



Volume 10, Issue 3

Fall 2011

MSP NOISE NEWS

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

MSP 2020 Improvements EA/EAW is Underway

The Metropolitan Airports Commission (MAC) recently hosted two public open houses to inform members of the public about the MSP 2020 Improvements Environmental Assessment (EA/EAW). The open houses were held on July 13 in Eagan and July 14 in Minneapolis.

The MSP 2020 Improvements EA/EAW was initiated in September 2010 as the next step in the process of evaluating development needs for MSP that were outlined in the MSP Long Term Comprehensive Plan (LTCP). The MSP LTCP was approved in July 2010 as an update to the outdated 1996 plan, which was the result of a planning process that took place in the 1990s.

An updated forecast was prepared as part of the EA/EAW process; it was completed in May 2011 and results were shared during the public open houses and were presented to the MSP Noise Oversight Committee during its May 18, 2011 meeting. According to the updated forecast results, MSP aircraft operations are estimated to reach 484,879 in the year 2020 and total passengers will reach approximately 41 million.

While the MSP LTCP development needs do not include additional runways or runway modifications through the year 2020, improvements will be needed to accommodate the projected operations and passenger levels. These improvements will be focused on roadways, terminal buildings, arrival curb, parking, international arrival facilities, passenger gates, security screening checkpoints, and baggage claim facilities to achieve the following goals:

- Provide sufficient, environmentally-friendly facilities to serve existing and future traveler demand;
- Provide improved energy efficiencies;
- Encourage increased use of public transportation to and from the facilities;
- Minimize confusion associated with having two terminals and multiple access points;
- Allow for flexibility in growth;
- Utilize and maintain existing facilities to the fullest extent possible; and
- Enhance aircraft operational safety and efficiency.

Next Steps in the MSP 2020 Improvements EA/EAW Process

Currently, an evaluation of the development alternatives is being conducted. This evaluation process includes reviewing the environmental impacts for each development alternative being considered. Completion of this evaluation is targeted for November 2011. At that time, members of the public will be invited to Community Information Meetings to learn about the results.

It is anticipated that the full set of draft EA/EAW documents will be available for public review and comment in early 2012.

For more information regarding the MSP 2020 Improvements EA/EAW, please visit www.macnoise.com/msp2020ea. ♦

NOC News



The MSP Noise Oversight Committee (NOC) met on **July 20, 2011** and discussed the following topics:

Election of Community Representative Co-chair

The NOC Co-chairs are elected every two years by the group membership. During its meeting on July 20, 2011, the group re-elected Mr. Vern Wilcox for another term as Community Representative Co-Chair.

Review of Monthly Operations Data for May and June 2011

Staff provided NOC members with a summary of data included in the monthly operations reports for May and June 2011. The monthly reports are available on the noise program website at: www.macnoise.com/opreports.

Aircraft Noise Health Effect Concerns

A representative from South Metro Airport Action Council (SMAAC) briefed NOC members on the various studies that have been conducted on aircraft noise health effects. A request was made by SMAAC for NOC members to review the available health affects data and share their findings at a

future NOC meeting.

Next NOC Meeting

The next MSP NOC meeting is scheduled for **September 21, 2011** at **1:30 p.m.** at the Metropolitan Airports Commission General Offices, located at 6040 28th Ave. South, Minneapolis. ♦

Ask the Expert

Q. What is an Aircraft Noise Abatement Procedure (NAP)?

A. A common concern expressed by persons located within proximity to an airport is aircraft noise. Aircraft noise is generated by engines, mechanical components, and airframes of aircraft while operating in the air and on the ground. Two effective methods to reduce aircraft noise include establishing aircraft operating procedures and utilizing technology for navigation and/or aircraft performance. Aircraft operating procedures that are designed to reduce noise impacts can be categorized as Noise Abatement Procedures (NAP).

