



MSP Noise News

A Quarterly Publication of the Metropolitan Airports Commission Aviation Noise and Satellite Programs

MAC, NOC & Aircraft Operators Investigate Noise on Airport's West Side

When driving along Cedar Avenue (Hwy 77) near the airport one cannot help but notice how much the Minneapolis-St. Paul International Airport (MSP) has changed over the past several years.

Some of these changes, including the addition of a runway, additional aircraft hangars and a cargo facility, have literally reshaped the west side of the airport.

Visible from the highway, both Sun County Airlines and Champion Air operate out of two of the hangars in this area, while an adjacent cargo facility is used by a handful of air cargo operators like DHL, BAX Global/Capitol Air and Kitty Hawk.

These facilities have also brought some concern about noise impacts associated with aircraft not only on the runway, but also on the ramps and at the cargo facility.

Inquiring Minds

In response to resident inquiries and complaints, the City of Richfield in May brought its concerns to the MSP Noise Oversight Committee (NOC).

Discussions at that meeting focused on daily cargo facility operations, aircraft activity on the ramp, aircraft engine start procedures, and whether or not these operations were creating a noise impact for east Richfield residents.

To follow up, Metropolitan Airports Commission staff coordinated a meeting with representatives of the companies operating out of these facilities to discuss the City's noise concerns and to gather information about the nature of their operations and engine start procedures.

The airlines said they would review their practices and report back to the MAC with possible improvements or plans that may help address the City's concerns.

Airlines Respond

The airlines reported the following:

- **Sun Country** noted in its response to the MAC that it operates a fleet of Boeing 737s that are generally newer and quieter than older aircraft that have been retrofitted to meet noise emission standards. The company also says it has plans to purchase a high-speed tug in 2008 to begin partial implementation of towing aircraft from its hangar to the Humphrey Terminal. With a tug, there is no need for an aircraft to apply power, eliminating engine noise.
- **Champion Air** reports it will now start aircraft on the immediate east side of its hangar to help keep noise from carrying across Cedar Avenue

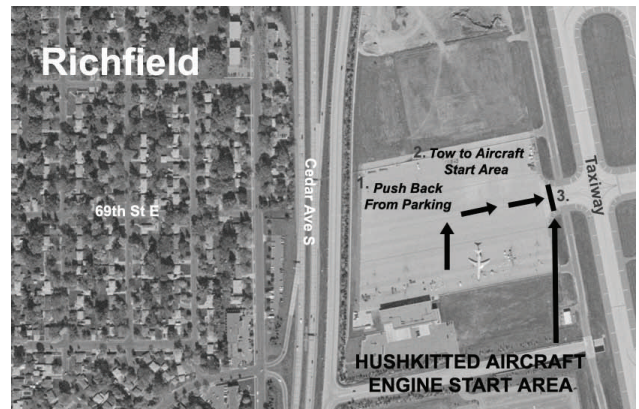


Diagram shows DHL's "hushkitted engine start up procedure"

and into Richfield's eastern neighborhoods.

- **DHL** reports its hushkitted (older technology, louder) aircraft are currently being towed to the eastern edge of the ramp just prior to the adjacent taxiway before the aircrafts' engines are started. (See diagram above) DHL says it believes this procedure is the most beneficial for noise reduction for two reasons: It takes aircraft further away from neighborhoods before being started, and the noise, which is louder on the sides of a Boeing 727 aircraft than at the back, is not pointed in the direction of the city.

Monitoring Noise Impacts

To verify DHL's procedure is the most beneficial for minimizing noise impacts, MAC staff monitored noise levels on the cargo facility's ramp and compared that data to data obtained from a location just west of Cedar Avenue.

(Continued on page 3)



NOC News



The MSP Noise Oversight Committee (NOC) met Wednesday, July 18, 2007.

Co-Chair Elections

The MSP NOC is co-chaired by two members: one is elected by members of the airport user group and the other is elected by members of the community group.

At the July meeting both **Kathleen Nelson** (Northwest Airlines) and **Vern Wilcox** (City of Bloomington), were re-elected and will serve as co-chairs for the next two years. Both have served since the group was formed in 2003.

Corridor Compliance

In May Committee members discussed an atypical dip in

compliance with the Eagan/Mendota Heights departure corridor and asked the local air traffic control tower manager, Carl Rydeen, to report back in July.

While Mr. Rydeen could not provide a specific reason for the decrease in compliance during the months of February, March and April, he did report that the air traffic controllers had been re-briefed on the procedure.

He was pleased to report a 94 percent compliance rate for the month of June.

West Side Noise Impacts

Committee members were briefed on a noise monitoring project and report regarding noise levels associated with aircraft operating on the west side of the airport in new facilities located just east of

Cedar Avenue. (See page 1 for more details.)

Runway 17 Use

The City of Eagan, through its NOC representative, reiterated its concerns about the use of Runway 17 for departures. The City's concerns were detailed in a letter to the Federal Aviation Administration and the Metropolitan Airports Commission.

