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MSP NOISE NEWS

A quarterly publication of the Metropolitan Airports Commission - Aviation Noise and Satellite Programs

Runway Closure Community Open Houses Scheduled

As one of the last remaining projects included in the Minneapolis-St. Paul International Airport's (MSP) 2010 improvement plan, the center section of the north parallel runway (12L/30R) will be reconstructed.

Beginning August 17, the north parallel runway at MSP will be closed for approximately two and one half months to allow for reconstruction of the center portion of the runway. This will affect how the remaining three runways are used during this

period and, ultimately, where aircraft will be in the sky.

To help residents understand how this temporary change will affect flight patterns in the area surrounding MSP, the Metropolitan Airports Commission, together with the MSP Noise Oversight Committee, will hold four open houses during the two weeks prior to the closure.

One community open house will be held in early August in each of the following communities:

Minneapolis, Bloomington, St. Paul and Eagan.

Please join us for one of these sessions. There will be no formal presentation and residents can arrive any time between 7:00 and 8:30 p.m. Staff will be available to provide information and answer questions.

Residents can also learn more about the runway reconstruction project and the projected impacts by visiting the Noise Program website at: www.macnoise.com/construction or by calling 612-726-9411. ♦

Open House Schedule

Minneapolis - Monday, August 3

Nokomis Community Center
2401 E. Minnehaha Pkwy.
7:00 p.m. - 8:30 p.m.

St. Paul - Tuesday, August 11

Hillcrest Recreation Center
1978 Ford Pkwy.
7:00 p.m. - 8:30 p.m.

Bloomington - Wednesday, August 5

Bloomington Civic Plaza
Council Chambers
1801 W. Old Shakopee Rd.
7:00 p.m. - 8:30 p.m.

Eagan - Thursday, August 13

Eagan Community Center
1501 Central Pkwy.
7:00 p.m. - 8:30 p.m.

NOC News



The MSP Noise Oversight Committee (NOC) met on March 25 and May 20, 2009, and discussed the

following items:

Update on Trial Runway 17 RNAV Departure Procedure

NOC members were updated on the status of the RNAV departure procedure trials. A four-hour trial of the RNAV procedure was conducted on February 24, with a follow-up 24-hour test spanning from the morning of April 15 to the morning of April 16. Eighteen flights participated during the 4-hour test and 32 aircraft operated by Northwest Airlines and Pinnacle Airlines participated in the 24-hour test. Aircraft types that flew the test procedure included regional jets, Boeing 757, and Airbus A319/320.

Further Runway 17 RNAV departure procedure trials began June 8 and will continue for a 30-day period. The NOC will be presented with the analysis and results during the July 2009 meeting.

Runways 12L/12R Crossing-in-the-Corridor RNAV Departure Procedures

The MAC has been coordinating with the Federal Aviation Administration on new RNAV procedures proposed for Runways 12L and 12R. NOC members were updated on the proposed procedures, which will mirror the Crossing-In-The-Corridor departure procedure that currently exists. The anticipated benefit of using RNAV for this procedure is that there will be improved ground path consistency for aircraft using the procedure during the nighttime hours, which will concentrate more noise over the center of the Eagan -

Mendota Heights industrial corridor.

Runway 12L/30R Reconstruction Communication Plan

NOC members were reminded that the scheduled reconstruction of Runway 12L/30R will begin on August 17, 2009, and is anticipated to last two and one half months. Adjustments to runway operations will be necessary during this period, and residents are being advised of those adjustments through a direct postcard mailing, bulletins published in the newsletter, a webpage on the MAC's website (www.macnoise.com/construction), and four community open house meetings being held in August (see front page article).

MSP Noise Contour Report

A noise contour report is published each year as a condition of the Noise Mitigation Lawsuit Settlement

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Ask the Expert

Q. How do I determine if my home is eligible for the new noise mitigation program?

A. Under the new noise mitigation program, the Metropolitan Airports Commission (MAC) will provide mitigation to homes in the 60 to 64 DNL contours. Actual mitigation activities will vary depending upon the individual noise contour, with homes in the most noise-impacted contours eligible for more extensive mitigation than those in less impacted areas. The new program is based on a settlement reached in 2007 with the cities of Minneapolis, Richfield and Eagan regarding the scope and schedule of the expanded program.