Implementation of operational procedures to reduce noise impacts around a major airport, such as Minneapolis-St. Paul International (MSP), may seem like an obvious solution; however, the successful implementation of such initiatives is predicated on complex airspace coordination and federal policy considerations. NAPs must not create conflicts with environmental quality, local airspace, the National Airspace System (NAS), and airfield efficiency. Examples of successful NAPs that have been implemented and are currently in-use at MSP include the following:

- Aircraft Departure and Arrival Procedures
- Runway Use System
- West-side Cargo Area Aircraft Engine Start Procedure

For more information on MSP NAPs, please call 612-726-9411 or visit www.macnoise.com/resources/opprocedures. ♦

Tracking Compliance of Runway 17 Departure Procedures

Each month the Metropolitan Airports Commission Aviation Noise & Satellite Programs Office generates a comprehensive analysis of air carrier departures that use Runway 17 at Minneapolis-St. Paul International Airport (MSP).

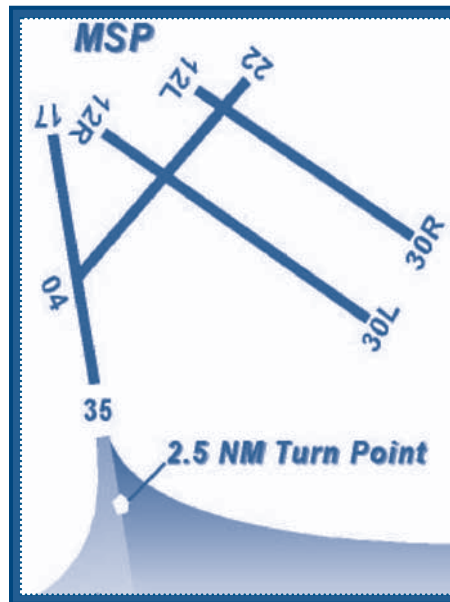
Runway 17/35, also called the north-south runway, was opened in October 2005 and is primarily used only for departures on Runway 17 and arrivals on Runway 35. A noise Abatement Procedure (NAP) was designed and implemented when the runway was opened to reduce aircraft noise and overflights for residents in parts of Burnsville and Bloomington.

Since December 2005, the MAC has monitored compliance with the established procedure called the

Runway 17 2.5-Mile Turn Point Departure Procedure.

This procedure is designed for turbojet air carrier aircraft. After departure from Runway 17, aircraft will fly to a designated point located approximately 2.5 miles from the runway departure end before initiating a turn to a westbound destination. Westbound is considered compass headings of 180-359 degrees.

When air carrier jets comply with this procedure, the aircraft overflights are reduced for some south Bloomington residents because the aircraft will overfly the Minnesota River Valley enroute to



their westbound destination.

A refinement of this procedure establishes a 215-degree heading for westbound aircraft after passing the designated 2.5-mile Turn Point to further concentrate operations over the Minnesota River.

Compliance with this procedure has exceeded 99 percent each month since October 2006.

In 2012, use of Area Navigation (RNAV) technology in conjunction with flight management systems will provide an increased level of precision to assist aircraft operators with compliance of this procedure.

For more information about the annual NOC work plans, meeting schedule, and approved minutes, please visit: www.macnoise.com/opreports or call 612-726-9411. ♦

Noise Mitigation Program Progress

The Metropolitan Airports Commission (MAC) Noise Mitigation Program is well on its way to completion. The program has been progressing since the early 1990s and its final phase is scheduled to be fully completed by year-end 2014.

The updated status of the program was provided to the members of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee during its meeting on July 20, 2011. The updated information was presented by Mr. John Nelson, Noise Mitigation Program Manager, and is summarized as follows:

There were 400 homes completed within the 63-64 DNL noise mitigation contour area. This phase of the program provided a 5-decibel reduction for eligible homes. As of December 2009 there are no homes that remain to be treated in this phase.

Modifications are completed on 5,351 homes within the 60-62 DNL contour area. These homes were eligible for air conditioning and other mitigation products. This phase will be completed by December 2012.

A total of 1,646 multi-family units were completed in the 60-64 DNL noise mitigation contour area. As of June 2010, there are no remaining eligible multi-family units that are untreated.

As of June 2011, there were 835 claims approved for mitigation reimbursement. Eligible reimbursements will be processed through June 2014.

For more information, please visit the website listed above or call 612-861-9929. ♦



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Commission - Aviation Noise and Satellite Programs*

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Next Public Input Meeting Scheduled October 25

Please join Metropolitan Airports Commission staff at the next Airport Noise Public Input Meeting taking place **Tuesday, October 25, 2011** at 7 p.m.

The meeting will be held at the Metropolitan Airports Commission General Offices, 6040 28th Avenue South, 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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