for noise abatement.
- ◆ This is a long-standing commitment by the MAC. Residents were tolerant when the program was behind schedule. That does not mean that noise is becoming more acceptable

Assumptions v. Reality

The Noise Exposure Map (NEM) relies on many assumptions, including forecasts by the airlines on types of aircraft they will fly, runway utilization, flight tracks and other factors. We are concerned about the assumptions used for this map because MAC forecasts have been significantly off-target in the past. For example, despite a forecast of a modest 15 percent increase in night flights between 2002 and 2007, January and February 2004 night flights were 82 and 114 percent higher than the same month in 2002. Likewise, so far this year, total operations are twice as high as the airlines predicted. In addition, noise data shows virtually the same level of airplane noise in the city as in 2000. Despite a number of new, quieter aircraft and the elimination of NWA's night time bank, there has not been a noticeable drop in noise levels.

Why the "Block Intersect Method"?

The map above illustrates a long-debated problem with the Sound Insulation Program – the contour line is not "real," so where do you stop insulating homes? At the beginning of the Sound Insulation Program it became clear that there is no truly equitable way to draw the line. The Block Intersect Method – where all homes on a block intersected by a DNL line are eligible for insulation – was a compromise between the community and anti-mitigation groups. The community wanted natural boundaries such as highways, lakes, or creeks. Anti-mitigation forces only wanted homes inside the actual line insulated. Residents should be aware that the block intersect method was the compromise agreed to by the MAC and will likely be part of future agreements on the Sound Insulation Program.