To assist residents in determining whether they are eligible for the program, MAC has developed an interactive mapping application on the noise program website. To use this feature, visit the site's *'Interactive Maps/Reports'* section at www.macnoise.com/maps, click on *'New Noise Mitigation Program Area Interactive Map'* and enter a street address in the box next to *'Locate Address'*. Eligible areas are color-coded based on eligibility for the different phases of the program. For assistance in using this application call 612-726-9411.♦

Strong Winds Impact Runway Use

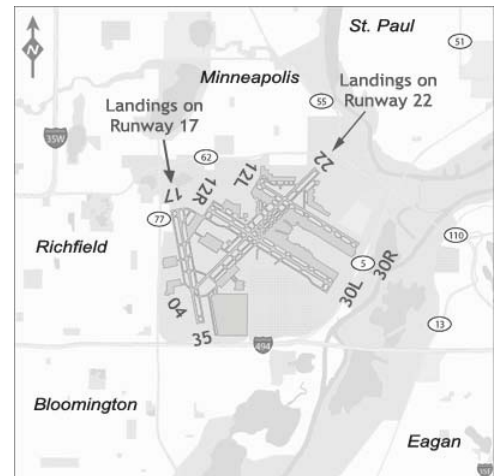
Usually aircraft need to land and takeoff into the wind. On a typical day, the Federal Aviation Administration (FAA) will use the two parallel runways (30L/12R, 30R/12L) in conjunction with the north/south runway (17/35) for almost all of the daily operations, while the crosswind runway (4/22) is used rarely and typically only for very large aircraft that need the extra runway length to depart safely. (The runway's orientation and the fact that it intersects three other runways means operations on the other three runways come to a halt when Runway 4/22 is needed.)

On an annual basis Runway 4/22 is used for less than 1 percent of total operations at MSP while Runway 17/35 is used almost exclusively to the south of the airport. (Operations to the north of MSP off of 17/35

also interfere with operations on the parallel runways and agreements between the MAC and the City of Minneapolis restrict the use of this runway to the north unless needed for safety reasons, weather, and/or temporary runway closures).

However, on days when winds are strong from either directly northeast or directly southwest Runway 4/22 may become the primary runway, and when winds are strong either from directly north or directly south, Runway 17/35 may become the primary runway.

This was the case on May 20th when winds were reportedly as high as 28 mph and gusted to 46 mph. Due to the unusually high winds, the FAA was forced to land aircraft on Runway 22 (over St. Paul/Highland Park) and on Runway 17 (over South Minneapolis.) By the end of the day,



nearly 27 percent of the arrivals were coming from the north over South Minneapolis onto Runway 17 and more than 37 percent of the arrivals were coming from the northeast over St. Paul/Highland Park onto Runway 22. MSP typically experiences conditions like this only once or twice a year, typically lasting only a few hours when they do occur. ♦

NOC News

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Consent Decree, and is based upon the aircraft activity from the previous year. The 2008 Annual Noise Contour Analysis report is available on the MAC website: www.macnoise.com/pdfs/2008-FINAL-MSP-Annual-Noise-Contour-Report-2-25-09.pdf

FAA PARTNER Noise Quest Website

A website has been developed as a resource for anyone interested in

learning more about aircraft noise. The website was created and is maintained by the **Partnership for AiR Transportation and Noise and Emissions Reduction (PARTNER)**. MAC staff browsed the website and asked NOC members to review the site's information and provide their feedback during the July 2009 NOC meeting. The Noise Quest website address is: www.noisequest.psu.edu.

Next NOC Meeting

The next NOC meeting will be held

July 15, 2009 at 1:30 p.m. at the Metropolitan Airports Commission General Offices.

For more information call **612-725-6455** or visit www.macnoise.com/noc.

NOC Meeting Materials

Meeting materials (agendas, minutes, memos and presentations) can be accessed on the MAC website at www.metroairports.org/mac/meetings/noc.aspx, or call **612-725-6455**. ♦



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Public Input Meeting Scheduled for July 28th

Please join Metropolitan Airports Commission (MAC) staff at the next Airport Noise Public Input Meeting on **Tuesday, July 28, 2009** at 7 p.m.

The meeting will be held at the MAC's General Offices located at 6040 28th Avenue South in Minneapolis. This is an opportunity for residents to ask questions and learn more about what's new at MSP in terms of airport noise.

For more information, please contact Christene Sirois Kron at **612-725-6455** or **Christene.SiroisKron@mspmac.org** ♦

If you no longer wish to receive this publication, and other airport noise-related information, please call or e-mail Christene Sirois Kron at 612-725-6455 or Christene.SiroisKron@mspmac.org. In your e-mail, please write the word "delete" in the subject line, followed by your street address and city.



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