Next Meeting

The next NOC meeting is scheduled for **Wednesday, September 19 at 1:30 p.m.** at the MAC General Offices.

For more information about the NOC, call **612-725-6455** or visit the NOC Web page at <http://www.macnoise.com/noc>.

(Continued on page 3)

Ask the Expert



Q. Under what conditions at MSP does the FAA switch to using the crosswind runway only?

A. The Minneapolis - St. Paul International Airport (MSP) has four runways; two are parallel to each other and are oriented northwest/southeast and a third is oriented north/south. The fourth runway crosses or intersects the other three and is oriented northeast/southwest. At 11,000 feet, this "Crosswind Runway," also known as Runway 4/22, is the longest on the airfield.

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

Typically, under most conditions, the local MSP Air Traffic Control accepts between 64 and 90 aircraft per hour, depending upon the number of takeoffs and landings that need to be spaced apart. However, on days when winds are strong from either directly northeast or directly southwest, that number dips, sometimes to as low as 30 per hour.

The reason? All aircraft are forced to use the Crosswind Runway giving the FAA not three but one active runway. This has a significant impact on the number of flights coming in or going out of the airport. The results are delayed and cancelled flights, as well as a change in where aircraft can be seen in the sky. MSP typically experiences conditions like this only once or twice a year, typically lasting only a few hours when they do occur. ♦



Runway Reconstruction: Q&A with Airport Development

Q. Why does the south parallel runway - 12R/30L - need to be reconstructed?

A. The center 3,100 feet of the runway is being reconstructed. The entire runway is 10,000 feet long. The two end sections of the runway were reconstructed in 1998 and 1999. The center portion of the runway has reached the end of its useful life and has required almost continuous maintenance due to the age and heavy use of the pavement.

The runway has been kept safe and useable through numerous maintenance, rehabilitation, and repair projects. The pavement required emergency repair in the fall of 2006 to ensure the runway would be operational until this section could be reconstructed.

Our thanks to **Gary Warren** and **Allen Dye** of the Metropolitan Airports Commission's Airport Development department for participating in this Q&A.

Q. When will the runway re-open?

A. The runway was closed August 13 and is expected to re-open on or about October 17 (depending on weather). The contractor faces severe financial penalties if it does not finish within the allotted 50 working days.

Q. How is the project progressing?

A. The first week of the project progressed quite well. As of August 21 the project was approximately five percent complete with approximately one-third of the old bituminous and one-quarter of the old concrete removed. Some backfilling on the western portion of the runway has also begun.

Wet weather in late August placed the contractor slightly behind schedule. The contractor is expected to be able to make up that time as the weather improves.



Aerial shot of runway construction - August 21 —
Photo courtesy of Bordner Aerials

Q. Will runway use patterns return to normal once the project is complete?

A. Yes. The south parallel runway will be fully operational and aircraft will again use both parallel runways in conjunction with the north/south runway.

The new runway pavement is expected to serve the traveling public safely and relatively maintenance free for the foreseeable future. ♦

NOC News

(Continued from page 2)

NOC Meeting Materials

To access NOC meeting materials (agendas, minutes, memos and presentations), visit the MAC Web site at <http://www.msppairport.com/mac/meetings/noc.aspx>, or call 612-725-6455. ♦

West Side Noise

(Continued from page 1)

The results confirm that the practice of towing hushkitted aircraft to the eastern edge of the ramp is effective and produces no measurable noise impacts in the city of Richfield.

The full report was shared with the NOC at its July meeting where committee members unanimously endorsed this hushkitted aircraft engine start up procedure as the "best practices" standard procedure for all hushkitted aircraft.

A more detailed analysis of the monitoring project can be downloaded as part of the July 18,

2007 MSP NOC meeting agenda and handouts. Simply go to www.msppairport.com/mac and click on 'public meetings.' A link to the MSP NOC meeting materials is listed on the left of the screen. Or, if you prefer, call 612-725-6455 for a paper copy. ♦

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Summer 2007

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Inside this issue:

MAC, NOC & Aircraft Operators Investigate Noise on West Side	1
NOC News	2
Ask the Expert	2
Runway Reconstruction - Q & A with Airport Development	3

Open House Materials Available Online

Couldn't make it to a community open house to learn more about the south parallel runway reconstruction project? Have questions that need answers?

Download the handouts and boards from the open house series at www.macnoise.com/construction. Or, call 612-726-9411 with your questions.

You can also follow the project's progress. Simply click on "Construction Updates" for weekly updates ♦

PUBLIC INPUT MEETING

Join Us October 23

An opportunity for residents to voice concerns and ask questions about airport noise.

**Tuesday, October 23, 2007
7:00 p.m.**

MAC General Offices
6040 28th Ave S., Minneapolis

For directions, call
(612) 725-6455

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